

Final Initial Study/Mitigated Negative Declaration

St. Andrews Place Demolition Project



Los Angeles Department of Water and Power
Environmental Affairs
111 North Hope Street, Room 1044
Los Angeles, California 90012

February 2021

**Final Initial Study/Mitigated Negative Declaration
St. Andrews Place Demolition Project**

February 2021

General Manager and Chief Engineer

Marty L. Adams

Senior Assistant General Manager – Water System

Richard F. Harasick

**Senior Assistant General Manager – External and Regulatory Affairs and Chief Sustainability
Officer**

Nancy H. Sutley

Director of Environmental Affairs

Mark J. Sedlacek

Manager of Environmental Planning and Assessment

Charles C. Holloway

Prepared by

Los Angeles Department of Water and Power

111 North Hope Street, Room 1044

Los Angeles, CA 90012

Technical Assistance Provided by

ESA

626 Wilshire Blvd., Suite 1100

Los Angeles, CA 90017

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SECTION 1

Final IS/MND and Public Comments

This Final Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 1500 et seq.). The Final IS/MND incorporates, by reference, the IS/MND (included here as Appendix AA) prepared by the Los Angeles Department of Water and Power (LADWP) for the St. Andrews Demolition Project (State Clearinghouse No. 2020110221) as it was originally published.

The IS/MND for the project was circulated for public review for 33 days, from November 16, 2020 through December 18, 2020, in accordance with the requirements of *CEQA Guidelines* Section 15072(a). No comments from State or local agencies or members of the public were received on the IS/MND for the project. As a result, LADWP has not had to respond to any comments. This chapter, together with the IS/MND, constitute the Final IS/MND for the project.

SECTION 2

Mitigation Monitoring and Reporting Program

The Mitigation Monitoring and Reporting Program (MMRP) for the proposed project has been prepared in accordance with Public Resources Code Section 21081.6 and State CEQA Guidelines Section 15091(d). LADWP will use this MMRP to track compliance with the project mitigation measures. The MMRP will incorporate all mitigation measures adopted for the proposed project.

This MMRP summarizes potentially significant impacts and mitigation commitments identified in the St. Andrews Place Demolition Project Initial Study / Mitigated Negative Declaration (IS/MND). **Table 2-1** provides the MMRP which includes all mitigation measures, project design features, monitoring process, monitoring timing, and responsible agency for implementation. Impacts and mitigation measures are presented in the same order as in the project IS/MND.

**Mitigation Monitoring and Reporting Program
State Clearinghouse No. 2020110221**

**St. Andrews Place Demolition Project
Mitigated Negative Declaration**

**TABLE 2-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<i>Cultural Resources</i>						
MM-CUL-1	Prior to the start of ground-disturbing activities, LADWP shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (U.S. Department of the Interior 2012) to support the implementation of cultural resources mitigation measures and monitoring.	Prior to construction	Los Angeles Department of Water and Power (LADWP)			
MM-CUL-2	Prior to the start of ground-disturbing activities, a cultural resources sensitivity training shall be conducted for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. LADWP shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.	Prior to and during construction	LADWP			
MM-CUL-3	An archaeological monitor (working under the direction of the qualified archaeologist) shall observe all subsurface ground-disturbing activities. A Native American monitor from the Native American groups identified by the NAHC as having affiliation with the project area shall also be invited to observe subsurface ground-disturbing activities. The qualified archaeologist, in coordination with LADWP, may reduce or discontinue monitoring if it is determined that the possibility of encountering buried archaeological deposits is low based on observations of soil stratigraphy or other factors. Archaeological monitoring shall be conducted by an archaeologist familiar with the types of archaeological	During and post construction	LADWP			

**TABLE 2-1
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)**

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	resources that could be encountered within the project site. The archaeological monitor and Native American monitor, in coordination with the construction manager or resident engineer, shall be empowered to request the halting or redirecting of ground-disturbing activities away from the vicinity of a discovery until the qualified archaeologist has evaluated the discovery and determined appropriate treatment. The archaeological monitor shall keep daily logs detailing the types of activities and soils observed, and any discoveries. After monitoring has been completed, the qualified archaeologist shall prepare a monitoring report that details the results of monitoring. The report shall be submitted to LADWP and any Native American groups who request a copy. A copy of the final report shall be filed at the South Central Coastal Information Center.					
MM-CUL-4	<p>In the event of the unanticipated discovery of archaeological materials, LADWP shall immediately cease all work activities in the area (within approximately 50 feet) of the discovery until it can be evaluated by the qualified archaeologist. Construction shall not resume until the qualified archaeologist has conferred with LADWP on the significance of the resource.</p> <p>If it is determined that the discovered archaeological resource constitutes a historical resource and/or a unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall</p>	During construction	LADWP			

**TABLE 2-1
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)**

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	be prepared and implemented by the qualified archaeologist in consultation with LADWP that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. LADWP shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.					
MM-CUL-5	If human remains are encountered, LADWP shall halt work in the vicinity (within 100 feet) of the find and contact the Los Angeles County Coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC shall be notified, in accordance with Health and Safety Code Section 7050. 5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC shall designate a most likely descendant (MLD) for the remains per PRC Section 5097.98. LADWP shall ensure that the immediate vicinity where the Native American human remains are located is not damaged or disturbed by further development activity, according to generally accepted cultural or archaeological standards or practices, until the landowner has discussed and conferred with the MLD regarding their recommendations, as prescribed in PRC Section 5097.98, taking into account the possibility of multiple human remains.	During construction	LADWP			
Geology/Soils						
MM-GEO-1	Prior to the start of construction activities, LADWP shall retain a qualified paleontologist that meets the standards of the Society of Vertebrate Paleontology (2010) to support the implementation of mitigation measures related to paleontological resources.	Prior to construction	LADWP			

**TABLE 2-1
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)**

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
MM-GEO-2	Prior to the start of any ground-disturbing activities, a paleontological resources sensitivity training shall be conducted for all construction personnel. This training shall include information on what types of paleontological resources could be encountered during excavations, what to do in case an unanticipated discovery is made by a worker, and laws protecting paleontological resources. All construction personnel shall be informed of the possibility of encountering fossils and instructed to immediately inform the construction foreman or supervisor if any fossils are unexpectedly unearthed. LADWP shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.	Prior to and during construction	LADWP			
MM-GEO-3	If a unique geologic feature or paleontological resource is discovered during construction, LADWP shall immediately cease all work activities in the area (within approximately 50 feet) of the discovery until it can be evaluated by the qualified paleontologist. Construction shall not resume until the qualified paleontologist has conferred with LADWP on the significance of the resource. At the qualified paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing and evaluation of the find. All significant fossils shall be collected by the qualified paleontologist. Collected fossils shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Los Angeles County Natural History Museum, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they may be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school that accepts the fossils.	During construction	LADWP			

**TABLE 2-1
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)**

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
Noise						
MM-NOI-1	For construction activities adjacent to noise-sensitive receptors (e.g., residences), the contractor shall ensure that all construction equipment, fixed or mobile, are equipped with properly operating and maintained noise-shielding and muffling devices, consistent with manufacturers' standards. The contractor shall use muffler systems (e.g., absorptive mufflers) that provide a minimum reduction of 5 dBA compared to the same equipment without an installed muffler system, reducing maximum construction noise levels. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications. The contractor shall also keep documentation on-site verifying compliance with this measure.	During construction	LADWP			
MM-NOI-2	For construction activities adjacent to noise-sensitive receptors (e.g., residences) along West Gage Avenue, where physically and technically feasible, the contractor shall provide a temporary fence or other barrier with a performance standard of achieving a 15 dBA noise level reduction at the residential receptors to the south. A 16-foot tall temporary fence or other barrier shall be used along West Gage Avenue extending approximately 100 feet from the S. St. Andrews Place intersection. A minimum 8-foot tall temporary fence or other barrier shall be used in all other areas along the project site's southern boundary along West Gage Avenue. The temporary fence or barrier shall be used during peak noise-generating construction phases when the use of heavy equipment is prevalent. A noise barrier is not required if it would pose a safety risk or unreasonably prevent access to the construction area as deemed by the on-site construction manager, such as in areas that have limited equipment-maneuvering space or access.	During construction	LADWP			

**TABLE 2-1
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)**

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
MM-NOI-3	Limit engine idling of construction equipment (e.g., haul trucks, loaders) to a minimum of 200 feet from any boundary of the nearest sensitive receptors.	During construction	LADWP			
MM-NOI-4	<p>Prior to commencement of construction activities, LADWP shall notify in writing adjacent residents and businesses near the project site, including the residents along Gage Avenue south of the project site, of proposed construction activities and the tentative schedule. The notices shall also provide a contact person and hotline where local residents or business owners can call during active construction with questions or comments. LADWP shall respond to inquiries regarding construction noise and vibration.</p> <p>In addition, LADWP shall provide a construction site notice that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.</p>	Prior to and during construction	LADWP			

Appendix AA
Draft IS/MND

Initial Study/Mitigated Negative Declaration

St. Andrews Place Demolition Project



Los Angeles Department of Water and Power
Environmental Affairs
111 North Hope Street, Room 1044
Los Angeles, California 90012

November 2020

**CEQA Initial Study and Mitigated Negative Declaration
St. Andrews Place Demolition Project**

November 2020

General Manager

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COUNTY CLERK'S USE

CITY CLERK'S USE

**CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED
MITIGATED NEGATIVE DECLARATION
(Article I, City CEQA Guidelines)**

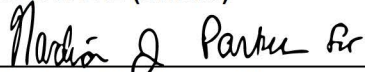
LEAD CITY AGENCY: Los Angeles Department of Water and Power (LADWP) 111 North Hope Street, Room 1044 Los Angeles, CA 90012		COUNCIL DISTRICT CD No. 8 Councilmember Marqueece Harris-Dawson
PROJECT TITLE: St. Andrews Place Demolition Project		CASE NO.
PROJECT DESCRIPTION: The proposed project would include the demolition of an existing two-story structure and auxiliary structures on a 1.1-acre parcel owned by LADWP. Once construction is completed, the proposed project site would be used as open air storage.		
PROJECT LOCATION: 6236 S. St. Andrews Place in the City of Los Angeles		
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY		
FINDING: See attached Initial Study for Mitigation Measures Imposed		
NAME OF PERSON PREPARING THIS FORM: Eduardo Cuevas	TITLE: Environmental Engineering Associate	PHONE: (213) 367-3553
ADDRESS: 111 N. Hope Street, Room 1044 Los Angeles, CA 90012	SIGNATURE (Official)  Charles C. Holloway, Manager of Environmental Planning and Assessment	DATE 11-6-20

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SECTION 1

Project Description

1.1 Introduction

The Los Angeles Department of Water and Power (LADWP) proposes to implement the St. Andrews Place Demolition Project (project). The proposed project would include the demolition of an existing two-story structure and auxiliary structures on a 1.1-acre parcel owned by LADWP. Once construction is complete and the site is cleared, the proposed project site would be used as open air storage. The property is located adjacent to an existing LADWP well field property that includes an area used for open air storage.

1.2 Project Location

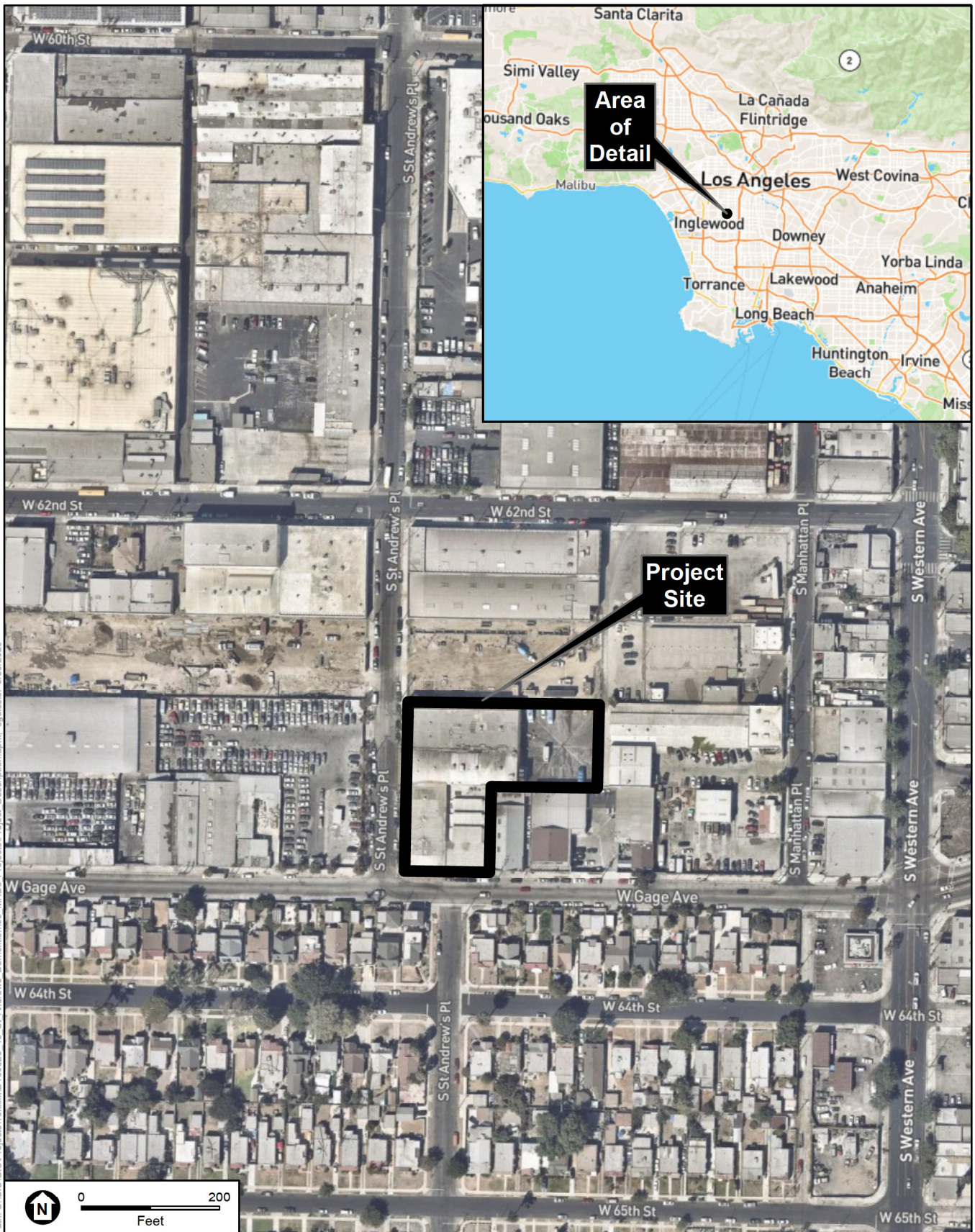
The proposed project site is located south of downtown Los Angeles, at 6236 S. St. Andrews Place in the City of Los Angeles, as shown in **Figure 1**. The project site is bound by an existing LADWP well field property to the north, West Gage Avenue to the south, St. Andrews Place to the west, and existing industrial uses to the east. The site can be accessed through a gate on St. Andrews Place. Regional access to the project site is provided by Interstate 110 (I-110) approximately 1.7 miles east.

1.3 Project Background

The project site is composed of one parcel (Assessor's Parcel No. 6001 016 901), owned by LADWP, with a two-story structure along the western portion of the property (**Figure 2**). In addition to the two-story structure, the project site is developed with an auxiliary structure and a paved area used for parking along the eastern side of the property. A concrete wall separates the paved parking area from the property to the north. LADWP would like to expand the available storage area currently used along the northern side of the project site.

The two-story structure that will be demolished as part of the proposed project was constructed in 1928 and originally served as Bauman Brothers Furniture Manufacturing Co. (Bauman Brothers) facilities. The existing structure consists of various materials with an exterior that is mostly unreinforced masonry¹ and includes floors that are made of wood framing.

¹ Unreinforced masonry is a type of building where load-bearing walls, non-load-bearing walls, or other structures are made of brick, cinderblock, tiles, adobe, or other masonry material that is not braced by reinforcing material, such as rebar in a concrete or cinderblock.

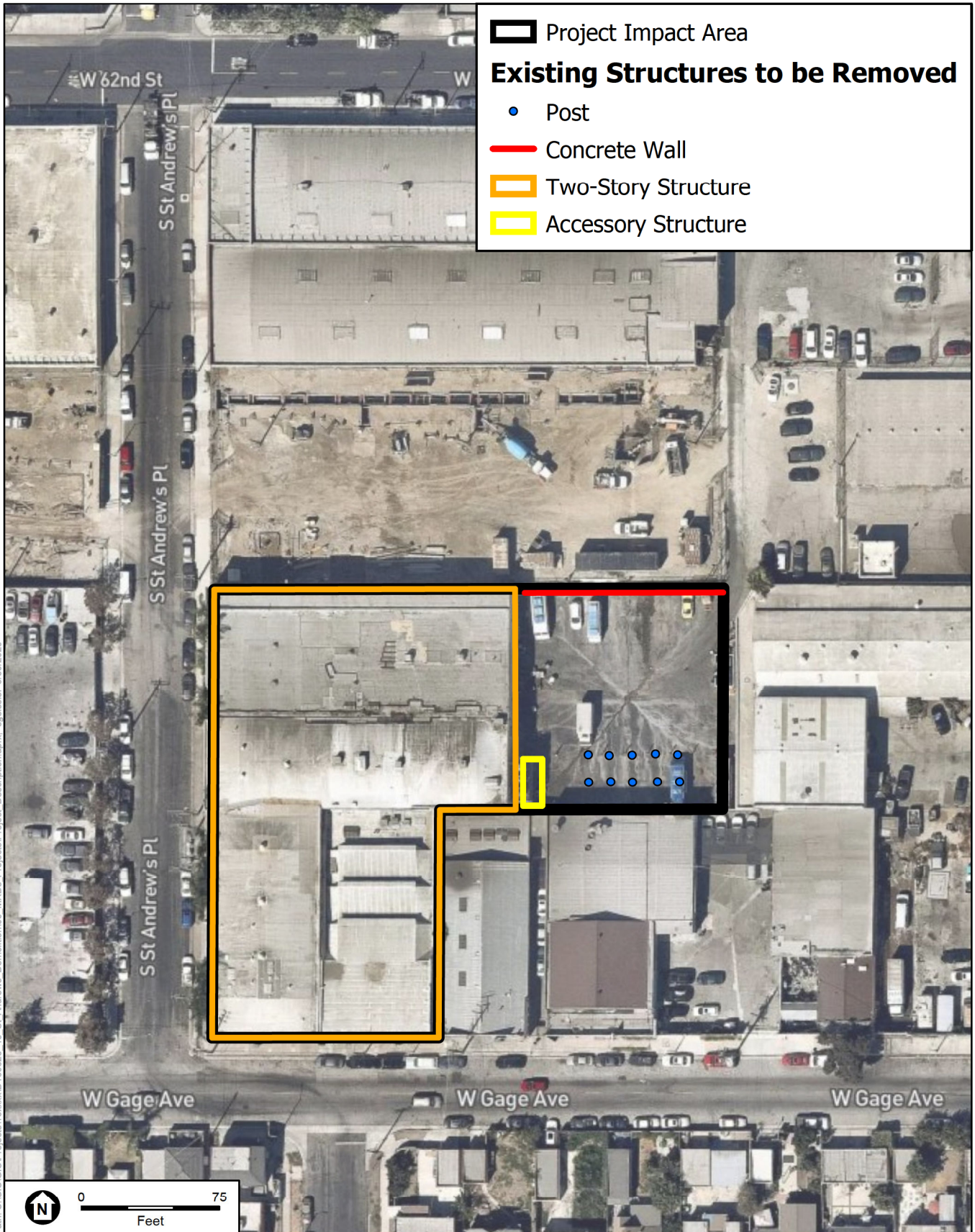


SOURCE: Open Street Map, 2020.

St. Andrews Demolition Project

Figure 1
Regional and Project Location





Path: \\A:\GIS\Projects\160000\160026_40_St_Andrews_Demolition\03_MXDs\Projects\Project_Description.aprx_sgetstier 6/30/2020

SOURCE: Open Street Map, 2020.

St. Andrews Demolition Project



Figure 2
Project Site Location

1.4 Project Description

The proposed project would include the demolition of a 64,434-square-foot, 26-foot-tall, two-story structure. The structure's footprint is approximately 38,484 feet. In addition, the proposed project would remove a 456-square-foot auxiliary structure, a concrete wall along the northern property line, and 10 posts located on the paved portion of the site, which were previously used as truck charging stations. Once the site is demolished and cleared of debris, a new chain-link fence with privacy slats or other privacy cover would be constructed along the perimeter of the property. The fence would be 8 feet tall and similar to the existing chain-link fence that surrounds the adjacent LADWP well field. The fence would include posts every 10 feet and barbed wire along the top. Once all structures and posts have been removed, the existing paved parking along the eastern side of the property would remain in place and the rest of the site would be slightly graded. No additional improvements to the site would occur. The proposed project would result in a new open air storage area to supplement the adjacent storage area at the LADWP well field property.

1.5 Project Construction

Prior to proposed demolition activities, utilities related to the existing structure would be capped and hazardous materials remediation would be implemented at the project site to limit exposure to potentially toxic materials, such as asbestos-containing materials (ACMs) and lead-based paint (LBP), during demolition activities. Prior to the start of demolition activities, a Hazardous Materials Survey would be conducted to assess the types and quantities of hazardous material that may be encountered during the demolition work. After the assessment, hazardous waste would be removed and disposed of in compliance with and all federal, state, and local laws. The demolition work would commence after the hazardous waste has been properly assessed and safely removed and disposed of.

Because of the two-story structure's proximity to the sidewalk along St. Andrews Place and West Gage Avenue, barricades, protection fences, and/or canopies will be provided along the sidewalk to protect pedestrians from construction activities. No sidewalk or road closures are anticipated.

The proposed project would include mobilization and capping of utilities, hazardous materials remediation, installation of pedestrian protection and fencing, salvaging of construction materials, removal of wood framing, removal of walls, removal of foundation, backfilling and minor grading, and cleanup and removal of construction fencing.

Construction demolition waste required to be exported off-site would include approximately 1,280 cubic yards (CY) of concrete, 1,670 CY of unreinforced masonry, and approximately 1,300 CY of wood. Minor excavation would be required to remove a concrete slab and perimeter footings. The maximum depth of excavation for the footings would be no deeper than 60 inches.

All demolition debris and excavation material would be sent to 25th Street Recycling (2121 East 25th Street, Los Angeles, CA) or California Waste Services (621 West 152nd Street, Gardena, CA),

or a similar facility. All hazardous materials would be disposed of at an appropriate facility that accepts such waste.

Site access would occur via a gate located along the north side of the project site along St. Andrews Place. On average, approximately 10 workers per day would be at the project site, and up to 20 workers per day during the peak construction period, which would last approximately 3 weeks. This would result in a total of 20 worker trips per day on average and 40 worker trips per day during peak construction. Approximately 25 truck haul trips per day would occur during the heaviest period of construction.

Construction Staging

Construction staging areas and equipment and vehicle laydown areas would be accommodated within the project site's paved parking area and within the adjacent LADWP property, if needed.

Construction would require, but would not be limited to, the following equipment:

- Flatbed truck
- Light pickup truck
- Truck-mounted earth auger
- Heavy-duty trucks (2)
- Dump trucks (2)
- Crawler loader
- Air compressor
- Pavement breakers (2)
- Air hoses (2)
- Two-drum roller

Construction Schedule

The proposed project would take approximately 4.5 months to complete, which would include approximately 2 months of hazardous material remediation and 2.5 months of demolition work. Construction of the proposed project is anticipated to start in August 2021.

Construction for the proposed project would occur Monday through Friday, between the hours of 6:00 A.M. and 5:00 P.M. No nighttime construction would occur as part of the proposed project.

1.6 Operation and Maintenance Activities

Once construction is complete and the site is cleared, the project site would be used for open air storage, similar to the existing adjacent property. It is anticipated that existing LADWP staff would operate and maintain the new open air storage area similar to the current adjacent well field property. It is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site.

1.7 Project Approvals

This Initial Study (IS)/Mitigated Negative Declaration (MND) has been prepared to meet all of the substantive and procedural requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.). Accordingly, LADWP is the

Lead Agency for the proposed project, and **Table 1-1** summarizes the project’s permit requirements from their respective agencies. This IS/MND may be used for future project approvals.

**TABLE 1-1
DISCRETIONARY PERMITS POTENTIALLY REQUIRED**

Agency	Permits and Authorizations Potentially Required
Regional Water Quality Control Board	<ul style="list-style-type: none">• Construction General Permit• General Stormwater NPDES for Industrial Facilities
City of Los Angeles Department of Building and Safety	<ul style="list-style-type: none">• Demolition permit

SECTION 2 ENVIRONMENTAL CHECKLIST

Initial Study

1. **Project Title:** St. Andrews Place Demolition Project
2. **Lead Agency Name and Address:** Los Angeles Department of Water and Power
111 N. Hope Street, Room 1044
Los Angeles, CA 90012
3. **Contact Person and Phone Number:** Eduardo Cuevas
Environmental Engineering Associate
(213) 367-3553
4. **Project Location:** 6236 S. St. Andrews Place,
Los Angeles, California 90047
5. **Project Sponsor's Name and Address:** Same as Lead Agency
6. **General Plan Designation(s):** Light Industrial (South Los Angeles
Community Plan)
7. **Zoning:** M2 (Light Industrial)

8. **Description of Project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The proposed project would include the demolition of an existing two-story structure and auxiliary structures on a 1.1-acre parcel owned by Los Angeles Department of Water and Power (LADWP). Once construction is complete and the site is cleared, the proposed project site would be used by LADWP as open air storage.

9. **Surrounding Land Uses and Setting.** (Briefly describe the project's surroundings.)

Light industrial to the north, west, and east and hybrid industrial and low residential to the south.

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

- Regional Water Quality Control Board
- City of Los Angeles Department of Building and Safety

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

To date, one California Native American tribe has requested consultation. A consultation meeting was held on August 27, 2020. See Section 2.18 for details.

Environmental Factors Potentially Affected

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

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

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

Charles C. Holloway
 Signature
 Charles C. Holloway, Manager of Environmental Planning and Assessment

 Signature

11-6-20
 Date

 Date

2.1 Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than Significant Impact.** Scenic vistas are defined by the City of Los Angeles as the panoramic public view of the ocean, striking or unusual natural terrain, or unique urban or historic features. There are several scenic vistas located around the City of Los Angeles, including the San Gabriel and Santa Susana Mountains to the north, the Santa Monica Mountains that extend across the middle of the city, the Palos Verdes Hills and Pacific Ocean to the south and west, and views of the Los Angeles River throughout the city (City of Los Angeles 2001). However, the City of Los Angeles General Plan and the South Los Angeles Community Plan do not designate scenic vistas on or near the proposed project site (City of Los Angeles 2001; City of Los Angeles 2017). The nearest scenic vistas are the eastern Santa Monica Mountains located approximately 8.6 miles north of the project site. The Santa Monica Mountains can be viewed in the distance by motorists traveling north along St. Andrews Place, the north/south road at the western boundary of the project site.

During the proposed demolition, construction equipment and stockpiled materials would be visible at the project site for only a temporary amount of time. Equipment and materials would be used/stored within the LADWP property and out of the public right-of-way for the duration of construction. The proposed project would not significantly obstruct scenic vistas of the Santa Monica Mountain range from St. Andrews Place during construction. Once construction is complete and the site is cleared, the project site would be used for open space storage in compliance with Light Industrial Zone (M2) zoning regulations applicable to the project site (City of Los Angeles 2020). The M2 zoning designation allows for open storage of equipment at the project site, provided that the property is enclosed by fencing that is at least 8 feet in height and that equipment stored at the project site does not exceed the height of the fence (zoning regulations

applicable to the project site are described in detail in Section 2.11, *Land Use* (City of Los Angeles 1974). Further, since implementation of the proposed project would demolish a 26-foot-tall structure and construct an 8-foot-tall fence with privacy slats, thereby reducing the tallest structure on the project site by 18 feet, scenic views available to the public traveling north along St. Andrews Place would be improved at completion of the project compared to existing conditions. Therefore, the proposed project would not result in a substantial adverse effect on a scenic vista. Impacts are considered to be less than significant.

- b) **No Impact.** There are no officially designated State Scenic Highways in the vicinity of the project site, nor are there any known scenic resources or rock outcroppings in close proximity to the project site (Caltrans 2020; City of Los Angeles 2017). As discussed in Section 2.6 (a), the Bauman Brothers industrial complex does not qualify as a historical resource and its demolition would not constitute a significant impact. Construction of the project would not include the removal of trees, rock, outcroppings, or historic buildings that are visible from State Scenic Highways. Therefore, the proposed project would not impede any views of scenic resources from State Scenic Highways.
- c) **No Impact.** The project site is located in a highly urbanized area within the City of Los Angeles, and is within the South Los Angeles Community Plan area. Visually, the project site has industrial characteristics, including a two-story structure that was formerly a furniture manufacturing facility. The area surrounding the project site is visually characterized by residential, institutional, and commercial uses.

The project site is designated for Light Industrial land use in the South Los Angeles Community Plan and is zoned as Light Industrial (M2). Once the project construction is completed, the site would serve as an open air storage site, similar to the existing property to the north. This use would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur.

- d) **No Impact.** The project site is located in a highly urbanized area, which receives light and glare from vehicles and streetlights during the day and night. Light and glare associated with daytime construction of the proposed project is not expected to be substantially greater than existing conditions. Construction of the proposed project would occur Monday through Friday, within the hours between 6:00 A.M. and 5:00 P.M. As construction would occur during daytime hours, no additional light sources would be introduced to the project site during construction. If nighttime lighting is required, the construction contractor would comply with the City of Los Angeles Municipal Code 41.40 nighttime lighting standards and all lighting would be shielded and pointed toward the construction activity, away from the surrounding street and sensitive land uses. Once demolition activity is complete, the site would serve as an open air storage area. No new sources of light are required or would be implemented as part of the project. No impact would occur.

References

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- City of Los Angeles, 2001. City of Los Angeles General Plan, Conservation Element, Adopted September 2001. Available at: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf. Accessed May 12, 2020.
- City of Los Angeles, 2017. South Los Angeles Community Plan. Available at: https://planning.lacity.org/odocument/b909e749-754e-4caa-af7f-14c82adaa2b7/South_Los_Angeles_Community_Plan.pdf. Accessed May 13, 2020.
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2.2 Agriculture and Forestry Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
AGRICULTURE AND FORESTRY RESOURCES —				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The project site is not included within the Department of Conservation Farmland Mapping and Monitoring Program survey boundaries (California Department of Conservation 2016a). The project site is not located on land that is designated as agriculture by the South Los Angeles Community General Plan and is not located on land zoned for agricultural uses. The proposed project would be implemented on private property that is designated by the City of Los Angeles for Light Industrial land uses and zoned as M2 (Light Industrial Zone) (City of Los Angeles 2017; City of Los Angeles 2020). Therefore, implementation of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.
- b) **No Impact.** According to the California Department of Conservation, the project site is not located on land under a Williamson Act contract (California Department of Conservation 2016b). In addition, the project site is not located on land zoned for agricultural use (City of Los Angeles 2017; City of Los Angeles 2020). Therefore, implementation of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

- c, d) **No Impact.** The South Los Angeles Community Plan land use map and the City of Los Angeles zoning map do not include zoning categories related to forest land, timberland, or timberland zoned as Timberland Production (City of Los Angeles 2017; City of Los Angeles 2020). The project is not located on U.S. Department of Agriculture Forest Service land. The nearest forest land is Angeles National Forest approximately 29 miles northeast of the project site (NRCS 2020). The project would be constructed on a currently developed parcel and would not conflict with existing zoning for its current or proposed use. The proposed project would not result in the conversion of forest land and no impact would occur.
- e) **No Impact.** As discussed above, the project site is not located on land designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, timberland, or forest land. Therefore, implementation of the proposed project would not convert farmland or forestland, and no impact would occur.

References

- California Department of Conservation, 2016a. Los Angeles County Important Farmland Map. Available at: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf>. Accessed May 12, 2020.
- California Department of Conservation, 2016b. Los Angeles County Williamson Act FY 2015-2016 Map. Available at: <https://www.conservation.ca.gov/dlrp/wa>. Accessed May 13, 2020.
- City of Los Angeles, 2001. City of Los Angeles General Plan, Conservation Element, Adopted September 2001. Available at: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf. Accessed May 12, 2020.
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- USDA Natural Resources Conservation Service (NRCS), 2020. Farmland Protection Policy Act Web Site. Available at: <https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/landuse/fppa/>. Accessed May 13, 2020.

2.3 Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than Significant Impact.** The project site is located within the 6,745-square-mile South Coast Air Basin (SCAB). Air quality planning for the SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) for criteria air pollutants. The SCAQMD is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which the SCAB is in non-attainment of the NAAQS (i.e., ozone [O₃] and fine particulate matter [PM_{2.5}]). The SCAQMD, California Air Resources Board (CARB), and United States Environmental Protection Agency (USEPA) have adopted the 2012 AQMP, which incorporates scientific and technological information and planning assumptions, regarding air quality and regional growth projections from the Southern California Association of Governments (SCAG), and emission inventory methodologies for various source categories (SCAQMD 2013). The key undertaking of the 2012 AQMP is to bring the SCAB into attainment with the NAAQS for the 24-hour PM_{2.5} standard. It also intensifies the scope and pace of continued air quality improvement efforts toward meeting the 8-hour O₃ standard with new measures designed to reduce reliance on the CAA Section 182(e)(5) long-term measures for nitrogen oxide (NO_x) and volatile organic compound (VOC) reductions. The SCAQMD expects exposure reductions to be achieved through implementation of new and advanced control technologies as well as improvement of existing technologies.

The 2012 AQMP was prepared to accommodate growth, reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are consistent with the assumptions used in the AQMP do not interfere with attainment because the growth is included in the projections used in the formulation of the AQMP. Thus, projects, uses,

and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they would individually exceed the SCAQMD's numeric indicators.

The SCAQMD released the Draft 2016 AQMP on June 30, 2016, for public review and comment. A revised Draft 2016 AQMP was released in October 2016, and the SCAQMD Governing Board adopted the 2016 AQMP on March 3, 2017. CARB approved the 2016 AQMP on March 23, 2017 (SCAQMD 2016). USEPA approval is pending, but is a necessary requirement before the 2016 AQMP can be incorporated into the State Implementation Plan. Key elements of the 2016 AQMP include implementing fair-share emissions reductions strategies at the federal, state, and local levels; establishing partnerships, funding, and incentives to accelerate deployment of zero and near-zero-emissions technologies; and taking credit from co-benefits from greenhouse gas (GHG), energy, transportation, and other planning efforts. The strategies included in the 2016 AQMP are intended to demonstrate attainment of the NAAQS for the federal O₃ and PM_{2.5} standards. Until such time as the 2016 AQMP is approved by USEPA, the 2012 AQMP remains the applicable AQMP.

Construction

Construction activities associated with the project have the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as loaders and air compressors, and through vehicle trips generated from worker trips, vendor trucks, and haul trucks traveling to and from the construction areas. In addition, fugitive dust emissions would result from construction activities. Mobile source emissions, primarily NO_x, would result from the use of construction equipment. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Under this criterion, the SCAQMD recommends that lead agencies demonstrate that a project would not directly obstruct implementation of an applicable air quality plan and that a project be consistent with the assumptions (typically land use related, such as resultant employment or residential units) upon which the air quality plan is based. The project would result in an increase in short-term employment compared to existing conditions. Being relatively small in number and temporary in nature, construction jobs under the project would not conflict with the long-term employment projections upon which the AQMP is based. Control strategies in the AQMP with potential applicability to short-term emissions from construction activities include strategies denoted in the 2012 AQMP as ONRD-04 and OFFRD-01 and in the 2016 AQMP as MOB-08 and MOB-10 and are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating replacement of older, emissions-prone engines with newer engines meeting more stringent emission standards. Construction contractors would be required to comply with the CARB Air Toxic Control Measure that limits heavy-duty diesel motor vehicle idling to no more than 5 minutes at any given location. In addition,

contractors would be required to comply with required and applicable Best Available Control Technology (BACT) and the CARB In-Use Off-Road Diesel Vehicle Regulation to use lower-emitting equipment in accordance with the phased-in compliance schedule for equipment fleet operators. The project would not conflict with implementation of these strategies. The project would also comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403.

Compliance with these requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Because the project would not conflict with the control strategies intended to reduce emissions from construction equipment, the project would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant.

Operations

Both the 2012 AQMP and 2016 AQMP were prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of the SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the AQMP. The project would result in an open storage area that would have no effect on long-term population and employment growth. The project does not include residential or commercial development, and its implementation is not forecast to induce any additional growth within the service area. Once demolition is complete and the site is cleared of debris, a new chain-link fence would be constructed along the perimeter of the property. The project would not generate net new operational emissions aside from minimal use of trucks and equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site. Therefore, the project would not conflict with growth projections in the AQMP. As the project would not conflict with the growth projections in the AQMP, impacts would be less than significant.

- b) **Less than Significant Impact.** As indicated above, the project site is located within the SCAB. State and federal air quality standards are exceeded in many parts of the SCAB for O₃ and PM_{2.5}, including those monitoring stations nearest to the project site. The project would contribute to local and regional air pollutant emissions during construction (short-term or temporary). However, based on the following analysis, construction and operation of the project would result in less than significant impacts relative to the daily significance thresholds for criteria air pollutant emissions established by the SCAQMD for construction and operational phases.

Daily regional construction and operational source project criteria pollutant emissions (VOC, NO_x, carbon monoxide [CO], sulfur dioxide [SO₂], respirable particulate matter [PM₁₀], and PM_{2.5}) were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2, which is designed to model construction emissions for

land use development projects based on building size, land use and type, and disturbed acreage, and allows for the input of project-specific information. Project-generated emissions of criteria air pollutants (i.e., CO, SO₂, PM₁₀, and PM_{2.5}) and ozone precursors (i.e., VOC and NO_x) were modeled based on project-specific information provided in the proposed project description by LADWP, and default SCAQMD-recommended settings and parameters attributable to the proposed land use types and site location. The model incorporates emission factors from the CARB OFFROAD model and the on-road vehicle EMFAC2014 model and is considered to be an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California; the model is also recommended by the SCAQMD.² The emissions from worker vehicle trips, haul truck trips, and vendor truck trips were estimated outside of CalEEMod to account for the CARB 2017 on-road vehicle emissions factor (EMFAC2017) model, because EMFAC2017 has not yet been incorporated in the current version of CalEEMod, and to incorporate the adjustment factors for the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part I: One National Program (SAFE Rule Part I). In addition, the construction off-road construction equipment emissions accounts for implementation of applicable Environmental Standards of the South Los Angeles Community Plan Implementation Overlay (CPIO) District, including that on-site generators are required to meet 0.01 grams per brake horsepower-hour (g/bhp-hr) standard for particulate matter, or be equipped with BACT for particulate matter emissions reductions (see **Appendix A** for additional details).

Construction

Construction activities associated with the project would generate temporary and short-term emissions of VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}. Construction-related emissions are expected from construction activities and construction worker commutes. As described in Section 1.5, *Project Construction*, project construction would include mobilization and capping of utilities, hazardous materials remediation, installation of pedestrian protection and fencing, salvaging of construction materials, removal of wood framing, removal of walls, removal of foundation, backfilling and minor grading, and cleanup and installation of fencing. Project construction is expected to commence in August of 2021 and would take approximately 4.5 months to complete. Maximum daily activities would involve up to two crews working simultaneously, with specified crews based on the different tasks. The construction schedule used in the air quality impact analysis assumes one crew per task, with two crews overlapping during installation of pedestrian protection and fencing and salvaging of construction materials, and two crews partially overlapping during the removal of wood framing and removal of walls. If project construction commences later than the anticipated start date, air quality impacts would be less than those analyzed herein, because a more energy-efficient and cleaner-burning construction equipment fleet mix would be expected in the future, pursuant to state regulations that require construction equipment fleet operators to phase in less

² See: South Coast Air Quality Management District, Air Quality Modeling, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-modeling>.

polluting heavy-duty equipment. Therefore, air quality impacts would generally be less than those analyzed herein due to the likelihood of less emissions generated in a day.

The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA Guidelines. Site-specific construction fleets may vary due to specific project needs at the time of construction. A detailed summary of construction equipment assumptions by task is provided in the modeling files in the Air Quality, Greenhouse Gas, and Energy Technical Report included as Appendix A.

The estimated unmitigated maximum daily construction emissions are summarized in **Table 2-1**. As shown in Table 2-1, construction-related daily emissions would not exceed the SCAQMD numeric indicator of significance. As the project's maximum regional emissions from construction would not exceed the regional numeric indicator, the project's regional construction emissions impacts would be less than significant.

**TABLE 2-1
UNMITIGATED MAXIMUM DAILY REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY) ^a**

Source	VOC	NO_x	CO	SO₂	PM10 ^b	PM2.5 ^b
Mobilization and Capping of Utilities	<1	3	5	<1	<1	<1
Hazardous Materials Remediation	1	12	8	<1	1	<1
Installation of Pedestrian Protection and Fencing	<1	3	3	<1	<1	<1
Salvaging of Construction Materials	1	9	4	<1	1	<1
Removal of Wood Framing	1	12	6	<1	2	1
Removal of Walls	1	10	5	<1	1	<1
Removal of Foundation	2	19	15	<1	2	1
Backfilling and Minor Grading	<1	2	3	<1	<1	<1
Cleanup and Removal of Fencing	<1	3	3	<1	<1	<1
Demolition Finish	<1	<1	1	<1	<1	<1
Overlap of Installation of Pedestrian Protection and Fencing and Salvaging of Construction Materials	1	12	7	<1	1	1
Overlap of Removal of Wood Framing and Removal of Walls	2	22	11	<1	3	1
Maximum Daily Emissions	2	22	15	<1	3	1
SCAQMD Numeric Indicators	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

^a Totals may not add up exactly due to rounding in the modeling calculations.

^b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

SOURCE: ESA, 2020

Operations

Once construction is complete and the site is cleared, the project site would be used by LADWP for open air storage. Operation of the project would not result in a net increase in operational emissions. The project would not generate net new operational emissions aside from infrequent truck trips and minimal usage of equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site. Therefore, project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. As such, operation of the project would result in a less than significant impact.

The SCAB is currently in extreme non-attainment for the O₃ and PM_{2.5} NAAQS and CAAQS and non-attainment for the PM₁₀ CAAQS.³ A significant impact may occur if a project were to add a cumulatively considerable contribution of a federal or state non-attainment pollutant. Because the SCAB is currently in non-attainment for O₃, PM₁₀, and PM_{2.5}, related projects could cause ambient concentrations to exceed an air quality standard or contribute to an existing or projected air quality exceedance. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and the SCAQMD. In particular, CEQA Guidelines Section 15064(h)(3) provides guidance in determining the significance of cumulative impacts. Specifically, Section 15064(h)(3) states in part that:

“A lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency...”

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the project’s incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD-adopted AQMP. The AQMP includes demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment), developed by SCAG for their Regional Transportation Plan. As discussed under Section 2.3 (a), the project would be consistent with the AQMP.

³ The Los Angeles County portion of the SCAB is also non-attainment for the lead NAAQS; however, this was due to lead emissions from a battery-recycling facility that is no longer in operation. The project would not result in lead emissions to the environment; therefore, lead impacts from the project would not occur.

The SCAQMD CEQA Air Quality Handbook states that “[f]rom an air quality perspective, the impact of a project is determined by examining the types and levels of emissions generated by the project and its impact on factors that affect air quality. As such, projects should be evaluated in terms of air pollution thresholds established by the District” (SCAQMD 1993). The SCAQMD has provided guidance on an acceptable approach to addressing the cumulative impacts issue for air quality. The SCAQMD “uses the same significance thresholds for project-specific and cumulative impacts...projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant” (SCAQMD 2003).

As the project is not part of an ongoing regulatory program, the SCAQMD also recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As discussed above, peak daily emissions of construction-related pollutants would not exceed SCAQMD regional significance thresholds and construction impacts would be less than significant. Operational emissions would not exceed the SCAQMD regional significance thresholds and operational impacts would be less than significant. By applying SCAQMD’s cumulative air quality impact methodology, implementation of the project would not result in an addition of criteria pollutants such that cumulative impacts would occur in conjunction with related projects in the region.

- c) **Less than Significant Impact.** The localized effects from the on-site portion of the emissions are evaluated at air-quality-sensitive receptor locations potentially impacted by the project according to the SCAQMD’s Localized Significance Threshold Methodology, which relies on on-site mass emission rate screening tables and project-specific dispersion modeling typically for sites greater than 5 acres, as appropriate (SCAQMD 2008). The localized significance thresholds (LSTs) are applicable to emissions of NO_x, CO, PM10, and PM2.5. For NO_x and CO, the thresholds are based on the ambient air quality standards. For PM10 and PM2.5, the thresholds are based on requirements in SCAQMD Rule 403 (Fugitive Dust) for construction and Rule 1303 (New Source Review Requirements) for operations. The SCAQMD has established conservative screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the LSTs and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without project-specific dispersion modeling. The screening criteria depend on: (1) the source receptor area (SRA) in which the project is located; (2) the size of the project site; and (3) the distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals). These screening criteria were used in this assessment. For the project, the appropriate SRA for the LSTs is the Southwest Los Angeles County Coastal Monitoring Station (SRA 3). The nearest sensitive receptors would be single-family and multi-family residential uses located south of the project site across Gage Avenue. The SCAQMD’s methodology clearly states that “off-site mobile emissions from the project should not be included in the emissions

compared to LSTs.” Therefore, for purposes of the LST analysis, only emissions included in the CalEEMod “on-site” emissions outputs were considered.

Construction

Table 2-2 identifies the localized impacts at the nearest receptor, assumed to be located south of the project site.

**TABLE 2-2
UNMITIGATED MAXIMUM DAILY LOCALIZED CONSTRUCTION EMISSIONS (POUNDS PER DAY) ^a**

Source	NO_x	CO	PM10 ^b	PM2.5 ^b
Mobilization and Capping of Utilities	3	4	<1	<1
Hazardous Materials Remediation	3	4	<1	<1
Installation of Pedestrian Protection and Fencing	3	2	<1	<1
Salvaging of Construction Materials	7	2	1	<1
Removal of Wood Framing	7	2	1	<1
Removal of Walls	7	2	1	<1
Removal of Foundation	15	12	1	1
Backfilling and Minor Grading	2	2	<1	<1
Cleanup and Removal of Fencing	3	2	<1	<1
Demolition Finish	0	0	0	0
Overlap of Installation of Pedestrian Protection and Fencing and Salvaging of Construction Materials	10	5	1	<1
Overlap of Removal of Wood Framing and Removal of Walls	14	5	2	1
Maximum Daily Emissions	15	12	2	1
SCAQMD Numeric Indicators^c	91	664	5	3
Exceeds Thresholds?	No	No	No	No

^a Totals may not add up exactly due to rounding in the modeling calculations.

^b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

^c Based on SCAQMD lowest screening criteria for SRA 3 at 25 meters for a 1-acre site.

SOURCE: ESA, 2020

Localized emissions would not exceed the screening criteria at sensitive receptor locations. Therefore, localized impacts would be less than significant.

Operations

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources, or attracts mobile sources, that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Once construction is complete and the site is cleared, the project site will be used by LADWP for open air storage, and no new stationary emission sources would be required. Overall, given the infrequent truck trips and minimal usage of equipment, as

it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site, localized project operational-source emissions would not exceed applicable SCAQMD localized thresholds of significance and operational impacts would be less than significant.

CO “Hot Spot” Analysis

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. Projects may worsen air quality if they increase the percentage of vehicles in cold start modes by 2 percent or more, significantly increase traffic volumes (e.g., by 5 percent or more) over existing volumes, or worsen traffic flow, defined for signalized intersections as increasing average delay at intersections operating at Level of Service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F. While construction-related traffic on the local roadways would occur during construction, the net increase of construction worker vehicle trips to the existing daily traffic volumes on the local roadways would be relatively small and would not result in CO hot spots. Additionally, the construction-related vehicle trips would only occur in the short-term, and would cease once construction activities end. During operation, the project site would be used as an open air storage area and only minimal emissions would be generated from infrequent truck trips and minimal usage of equipment. It is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site during operation and maintenance activities. Therefore, impacts would be less than significant.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs) are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

Construction

Construction activities associated with the project would result in temporary and short-term emissions of diesel particulate matter, which the State has identified as a TAC. During construction, the exhaust of off-road heavy-duty diesel equipment and heavy-duty trucks would emit diesel particulate matter during general construction activities.

Diesel particulate matter poses a carcinogenic health risk that is generally measured using an exposure period of 30 years for sensitive residential receptors, according to the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA Guidance), which was updated in 2015 with new exposure parameters, including age sensitivity factors (OEHHA 2015). Sensitive receptors would be located south of the project site; however, localized diesel particulate

matter emissions (strongly correlated with PM_{2.5} emissions) would be minimal and would be below localized thresholds as presented in Table 2-2. Although the localized analysis does not directly measure health risk impacts, it does provide data that can be used to evaluate the potential to cause health risk impacts. Furthermore, construction activity would occur for a temporary and short-term duration. The low level of PM_{2.5} emissions coupled with the very short-term duration of construction activity at any one location, and the relatively small-scale of the project, would result in an overall low level of diesel particulate matter concentrations at sensitive receptor locations. Furthermore, compliance with the CARB anti-idling Air Toxics Control Measure, which limits idling to no more than 5 minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the construction area. The project would also use a construction contractor(s) that complies with required and applicable BACT and the In-Use Off-Road Diesel Vehicle Regulation. Thus, it is expected that sensitive receptors would be exposed to emissions below thresholds and construction TAC impacts would be less than significant.

Operations

The project would not require new stationary equipment. The project would not result in any other substantial sources of operational TAC emissions. Therefore, the project would not expose surrounding sensitive receptors to net new long-term TAC emissions and impacts would be less than significant.

- d) **Less than Significant Impact.** Potential sources that may emit odors during construction activities include construction equipment exhaust. According to the SCAQMD CEQA Air Quality Handbook, construction equipment is not a typical source of odors. Further, any potential odor from construction emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. No construction activities or materials are proposed that would create objectionable odors. In addition, through adherence with mandatory compliance with SCAQMD rules, impacts would be considered less than significant during construction.

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The project does not have any uses matching any of the listed categories. Therefore, operation of the proposed project would not generate odors affecting a substantial number of people and impacts would be less than significant.

References

Office of Environmental Health Hazard Assessment (OEHHA), 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. Available at: <http://oehha.ca.gov/air/crn/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0>. Accessed June 2020.

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SCAQMD, 2003. Cumulative Impacts White Paper, Appendix D. Available at: <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf?sfvrsn=4>. Accessed June 2020.

SCAQMD, 2008. Final Localized Significance Threshold Methodology. Available at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>. Accessed June 2020.

SCAQMD, 2013. Final Air Quality Management Plan. Available at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan>. Accessed June 2020.

SCAQMD, 2016. Air Quality Management Plan (AQMP), Final 2016 AQMP. Available: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>. Accessed June 2020.

2.4 Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The project site does not contain any vegetation and therefore does not contain any native plant habitat or support any special-status plant or wildlife species. The project site has been operating as an urban land use for decades. The site is paved and contains an existing two-story structure that covers the majority of the approximately 1.1-acre parcel. These characteristics are not conducive to wildlife habitat. Any wildlife potentially occurring on-site would likely be transitory and would be a species associated with urban areas (e.g., rats, mice). The project site does not contain any trees or vegetation. The proposed project would not remove any existing trees. In addition, the project vicinity is highly urbanized and does not support habitat for candidate, sensitive, or special-status plant species. Therefore, no impacts to candidate, sensitive, or special-status plant species would occur.
- b) **No Impact.** The project site does not contain any riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service. Furthermore, the project site is not located in or adjacent to a Significant Ecological Area

as defined by the County of Los Angeles (County of Los Angeles 2019). As such, the project would have no impact on any riparian habitat or other sensitive natural community because those habitats do not occur on or near the project site.

- c) **No Impact.** The U.S. Army Corps of Engineers defines wetlands as an area that has the following three attributes: (1) at least periodically, the land supports predominantly hydrophytes (e.g., “water-loving plants); (2) the substrate is predominantly undrained hydric (i.e., waterlogged soils); and (3) the substrate is saturated with or covered by shallow water at some time during the growing season. There are no geomorphic features that would qualify as a bed and bank defining a stream, impacts to which are regulatory by the California Department of Fish and Wildlife under California Fish and Game Code Section 1600 et seq. The proposed project is located within a highly urbanized area and the site is currently developed. No wetlands are present at the project site and the site does not include hydrophytes (such as cattails, bulrushes, and mulefat) or other features that define a wetland. Therefore, the project would not have a substantial adverse effect on federally protected wetlands. No impact would occur.
- d) **No Impact.** The proposed project is located within a highly urbanized area and the site is currently developed with a two-story structure. There are no potential or established resident or migratory wildlife corridors on the project site or in the vicinity. This is due to the highly urbanized setting and lack of open space areas, particularly those areas that could facilitate the movement of wildlife species between larger stands of undeveloped habitat. Accordingly, the development of the project would not substantially interfere or impede any regional wildlife corridors or native wildlife nursery sites. Further, no water bodies that could serve as a habitat for fish exist on the project site or in the vicinity.

The federal Migratory Bird Treaty Act (16 USC, Sec. 703, Supp. 1, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. Native birds, their eggs, and nests are also protected by California Fish and Game Code Sections 3500 and 3800, and thus impacts to native birds or their nests during the breeding season are potentially significant. There are no trees or vegetation within the project site, and the proposed project would not remove existing trees or plant new trees. The project site is developed with a two-story structure and parking area, and once construction is complete and the site is cleared, the proposed project site would be used as an open air storage site for LADWP. The proposed project implementation would not interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impacts would occur.

- e) **No Impact.** The City of Los Angeles Protected Tree Ordinance (Los Angeles Municipal Code [LAMC] Chapter IV, Article 6) regulates the relocation or removal of all Southern California native oak trees (the genus *Quercus*, excluding scrub oak), Southern California black walnut trees (*Juglans californica*), western sycamore trees (*Platanus racemosa*) and California bay trees (*Umbellularia californica*) of at least 4 inches in diameter at

breast height. These tree species are considered “protected” by the City of Los Angeles. The Ordinance prohibits, without permit, the removal of any regulated protected tree, including “acts which inflict damage upon root systems or other parts of the tree ...” and requires that all regulated protected trees that are removed be replaced on at least a two-to-one basis with trees that are of a protected variety. The project site does not contain locally-protected biological resources, including trees such as oak trees, Southern California black walnut, western sycamore, and California bay trees. Project implementation would not involve the removal of any protected or California native trees, nor would it conflict with any local policies or ordinances protecting biological resources. Thus, the project would not disturb any native or protected trees as defined by LAMC Section 17.02, and there would be no impact. The proposed project would not conflict with any local policies or ordinances protecting biological resources and impacts would not occur.

- f) **No Impact.** The proposed project is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plans. The project site is also not located within a Significant Ecological Area, as defined by the County of Los Angeles to hold important biological resources representing the wide-ranging biodiversity of the County (County of Los Angeles 2019). No impact would occur.

References

County of Los Angeles, 2019. Figure 9.3: Significant Ecological Areas and Coastal Resource Areas Policy Map, October 2019. Available at: <http://planning.lacounty.gov/site/sea/maps/>. Accessed May 26, 2020.

2.5 Cultural Resources

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

Discussion

The analysis of impacts to archaeological and historic resources is based, in part, on the following two reports: *St. Andrews Place Demolition Project - Archaeological Resources Assessment* and *6236 S. St. Andrews Place Historic Resources Assessment* prepared by ESA in June 2020. These reports are included as **Appendix B**.

- a) **Less than Significant Impact with Mitigation.** One historic-period built resource, the Bauman Brothers Furniture Manufacturing Co. (Bauman Brothers) industrial complex, was identified within the project site.

The industrial complex was identified as a potentially eligible resource in the City of Los Angeles citywide historical resources survey (SurveyLA) of Industrial Zone Properties in South Los Angeles, in 2016. SurveyLA identified the resource as potentially eligible for listing in the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), and for local listing because it represents an excellent and rare example of 1920s industrial development in the area.

The first building in the industrial complex to be constructed was completed in 1928 as a Mediterranean Revival-style furniture factory with Italianate decorative elements designed by architect John M. Cooper Company for Bauman Brothers industrial complex, fronting S. St. Andrews Place. An additional brick vernacular industrial building designed by John M. Cooper Company was also constructed fronting Gage Avenue in 1928. Over the years, several additions and alterations were made to the factory to support the expansion of the Bauman Brothers industrial enterprise, most notably, construction of one additional building in 1941 in a utilitarian Late Moderne-style south of the original building designed by Engineer H. Sage Webster, and another similar building further south in 1946 also in a utilitarian Late Moderne-style designed by Engineer A. Karl Leatherwood, constructed fronting S. St. Andrews Place. Bauman Brothers continued to own the property and manufacture furniture at this location until 1968.

As part of the current project, the industrial complex was subject to evaluation for inclusion in the National Register, California Register, and local listing as a Los Angeles Historic Cultural Monument. The evaluation included intensive-level pedestrian site survey of the exterior and interior of the complex, as well as extensive occupation and construction history research to document the complex's chronology and alterations. As a result of the evaluation, the industrial complex was recommended not eligible for listing in the National Register, the California Register, or for local listing. The complex is ineligible under Criterion A/1/1 because it has undergone many modifications and large additions that detract from its integrity and association with 1920s industrial development of South Los Angeles, and Bauman Brothers was a small unimportant enterprise and does not appear to have made any significant contribution to the development of the furniture manufacturing industry. The complex is ineligible under Criterion B/2/2 because there are no important persons associated with the complex. The complex is ineligible under Criterion C/3/3 because it does not appear to be architecturally significant. The complex is ineligible under Criterion D/4 because it does not reveal important information about prehistory or history. Therefore, the Bauman Brothers industrial complex does not qualify as a historical resource and its demolition would not constitute a significant impact.

The archaeological resources assessment prepared for the project included a records search conducted by the California Historical Resources Information System – South Central Coastal Information Center, a Sacred Lands File search conducted by the California Native American Heritage Commission (NAHC), a review of historic aerial photographs and topographic maps, and a subsurface archaeological resources assessment. No known archaeological resources were identified within the project site as a result of the archaeological resources assessment. The subsurface archaeological sensitivity assessment indicates the project site is underlain by late Pleistocene to Holocene-age alluvial sediments, which encompass the entirety of the region's human occupation, and therefore would have the potential to contain subsurface archaeological deposits. Given that project-related ground-disturbing activities will extend to depths of 5 feet, there is the potential for pockets of undisturbed soil containing archaeological resources that qualify as historical resources to be encountered during project implementation. As such, project implementation has the potential to cause a substantial adverse change in the significance of a historical resource. With the incorporation of **Mitigation Measures CUL-1 through CUL-4**, potential impacts to unknown archaeological deposits that could qualify as historical resources would be reduced to less than significant.

Mitigation Measures

CUL-1: Prior to the start of ground-disturbing activities, LADWP shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (U.S. Department of the Interior 2012) to support the implementation of cultural resources mitigation measures and monitoring.

CUL-2: Prior to the start of ground-disturbing activities, a cultural resources sensitivity training shall be conducted for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. LADWP shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

CUL-3: An archaeological monitor (working under the direction of the qualified archaeologist) shall observe all subsurface ground-disturbing activities. A Native American monitor from the Native American groups identified by the NAHC as having affiliation with the project area shall also be invited to observe subsurface ground-disturbing activities. The qualified archaeologist, in coordination with LADWP, may reduce or discontinue monitoring if it is determined that the possibility of encountering buried archaeological deposits is low based on observations of soil stratigraphy or other factors. Archaeological monitoring shall be conducted by an archaeologist familiar with the types of archaeological resources that could be encountered within the project site. The archaeological monitor and Native American monitor, in coordination with the construction manager or resident engineer, shall be empowered to request the halting or redirecting of ground-disturbing activities away from the vicinity of a discovery until the qualified archaeologist has evaluated the discovery and determined appropriate treatment. The archaeological monitor shall keep daily logs detailing the types of activities and soils observed, and any discoveries. After monitoring has been completed, the qualified archaeologist shall prepare a monitoring report that details the results of monitoring. The report shall be submitted to LADWP and any Native American groups who request a copy. A copy of the final report shall be filed at the South Central Coastal Information Center.

CUL-4: In the event of the unanticipated discovery of archaeological materials, LADWP shall immediately cease all work activities in the area (within approximately 50 feet) of the discovery until it can be evaluated by the qualified archaeologist. Construction shall not resume until the qualified archaeologist has conferred with LADWP on the significance of the resource.

If it is determined that the discovered archaeological resource constitutes a historical resource and/or a unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with LADWP that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. LADWP shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.

- b) **Less than Significant Impact with Mitigation.** As noted above under Section 2.5 (a), no known archaeological resources were identified within the project site as a result of the archaeological resources assessment prepared for the project. However, the project site is underlain by sediments of appropriate age to contain subsurface archaeological deposits. Given that project-related ground-disturbing activities will extend to depths of 5 feet, there exists the possibility that pockets of undisturbed soil containing archaeological resources that do not qualify as a historical resource, however do qualify as a unique archaeological resources could be encountered. As such, project implementation has the potential to cause a substantial adverse change in the significance of a unique archaeological resource. With the incorporation of **Mitigation Measures CUL-1 through CUL-4**, potential impacts to unknown archaeological deposits that could qualify as unique archaeological resources would be reduced to less than significant.
- c) **Less than Significant Impact with Mitigation.** No known formal or informal cemeteries or other burial places are known to exist within the project site. However, because the project would involve earthmoving activities to depths of 5 feet, there is the possibility that such actions could unearth, expose, or disturb previously unknown human remains. With the incorporation of **Mitigation Measure CUL-5**, which requires compliance with State Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98, potential impacts to human remains would be less than significant.

Mitigation Measure

CUL-5: If human remains are encountered, LADWP shall halt work in the vicinity (within 100 feet) of the find and contact the Los Angeles County Coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC shall be notified, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC shall designate a most likely descendant (MLD) for the remains per PRC Section 5097.98. LADWP shall ensure that the immediate vicinity where the Native American human remains are located is not damaged or disturbed by further development activity, according to generally accepted cultural or archaeological standards or practices, until the landowner has discussed and conferred with the MLD regarding their recommendations, as prescribed in PRC Section 5097.98, taking into account the possibility of multiple human remains.

References

- Environmental Science Associates (ESA). 2020a. *St. Andrews Place Demolition Project Archaeological Resources Assessment*. Prepared for the Los Angeles Department of Water and Power by ESA.
- _____. 2020b. *6236 S. St. Andrews Place Historic Resources Assessment*. Prepared for the Los Angeles Department of Water and Power by Environmental Science Associates.

U.S. Department of the Interior, National Park Service. 2012, *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (As Amended and Annotated)*, www.nps.gov/history/local-law/arch_stnds_0.htm, accessed November 4, 2014, 2008.

2.6 Energy

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
ENERGY — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than Significant Impact.** The analysis below includes the project's energy requirements and energy use efficiencies by fuel type for each stage of the project (construction and operations).

Construction

The project would consume energy during construction activities, which would last approximately 4.5 months, primarily as a result of on- and off-road vehicle fuel consumption in the form of diesel and gasoline, necessary to construct the project.

Construction electricity consumption would include electricity consumed to power the construction trailers (lights, electronic equipment, and heating and cooling) and exterior uses such as lights, conveyance of water for dust control, and any electrically driven construction equipment. Electricity consumption for the project is anticipated to be approximately 9 MWh for the duration of the construction activities. This represents less than 0.001 percent of the anticipated sales for LADWP and electricity use would be considered less than significant. Construction activities typically do not involve the consumption of natural gas.

The estimated fuel usage for off-road equipment is based on the number and type of equipment that would be used during construction activities, hour usage estimates, the total duration of construction activities, and hourly equipment fuel consumption factors from the CARB OFFROAD model, which was used in the project's air quality analysis. On-road vehicles would include trucks to haul material to and from the project site, vendor trucks to deliver supplies necessary for project construction, and fuel used for employee commute trips. **Table 2-3** summarizes the project's total and yearly fuel consumption from construction activities.

TABLE 2-3
ESTIMATED PROJECT CONSTRUCTION FUEL CONSUMPTION

	Total Project Fuel Consumption (gallons)	
	Diesel	Gasoline
Total Project	11,400	1,615
Annual Average	11,400	1,615
County Usage ^a	530,000,000	3,640,000,000
% County Usage	0.002%	<0.001%

^a CEC, 2018.
SOURCE: ESA, 2020

The petroleum-based fuel use summary provided in Table 2-3 represents the amount of transportation energy that could potentially be consumed during project construction based on a conservative set of assumptions, provided in **Appendix A**. As shown, on- and off-road vehicles would consume an estimated 1,615 gallons of gasoline and approximately 11,400 gallons of diesel fuel throughout the project's construction. For comparison purposes, the fuel usage during project construction would represent less than 0.001 percent of the 2018 annual on-road gasoline-related energy consumption and 0.002 percent of the 2018 annual diesel fuel-related energy consumption in Los Angeles County, as shown in Appendix A.

The project construction contractors would comply with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling time in order to reduce public exposure to diesel particulate matter and other TACs. CARB approved the Truck and Bus regulation to reduce NO_x, PM₁₀, and PM_{2.5} emissions from existing diesel vehicles operating in California. In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models.

While intended to reduce construction criteria pollutant emissions, compliance with the above anti-idling and emissions regulations would also result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Thus, construction of the proposed project would use energy necessary to construct the new open space storage area, but would not result in the wasteful, inefficient, and unnecessary use of energy and impacts would be considered less than significant.

Operations

As stated above, operational energy consumption would be minimal as the project includes the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage. The project would not result in net new electricity or natural gas energy consumption, but would require infrequent truck trips and minimal usage of equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage would be required per week. Fuel consumption from the minimal weekly truck trips and few pieces of equipment during project operations to move material to and from the project site would result in minimal energy use. Operation of the project would use energy necessary for the project's operational purposes but would not result in the wasteful, inefficient, and unnecessary use of energy and impacts would be considered less than significant.

- b) **Less than Significant Impact.** Construction and operation of the project would not result in an appreciable increase in demand for electricity or natural gas. Once constructed the project would be an open air storage facility, and would contribute to minimal operational related energy consumption. Therefore, the project's burden on energy demand would be minimal and would not result in a need for increased supply or distribution infrastructure capabilities. Thus, impacts would be less than significant.

References

California Air Resources Board, Proposed Regulation Order: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, Appendix A, 2004. Available at <https://ww3.arb.ca.gov/regact/idling/isorappf.pdf> Accessed June 2020.

California Energy Commission, 2018. California Retail Fuel Outlet Annual Reporting (CEC-A15) Results. <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting>. Accessed June 2020.

2.7 Geology and Soils

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

Discussion

- a.i) **No Impact.** Seismically induced surface or ground rupture occurs when movement on a fault deep within the earth breaks through to the surface as a result of seismic activity. Fault rupture almost always follows preexisting faults, which are zones of weakness. Sudden displacements are more damaging to structures because they are accompanied by shaking. Under the Alquist-Priolo Earthquake Fault Zoning Act, which was passed in 1972, the California Geologic Survey (CGS) identifies areas in the state that are at risk from surface fault rupture. The Act’s main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. This requires CGS to establish regulatory zones, known as Alquist-Priolo Earthquake Fault Zones, around the surface traces of active faults and to issue appropriate maps that identify these zones.

The project site is located in the Los Angeles Basin, which is a northwest-trending alluvial plain on the coast of Southern California. The plain is bounded by mountains and hills on the north, northeast, east and southeast (Yerkes et al. 1965). The project site is not known to contain an active fault (movement within the last 11,000 years) and is not located within an Alquist-Priolo Earthquake Fault Zone (CGS 1986). Furthermore, the project site is not located in a City of Los Angeles designated Fault Rupture Study Zone (City of Los Angeles 1996). The nearest active fault is the Newport-Inglewood Fault, which is located approximately 3.5 miles southwest of the project site (SCEDC 2020). The proposed project would include the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage, and would not require full time employees at the site. No impact would occur.

- a.ii) **Less than Significant Impact.** As stated above, the proposed project is not located within an established Alquist-Priolo Earthquake Fault Zone. However, the project site is located in a seismically active region with numerous active faults. The Newport-Inglewood Fault is the nearest active fault, located approximately 3.5 miles southwest of the project site. Given the distance of known faults, there is a potential for high-intensity groundshaking associated with earthquakes in this region. The intensity of such an event would depend on the causative fault and the distance to the epicenter, the strength and duration of shaking, and the nature of the geologic materials within the project site. Seismic shaking during proposed demolition activity could place people and structures at risk. However, construction activity would be temporary and peak demolition activity would occur over a period of 2 weeks. No new structures would be constructed as part of the proposed project and operation and maintenance of the storage area would be minimal. Therefore, the proposed project's impact related to strong ground shaking would be considered less than significant.
- a.iii) **Less than Significant Impact.** Liquefaction is a form of earthquake induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. A shallow groundwater table, the presence of loose to medium dense sand and silty sand, and a long duration and high acceleration of seismic shaking are factors that contribute to the potential for liquefaction.

The project site is located within an area considered to have a high potential for liquefaction as designated by the Los Angeles General Plan Safety Element (City of Los Angeles 1996) and CGS mapping (CGS 1986). However, construction activity would be temporary and peak demolition activity would occur over a period of 2 weeks. No new structures would be constructed as part of the proposed project and operation and maintenance of the open storage area would be minimal. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects related to liquefaction and impacts would be less than significant.

- a.iv) **No Impact.** Landslides are movements of a mass of rock, debris, or earth down a slope (USGS 2020). The project site is located on a flat property and is not located within an area susceptible to landslides as designated in the Los Angeles General Plan Safety Element (City of Los Angeles 1996) and as designated on CGS mapping (CGS 1986). Therefore, the proposed project would not expose people or structures to potential substantial adverse effects related to landslides and no impact would occur.
- b) **Less than Significant Impact.** During construction, the proposed project would include minor excavation up to 60 inches to remove perimeter footings from the two-story structure. These types of construction activities have the potential to disturb and expose native soils to soil erosion. Thus, construction of the proposed project has the potential to result in the erosion of soils during construction activities. Because the overall footprint of construction activities would exceed 1 acre, the proposed project would be required to comply with the *NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities* (Order 2009-0009-DWQ, NPDES No. CAS000002; as amended by Orders 2010-0014-DWQ and 2012-006-DWQ) (Construction General Permit). The Construction General Permit requires preparation and implementation of a stormwater pollution prevention plan (SWPPP), which requires applications of best management practices (BMPs) to control runoff from construction work sites. The BMPs would include, but would not be limited to, physical barriers to prevent erosion and sedimentation, construction of sedimentation basins, limitations on work periods during storm events, protection of stockpiled materials, and a variety of other measures that would substantially reduce or prevent erosion from occurring during construction. Following construction activity, backfilling and minor grading would occur.

During operation, the proposed project site where the two-story structure was previously located would be exposed soil. This soil would be compacted and maintained. In addition, LADWP would implement operational BMPs to avoid the loss of any topsoil or erosion within the project site. With implementation of the site specific SWPPP and BMPs, impacts related to substantial soil erosion or loss of topsoil would be considered less than significant.

- c) **Less than Significant Impact.** As discussed above, impacts relating to liquefaction and landslides would be less than significant. Land subsidence can occur as a result of groundwater or oil extraction. Construction and operation of the proposed project would not include water or oil extraction and would not involve the pumping of groundwater. As such, implementation of the proposed project would not promote subsidence. No impact would occur.
- d) **No Impact.** Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking when dry or swelling when wet. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs to support on grade. The National Resource Conservation Service has not mapped this location for the potential presence of expansive

- soils. In addition, the proposed project would not involve construction of any new structures on the project site that would have the potential to be impacted by expansive soils. No impact would occur.
- e) **No Impact.** The proposed project would not include the installation or use of septic tanks or alternative wastewater disposal systems. Therefore, no construction or operational impacts associated with septic tanks or alternative wastewater disposal systems would occur.
- f) **Less than Significant Impact with Mitigation.** Geologic mapping indicates the project site is located near the interface of Pleistocene-age (2,580,000 to 11,700 years ago) Quaternary older alluvium and Holocene-age (11,700 years ago to present) Quaternary alluvium (Dibblee and Minch 2007). Holocene-age sediments are typically too young to contain fossils; however, Pleistocene-age sediments are of appropriate age to contain paleontological resources. The depths at which Pleistocene sediments may occur is unknown. Project-related disturbance is anticipated to extend to depths of 5 feet for the removal of existing footings. Given the extent of previous disturbances associated with the historic construction of the complex and the relatively shallow depths of disturbance, project-related excavations are unlikely to encounter intact paleontological sediments during project implementation. Nonetheless, there is the potential for pockets of undisturbed soil containing paleontological resources to be encountered during project implementation. As such, there exists the potential for the project to directly or indirectly destroy a paleontological resource or unique geologic feature. With the incorporation of **Mitigation Measures GEO-1 through GEO-3**, potential impacts to paleontological resources and/or unique geologic features would be reduced to less than significant.

Mitigation Measures

GEO-1: Prior to the start of construction activities, LADWP shall retain a qualified paleontologist that meets the standards of the Society of Vertebrate Paleontology (2010) to support the implementation of mitigation measures related to paleontological resources.

GEO-2: Prior to the start of any ground-disturbing activities, a paleontological resources sensitivity training shall be conducted for all construction personnel. This training shall include information on what types of paleontological resources could be encountered during excavations, what to do in case an unanticipated discovery is made by a worker, and laws protecting paleontological resources. All construction personnel shall be informed of the possibility of encountering fossils and instructed to immediately inform the construction foreman or supervisor if any fossils are unexpectedly unearthed. LADWP shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

GEO-3: If a unique geologic feature or paleontological resource is discovered during construction, LADWP shall immediately cease all work activities in the area (within approximately 50 feet) of the discovery until it can be evaluated by the qualified paleontologist. Construction shall not resume until the qualified

paleontologist has conferred with LADWP on the significance of the resource. At the qualified paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing and evaluation of the find. All significant fossils shall be collected by the qualified paleontologist. Collected fossils shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Los Angeles County Natural History Museum, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they may be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school that accepts the fossils.

References

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2.8 Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than Significant Impact.** Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Historical records indicate that global climate changes have occurred in the past due to natural phenomena; however, current data increasingly indicate that the current global conditions differ from past climate changes in rate and magnitude. Global climate change attributable to anthropogenic (human) GHG emissions is currently one of the most important and widely debated scientific, economic, and political issues in the United States and the world. The Intergovernmental Panel on Climate Change (IPCC), in its *Fifth Assessment Report, Summary for Policy Makers*, stated that “it is *extremely likely* that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in greenhouse gas concentrations and other anthropogenic forcings together.”

GHGs are those compounds in the Earth’s atmosphere which play a critical role in determining temperature near the Earth’s surface. More specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth’s atmosphere, but retain some of the low-frequency infrared energy which is radiated back from the Earth towards space, resulting in a warming of the atmosphere. Not all GHGs possess the same ability to induce climate change; as a result the warming contribution of a GHG is commonly quantified in the common unit of carbon dioxide equivalent (CO₂e) over a 100-year period, by applying the appropriate global warming potential (GWP) value.⁴

The State defines GHGs as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different global warming potentials (GWPs) and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). For example, CH₄ has a GWP of 25 (over a 100-year period); therefore, 1 metric ton (MT) of CH₄ is equivalent to 25 MT of CO₂ equivalents (MTCO₂e). The IPCC has since updated the GWP values based on the latest science in its

⁴ GWPs and associated CO₂e values were developed by the IPCC, and published in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC’s SAR. The IPCC updated the GWP values based on the latest science in its AR4. The CARB reports GHG emission inventories for California using the GWP values from the IPCC AR4.

Fourth Assessment Report (IPCC AR4) and Fifth Assessment Report (IPCC AR5), published in 2007 and 2014, respectively (IPCC 2007; IPCC 2014). By applying the GWP ratios, project-related CO₂e emissions can be tabulated in units of MTCO₂e per year. Large emission sources are reported in million metric tons (MMT) of CO₂e.

According to the California Environmental Protection Agency (CalEPA), the potential impacts in California due to global climate change may include: loss in snow pack; sea-level rise; more extreme heat days per year; more high-ozone days; larger forest fires; more drought years; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation (CalEPA 2006).

The CARB compiles GHG inventories for the State of California. Based on the 2018 GHG inventory data (i.e., the latest year for which data are available from CARB), California emitted 423.5 MMTCO₂e, including emissions resulting from imported electrical power (CARB 2020). The transportation sector is the largest contributor to statewide GHG emissions at approximately 40 percent in 2018.

Impacts of GHGs are borne globally, as opposed to localized air quality effects of criteria air pollutants and TACs. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, it is clear that the quantity is enormous, and no single project would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

In December 2008, the SCAQMD adopted a 10,000 MTCO₂e per year significance threshold for industrial facilities for projects in which the SCAQMD is the lead agency. Although SCAQMD has not formally adopted a significance threshold for GHG emissions generated by a project for which SCAQMD is not the lead agency, or a uniform methodology for analyzing impacts related to GHG emissions on global climate change, in the absence of any industry-wide accepted standards applicable to this project, the SCAQMD's significance threshold of 10,000 MTCO₂e per year for industrial projects is the most relevant GHG significance threshold and is used as a benchmark for the project. It should be noted that the SCAQMD's significance threshold of 10,000 MTCO₂e per year for industrial projects is intended for long-term operational GHG emissions. The SCAQMD has developed guidance for the determination of the significance of GHG construction emissions that recommends that total emissions from construction be amortized over an assumed project lifetime of 30 years and added to operational emissions, and then compared to the threshold (SCAQMD 2008).

The justification for the threshold is provided in SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans (SCAQMD 2008). The SCAQMD Interim CEQA GHG Threshold for Stationary Sources identifies a screening threshold to determine whether additional analysis is required. As stated by the SCAQMD:

“...the...screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects...the policy objective of [SCAQMD’s] recommended interim GHG significance threshold proposal is to achieve an emission capture rate of 90 percent of all new or modified stationary source projects. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that [SCAQMD] staff estimates that these GHG emissions would account for slightly less than one percent of future 2050 statewide GHG emissions target (85 [MMTCO₂e per year]). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to [Best Available Control Technology (BACT)] for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility.”

Thus, based on guidance from the SCAQMD, if an industrial project would emit GHGs less than 10,000 MTCO₂e per year, the project would not be considered a substantial GHG emitter and GHG emission impacts would be less than significant, requiring no additional analysis and no mitigation.

CEQA Guidelines 15064.4 (b)(1) states that a lead agency may use a model or methodology to quantify GHGs associated with a project. In late 2017, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) released the latest version of the CalEEMod (Version 2016.3.2). The purpose of this model is to estimate construction-source and operational-source emissions from direct and indirect sources. Accordingly, the latest version of CalEEMod has been used for this project to estimate the project’s emission impacts. As described in Section 2.3 (a), the emissions from worker vehicle trips, haul truck trips, and vendor truck trips were estimated outside of CalEEMod to account for the CARB 2017 on-road vehicle emissions factor (EMFAC2017) model because EMFAC2017 has not yet been incorporated in the current version of CalEEMod.

Construction

Construction activities associated with the project would occur for approximately 4.5 months and would result in emissions of CO₂ and to a lesser extent CH₄ and N₂O. Construction-period GHG emissions were quantified based on the same construction schedule, activities, and equipment list as described in Section 2.3 (b). To amortize the

emissions over the life of the project, the SCAQMD recommends calculating the total GHG emissions attributable to construction activities, dividing it by the 30-year project life, and then adding that number to a project's annual operational-phase GHG emissions. As such, construction emissions were amortized over a 30-year period. As shown in **Table 2-4**, the project construction GHG emissions would not exceed the threshold of significance. Therefore, impacts would be less than significant.

**TABLE 2-4
AMORTIZED ANNUAL CONSTRUCTION GHG EMISSIONS**

Source	MTCO ₂ e
Off-road Project Emissions	45
On-road Project Emissions	103
Total Project Construction Emissions	148
Amortized Project Construction Emissions	5
Threshold of significance	10,000
Exceed Threshold	No

SOURCE: ESA 2020.

Operational Emissions

Operational activities associated with the project would result in minor amounts of GHG emissions. Operational sources of GHG emissions would only generate minor amounts of operational emissions from infrequent truck trips and minimal usage of equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site. Therefore, GHG emission impacts would be less than significant.

- b) **Less than Significant Impact.** Construction and operation of the project would not conflict with plans, policies or regulations adopted for the purpose of reducing the emissions of GHG as discussed below.

Construction

As discussed in Section 2.8 (a), the GHG emissions generated by the project would not exceed the SCAQMD's recommended threshold of 10,000 MTCO₂e per year for industrial projects. The primary source of GHG emissions generated by project implementation would occur during construction, which would be short-term and temporary in nature. The project would use contractors that are in compliance with regulations including the USEPA Heavy Duty Vehicle Greenhouse Gas Regulation, the CARB anti-idling Air Toxics Control Measure that limits heavy-duty diesel motor vehicle idling, and the State's low-carbon fuel standard regulation. While the idling measure was adopted for the purpose of reducing diesel particulate matter emissions and reducing health risk impacts, the measure has co-benefits of minimizing GHG emissions

from unnecessary truck idling. The project would not conflict with these GHG-reducing measures and regulations. Therefore, impacts would be less than significant.

Operations

Operation of the project would generate minor amounts of GHG emissions from infrequent truck trips and minimal usage of equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site. These equipment and mobile source emissions would only add trace amounts of GHG emissions annually and would have no impact on the implementation of the SCAG Regional Transportation Plan/Sustainable Communities Strategy to reduce GHG emissions from vehicle travel. The project would also have no net effect on long-term water consumption and associated GHG emissions from water supply, conveyance, distribution, and treatment. For these reasons, the implementation of the proposed project would not generate GHG emissions that would hinder the State's ability to achieve the GHG reduction goals under Health and Safety Code Division 25.5 – California Global Warming Solutions Act of 2006. Furthermore, the proposed project would not conflict with or impede the future statewide GHG emission reductions goals. CARB has outlined a number of potential strategies for achieving the 2030 reduction target of 40 percent below 1990 levels. These potential strategies include renewable resources for 60 percent of the State's electricity by 2030, reducing petroleum use in cars and trucks, reducing the carbon content of transportation fuels, continuation of the Cap-and-Trade Program, and adopting regulations for oil refineries. The project would not conflict with these future regulations, as promulgated by the USEPA, CARB, California Energy Commission, or other agency. Impacts would be considered less than significant.

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2.9 Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
HAZARDS AND HAZARDOUS MATERIALS —				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, b) **Less than Significant Impact.** Construction activities required for implementation of the proposed project would involve demolition of a two-story structure and auxiliary structures. The proposed construction activities would require equipment that uses hazardous materials such as petroleum fuels and oil. During construction activities, hazardous materials (including hazardous building materials) could accidentally be spilled or otherwise released into the environment and expose construction workers, the public, and/or the environment to potentially hazardous conditions. Construction activities that involve hazardous materials would be governed by several agencies, including the USEPA, Los Angeles Department of Transportation (LADOT), Division of Occupational Safety and Health (Cal/OSHA), and Department of Toxic Substances Control (DTSC). Construction contractors would be required to implement BMPs for handling hazardous materials during construction activities, including following manufacturers' recommendations and regulatory requirements for: use, storage, and disposal of chemical products and hazardous materials used in construction; avoiding

overtopping construction equipment fuel tanks; routine maintenance of construction equipment; and proper disposal of discarded containers of fuels and other chemicals.

Prior to the demolition, a Hazardous Material Survey would be conducted to assess the types and quantities of hazardous materials that may be encountered during the demolition work, including hazardous building materials, such as ACMs and LBP. Materials containing ACMs, LBP, and other hazardous building debris would be removed from the project site prior to the start of demolition activities as required under the California Code of Regulations (CCR) Title 8,

Division 1, Chapter 4, Article 4, Sections 1529 and 5208, for ACMs and under CCR Title 8, Division 1, Chapter 4, Article 4, Section 1532.1 for LBP. The regulations require that all work with these materials must be conducted by a State-certified professional who would be responsible for ensuring compliance with all applicable regulations. If ACMs and/or LBP are determined to exist on-site, a site-specific hazard control plan must be prepared detailing removal methods and specific instructions for providing protective clothing and equipment for abatement personnel. If necessary, a state-certified LBP and an asbestos removal contractor would be retained to conduct the appropriate abatement measures as required by the plan. Wastes from abatement and demolition activities would be disposed of at a landfill licensed to accept such waste. Once all abatement measures have been implemented, the contractor would conduct a clearance examination and provide written documentation to the SCAQMD that testing and abatement have been completed in accordance with all federal, state, and local laws and regulations.

The removal of ACMs is regulated under the SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, which specifies work practices to limit asbestos emissions from building demolition and renovation activities, including the removal and disturbance of ACMs. This rule is generally designed to protect workers conducting demolition or renovation activities from exposure to asbestos emissions. Rule 1403 requires surveys of any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM, and provides the definition of those classes. Rule 1403 establishes notification procedures, removal procedures, handling operations, and warning label requirements. Approved procedures for ACM removal to protect surrounding uses and people identified in Rule 1403 include HEPA filtration, the glovebag method, wetting, and some methods of dry removal.

All other hazardous materials determined to be present during the Hazardous Material Survey would be handled in accordance with all federal, state, and local laws and regulations, and disposed of at the appropriate waste disposal facility.

Compliance with applicable federal, state, and local standards is required; therefore, construction impacts related to the transport, use, or disposal of hazardous materials or accidental release of hazardous materials would be considered less than significant.

- Once construction activity is complete, the project site would be used for open air storage for construction equipment and other supplies to support wellfield storage at the adjacent property. Operation and maintenance of the storage area would require approximately three trucks per week to enter/exit the project site. As such, operation of the proposed project would include the transport and storage of hazardous materials, such as petroleum fuels and oil, at the project site. During operation activities, hazardous materials could accidentally be spilled or otherwise released into the environment exposing workers, the public and/or the environment to potentially hazardous conditions. The proposed project is required to comply with applicable federal, state, and local standards, and LADWP is required to implement BMPs for handling hazardous materials during operation activity. Therefore, operation related impacts in regards to the transport, use, or disposal of hazardous materials or accidental release of hazardous materials including hazardous building materials would be considered less than significant.
- c) **No Impact.** The proposed project is not located within 0.25 miles of any existing or proposed schools. The nearest school to the project is Mann UCLA Community School (7001 St. Andrews Place, Los Angeles, CA 90047) located approximately 0.5 miles south of the project. No impact would occur.
- d) **Less than Significant Impact.** Government Code Section 65962.5 requires CalEPA to develop and annually update the Hazardous Waste and Substances Sites (Cortese) List. The information contained in the Cortese List is provided by DTSC and other state and local government agencies. A review of the DTSC EnviroStor and State Water Resources Control Board (SWRCB) GeoTracker databases did not indicate any hazardous waste facilities within the project site (DTSC 2020; SWRCB 2020a). An open Leaking Underground Storage Tank (LUST) cleanup site is located approximately 0.3 miles southeast of the project site, at 6300 Western Avenue. However, the LUST site is listed as eligible for closure as of February 27, 2020; SWRCB determined that the site has a low threat for groundwater contamination from gasoline, and will close the site pursuant to the SWRCB Low Threat Case Closure Policy following destruction of the monitoring wells (SWRCB 2020b). A Phase I Environmental Site Assessment was conducted for the project site that included an assessment of the potential impacts of the LUST site to the project. The assessment concluded that although operation of the former furniture manufacturing facility at the project site included use of spray paint, no spills or releases were reported at the site. The potential impact of former spray painting operations and of the LUST site to groundwater beneath the project area was determined to be unknown. The project would only include minor grading and would not include soil removal or impacts to groundwater. Because only minor grading activities are proposed for the project, no further investigations would be required. Based on the results of the Phase I Environmental Site Assessment, implementation of the proposed project would not pose a hazardous threat to the public or environment. Impacts would be less than significant.
- e) **No Impact.** The proposed project is not located within an airport land use plan or within 2 miles of a public airport, public use airport, or private airstrip. The nearest public airport is the Los Angeles International Airport (LAX) located approximately 6.2 miles

southwest of the project site. Therefore, no impact related to airport-related hazardous would occur.

- f) **No Impact.** The sections of S. St. Andrews Place and Gage Avenue that front the project are not designated as Selected Disaster Routes on the City of Los Angeles Safety Element's Critical Facilities & Lifeline Systems Map (City of Los Angeles 1996). In addition, the proposed project would not include road closures that could impact the travel of emergency vehicles. Operational activities would occur entirely within the project parcel and would not impact emergency access. No impacts would occur.
- g) **No Impact.** The proposed project would be located within a highly urbanized area, and would continue to be served by the Los Angeles Fire Department. According to the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2007; CAL FIRE 2011) the project site would not be located in an area classified as a Very High Fire Hazard Severity Zone. In addition, the City of Los Angeles Safety Element's Selected Wildfire Hazard Areas in the City of Los Angeles map indicates that the project site is not located in the Mountain Fire District nor within a fire buffer zone (City of Los Angeles 1996). The proposed project would not expose people or structures to hazards related to wildlife fires. No impact would occur.

References

- California Department of Forestry and Fire Protection (CAL FIRE), 2007. Fire Hazard Severity Zones in State Responsibility Areas Map. Available at: https://osfm.fire.ca.gov/media/6636/fhszs_map.pdf. Accessed April 20, 2020.
- CAL FIRE, 2011. Los Angeles Very High Fire Hazard Severity Zones in LRA Map. Available at: https://osfm.fire.ca.gov/media/5830/los_angeles.pdf. Accessed April 20, 2020.
- City of Los Angeles, 1996. City of Los Angeles General Plan, Safety Element. Available at: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf. Accessed May 19, 2020.
- Department of Toxic Substances Control (DTSC). EnviroStor Database. Available at: <http://www.envirostor.dtsc.ca.gov/public/>. Accessed June 1, 2020.
- Los Angeles Department of Water and Power (LADWP), 2017. *Phase I Environmental Site Assessment. 6236 South St. Andrews Place. Assessor's ID Number: 6001-016-015. Los Angeles, California.* April 17, 2017.
- State Water Resources Control Board (SWRCB), 2020a. GeoTracker. Available at: <https://geotracker.waterboards.ca.gov/>. Accessed June 1, 2020.
- SWRCB, 2020b. SWRCB Staff Letter to the City of Los Angeles. "Underground Storage Tank Program – Well Destruction Requirement," April 30, 2020. Available at: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000008789. Accessed June 1, 2020.

2.10 Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
X. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than Significant Impact.** Construction of the proposed project would involve minor excavation. Sediment associated with earthmoving activities and exposed soil would have the potential to erode and be transported to downgradient areas, potentially resulting in water quality standard violations. In the event of heavy rain, erosion of stockpiles may occur resulting in scouring and sedimentation of local drainages. Additionally, stormwater passing through the construction site has the potential to pick up construction-related chemicals (such as fuels or oils from construction equipment), and toxic materials from demolished structures (such as LBP or asbestos) that may pass into the local stormwater collection system, impacting water quality. However, the proposed project would be required to prepare a project-specific SWPPP to minimize soil erosion. The SWPPP would identify site-specific BMPs to control erosion, sediment, and other potential construction-related pollutants. Compliance with the SWPPP would maintain water quality in accordance with the Regional Water Quality Control Board standards such that construction of the proposed project would not violate any water quality standards. Therefore, implementation of the SWPPP would ensure construction

impacts related to water quality standards or waste discharge requirements would be less than significant.

Once construction is completed, the proposed project would be used for open air storage similar to the adjacent LADWP wellfield property. No new structures would be implemented within the project site, operation of the proposed project would not conflict with any water quality standards or waste discharge requirements, and impacts would be less than significant.

- b) **No Impact.** The proposed project would include the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage. Excavation to a depth of approximately 60 inches would be required to remove the footings of the structure being demolished. The proposed project would not impact groundwater or interfere with groundwater recharge. No impact would occur.
- c) **Less than Significant Impact.** Construction of the proposed project would temporarily alter the localized drainage pattern in the project area due to ground-disturbing activities, such as grading and excavation, and demolition. Such alterations in the drainage pattern may temporarily result in erosion or siltation and/or increase the rate or amount of surface runoff if substantial drainage is rerouted. However, as discussed above in Section 2.10 (a), implementation of the required project-specific SWPPP would minimize the potential for erosion or siltation and flooding through the implementation of BMPs. Therefore, impacts associated with substantial erosion and temporary drainage alterations, including flooding during construction, would be less than significant.

Once construction is complete and the existing structures are removed, the project site would be used for open air storage and would not be paved. No new structures or impervious surfaces would be constructed on the proposed project site. As a result, the proposed project would not substantially alter the existing drainage pattern or substantially increase surface runoff. Therefore, impacts associated with substantial erosion or drainage alterations, including flooding during operation, would be less than significant.

- d) **Less than Significant Impact.** The southwest portion of the project site is located on land that is designated by the Federal Emergency Management Agency (FEMA) as a 100-year flood hazard area and northeast portion of the project site is located on a 500-year flood hazard area (FEMA 2018). Additionally, the City of Los Angeles General Plan identifies the project site as a potential inundation zone (City of Los Angeles 1996). Potential inundation of the project site would have the potential to release chemicals (such as those from fuels or oils from construction equipment) from the project site during demolition/construction and toxic materials (such as LPB or asbestos) from demolished structures. However, the proposed project would be required to prepare a project-specific SWPPP to minimize the potential for pollutant runoff in the event flooding/inundation occurs. The SWPPP would identify site-specific BMPs to control erosion, sediment, and other potential construction-related pollutants. Compliance with

the SWPPP would maintain water quality in accordance with the Regional Water Quality Control Board standards such that construction of the proposed project would not violate any water quality standards. Therefore, implementation of the SWPPP would ensure construction would not violate water quality standards or waste discharge requirements. Impacts related to flooding and pollutant release are considered less than significant.

The project area is not located near the ocean, nor is it located within a tsunami hazard area (City of Los Angeles 1996). There are no harbors, bays, lakes, rivers, or canals in close proximity to the project site that could expose the project site to impacts related to a seiche event. Therefore, no impact related to seiches or tsunamis would occur.

- e) **No Impact.** The project would include the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage. The project would not impact groundwater during construction or operation. No impacts would occur.

References

City of Los Angeles, 1996. City of Los Angeles General Plan, Safety Element, Adopted September 2001. Available at: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf. Accessed May 26, 2020.

Federal Emergency Management Agency (FEMA), 2018. FEMA Flood Map Service Center. Available at: <https://msc.fema.gov/portal/search?#searchresultsanchor>. Accessed May 26, 2020.

2.11 Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The physical division of an established community typically refers to the construction of a linear feature, such as a highway or railroad, or removal of a means of access, such as a road or bridge that would impact mobility within or between existing communities. The proposed project would include the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage. The proposed project would not divide an established community. No impact would occur.
- b) **No Impact.** The project site is designated for Light Industrial land use in the South Los Angeles Community Plan and is zoned as Light Industrial (M2) (City of Los Angeles 2017; City of Los Angeles 2020). The M2 zoning designation allows for the open storage of materials and equipment at the project site, provided that storage is contained to an area that is “enclosed with a solid fence not less than eight feet in height,” and provided that equipment is not stored to a height which exceeds the solid fence, among other limitations described in Article 2, Section 12.19 Municipal Code (City of Los Angeles 1974). To comply with these requirements, the project would construct an 8-foot chain-link fence with privacy slats or other privacy cover around the perimeter of the property prior to use of the project site for open storage of LADWP equipment, and stored materials and equipment would comply with applicable height requirements. The proposed project would not conflict with land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact. No impact would occur.

References

City of Los Angeles 1974. Los Angeles Municipal Code. Section 12.19 “M2” Light Industrial Zone, Amended by Ord. no. 146,030, Eff. July 11, 1974. Available at: [http://library.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapterplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen/sec1219m2lightindustrialzone?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:lapz_ca\\$anc=JD_12.19](http://library.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapterplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen/sec1219m2lightindustrialzone?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=JD_12.19). Accessed May 21, 2020.

City of Los Angeles, 2017. South Los Angeles Community Plan. Available at: https://planning.lacity.org/odocument/b909e749-754e-4caa-af7f-14c82adaa2b7/South_Los_Angeles_Community_Plan.pdf. Accessed May 13, 2020.

City of Los Angeles, 2020. Zone Information and Map Access System (ZIMAS). Available at:
<https://planning.lacity.org/zoning/zoning-map>. Accessed May 13, 2020.

2.12 Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** According to maps prepared by the CGS in accordance with the California Surface Mining and Reclamation Act of 1975, the project site is in an area that is classified as MRZ-1. The MRZ-1 classification designates areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (California Department of Conservation, Division of Mines and Geology 1994). According to the Geology Energy Management Division Well Statewide Tracking and California Geologic Energy Management Division (CalGEM) Reporting System (WellSTAR) database, there are no oil wells that exist on the project site (California Department of Conservation CalGEM 2020). Therefore, the proposed project would not result in the loss of availability of a known mineral resource, and no impact would occur.
- b) **No Impact.** The project site is not used for mineral extraction and is not known as a locally important resource recovery site. Further, the project site is not delineated on the City of Los Angeles or South Los Angeles Community Plans or any other land use plan for mineral resource recovery uses. Therefore, no impact would occur.

References

California Department of Conservation, Division of Mines and Geology, 1994. Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California, Part II – Los Angeles County, Miller R. V., Open File Report 94-14. Plate 1B Map. Available at: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-14/OFR_94-14_Plate1B.pdf. Accessed May 18, 2020.

California Department of Conservation CalGEM, 2020, WellSTAR Database. Available at: <https://www.conservation.ca.gov/calgem/Pages/Wellfinder.aspx>. Accessed May 18, 2020.

2.13 Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than Significant Impact with Mitigation.** Noise is defined as unwanted sound; however, not all unwanted sound rises to the level of a potentially significant noise impact. To differentiate unwanted sound from potentially significant noise impacts, the City of Los Angeles has established noise regulations. The following analysis evaluates potential noise impacts at noise-sensitive land uses in each jurisdiction resulting from construction and operation of the project. As discussed below, the construction and operation of the project would not generate noise levels in excess of local standards and impacts would be less than significant.

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). Acoustics is defined as the physics of sound. In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. Acoustics addresses primarily the propagation and control of sound.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale (i.e., not linear) that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. In a non-controlled environment, a change in sound level of 3 dB is considered “just perceptible,” a change in sound level of 5 dB is considered “clearly noticeable,” and a change in 10 dB is perceived as a doubling of

sound volume (Caltrans 2013a). Pressure waves traveling through air exert a force registered by the human ear as sound.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 hertz (Hz) and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to extremely low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

An individual's noise exposure is a measure of noise over a period of time, whereas a noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual. These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts.

The time-varying characteristic of environmental noise over specified periods of time is described using statistical noise descriptors in terms of a single numerical value, expressed as dBA. The most frequently used noise descriptors are summarized below:

- Leq: The Leq, or equivalent sound level, is used to describe the noise level over a specified period of time, typically 1-hour, i.e., Leq(1), expressed as Leq. The Leq may also be referred to as the "average" sound level.
- Lmax: The maximum, instantaneous noise level.
- Lmin: The minimum, instantaneous noise level.
- Lx: The noise level exceeded for specified percentage (x) over a specified time period; i.e., L50 and L90 represent the noise levels that are exceeded 50 and 90 percent of the time specified, respectively.
- Ldn: The Ldn is the average noise level over a 24-hour period, including an addition of 10 dBA to the measured hourly noise levels between the hours of 10:00 P.M. to 7:00 A.M. to account nighttime noise sensitivity. Ldn is also termed the day-night average noise level or DNL.

CNEL: Community Noise Equivalent Level (CNEL), is the average noise level over a 24-hour period that includes an addition of 5 dBA to the measured hourly noise levels between the evening hours of 7:00 P.M. to 10:00 P.M., and an addition of 10 dBA to the measured hourly noise levels between the nighttime hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity during the evening and nighttime hours, respectively.

City of Los Angeles Municipal Code

The City of Los Angeles Noise Regulation is provided in Chapter XI of the LAMC and establishes acceptable ambient sound levels to regulate intrusive noises within specific land use zones and provides procedures and criteria for the measurement of the sound level of noise sources. These procedures recognize and account for differences in the perceived level of different types of noise and/or noise sources.

Section 111.01 and Section 111.03 of the LAMC define the ambient noise as the actual measured ambient noise level or the City’s presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise level averaged over a period of at least 15 minutes Leq.

Section 111.02 of the LAMC provides procedures and criteria for the measurement of the sound level of “offending” noise sources. In accordance with the LAMC, a noise level increase of 5 dBA over the existing average ambient noise level at an adjacent property line is considered a noise violation. To account for people’s increased tolerance for short-duration noise events, the Noise Regulation provides a 5 dBA allowance for noise occurring more than 5 but less than 15 minutes in any 1-hour period and an additional 5 dBA allowance (total of 10 dBA) for noise occurring 5 minutes or less in any 1-hour period.

Section 112.05 of the LAMC sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard is required only where “technically feasible.”

Section 41.40 of the LAMC prohibits construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 A.M. to 9:00 P.M.; and Saturdays and National Holidays between 8:00 A.M. to 6:00 P.M.). In general, the City’s Department of Building and Safety enforces noise ordinance provisions relative to equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people.

Construction

As discussed in Chapter 1, *Project Description*, the project would include the demolition of a 64,434 square-foot, 26-foot-tall, two-story structure. The structure’s footprint is approximately 38,484 feet. In addition, the proposed project would remove a 456-square-foot auxiliary structure, a concrete wall along the northern property line, and 10 posts located on the paved portion of the site, which were previously used as truck charging

stations. Once demolition is complete and the site is cleared of debris, a new chain-link fence with privacy slats would be constructed along the perimeter of the property. Project construction is expected to commence in August 2021 and would take approximately 4.5 months to complete. As described in Section 2.3 (b), maximum daily activities would involve up to two crews working simultaneously, with specified crews based on the different tasks. The construction schedule received from LADWP was used in the noise impact analysis, where it assumes one crew per task, with two crews overlapping during installation of pedestrian protection and fencing and salvaging of construction materials, and two crews partially overlapping during the removal of wood framing and removal of walls. The analysis includes consideration of construction noise effects on noise-sensitive receivers in the vicinity of the project site due to the use of construction equipment (on-site construction activities) and haul trucks (off-site construction activities).

The project site is located on a 1.1-acre parcel north of Gage Avenue and east of St. Andrews Place. The closest sensitive receptors are residential uses located approximately 50 feet or more to the south of the project site, south of Gage Avenue.

On-Site Construction Activities

Noise from on-site construction activities would be generated by the use of equipment involved during various stages of construction activities. The noise levels generated by construction equipment would vary depending on factors such as the type and number of equipment, the specific model (horsepower rating), the construction activities being performed, and the maintenance condition of the equipment. Individual pieces of construction equipment anticipated to be used during project construction could produce maximum noise levels of 78 dBA to 89 dBA Lmax at a reference distance of 50 feet from the noise source, as shown in **Table 2-5**. These maximum noise levels would occur when equipment is operating under full power conditions. The estimated usage factor for the equipment is also shown in Table 2-5. The usage factors are based on the Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide (FHWA 2006).

**TABLE 2-5
CONSTRUCTION EQUIPMENT AND ESTIMATED NOISE LEVELS**

Source	Estimated Usage Factor (%)	Reference Noise Level at 50 feet (dBA Lmax)
Air Compressor	40%	78
Auger Drill Rig	20%	84
Generator Set	50%	81
Jackhammer	20%	89
Roller	20%	80
Loader	40%	79

SOURCE: FHWA 2006

To characterize construction-period noise levels, the hourly Leq noise level associated with each construction phase is estimated based on the quantity, type, and usage factors for each type of equipment used during each construction phase and are typically attributable to multiple pieces of equipment operating simultaneously. Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently.

The estimated noise levels at noise-sensitive receptors were calculated based on a maximum concurrent operation of construction equipment, which is considered a worst-case evaluation because the project would typically use less equipment simultaneously, and as such would generate lower noise levels. Noise calculation worksheets are included in the Noise and Vibration Technical Report attached as **Appendix C**. The nearest sensitive receptors to the construction areas would be single family and multi-family residential uses located south of the project site across Gage Avenue in the City of Los Angeles. **Table 2-6** shows the estimated maximum construction noise levels that would occur at the nearest off-site sensitive uses during a peak day of construction activity. As shown, construction noise levels were estimated to reach a maximum of 91 dBA Leq at 50 feet during the Removal of Foundation, 79 dBA Leq at 50 feet during the combined Installation of Pedestrian Protection and Fencing and Salvaging of Construction Materials, and 78 dBA Leq at 50 feet during the combined Removing of Wood Frame and Removal of Walls, which would exceed the standard for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. However, this increase would only occur for a temporary duration at a sensitive receptor location as construction activities would occur across the project site. In addition, construction activities would only occur at the site for a period of approximately 2.5 months; therefore, construction-related noise would be experienced by nearby sensitive receptors for only a relatively short duration. Although construction noise impacts are expected to be limited in duration, construction noise levels could exceed the established thresholds at the nearest sensitive receptors as shown on Table 2-6.

**TABLE 2-6
UNMITIGATED MAXIMUM CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS**

Source	Estimated Distance (feet)	Noise Level (dBA Leq)
Demolition		
Mobilization and Capping of Utilities	50	78
Hazardous Materials Remediation	50	78
Installation of Pedestrian Protection and Fencing	50	77
Salvaging of Construction Materials	50	75
Removal of Wood Framing	50	75
Removal of Walls	50	75
Removal of Foundation	50	91
Backfilling and Minor Grading	50	79
Cleanup and Removal of Fencing	50	77
Demolition Finish	50	0
Overlap of Installation of Pedestrian Protection and Fencing and Salvaging of Construction Materials	50	79
Overlap of Removal of Wood Framing and Removal of Walls	50	78
Maximum Noise Level	50	91
Significance Threshold	50	75

NOTES:

- A) Construction schedule provided by LADWP.
 B) Detailed construction noise calculations are provided in Appendix C.

SOURCE: ESA 2020

Implementation of **Mitigation Measures NOI-1, NOI-2, and NOI-3** would reduce construction noise levels by a minimum of 20 dBA to the extent technically possible. **Mitigation Measure NOI-4** would require noticing of residences prior to construction. As shown in **Table 2-7**, with incorporation of **Mitigation Measures NOI-1 through NOI-4**, construction noise levels were estimated to reach a maximum of 71 dBA Leq at 50 feet during the Removal of Foundation phase. This estimated noise level would not exceed the standard set forth in LAMC Section 112.05, which sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Therefore, the short-term construction noise impacts would be mitigated to less than significant.

**TABLE 2-7
MITIGATED MAXIMUM CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS**

Construction Phase	Distance (ft)	dBA, Leq
Mobilization and Capping of Utilities	50	58
Hazardous Materials Remediation	50	58
Installation of Pedestrian Protection and Fencing	50	57
Salvaging of Construction Materials	50	55
Removal of Wood Framing	50	55
Removal of Walls	50	55
Removal of Foundation	50	71
Backfilling and Minor Grading	50	59
Cleanup and Removal of Fencing	50	57
Demolition Finish	50	0
Overlap of Installation of Pedestrian Protection and Fencing and Salvaging of Construction Materials	50	59
Overlap of Removal of Wood Framing and Removal of Walls	50	58
Maximum Combined Noise Levels	50	71
Significance Threshold	50	75

NOTES:

- A) Construction schedule provided by LADWP.
 B) Detailed construction noise calculations are provided in Appendix C.
 SOURCE: ESA 2020

As mentioned above, Section 41.40 of the LAMC prohibits construction between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 A.M. to 9:00 P.M.; and Saturdays and National Holidays between 8:00 A.M. to 6:00 P.M.). The project construction workday would start at 6:00 A.M. and end at 5:00 P.M. Monday through Friday, and no construction would occur on the weekends. However, no noise generating construction activities would occur on-site between 6:00 A.M. and 7:00 A.M. as the initial hour of the workday would be used for setting up activities, planning and personnel meetings, and other similar activities. In addition, no operation of off-road equipment and truck loading activities would occur until 7:00 A.M. Therefore, as the project would be in compliance with applicable noise standards established in the LAMC, construction noise impacts would be considered less than significant.

Off-Site Construction Activities

On-road trucks would be used to transport materials to and from the construction areas. Trucks would travel past noise-sensitive residential uses along Gage Avenue in the City of Los Angeles. However, the number of trucks would be minimal at approximately 25 trucks per day (3 trucks during a peak hour is assumed in the analysis). The temporary addition of this number of trucks per day during construction activities would result in a

peak hour noise level of 53.6 dBA Leq and CNEL of 54.1 dBA at 20 feet from the roadway (or approximately 35 feet from the centerline based on a 30-foot roadway width typical of roadways in the vicinity of the project site). The ambient noise levels at the roadways around the project site analyzed in the City of Los Angeles Citywide General Plan Framework FEIR is 55.0 dBA CNEL at 20 feet from the roadway (City of Los Angeles 1996). At 54.1 dBA CNEL, the project's temporary noise from truck travel would contribute to increased noise levels to 57.6 dBA Leq on any given roadway around the project area during construction, which would not exceed the threshold of 60.0 dBA Leq. Therefore, the off-site construction traffic noise impacts would be less than significant.

Operations

As discussed in Chapter 1, *Project Description*, the project would demolish a two-story structure and auxiliary structures, and the project site would be used for open air storage. The existing noise environment surrounding the project site is dominated by traffic noise from nearby roadways. Once construction is completed, the proposed project site would be used by LADWP as open air storage, and operation of the project would not result in a net increase in operational noise levels. The project would require approximately three truck trips per week and 3 hours of forklift usage per week at the project site. Given the infrequent truck trips and minimal usage of equipment, project operation would not result in an audible increase in noise levels. As such, operation of the project would result in a less than significant impact.

Mitigation Measures

NOI-1: For construction activities adjacent to noise-sensitive receptors (e.g., residences), the contractor shall ensure that all construction equipment, fixed or mobile, are equipped with properly operating and maintained noise-shielding and muffling devices, consistent with manufacturers' standards. The contractor shall use muffler systems (e.g., absorptive mufflers) that provide a minimum reduction of 5 dBA compared to the same equipment without an installed muffler system, reducing maximum construction noise levels. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications. The contractor shall also keep documentation on-site verifying compliance with this measure.

NOI-2: For construction activities adjacent to noise-sensitive receptors (e.g., residences) along West Gage Avenue, where physically and technically feasible, the contractor shall provide a temporary fence or other barrier with a performance standard of achieving a 15 dBA noise level reduction at the residential receptors to the south. A 16-foot tall temporary fence or other barrier shall be used along West Gage Avenue extending approximately 100 feet from the S. St. Andrews Place intersection. A minimum 8-foot tall temporary fence or other barrier shall be used in all other areas along the project site's southern boundary along West Gage Avenue. The temporary fence or barrier shall be used during peak noise-generating construction phases when the use of heavy equipment is prevalent. A noise barrier is not required if it would pose a safety risk or unreasonably prevent access to the construction area as deemed by the

on-site construction manager, such as in areas that have limited equipment-maneuvering space or access.

NOI-3: Limit engine idling of construction equipment (e.g., haul trucks, loaders) to a minimum of 200 feet from any boundary of the nearest sensitive receptors.

NOI-4: Prior to commencement of construction activities, LADWP shall notify in writing adjacent residents and businesses near the project site, including the residents along Gage Avenue south of the project site, of proposed construction activities and the tentative schedule. The notices shall also provide a contact person and hotline where local residents or business owners can call during active construction with questions or comments. LADWP shall respond to inquiries regarding construction noise and vibration.

In addition, LADWP shall provide a construction site notice that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

- b) **Less than Significant Impact.** The project would be constructed using typical construction techniques and would use impact equipment, such as jackhammers. As such, it is anticipated that the equipment to be used during construction would generate groundborne vibration.

Ground-borne vibration is primarily generated from the use of construction equipment and from heavy-duty vehicle traffic and trains. Ground-borne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration energy dissipates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Vibration in buildings is typically perceived as rattling of windows, shaking of loose items, or the motion of building surfaces. The vibration of building surfaces also can be radiated as sound and heard as a low-frequency rumbling noise, known as ground-borne noise. Vibration levels for potential structural damage is described in terms of the peak particle velocity (PPV) measured in inches per second (in/sec). Road vehicles rarely create enough ground-borne vibration amplitude to be perceptible to humans unless the receiver is in immediate proximity to the source or the road surface is poorly maintained and has potholes or bumps.

Human sensitivity to vibration varies by frequency and by receiver. Generally, people are more sensitive to low-frequency vibration. Human annoyance also is related to the number and duration of events; the more events or the greater the duration, the more annoying it becomes. Ground-borne vibration related to human annoyance is generally related to root mean square (rms) velocity levels and expressed as velocity in decibels (VdB).

The City of Los Angeles does not address vibration in the City's municipal code or general plan noise elements. Thus, for this project, the Federal Transit Authority's (FTA's) criteria for structural damage and human annoyance is used. With respect to ground-borne vibration from construction activities, the California Department of Transportation (Caltrans) has adopted guidance to limit ground-borne vibration based on the age and/or condition of the structures that are located in close proximity to construction activity. With respect to residential and commercial structures, the FTA, provides a vibration damage potential criterion for continuous/frequent intermittent vibration sources of 0.5 in/sec PPV for Category I, Reinforced-concrete, steel, or timber (no plaster) buildings, which includes newer residential structures and modern industrial/commercial buildings and 0.2 in/sec PPV for Category III, Non-engineered timber and masonry buildings, which includes older residential structures (FTA 2018). The guidance also provides an 80 VdB threshold for construction and operational vibration impacts associated with human annoyance for infrequent events (FTA 2018) (see Appendix C for additional details).

Construction

According to the FTA, ground vibrations from construction activities very rarely reach the level that can damage structures. A possible exception is the case of old, fragile buildings of historical significance where special care must be taken to avoid damage (FTA 2006). The construction activities that typically generate the most severe vibrations are blasting and impact pile driving, which would not be utilized for the project. The project would utilize construction equipment such as use of loaded trucks and jackhammers, which would generate ground-borne vibration during construction activities. The vibration velocities at various distances for several types of construction equipment that can generate perceptible vibration levels are identified in **Table 2-8**. Based on the information presented in Table 2-8, vibration velocities could range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

TABLE 2-8
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Approximate PPV (in/sec)						
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	200 Feet	300 Feet
Bore/Drill Rig	0.0890	0.0361	0.0285	0.0213	0.0147	0.0060	0.0035
Loaded Trucks	0.0760	0.0309	0.0244	0.0182	0.0125	0.0060	0.0035
Jackhammer	0.0350	0.0142	0.0112	0.0084	0.0058	0.0051	0.0030
Small Bulldozer	0.0030	0.0012	0.0010	0.0007	0.0005	0.0023	0.0014

SOURCE: FTA 2018; ESA 2020.

Proposed construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Based on the vibration levels presented in Table 2-8, at a distance of 10 feet from the vibration source, the maximum

vibration level would be up to approximately 0.352 in/sec PPV for a drill rig, which would not exceed the significance threshold of 0.5 in/sec PPV. Therefore, the use of all construction equipment would not result in a groundborne vibration velocity levels above 0.5 inches per second at the nearest off-site structure and impacts would be less than significant. With respect to human annoyance, the nearest residential buildings are located approximately 50 feet from the project site and would be exposed to vibration levels at approximately 78 VdB which is not above the 80 VdB threshold for human annoyance. Therefore, impacts would be less than significant. Based on this assessment, construction vibration impacts would be less than significant.

Operations

Once construction activities have been completed, there would be no substantial sources of vibration activities from operation of the project. The project would not include new stationary sources of vibration. The approximately three truck trips per week entering/exiting the storage area and 3 hours of forklift usage per week would not generate perceptible vibration levels that would cause structural damage or human annoyance. Therefore, vibration impacts during project operation would be less than significant.

- c) **No Impact.** The project would not locate noise-sensitive uses within an airport land use plan area or within 2 miles of a public airport or public use airport. In addition, the project would not locate noise-sensitive uses within the vicinity of a private airstrip, or heliport or helistop. Therefore, the project would not result in an exposure of noise-sensitive uses to excessive noise levels from such uses. No impact would occur.

References

- California Department of Transportation (Caltrans), 2013a. Technical Noise Supplement (TeNS), Section 2.2.1, September 2013. Available at: <http://www.dot.ca.gov/env/noise/docs/tens-sep2013.pdf>. Accessed June 2020.
- Caltrans, 2013b. Transportation and Construction Vibration Guidance Manual, September 2013. Available at: <http://www.dot.ca.gov/env/noise/docs/tcvgm-sep2013.pdf>. Accessed June 2020.
- City of Los Angeles, Los Angeles Citywide General Plan Framework Final Environmental Impact Report, June 1996. Available at: <https://planning.lacity.org/eir/LA%20citywide%20GP%20Fmwk/FrameworkFEIR.pdf>. Accessed June 2020.
- Federal Highway Administration (FHWA), 2006. Roadway Construction Noise Model – RCNM and User Guide, January 2006. Available at: https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/. Accessed June 2020.
- Federal Transit Administration, 2006. Transit Noise and Vibration Impact Assessment, May 2006. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf. Accessed June 2020.

Federal Transit Administration (FTA), 2018. Transit Noise and Vibration Impact Assessment Manual.

2.14 Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The project does not include housing or commercial development that would directly affect the number of residents or employees in the area and would not contribute to the creation of additional housing or jobs in the City of Los Angeles. The project would not directly or indirectly induce growth or remove an obstacle to growth, since the proposed project would be implemented to create an open air storage area that would supplement existing storage on an adjacent LADWP facility. Up to 20 workers would be required during project construction and operational activities would be minimal, with LADWP using existing staff for operations and maintenance of the proposed project site. The project would not directly induce population growth as the proposed project would not include the construction of new homes and businesses and would not indirectly support new population or economic expansion. The proposed project would not result in any substantial change to the existing land use pattern or trigger growth in the area. Therefore, no impact would occur.
- b) **No Impact.** The proposed project would include the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage. The project would not involve the demolition or construction of housing. Therefore, the proposed project would not displace people or housing, and no impact would occur.

2.15 Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
PUBLIC SERVICES —				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a.i) **No Impact.** The Los Angeles Fire Department (LAFD) provides fire suppression and emergency medical services to the project site and surrounding area. The primary fire station that would service the project site is LAFD Station 66, located approximately 0.8 miles north of the project site at 1909 West Slauson Boulevard (LAFD 2020). Construction activities related to the proposed project would not result in the need for additional fire protective services beyond what is already provided. Once constructed, the project would involve use and maintenance of an open air storage facility, which would be operated approximately three times per week similar to the adjacent wellfield area and by existing LADWP staff. Therefore, there would be no need for new or physically altered fire facilities to serve the proposed project site. No impact would occur.
- a.ii) **No Impact.** Police protection services for the project site would be provided by the Los Angeles Police Department. The closest station to the project site is the 77th Street Community Police Station located at 7600 South Broadway, approximately 2.9 miles southeast of the project site (LAPD 2020). Once constructed, the project would involve use and maintenance of an open air storage area, which would be operated approximately three times per week similar to the adjacent wellfield area and by existing LADWP staff. Therefore, there would be no need for new or expanded law enforcement facilities in order to provide adequate police protection services. No impact would occur.
- a.iii) **No Impact.** The proposed project would include the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage. The proposed project would not change existing demand for school services, as the proposed project would not result in an increase in population. No impact would occur.

- a.iv) **No Impact.** The proposed project would include the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage. The proposed project would not result in an increase in population, and would not prompt the need for new parks. No impact would occur.
- a.v) **No Impact.** The proposed project would include the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage. The proposed project would not include new housing or businesses to the area that would require any additional services or public facilities, including libraries. No impact would occur.

References

Los Angeles Fire Department, 2020. Find Your Station Web Tool. Available at: <https://www.lafd.org/fire-stations/station-results>. Accessed May 19, 2020.

Los Angeles Police Department, 2020. Community Police Station Address Directory. Available at: http://www.lapdonline.org/our_communities/content_basic_view/6279. Accessed May 19, 2020.

2.16 Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
RECREATION —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The project site does not contain any recreational facilities. The nearest recreational facility is Harvard Park (1535 West 62nd Street, Los Angeles) located approximately 0.3 miles northeast of the project site. The proposed project would not result in direct or indirect growth in population or housing and is not expected to impact existing neighborhood or regional parks or any other recreational facilities due to increases in park usage. No impact would occur.
- b) **No Impact.** The project would include the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage. The proposed project would not include the development of recreational facilities or require the construction or expansion of recreational facilities. No impact would occur.

2.17 Transportation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
TRANSPORTATION — Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than Significant Impact.** The proposed project would include the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage. Regional access to the proposed project is provided by I-110 approximately 1.7 miles to the east. Local access to the project site would occur from Slauson Avenue and Gage Avenue, which intersect with St. Andrews Place. Project construction is anticipated to take approximately 2.5 months. Construction would occur fully within the project site and would not encroach into the public right-of-way. Export of demolition debris would be required and would be hauled from the project site and transported along existing roads/highways surrounding the project site. Materials would be delivered to nearby recycling and landfill facilities as described in Section 1.5, *Project Construction*. Construction equipment, including a flatbed truck, a light pickup truck, a truck-mounted earth auger, two heavy-duty trucks, two dump trucks, a crawler loader, an air compressor, two pavement breakers, an air hose, and a two-drum roller would be transported to the project site at the beginning of project construction and would be removed once project construction is completed. It is estimated that a maximum of 25 truck haul trips per day would be required to remove demolition debris from the project site during peak construction activity. The peak period of construction would last approximately 3 weeks, when the proposed project would remove walls and foundation materials from the existing two-story structure. Daily trips to and from the project site would consist of workers in pickup trucks accessing the site. Worker trips are estimated to peak at 20 round-trips per day. Since the proposed project is in a highly urbanized area and peak trips to and from the project site would be minor relative to existing traffic conditions in the City of Los Angeles, the proposed project would not conflict with any program plans, or any ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be considered less than significant.

Once operational, existing staff would periodically maintain and access the project site similar to existing conditions at the adjacent LADWP property. It is estimated that

approximately three trips per week would enter/exit the storage area once construction is complete. Therefore, the proposed project would not increase transit in the area surrounding the project site. No impact would occur.

- b) **Less than Significant Impact.** In accordance with Senate Bill (SB) 743, the new CEQA Guidelines Section 15064.3, subdivision (b) was adopted in December 2018 by the California Natural Resources Agency. These revisions to the CEQA Guidelines criteria for determining the significance of transportation impacts are primarily focused on projects within transit priority areas and shift the focus from driver delay to reduction of GHG emissions, creation of multimodal networks, and promotion of a mix of land uses. Vehicle miles traveled (VMT) is a measure of the total number of miles driven to or from a development and is sometimes expressed as an average per trip or per person. The newly adopted guidance provides that a lead agency may elect to be governed by the provisions of this section immediately. On July 30, 2019, the Los Angeles City Council adopted VMT as part of its CEQA Transportation Thresholds as a criterion to determine transportation impacts, pursuant to SB 743 and the recent changes to CEQA Guidelines Section 15064.3.⁵ The City's required methodology for VMT analysis is documented in the LADOT's Transportation Assessment Guidelines (TAG) (LADOT 2019). The TAG indicates that a project's VMT impact would be less than significant if the project would generate fewer than 250 daily vehicle trips. As documented above in Section 2.17 (a), construction of the proposed project would generate a maximum of 25 haul truck trips per day, and 20 worker trips per day. Since construction of the proposed project would generate less than 250 daily vehicle trips, and operation of the proposed project would be similar to existing conditions at the adjacent LADWP property (i.e., no new operational vehicle trips), it can be assumed that the proposed project would result in a less than significant impact with respect to VMT.
- c) **No Impact.** The proposed project would include the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage. The proposed project would not include any new geometric design features that could be considered dangerous or increase hazard in the project site. No impact would occur.
- d) **Less than Significant Impact.** Construction activities for the proposed project would take place mainly within the 6236 S. St. Andrews Place property. Construction staging areas, and equipment and vehicle laydown areas would be accommodated within the project site's paved parking area and within the adjacent LADWP property, if needed. No road closures are required. Emergency access would be maintained at all times in the area surrounding the project site. In addition, LADWP would coordinate with City staff and would provide an anticipated schedule of activities outlining approximate daily active construction dates and times. Impacts would be considered less than significant.

⁵ City of Los Angeles, City of Los Angeles Adoption of Vehicle Miles Traveled as the Transportation Impact Metric under the California Environmental Quality Act, August 9, 2019.

References

LADOT, 2019. City of Los Angeles California Environmental Quality Act (CEQA) Transportation Thresholds. Available at:
https://planning.lacity.org/odocument/5d17e8b1-7645-4a9b-b994-689baaf5701d/Transportation_FAQ.pdf. Accessed June 26, 2020.

2.18 Tribal Cultural Resources

<u>Issues (and Supporting Information Sources):</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
TRIBAL CULTURAL RESOURCES —				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

California Assembly Bill (AB) 52, through its implementing regulations, requires that lead agencies consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project and who have requested in writing to be informed by the lead agency of proposed projects in the tribe’s geographic area (PRC Section 21080.3.1[b] and [d]).

A Sacred Lands File search conducted by the NAHC on May 8, 2020, indicates that Native American cultural resources are not known to be located within the project site.

On May 26, 2020, LADWP sent notification of the proposed project to California Native American tribal representatives traditionally or culturally affiliated with the geographic area. The letter notified the tribes of the proposed project, provided a description of the project and location information, assured the Tribe of LADWP’s commitment to confidentiality under PRC Section 21082.3(c), LADWP’s contact information, and invited the tribes to respond within 30 days with their interest in AB 52 consultation. On June 8, 2020, Andrew Salas, Chairman of the Gabrieleño Band of Mission Indians – Kizh Nation responded to LADWP’s formal notification and requested consultation. A consultation meeting was subsequently held on August 27, 2020, with Chairman Salas and Matthew Teutimez of the Kizh Nation.

On September 10, 2020, Chairman Salas provided via email documentation to LADWP, including historic maps, excerpts about potential locations of villages, and other relevant ethnographic literature. The documentation indicated trade routes, trails, waterways, and the village of *Tajauta* were historically located in the region around the project site. Chairman Salas

stated that historic railroad right-of-ways typically followed traditional Gabrieleño trade routes and the railroad corridors represent geographically defined locations of Gabrieleño trade routes. Based on the maps provided by Chairman Salas, a railroad corridor, representing a traditional trade route, is depicted approximately 0.25 miles northwest of the project site.

Chairman Salas also stated that waterways in the vicinity of the project area, as depicted by historic maps provided by Chairman Salas, were used by the Gabrieleño for subsistence purposes and provided a setting for seasonal and permanent settlements, trade depots, ceremonial and religious prayer sites, and burials and cremation sites. The maps provided by Chairman Salas indicate waterways were historically located from 2.5 to 3 miles north and west of the project site, respectively.

Chairman Salas stated the historic location of the village of *Tajauta* overlaps the project site and provided relevant literature which describes the location of *Tajauta*. The literature provided was an excerpt from McCawley (1996), which described *Tajauta* as a Gabrieleño placename associated with what is presently the Watts area, approximately 5 miles southeast of the project site.

As a result of the consultation, no tribal cultural resources were identified within the project site. However, based on the materials provided by Chairman Salas, the Kizh Nation considers the project site sensitive for the presence of subsurface deposits potentially containing cultural items and human remains. Language provided by Chairman Salas also described several traditional and protective procedures to be implemented in the event that Native American human remains are encountered.

- a.i) **No Impact.** No tribal cultural resources were identified as a result of the consultation with the Gabrieleño Band of Mission Indians – Kizh Nation. Therefore, no tribal cultural resources that are listed in or eligible for listing in the California Register, or in a local register of historical resources as defined in PRC Section 5020.1(k) would be impacted by project implementation. No impact would occur.

Although no tribal cultural resources were identified as a result of the consultation, Chairman Salas of the Kizh Nation considers the project site to be sensitive for the presence of subsurface cultural items and human remains. As such, **Mitigation Measures CUL-3, CUL-4, and CUL-5**, which include archaeological and Native American monitoring and inadvertent discovery protocols for archaeological resource and human remains, would be implemented.

- a.ii) **No Impact.** As noted above under Section 2.18 (a.i), no tribal cultural resources were identified as a result of the consultation with the Gabrieleño Band of Mission Indians – Kizh Nation. Therefore, no tribal cultural resources that have been determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1, would be impacted by program implementation. No impact would occur.

Although no tribal cultural resources were identified as a result of the consultation, Chairman Salas of the Kizh Nation considers the project site to be sensitive for the presence of subsurface deposits potentially containing cultural items and human remains. As such, **Mitigation Measures CUL-3, CUL-4, and CUL-5**, which include archaeological and Native American monitoring and inadvertent discovery protocols for archaeological resources and human remains, would be implemented.

References

McCawley, William. 1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*, Malki Museum Press, Banning, California.

2.19 Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
UTILITIES AND SERVICE SYSTEMS —				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **No Impact.** The proposed project would include the demolition of an existing two-story structure and auxiliary structures, and future use of the project site for open air storage. Upon demolition of the existing structures, utilities would be capped and left in place. Operation of the proposed project would include storage of materials and crane usage to move materials around within the parcel. The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electrical power, natural gas, or telecommunications facilities. No impact would occur.
- b) **Less than Significant Impact.** Construction of the project would require some water for dust control, which would be provided by imported water trucks. Wastewater generated during construction of the proposed project would be minimal, consisting of portable toilet waste generated by construction workers. Wastewater generated during construction would be collected within portable toilet facilities. All wastewater generated in portable toilets would be collected by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid-disposal station. Therefore, construction or expansion of water or wastewater facilities would not be required for construction of the proposed project.

Operation of the project would be minimal, requiring three worker trips per week and 3 hours of forklift usage per week at the project site, and would not require or result in the

construction of new or expanded water facilities. Therefore, impacts would be less than significant.

- c) **Less than Significant Impact.** As described above within Section 2.19 (b), wastewater generated during construction of the proposed project would be minimal, and would be collected by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid-disposal station. Upon completion of construction activities, the proposed project would be used as an open air storage area. Therefore, impacts related to the wastewater treatment provider having adequate capacity to serve the project's needs would be considered less than significant.
- d) **Less than Significant Impact.** The project anticipates that an excess of 1,280 CY of concrete, 1,670 CY of Unreinforced Masonry, and 1,300 CY of wood would be hauled off-site for disposal. Demolition debris and excavation material is assumed to be sent to one of two recycling facilities: 25th Street Recycling (2121 East 25th Street, Los Angeles, CA) or California Waste Services (621 West 152nd Street, Gardena, CA). Any non-recyclable solid waste would be serviced by Scholl Canyon Landfill, which has a remaining capacity of 9.9 million CY and a maximum daily capacity of 3,400 tons per day, and is estimated to be in operation through April 2030 (CalRecycle 2011). As the majority of waste generated by the proposed project would occur during construction, and because the proposed project would divert debris generated during construction to recycling facilities, the amount of waste generated at the project site is not anticipated to significantly impact nearby landfill serving capacities. No impact would occur.
- e) **Less than Significant Impact.** As described in Section 2.19 (d), the project would be served by recycling facilities that would be capable of accommodating solid waste generated at the project site. During construction, solid waste would be taken to nearby recycling facilities. Upon completion of construction, the project site would be used as an open air storage area and would not generate or require the disposal of solid waste. The proposed project would continue to comply with federal, state, and local regulations related to solid waste. Impacts would be less than significant.

References

CalRecycle, 2011. Solid Waste Facility Permit No. 19-AA-0012. Available at: <file:///C:/Users/acardoza/Downloads/Scholl%20Canyon%20Permit.pdf>. Accessed May 22, 2020.

2.20 Wildfire

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-d) **No Impact.** The project site is located in a highly urbanized area. The proposed project is not included within or near an area designated as a State Responsibility Area and is not located in an area classified as a Very High Fire Hazard Severity Zone according to maps prepared by CAL FIRE (CAL FIRE 2007; CAL FIRE 2011). In addition, the City of Los Angeles Safety Element's Selected Wildfire Hazard Areas in the City of Los Angeles map indicates that the project site is not located in the Mountain Fire District or within a fire buffer zone (City of Los Angeles 1996). Therefore, since the project site is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones, no impacts related to wildlife would occur.

References

- California Department of Forestry and Fire Protection (CAL FIRE), 2007. Fire Hazard Severity Zones in State Responsibility Areas Map. Available at: https://osfm.fire.ca.gov/media/6636/fhszs_map.pdf. Accessed April 20, 2020.
- CAL FIRE, 2011. Los Angeles Very High Fire Hazard Severity Zones in LRA Map. Available at: https://osfm.fire.ca.gov/media/5830/los_angeles.pdf. Accessed April 20, 2020.
- City of Los Angeles, 1996. City of Los Angeles General Plan, Safety Element. Available at: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf. Accessed May 19, 2020.

2.21 Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than Significant Impact with Mitigation.** As discussed in Section 2.4, *Biological Resources*, the project site is located within a highly urbanized area and the site is currently developed with a two-story building and a parking area. The project site does not contain any vegetation and the project would not result in any impacts to fish or wildlife species. No impacts to biological resources would occur and no mitigation is required.

As described in Section 2.5, *Cultural Resources*, one historic-period built resource, the Bauman Brothers industrial complex, was identified within the project site. However, an evaluation of the industrial complex for inclusion in the National Register, California Register, and local listing that was conducted for the proposed project determined that the Bauman Brothers industrial complex does not qualify as a historical resource and its demolition would not constitute a significant impact. No known archaeological deposits that qualify as a historic resource, paleontological resources, and/or or unique geologic features were identified within the project site. Nevertheless, proposed ground disturbance has the potential to encounter archaeological and/or paleontological resources, or human remains. Implementation of **Mitigation Measures CUL-1 through CUL-5, GEO-1, and GEO-2** would reduce any potential impacts to less than significant.

Mitigation Measures

Implement **Mitigation Measures CUL-1 through CUL-5, GEO-1, and GEO-2.**

- b) **Less than Significant Impact with Mitigation.** A cumulative impact could occur if the project would result in an incrementally considerable contribution to a significant cumulative impact in consideration of past, present, and reasonably foreseeable future projects for each resource area. No direct significant impacts were identified for the proposed project that could not be mitigated to a less than significant level. However, when combined with other projects within the vicinity, the project may result in a contribution to a potentially significant cumulative impact.

The proposed project would have no impact on agricultural resources, biological resources, land use and planning, mineral resources, population and housing, public services, recreation, tribal cultural resources, and wildfire. In addition, the project would have less than significant impacts to aesthetics, air quality, energy, GHG emissions, hazards and hazardous materials, hydrology and water quality, transportation, and utilities and service systems. As a result, impacts would not be considered cumulatively considerable.

Cultural resources, geology and soils, and noise impacts that are generated during construction activities would be short-term and limited by the overall short construction period of 4.5 months. Further, impacts related to these resources would be less than less than significant with implementation of mitigation measures. Therefore, the proposed project impacts would not be considered cumulatively considerable.

Mitigation Measures

Implement **Mitigation Measures CUL-1 through CUL-4, GEO-1, GEO-2, and NOI-1 through NOI-4.**

- c) **Less than Significant Impact with Mitigation.** As discussed in Section 2.13, *Noise*, the proposed project has the potential to increase noise levels to surrounding residents to a significant level during construction. However, construction activities would be temporary impacts occurring only during the 4.5-month construction period. In addition, **Mitigation Measures NOI-1 through NOI-4** would be implemented to reduce these impacts to less than significant. Therefore, the proposed project would not result in substantial adverse effects on human beings, either indirectly or directly.

Mitigation Measures

Implement **Mitigation Measures NOI-1 through NOI-4.**

Appendix A
Air Quality, GHG, Energy
Technical Report

Final

ST. ANDREWS DEMOLITION PROJECT

Air Quality, Greenhouse Gas, and Energy Technical Report

Prepared for
Los Angeles Department of Water & Power
Environmental Affairs
111 North Hope Street, Room 1044
Los Angeles, CA 90012

November 2020



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November 2020

2121 Alton Parkway
Suite 100
Irvine, CA 92606
949.753.7001
esassoc.com



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ACRONYMS AND ABBREVIATIONS

Acronym	Description
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AQMP	Air Quality Management Plan
BACT	Best available control technology
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAPCOA	California Air Pollution Control Officers
CARB	California Air Resources Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH ₄	Methane
City	City of Los Angeles
CNRA	California Natural Resource Agency
CO	Carbon monoxide
CO ₂ e	Carbon dioxide equivalent
DMV	Department of motor vehicles
DPM	Diesel Particulate Matter
GDP	Gross domestic product
GHG	Greenhouse Gas
GWh	Gigawatt hours
GWP	Global warming potential
HAP	Hazardous air pollutants
HFC	hydrofluorocarbons
H ₂ S	Hydrogen Sulfide
IPCC	Intergovernmental Panel on Climate Change
LADWP	Los Angeles Department of Water and Power
LCFS	Low Carbon Fuel Standard
MTCO ₂ e	Metric tons carbon dioxide equivalent
MMT	Million metric tons
NAAQS	National Ambient Air Quality Standards
NHTSA	National highway traffic safety administration
N ₂ O	Nitrous Oxide
NO	Nitric oxide
NO ₂	Nitrogen dioxide

Acronym	Description
NO _x	Oxides of nitrogen
OEHHA	Office of Environmental Health Hazard Assessment
Pavley	AB 1493
Pb	lead
PFC	perfluorocarbons
PM _{2.5}	Particulate matter of 2.5 micrometers or less
PM ₁₀	Particulate matter of 10 micrometers or less
ppb	Parts per billion
ppm	Parts per million
Project	St. Andrews Demolition Project
PVC	Polyvinyl chloride
ROG	Reactive organic gasses
RTP	Regional Transportation Plan
SAFE	Safer Affordable Fuel-Efficient vehicle rule
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF ₆	Sulfur hexafluoride
SIP	State implementation plan
SO ₂	Sulfur dioxide
SO ₄ ²⁻	sulfates
SRA	Source receptor area
TAC	Toxic air contaminant
USEPA	U.S. Environmental Protection Agency
VMT	Vehicle miles traveled
VOC	Volatile organic compounds

EXECUTIVE SUMMARY

The purpose of this Air Quality and Greenhouse Gas Technical Report is to assess and discuss the impacts of potential air quality and greenhouse gas (GHG) emission impacts that may occur with the implementation of the proposed St. Andrews Demolition Project (proposed project) located in the City of Los Angeles (City). The project site is comprised of one parcel (Assessor's Parcel No. 600101) with a two-story structure along the western portion of the property (Figure 2). In addition to the two-story structure, the project site is developed with an accessory structure, and a paved area used for parking along the eastern side of the property. Currently a concrete wall separates the paved parking area from the property to the north. LADWP would like expand the available storage area currently used along the northern side of the proposed project area.

The analysis describes the existing air quality, GHG and environment in the vicinity of the project limits, estimates future air pollutant and GHG emissions as well as energy consumption resulting from construction and operation of the project, and identifies the potential for significant impacts based on applicable threshold of significance. Air pollutant, GHG and Energy calculation worksheets and technical data used in this analysis are provided in Appendices A through F of this report. The findings of the analyses are as follows:

- The incremental increase in regional emissions from construction of the project would not exceed the regional significance thresholds set forth by the South Coast Air Quality Management District (SCAQMD). Thus, construction of the project would not result in a regional violation of applicable air quality standards or jeopardize the timely attainment of such standards in the South Coast Air Basin (the Air Basin).
- The incremental increase in regional emissions from construction of the project would not exceed the regional significance thresholds set forth by the SCAQMD. Thus, construction of the project would not result in a localized violation of applicable air quality standards or expose off-site receptors to substantial levels of regulated air contaminants.
- Emissions from the increase in traffic due to operation of the project would not have a significant impact upon 1-hour or 8-hour local carbon monoxide (CO) concentrations due to mobile source emissions. Thus, the project would not result in a localized violation of CO air quality standards or expose off-site receptors to substantial levels of CO emissions.
- Construction and operation of the project would not generate emissions of toxic air contaminants (TAC) that would exceed the SCAQMD health risk significance threshold of an incremental increase in cancer risk of 10 in one million. Thus, construction of the project would not expose off-site receptors to substantial levels of regulated air contaminants.

- The project would not conflict with applicable strategies in the SCAQMD Air Quality Management Plan and would not exceed growth projections for the area. The project would not result in a significant cumulative air quality impact.
- The project would not result in the generation of GHG emissions that would have a significant impact and would not conflict with applicable plans, policies and strategies to reduce GHG emissions. The project would not result in significant GHG emission impacts.
- The project would not result in wasteful, inefficient or unnecessary consumption of energy resources nor would it conflict with state or local renewable energy or energy efficiency plans during construction or operation. Therefore, the project would not result in significant energy impacts.

SECTION 1

Introduction

The Los Angeles Department of Water and Power (LADWP) proposes to implement the St. Andrews Building Demolition Project (proposed project). The proposed project would demolish a two-story structure, and some additional structures on a 1.1-acre lot owned by LADWP. Once the site is cleared, the proposed project site would be used by LADWP as open air storage. The property is located adjacent to an existing LADWP well field property which is currently used for open air storage.

This Air Quality, GHG and Energy Technical Report evaluates the project's potential air quality impacts and GHG emissions and energy consumption, as well as its potential cumulative impacts. The Air Quality analysis describes and evaluates the pollutant emission and related air quality impacts that could result from construction of the proposed project. The report contains: (1) a description of the existing land uses as they pertain to air emissions; (2) a summary of the federal, State, and local regulations related to air quality, including those set forth within the SCAQMD Air Quality Management Plan (AQMP), and applicable local plans in the City of Los Angeles (City); and (3) an analysis of the potential impacts related to air quality associated with the implementation of the proposed project, as well as identification of potentially feasible measures that could mitigate significant impacts.

The GHG analysis addresses the potential impacts of GHG emissions from the proposed project. The section contains: (1) a summary of the relationship between GHG emissions and global climate change; (2) an overview of applicable plans, policies, and regulations related to GHG emissions; (3) an assessment of current GHG emissions at the City, State, national, and global levels; (4) a quantitative analysis of future GHG emissions associated with construction and operation of the proposed project; and (5) an analysis of the consistency of the proposed project with applicable regulations, plans, and policies to reduce GHGs as set forth by the State of California, SCAQMD, Southern California Association of Governments (SCAG) and the City of Los Angeles.

The Energy Analysis evaluates the potential for impacts related to energy emitted by construction of the proposed project. This section includes: a description of the existing electricity and energy conditions regionally and in and around the proposed project site; a summary of applicable regulations related to energy; and an evaluation of the potential impacts of the proposed project related to energy, including cumulative impacts.

The objectives of this technical report are to:

1. Describe the existing air quality, GHG and energy environment and regulatory framework for the Project;

2. Evaluate the project's construction-related air quality and GHG emissions, and energy consumption and the potential for significant impacts;
3. For identified significant impacts, provide feasible mitigation measures to reduce impacts.

The analysis was developed based on project-specific construction characteristics of the proposed project as provided by LADWP and included in Appendix A. Calculations and modeling outputs are included in Appendix B through F.

1.1 Project Location

The project site is located south of downtown Los Angeles, at 6236 St. Andrews Place in the City of Los Angeles. The project site is bound by an existing LADWP well field property to the north, West Gage Avenue to the south, St. Andrews Place to the west, and existing industrial uses to the east. The site can be accessed from by a gate on St. Andrews Place. Regional access to the project site is provided by Interstate 110 (I-110) approximately 1.7 miles east.

1.2 Existing Site Conditions

The project site is composed of one parcel (Assessor's Parcel No. 6001 016 901), owned by LADWP, with a two-story structure along the western portion of the property. In addition to the two-story structure, the project site is developed with an auxiliary structure and a paved area used for parking along the eastern side of the property. A concrete wall separates the paved parking area from the property to the north. LADWP would like to expand the available storage area currently used along the northern side of the project site.

1.3 Project Description

The proposed project would include the demolition of a 64,434-square-foot, 26-foot-tall, two story structure. The structure's footprint is approximately 38,484 feet. In addition, the proposed project would remove a 456-square-foot auxiliary structure, a concrete wall along the northern property line, and 10 posts located on the paved portion of the site, which were previously used as truck charging stations. Once the site is demolished and cleared of debris, a new chain-link fence with privacy slats or other privacy cover would be constructed along the perimeter of the property. The fence would be 8 feet tall and similar to the existing chain-link fence that surrounds the adjacent LADWP well field. The fence would include posts every 10 feet and barbed wire along the top. Once all structures and posts have been removed, the existing paved parking along the eastern side of the property would remain in place and the rest of the site would be slightly graded. No additional improvements to the site would occur. The proposed project would result in a new open air storage area to supplement the adjacent storage area at the LADWP well field property.

1.4 Project Construction

Prior to proposed demolition activities, utilities related to the existing structure would be capped, and hazardous materials remediation would be implemented at the project site to limit exposure to potentially toxic materials, such as asbestos-containing materials and lead-based paint, during

demolition activities. Prior to the start of demolition activities, a Hazardous Materials Survey would be conducted to assess the types and quantities of hazardous material that may be encountered during the demolition work. After the assessment, hazardous waste would be removed and disposed of in compliance with and all federal, state, and local laws. The demolition work would commence after the hazardous waste has been properly assessed and safely removed and disposed of.

Because of the two-story structure's proximity to the sidewalk along St. Andrews Place and West Gage Avenue, barricades, protection fences, and/or canopies will be provided along the sidewalk to protect pedestrians from construction activities. No sidewalk or road closures are anticipated.

The proposed project would include mobilization and capping of utilities, hazardous materials remediation, installation of pedestrian protection and fencing, salvaging of construction materials, removal of wood framing, removal of walls, removal of foundation, backfilling and minor grading, and cleanup and removal of construction fencing.

Construction demolition waste required to be exported off-site would include approximately 1,280 cubic yards (CY) of concrete, 1,670 CY of unreinforced masonry, and approximately 1,300 CY of wood. Minor excavation would be required to remove a concrete slab and perimeter footings. The maximum depth of excavation for the footings would be no deeper than 60 inches.

All demolition debris and excavation material would be sent to either 25th Street Recycling (2121 East 25th Street, Los Angeles, CA) or California Waste Services (621 West 152nd Street, Gardena, CA). Approximately 75 percent of the haul trips would go to California Waste Services and 25 percent would go to 25th Street Recycling. All hazardous materials would be disposed of at an appropriate facility that accepts such waste. Several S.A.F.E. Centers located throughout Los Angeles County accept hazardous waste, such as Gaffey Street S.A.F.E. Center (1400 N. Gaffey Street, San Pedro, CA 90731), Washington Boulevard S.A.F.E. Center (2649 E. Washington Boulevard, Los Angeles, CA 90021), Hyperion S.A.F.E. Center (7660 West Imperial Highway, Gate B, Playa Del Rey, CA 90293), and Randall Street S.A.F.E. Center (11025 Randall Street, Sun Valley, CA 91352).

Site access would occur via a gate located along the north side of the project site along St. Andrews Place. On average, approximately 10 workers per day would be at the project site, and up to 20 workers per day during the peak construction period, which would last approximately 3 weeks. This would result in a total of 20 worker trips per day on average and 40 worker trips per day during peak construction. Approximately 25 truck haul trips per day would occur during the heaviest period of construction.

The proposed project would take approximately 4.5 months to complete, which would include approximately 2 months of hazardous material remediation and 2.5 months of demolition work. Construction of the proposed project is anticipated to start in August of 2021.

Construction for the proposed project would occur Monday through Friday, between the hours of 6:00 A.M. and 5:00 P.M. No nighttime construction would occur as part of the proposed project.

1.5 Project Operation

Once construction is completed, the project site would be used for open air storage similar, to the existing adjacent property. It is anticipated that existing LADWP staff would operate and maintain the new open air storage area similar to the current adjacent well field property. It is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site.

1.6 Air Quality Greenhouse Gas and Energy Fundamentals

1.6.1 Air Quality

Criteria Pollutants

Elevated concentrations of certain air pollutants in the atmosphere have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants. In the United States, such pollutants have been identified and are regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in air quality. The following pollutants are regulated by the United States Environmental Protection Agency (USEPA) and are subject to emissions control requirements adopted by federal, State and local regulatory agencies. These pollutants are referred to as “criteria air pollutants” as a result of the specific standards, or criteria, which have been adopted pertaining to them. The USEPA established the National Ambient Air Quality Standards (NAAQS) to “provide public health protection, including protecting the health of ‘sensitive’ populations such as asthmatics, children, and the elderly,” (USEPA 2016a) allowing “an adequate margin of safety (42 USC Section 7409; CAA Section 109).” California Ambient Air Quality Standards (CAAQS) were “established to protect the health of the most sensitive groups in our communities” and “defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without any harmful effects on people or the environment (CARB 2020a).” NAAQS and CAAQS for each of the monitored pollutants and their effects on health are discussed below.

Ozone: Ozone is a secondary pollutant formed by the chemical reaction of volatile organic compounds (VOCs) and nitrogen oxides (NO_x) in the presence of sunlight under certain meteorological conditions, such as high temperature and stagnation episodes. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable.

According to the USEPA, ozone can cause the muscles in the airways to constrict potentially leading to wheezing and shortness of breath (USEPA 2019a). Ozone can make it more difficult to breathe deeply and vigorously; cause shortness of breath and pain when taking a deep breath; cause coughing and sore or scratchy throat; inflame and damage the airways; aggravate lung diseases such as asthma, emphysema and chronic bronchitis; increase the frequency of asthma attacks; make the lungs more susceptible to infection; continue to damage the lungs even when the symptoms have disappeared; and cause chronic obstructive pulmonary disease (USEPA 2019a).

Long-term exposure to ozone is linked to aggravation of asthma and is likely to be one of many causes of asthma development. Long-term exposures to higher concentrations of ozone may also be linked to permanent lung damage, such as abnormal lung development in children (USEPA 2019a). According to the California Air Resources Board (CARB), inhalation of ozone causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms, and exposure to ozone can reduce the volume of air that the lungs breathe in and cause shortness of breath (CARB 2020b).

The USEPA states that people most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers (USEPA 2019a). Children are at greatest risk from exposure to ozone because their lungs are still developing and they are more likely to be active outdoors when ozone levels are high, which increases their exposure (USEPA 2019a). According to CARB, studies show that children are no more or less likely to suffer harmful effects than adults; however, children and teens may be more susceptible to ozone and other pollutants because they spend nearly twice as much time outdoors and engaged in vigorous activities compared to adults (CARB 2020b). Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults and are less likely than adults to notice their own symptoms and avoid harmful exposures (CARB 2020b). Further research may be able to better distinguish between health effects in children and adults (CARB 2020b).

Volatile Organic Compounds: VOCs are organic chemical compounds of carbon and are not “criteria” air pollutants themselves; however, in combination with NO_x they form ozone, and are regulated to prevent the formation of ozone (USEPA 2017a). According to CARB, some VOCs are highly reactive and play a critical role in the formation of ozone. Potential health effects of ozone exposure are discussed above. Other VOCs can result in adverse health effects from direct exposure and are classified by the State of California as toxic air contaminants or Hazardous Air Pollutants (HAPs) by the USEPA (CARB 2020c; USEPA 2018a). The health effects of VOCs, as TACs/HAPs, are discussed more thoroughly below.

VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids. Fuel combustion can occur in internal combustion sources, such as motor vehicle usage, landscape and other portable equipment, and stationary generators, or external combustion, such as for water and space heating. Evaporation sources include fueling operations, consumer products (e.g., cleaning solutions), and architectural coatings (USEPA 2017b).

Nitrogen Dioxide (NO₂) and Nitrogen Oxide: NO_x is a term that refers to a group of compounds containing nitrogen and oxygen. As mentioned above, NO_x combines with VOCs to form ozone. The health effects associated with the formation of ozone were discussed above under Ozone. The primary compounds of air quality concern include NO₂ and nitric oxide (NO). Ambient air quality standards have been promulgated for NO₂, which is a reddish-brown, reactive gas (CARB 2020d)

The principal form of NO_x produced by combustion is NO, but NO reacts quickly in the atmosphere to form NO₂, creating the mixture of NO and NO₂ referred to as NO_x. Major sources of NO_x include emissions from cars, trucks and buses, power plants, and off-road equipment. The terms NO_x and

NO₂ are sometimes used interchangeably. However, the term NO_x is typically used when discussing emissions, usually from combustion-related activities, and the term NO₂ is typically used when discussing ambient air quality standards. Where NO_x emissions are discussed in the context of the thresholds of significance or impact analyses, the discussions are based on the conservative assumption that all NO_x emissions would oxidize in the atmosphere to form NO₂.

According to the USEPA, short-term exposures to NO₂ can potentially aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms while longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections (USEPA 2016b). According to CARB, controlled human exposure studies that show that NO₂ exposure can intensify responses to allergens in allergic asthmatics (CARB 2020d).

In addition, a number of epidemiological studies have demonstrated associations between NO₂ exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses (CARB 2020d). Infants and children are particularly at risk from exposure to NO₂ because they have disproportionately higher exposure to NO₂ than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration while in adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease (CARB 2020d).

CARB states that much of the information on distribution in air, human exposure and dose, and health effects is specifically for NO₂ and there is only limited information for NO and NO_x, as well as large uncertainty in relating health effects to NO or NO_x exposure (CARB 2020d).

Carbon Monoxide (CO): CO is primarily emitted from combustion processes and motor vehicles due to the incomplete combustion of fuel, such as natural gas, gasoline, or wood, with the majority of outdoor CO emissions from mobile sources (CARB 2020e).

According to the USEPA, breathing air with a high concentration of CO reduces the amount of oxygen that can be transported in the blood stream to critical organs like the heart and brain and at very high levels, which are possible indoors or in other enclosed environments, CO can cause dizziness, confusion, unconsciousness and death (USEPA 2016c). Very high levels of CO are not likely to occur outdoors; however, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease since these people already have a reduced ability for getting oxygenated blood to their hearts and are especially vulnerable to the effects of CO when exercising or under increased stress (USEPA 2016c). In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina (USEPA 2016c).

According to CARB, the most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain (CARB 2020e). For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress;

inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance (CARB 2020e). Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO (CARB 2020e).

Sulfur Dioxide (SO₂): According to the USEPA, the largest source of SO₂ emissions in the atmosphere is the burning of fossil fuels by power plants and other industrial facilities while smaller sources of SO₂ emission include industrial processes such as extracting metal from ore; natural sources such as volcanoes; and locomotives, ships and other vehicle and heavy equipment that burn fuel with a high sulfur content (USEPA 2019b). In 2006, California phased-in the ultra-low-sulfur diesel regulation limiting vehicle diesel fuel to a sulfur content not exceeding 15 parts per million, down from the previous requirement of 500 parts per million, substantially reducing emissions of sulfur from diesel combustion (CARB 2004).

According to the USEPA, short-term exposures to SO₂ can harm the human respiratory system and make breathing difficult (USEPA 2019b). According to CARB, health effects at levels near the State one-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath and chest tightness, especially during exercise or physical activity and exposure at elevated levels of SO₂ (above 1 parts per million [ppm]) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality (CARB 2020f). Children, the elderly, and those with asthma, cardiovascular disease, or chronic lung disease (such as bronchitis or emphysema) are most likely to experience the adverse effects of SO₂ (CARB 2020f; USEPA 2019b).

Particulate Matter (PM₁₀ and PM_{2.5}): Particulate matter air pollution is a mixture of solid particles and liquid droplets found in the air (USEPA 2018b). Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye while other particles are so small they can only be detected using an electron microscope (USEPA 2018b). Particles are defined by their diameter for air quality regulatory purposes: inhalable particles with diameters that are generally 10 micrometers and smaller (PM₁₀); inhalable particles with diameters that are 2.5 micrometers or less (PM_{2.5}) (USEPA 2018b). Thus, PM_{2.5} comprises a portion or a subset of PM₁₀.

Sources of PM₁₀ emissions include dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, and wind-blown dust from open lands (CARB 2020g). Sources of PM_{2.5} emissions include combustion of gasoline, oil, diesel fuel, or wood (CARB 2020g). PM₁₀ and PM_{2.5} may be either directly emitted from sources (primary particles) or formed in the atmosphere through chemical reactions of gases (secondary particles) such as SO₂, NO_x, and certain organic compounds (CARB 2020g).

According to CARB, both PM₁₀ and PM_{2.5} can be inhaled, with some depositing throughout the airways; PM₁₀ is more likely to deposit on the surfaces of the larger airways of the upper region of the lung, while PM_{2.5} is more likely to travel into and deposit on the surface of the deeper parts of the lung, which can induce tissue damage, and lung inflammation (CARB 2020g). Short-term

(up to 24 hours duration) exposure to PM10 has been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits (CARB 2020g). The effects of long-term (months or years) exposure to PM10 are less clear, although studies suggest a link between long-term PM10 exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer (CARB 2020g).

Short-term exposure to PM2.5 has been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. Long-term exposure to PM2.5 has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children (CARB 2020g). According to CARB, populations most likely to experience adverse health effects with exposure to PM10 and PM2.5 include older adults with chronic heart or lung disease, children, and asthmatics. Children and infants are more susceptible to harm from inhaling pollutants such as PM10 and PM2.5 compared to healthy adults because they inhale more air per pound of body weight than do adults, spend more time outdoors, and have developing immune systems (CARB 2020g).

Lead (Pb): Major sources of lead emissions include ore and metals processing, piston-engine aircraft operating on leaded aviation fuel, waste incinerators, utilities, and lead-acid battery manufacturers (USEPA 2017c). In the past, leaded gasoline was a major source of lead emissions; however, the removal of lead from gasoline has resulted in a decrease of lead in the air by 98 percent between 1980 and 2014 (USEPA 2017c).

Lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system, and affects the oxygen carrying capacity of blood (USEPA 2017c). The lead effects most commonly encountered in current populations are neurological effects in children, such as behavioral problems and reduced intelligence, anemia, and liver or kidney damage (CARB 2020h). Excessive lead exposure in adults can cause reproductive problems in men and women, high blood pressure, kidney disease, digestive problems, nerve disorders, memory and concentration problems, and muscle and joint pain (CARB 2020h).¹

Other Criteria Pollutants (California Only)

The California Ambient Air Quality Standards regulate the same criteria pollutants as the NAAQS but in addition, regulate State-identified criteria pollutants, including sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride (CARB 202a). With respect to the State-identified criteria pollutants (i.e., sulfates, hydrogen sulfide, visibility reducing particles, and vinyl chloride), the Project would either not emit them (i.e., hydrogen sulfide and vinyl chloride), or they would be accounted for as part of the pollutants estimated in this analysis (i.e., sulfates and visibility reducing particles). For example, visibility reducing particles are associated with particulate matter

¹ While the SCAQMD CEQA Air Quality Handbook contains numerical indicators of significance for lead, project construction and operation would not include sources of lead emissions and would not exceed the numerical indicators for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from commercial land use projects such as the Project. As a result, lead emissions are not further evaluated in this Draft EIR.

emissions and sulfates are associated with SO₂ emissions. Both particulate matter and SO₂ are included in the emissions estimates for the project. A description of the health effects of the State-identified criteria air pollutants is provided below.

Sulfates (SO₄²⁻): Sulfates in the environment occur as a result of SO₂ (sulfur dioxide) being converted to SO₄²⁻ compounds in the atmosphere where sulfur is first oxidized to SO₂ during the combustion process of sulfur containing, petroleum-derived fuels (e.g., gasoline and diesel fuel) (CARB 2020i). Exposure to SO₄²⁻, which are part of PM_{2.5}, results in health effects similar to those from exposure to PM_{2.5} including reduced lung function, aggravated asthmatic symptoms, and increased risk of emergency department visits, hospitalizations, and death in people who have chronic heart or lung diseases (CARB 2020i). Population groups with higher risks of experiencing adverse health effects with exposure to SO₄²⁻ include children, asthmatics, and older adults who have chronic heart or lung diseases (CARB 2020i).

Hydrogen Sulfide (H₂S): H₂S is a colorless gas with a strong odor of rotten eggs. The most common sources of H₂S emissions are oil and natural gas extraction and processing, and natural emissions from geothermal fields. Industrial sources of H₂S include petrochemical plants and kraft paper mills. H₂S is also formed during bacterial decomposition of human and animal wastes, and is present in emissions from sewage treatment facilities and landfills (CARB 2020j). Exposure to H₂S can induce tearing of the eyes and symptoms related to overstimulation of the sense of smell, including headache, nausea, or vomiting; additional health effects of eye irritation have only been reported with exposures greater than 50 ppm, which is considerably higher than the odor threshold (CARB 2020j). H₂S is regulated as a nuisance based on its odor detection level; if the standard were based on adverse health effects, it would be set at a much higher level (CARB 2020j). According to CARB, there are insufficient data available to determine whether or not some groups are at greater risk than others (CARB 2020j).

Visibility-Reducing Particles: Visibility-reducing particles are any particles in the atmosphere that obstruct the range of visibility by creating haze (CARB 2020k). These particles vary in shape, size and chemical composition, and come from a variety of natural and manmade sources including windblown metals, soil, dust, salt, and soot. Other haze-causing particles are formed in the air from gaseous pollutant (e.g., sulfates, nitrates, organic carbon particles) which are the major constituents of fine PM, such as PM_{2.5} and PM₁₀, and are caused from the combustion of fuel. CARB's standard for visibility reducing particles is not based on health effects, but rather on welfare effects, such as reduced visibility and damage to materials, plants, forests, and ecosystems. The health impacts associated with PM_{2.5} and PM₁₀ are discussed above under Particulate Matter.

Vinyl Chloride: Vinyl chloride is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products and are generally emitted from industrial processes and other major sources of vinyl chloride have been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents (CARB 2020l). Short-term health effects of exposure to high levels of vinyl chloride in the air include central nervous system effects, such as dizziness, drowsiness, and headaches while long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage and has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans (CARB

2020l). Most health data on vinyl chloride relate to carcinogenicity; thus, the people most at risk are those who have long-term exposure to elevated levels, which is more likely to occur in occupational or industrial settings; however, control methodologies applied to industrial facilities generally prevent emissions to the ambient air (CARB 2020l).

Air Toxics

Toxic Air Contaminants: TACs, or HAPs as defined by the USEPA, are defined as those contaminants that are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard (USEPA 2017d). For consistency within this document they will be referred to as TACs. TACs are also defined as an air pollutant that may increase a person’s risk of developing cancer and/or other serious health effects. TACs are emitted by a variety of industrial processes such as petroleum refining, electric utility and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. TACs may exist as PM10 and PM2.5 or as vapors (gases). TACs include metals, other particles, gases absorbed by particles, and certain vapors from fuels and other sources. The emission of a TAC does not automatically create a health hazard. Other factors, such as the amount of the TAC, its toxicity, how it is released into the air, the weather, and the terrain, all influence whether the emission could be hazardous to human health. Emissions of TACs into the air can be damaging to human health and to the environment. Human exposure to TACs at sufficient concentrations and durations can result in cancer, poisoning, and rapid onset of sickness, such as nausea or difficulty in breathing. Other less measurable effects include immunological, neurological, reproductive, developmental, and respiratory problems. TACs deposited onto soil or into lakes and streams affect ecological systems and eventually human health through consumption of contaminated food. The carcinogenic potential of TACs is a particular public health concern because many scientists currently believe that there is no “safe” level of exposure to carcinogens. Any exposure to a carcinogen poses some risk of contracting cancer (CARB 2020m).

The public’s exposure to TACs is a significant public health issue in California. The Air Toxics “Hotspots” Information and Assessment Act is a State law requiring facilities to report emissions of TACs to air districts (CARB 2020n). The program is designated to quantify the amounts of potentially HAPs released, the location of the release, the concentrations to which the public is exposed, and the resulting health risks. The State Air Toxics Program (AB 2588) identified over 200 TACs, including the 188 TACs identified in the Clean Air Act (CAA) (CARB 2020m).

Diesel Exhaust: According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from the exhaust of diesel-fueled engines, i.e., DPM (CARB 2020o). DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances.

Diesel exhaust is composed of two phases, gas and particle, and both phases contribute to the health risk. The gas phase is composed of many of the urban HAPs, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde and polycyclic aromatic hydrocarbons. The particle phase is also composed of many different types of particles by size or composition. Fine and ultra-fine diesel particulates are of the greatest health concern and may be composed of elemental carbon with

adsorbed compounds such as organic compounds, sulfate, nitrate, metals and other trace elements. Diesel exhaust is emitted from a broad range of diesel engines; the on-road diesel engines of trucks, buses and cars and the off-road diesel engines that include locomotives, marine vessels and heavy-duty equipment. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

The most common exposure to DPM is breathing air that contains diesel exhaust. The fine and ultra-fine particles are respirable (similar to PM_{2.5}), which means that they can avoid many of the human respiratory system defense mechanisms and enter deeply into the lung. Exposure to DPM comes from both on-road and off-road engine exhaust that is either directly emitted from the engines or lingering in the atmosphere.

Diesel exhaust causes health effects from long-term chronic exposures. The type and severity of health effects depends upon several factors including the amount of chemical exposure and the duration of exposure. Individuals also react differently to different levels of exposure. There is limited information on exposure to only DPM, but there is enough evidence to indicate that inhalation exposure to diesel exhaust causes chronic health effects as well as having cancer-causing potential.

Because it is part of PM_{2.5}, DPM also contributes to the same non-cancer health effects as PM_{2.5} exposure. These effects include premature death, hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma, increased respiratory symptoms, and decreased lung function in children. Several studies suggest that exposure to DPM may also facilitate development of new allergies. Those most vulnerable to non-cancer health effects are children whose lungs are still developing and the elderly who often have chronic health problems (CARB 2020o).

1.6.2 Greenhouse Gases

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation and storms. Historical records indicate that global climate changes have occurred in the past due to natural phenomena; however, current data increasingly indicate that the current global conditions differ from past climate changes in rate and magnitude. Global climate change attributable to anthropogenic (human) GHG emissions is currently one of the most important and widely debated scientific, economic and political issues in the United States and the world. The extent to which increased concentrations of GHGs have caused or will cause climate change and the appropriate actions to limit and/or respond to climate change are the subject of significant and rapidly evolving regulatory efforts at the federal and state levels of government.

GHGs are compounds in the Earth's atmosphere that play a critical role in determining temperature near the Earth's surface. More specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth's atmosphere, but retain some of the low frequency infrared energy that otherwise is radiated back from the Earth towards space, resulting in a warming of the atmosphere.

Not all GHGs possess the same capacity to induce atmospheric warming; as a result, the warming contribution of a GHG is commonly quantified in the common unit of carbon dioxide equivalent (CO₂e) over a 100-year period, by applying the appropriate global warming potential (GWP) value.² By using the applicable GWP for each GHG, Project-related emissions can be tabulated in the common unit of metric tons per year CO₂e. GWP ratios are provided by the Intergovernmental Panel on Climate Change (IPCC). Historically, GHG emission inventories were calculated using the GWPs from the IPCC's Second Assessment Report (SAR), published in 1996. The IPCC has since updated the GWP values based on the latest science in its Fourth Assessment Report (IPCC AR4) and Fifth Assessment Report (IPCC AR5), published in 2007 and 2014, respectively (IPCC 2007; IPCC 2014). California Air Resources Board (CARB) uses the AR4 GWPs in the statewide GHG emissions inventory, in the current Climate Change Scoping Plan, and in the current version of the California Emissions Estimator Model (CalEEMod®) that is used to calculate CO₂e values for construction as well as operations for existing and proposed project build-out conditions. Compounds that are regulated as GHGs are discussed below (CARB 2019; CARB 2017a; CAPCOA 2017).

Carbon Dioxide (CO₂): CO₂ is the most abundant anthropogenic GHG in the atmosphere and is primarily generated from fossil fuel combustion from stationary and mobile sources. CO₂ is the reference gas (GWP of 1) for determining the GWPs of other GHGs. CO₂ accounted for approximately 83 percent of anthropogenic GHG emissions (CO₂e) in California in 2016.

Methane (CH₄): CH₄ is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, anaerobic decomposition of organic matter in landfills, manure management, and leaks in natural gas pipelines. The GWP of CH₄ is 25 in the IPCC AR4. CH₄ accounted for approximately 9 percent of anthropogenic GHG emissions (CO₂e) in California in 2016.

Nitrous Oxide (N₂O): N₂O produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of N₂O is 298 in the IPCC AR4. N₂O emissions accounted for approximately 3 percent of anthropogenic GHG emissions (CO₂e) in California in 2016.

Hydrofluorocarbons(HFCs): HFCs are fluorinated compounds consisting of hydrogen, carbon, and fluorine. They are typically used as refrigerants in both stationary refrigeration and mobile air conditioning systems. The GWPs of HFCs range from 124 for HFC-152a to 14,800 for HFC-23 in the IPCC AR4. HFCs and PFCs (see below) combined accounted for approximately 5 percent of anthropogenic GHG emissions (CO₂e) in California in 2016.

² GWPs and associated CO₂e values were developed by the IPCC, and published in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the latest science in its AR4. The CARB reports GHG emission inventories for California using the GWP values from the IPCC AR4.

Perfluorocarbons (PFCs): PFCs are fluorinated compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. The GWPs of PFCs range from 7,390 to 17,700 in the IPCC AR4.

Sulfur Hexafluoride (SF₆): SF₆ is a fluorinated compound consisting of sulfur and fluoride. It is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF₆ has a GWP of 22,800 in the IPCC AR4. SF₆ emissions accounted for less than 1 percent of anthropogenic GHG emissions (CO₂e) in California in 2016.

Effects of Global Climate Change

The scientific community's understanding of the fundamental processes responsible for global climate change has improved over the past decade, and its predictive capabilities are advancing. However, there remain scientific uncertainties in, for example, predictions of local effects of climate change, occurrence, frequency, and magnitude of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of and inability to accurately model Earth's climate system, the uncertainty surrounding climate change may never be completely eliminated. Nonetheless, the IPCC's AR5 states that it is extremely likely that the dominant cause of the observed warming since the mid-20th century is the anthropogenic increase in GHG concentrations (IPCC 2014). A report from the National Academy of Sciences concluded that 97 to 98 percent of the climate researchers most actively publishing in the field support the tenets of the IPCC in that climate change is very likely caused by human (i.e., anthropogenic) activity (Anderegg 2010).

The IPCC's AR4, found that the potential impacts in California due to global climate change include: loss in snow pack; sea-level rise; more extreme heat days per year; more high ozone days; more extreme forest fires; more severe droughts punctuated by extreme precipitation events; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation (OPR 2018). The Fourth Assessment's findings are consistent with climate change studies published by the California Natural Resources Agency (CNRA) since 2009, starting with the *California Climate Adaptation Strategy* as a response to the Governor's Executive Order S-13-2008. In 2014, the CNRA rebranded the first update of the 2009 adaptation strategy as the *Safeguarding California Plan* (CNRA 2009; CNRA 2014). The 2018 update to *Safeguarding California Plan* identifies hundreds of ongoing actions and next steps state agencies are taking to safeguard Californians from climate impacts within a framework of 81 policy principles and recommendations (CNRA 2018).

1.6.2 Energy

Electricity

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components for distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy usage is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Natural Gas

The project site is served by the Southern California Gas Company (SoCalGas), which is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas serves approximately 21.6 million customers in more than 500 communities encompassing approximately 24,000 square miles throughout central and southern California, from the City of Visalia to the US/Mexican border (SoCalGas 2020).

Transportation Energy

According to the California Energy Commission (CEC), transportation accounted for nearly 40 percent of total energy consumption in California during 2018 (CEC 2019). In 2018, 13.5 billion gallons of gasoline and 1.6 billion gallons of diesel fuel were sold in California (CEC 2018a).

The State is now working on developing flexible strategies to reduce petroleum use. Over the last decade, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and greenhouse gas emissions (GHGs) from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, gasoline consumption in California has declined.

1.7 Regulatory Framework

This section provides a summary of pertinent federal, State, and local statutes, regulations, plans, and policies that have been adopted that address air quality.

1.7.1 Federal

Clean Air Act

The 1963 CAA was the first federal legislation regarding air pollution control and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, USEPA is responsible for implementation of certain portions of the CAA including mobile source requirements.

The CAA establishes federal air quality standards and specifies future dates for achieving compliance. The CAA also mandates that the State submit and implement a State Implementation Plan (SIP) for areas not meeting these standards. SIPs must include pollution control measures that demonstrate how the NAAQS will be met. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional

sanctions for failure to attain or to meet interim milestones. The sections of the CAA that are most applicable to the proposed project include Title I (Nonattainment Provisions).

Title I requirements are implemented for the purpose of attaining NAAQS for the following criteria air pollutants: ozone; NO₂; CO; SO₂; PM₁₀; and lead. The NAAQS were amended in July 1997 to include an 8-hour standard for ozone and to adopt a NAAQS for PM_{2.5}. The NAAQS were also amended in September 2006 to include an established methodology for calculating PM_{2.5} as well as revoking the annual PM₁₀ threshold. **Table 1** shows the NAAQS currently in effect for each criteria air pollutant.

TABLE 1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards ^a		National Standards ^b		
		Concentration ^c	Method ^d	Primary ^{c,e}	Secondary ^{c,f}	Method ^g
ozone ^h	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
NO ₂ ⁱ	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemi- luminescence	100 ppb (188 µg/m ³)	None	Gas Phase Chemi- luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		53 ppb (100 µg/m ³)	Same as Primary Standard	
CO	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	None	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10mg/m ³)		9 ppm (10 mg/m ³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—	—	
SO ₂ ^j	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence; Spectro- photometry (Pararosaniline Method) ⁹
	3 Hour	—		—	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ^j	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ⁱ	—	
PM ₁₀ ^k	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
PM _{2.5} ^k	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ^{3k}		

Pollutant	Average Time	California Standards ^a		National Standards ^b		
		Concentration ^c	Method ^d	Primary ^{c,e}	Secondary ^{c,f}	Method ^g
Lead ^{l,m}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ^m	Same as Primary Standard	
	Rolling 3-Month Average ^m	--		0.15 µg/m ³		
Visibility Reducing Particles ⁿ	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more due to particles when relative humidity is less than 70 percent.		No Federal Standards		
Sulfates (SO ₄)	24 Hour	25 µg/m ³	Ion Chromatography	No Federal Standards		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence	No Federal Standards		
Vinyl Chloride ^l	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography	No Federal Standards		

^a California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

^b National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 micrograms/per cubic meter (µg/m³) is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

^c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

^d Any equivalent procedure which can be shown to the satisfaction of the California Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

^e National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

^f National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

^g Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

^h On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

ⁱ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb.

^j On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

^k On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³.

^l CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

^m The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

ⁿ In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2016a; CARB 2020a-c; CARB 2020d-l

In *Massachusetts v. Environmental Protection Agency*, 549 U.S. 497 (2007), twelve states and cities, including California, together with several environmental organizations, sued to require the USEPA to regulate GHGs as pollutants under the CAA. The United States Supreme Court ruled

that GHGs fit within the CAA's definition of a pollutant and the USEPA had the authority to regulate GHGs.

On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under CAA section 202(a):

- **Endangerment Finding:** The current and projected concentrations of the six key GHGs—CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The combined emissions of these GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

These findings did not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for motor vehicles.

On-Road Vehicle Rules

Heavy-Duty Vehicles

GHG emissions and fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by the USEPA and the National Highway Traffic Safety Administration (NHTSA). For vocational vehicles, which consist of a variety of work vehicles including dump trucks, the Phase 1 Heavy-Duty Vehicle Greenhouse Gas Regulation started with model year 2014 and the standard requires up to a 10 percent reduction in CO₂ emissions by model year 2017 over the 2010 baseline. The Phase 2 standards start in model year 2021 and require the phase-in of a 12 to 24 percent reduction in CO₂ emission reduction from vocational vehicles by model year 2027 over the 2017 baseline.

Light-Duty Vehicles

In August 2018, the USEPA and NHTSA proposed the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule that would, if adopted, maintain the CAFE and CO₂ standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO₂ standards for model year 2020 are 43.7 mpg and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. In September 2019, the USEPA published the final rule in the Federal Register (Federal Register, Vol. 84, No. 188, Friday, September 27, 2019, Rules and Regulations, 51310-51363). The USEPA also published the final rule for the One National Program on Federal Preemption of State Fuel Economy Standards that finalizes critical parts of the SAFE Vehicles Rule and makes clear that federal law preempts state and local tailpipe GHG emissions standards as well as zero emission vehicle (ZEV) mandates. In November 2019, California and 23 other states, environmental groups, and the cities of Los Angeles and New York, filed a petition with the U.S. Court of Appeals for the District of Columbia Circuit, for the EPA to reconsider the published rule. Additional lawsuits were filed by California and others in May 2020 against the finalized rules. The Court has not yet ruled on the lawsuits.

1.7.2 State

California has promulgated a series of executive orders, laws, and regulations aimed at reducing both the level of air pollutants and GHGs in the atmosphere and emissions of pollutants from commercial and private activities within the state. The major components of California's initiatives are reviewed below.

California Clean Air Act

The California Clean Air Act, signed into law in 1988, requires all areas of the State to achieve and maintain the CAAQS by the earliest practical date. The CAAQS are established to protect the health of the most sensitive groups and apply to the same criteria air pollutants as the federal CAA and also includes State-identified criteria air pollutants, which are sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride (CARB 2020a). Table 1, provided above, shows the CAAQS currently in effect for each of the federally identified criteria air pollutants as well as state recognized pollutants, such as sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride.

California Greenhouse Gas Reduction Targets

Through executive order, California governors have established long-term GHG reduction goals for the state.

Executive Order S-3-05

On June 1, 2005, Governor Schwarzenegger announced Executive Order S-3-05, which established the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued Executive Order B-30-15, in which, the Governor:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030;
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets; and
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

California Health and Safety Code, Division 25.5 – California Global Warming Solutions Act of 2006 (AB 32)

Following the issuance of Executive Order S-3-05, in 2006, the California State Legislature adopted the California Global Warming Solutions Act of 2006 (passed as Assembly Bill [AB] 32 and

codified in the California Health and Safety Code [HSC], Division 25.5), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines GHGs as CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆ and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective.

Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

Senate Bill 32

In 2016, Senate Bill (SB) 32 and its companion bill AB 197, augmented AB 32 and amended HSC Division 25.5, establishing a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and including provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

2017 Climate Change Scoping Plan Update

In response to SB 32 and the 2030 GHG reduction target, CARB approved the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update) in December 2017 (CARB 2017a). The 2017 Scoping Plan Update outlines the proposed framework of action for achieving the 2030 GHG target of 40 percent reduction in GHG emissions relative to 1990 levels (CARB 2017a). The 2017 Scoping Plan Update identifies key sectors of the state's implementation strategy, which includes improvements in low-carbon energy, industry, transportation sustainability, natural and working lands, waste management, and water. Through a combination of data synthesis and modeling, CARB determined that the target statewide 2030 emissions limit is 260 MMTCO_{2e}, and that further commitments will need to be made to achieve an additional reduction of 50 MMTCO_{2e} beyond current policies and programs. The cornerstone of the 2017 Scoping Plan Update is an expansion of the Cap-and-Trade Program (discussed further below) to meet the aggressive 2030 GHG emissions goal and ensure achievement of the 2030 limit set forth by E.O. B-30-15.

The 2017 Scoping Plan Update's strategy for meeting the state's 2030 GHG target incorporates the full range of legislative actions and state-developed plans that have relevance to the year 2030, including the following, described elsewhere in this section:

- Extending the low-carbon fuel standard (LCFS) beyond 2020 and increasing the carbon intensity reduction requirement to 18 percent by 2030;
- SB 350, which increases the Renewables Portfolio Standard (RPS) to 50 percent by 2030 and requires the CEC to establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas final end uses of retail customers by 2030. These targets may be achieved through energy efficiency savings and demand reductions from a variety of programs, including but not limited to appliance and building energy efficiency standards and a comprehensive program to achieve greater energy efficiency standards in existing buildings;

- The 2016 Mobile Source Strategy is estimated to reduce emissions from mobile sources including an 80 percent reduction in smog-forming emissions and a 45 percent reduction in diesel particulate matter from 2016 levels in the Air Basin, a 45 percent reduction in statewide GHG emissions (from both on-road and off-road mobile sources) and a 50 percent reduction in statewide consumption of petroleum-based fuels;
- The Sustainable Freight Action Plan to improve freight efficiency and transition to zero emission freight handling technologies (described in more detail below);
- SB 1383, which requires a 50 percent reduction in anthropogenic black carbon and a 40 percent reduction in hydrofluorocarbon and methane emissions below 2013 levels by 2030; and
- AB 398, which extends the state Cap-and-Trade Program through 2030.

In the 2017 Scoping Plan Update, CARB recommends statewide targets of no more than six MT CO_{2e} per capita by 2030 and no more than two metric tons CO_{2e} per capita by 2050. CARB acknowledges that because the statewide per capita targets are based on the statewide GHG emissions inventory that includes all emissions sectors in the state (including large industrial sources covered under the state’s cap and trade program), they are not applicable for use at the local level. Rather, it is appropriate for local jurisdictions to derive evidence-based local per-capita goals based on local emissions sectors and growth projections.

To demonstrate how a local jurisdiction can achieve their long-term GHG goals at the community plan level, CARB recommends developing a geographically specific GHG reduction plan (i.e., climate action plan) consistent with the requirements of CEQA Guidelines section 15183.5(b). A so-called “CEQA-qualified” GHG reduction plan, once adopted, can provide local governments with a streamlining tool for project-level environmental review of GHG emissions, provided there are adequate performance metrics for determining project consistency with the plan. Absent conformity with such a plan, CARB recommends “that projects incorporate design features and GHG reduction measures, to the degree feasible, to minimize GHG emissions. Achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development (CARB 2017a).”

On-Road and Off-Road Vehicle and Equipment Rules

Heavy-Duty Vehicles and Equipment

In 2004, CARB adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time.

In 2008 CARB approved the Truck and Bus Regulation to reduce NO_x, PM₁₀, and PM_{2.5} emissions from existing diesel vehicles operating in California. The requirements were amended in December 2010 and apply to nearly all diesel fueled trucks and busses with a gross vehicle weight rating greater than 14,000 pounds. For the largest trucks in the fleet (i.e., those with a gross vehicle

weight rating greater than 26,000 pounds), there are two methods to comply with the requirements. The first method is for the fleet owner to retrofit or replace engines, starting with the oldest engine model year, to meet 2010 engine standards, or better. This is phased over eight years, starting in 2015 and would be fully implemented by 2023, meaning that all trucks operating in the State subject to this option would need to meet or exceed the 2010 engine emission standards for NO_x and PM by 2023. The second option, if chosen, requires fleet owners, starting in 2012, to retrofit a portion of their fleet with diesel particulate filters achieving at least 85 percent removal efficiency, so that by January 1, 2016, their entire fleet is equipped with diesel particulate filters. However, diesel particulate filters do not typically lower NO_x emissions. Thus, fleet owners choosing the second method must still comply with the 2010 engine emission standards for their trucks and busses by 2020. Beginning January 1, 2020, this requirement will be enforced by the California Department of Motor Vehicles (DMV). Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB1 authorizes the DMV to check that vehicles are compliant with or exempt from CARB's Truck and Bus Regulation. If a vehicle is not compliant with the rule, DMV will no longer register that vehicle starting January 1, 2020.

In addition to limiting exhaust from idling trucks, CARB promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation adopted by CARB on July 26, 2007, aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with the largest fleets to begin compliance by January 1, 2014. Each fleet must demonstrate compliance through one of two methods. The first option is to calculate and maintain fleet average emissions targets, which encourages the retirement or repowering of older equipment and rewards the introduction of newer cleaner units into the fleet. The second option is to meet the Best Available Control Technology (BACT) requirements by turning over or installing Verified Diesel Emission Control Strategies (e.g., engine retrofits) on a certain percentage of its total fleet horsepower. The compliance schedule requires that BACT turn overs or retrofits be fully implemented by 2023 in all equipment in large and medium fleets and across 100 percent of small fleets by 2028.

Light-Duty Vehicles

In 2002, Governor Davis signed AB 1493 (Pavley), which required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009. Because the Pavley standards (named for the bill's author, state Senator Fran Pavley) would impose stricter standards than those under the CAA, California applied to the USEPA for a waiver under the CAA. In 2009, the USEPA granted the waiver. The waiver has been extended consistently since 2009; however, in 2018 the USEPA and NHTSA indicated their intent to revoke California's waiver, and prohibit future state emissions standards enacted under the CAA. In response to the Federal SAFE Vehicles Rules and the One National Program on Federal Preemption of State Fuel Economy Standards, in November 2019 California and 23 other states, environmental groups, and the cities of Los Angeles and New York, filed a petition with the U.S. Court of Appeals for the District of Columbia Circuit, for the

EPA to reconsider the published rule. Additional lawsuits were filed by California and others in May 2020 against the finalized rules. The Court has not yet ruled on the lawsuits.

Low Carbon Fuel Standard

In January 2007, Governor Schwarzenegger enacted Executive Order S-01-07, which mandates that the state: (1) establish a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) adopt a Low Carbon Fuel Standard (LCFS) for transportation fuels in California. The overall goal of the LCFS is to lower the carbon intensity of California transportation fuel. The 2017 Scoping Plan Update calls for the LCFS to reduce fuel carbon intensity by at least 18 percent by 2030. In September 2018, CARB extended the LCFS program to 2030, making significant changes to the design and implementation of the Program including a doubling of the carbon intensity reduction to 20 percent by 2030.

Energy Sector

Title 24 Building Energy Efficiency Standards

CCR Title 24 establishes California's Building Energy Efficiency Standards; Part 11 is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality (CBSC 2010)." In 2016, the CALGreen Code was updated to include new mandatory measures for residential and nonresidential buildings, and the new measures took effect on January 1, 2017. The CALGreen Code was most recently updated in 2018 with new measures taking effect on January 1, 2020 (CBSC 2019).

Renewables Portfolio Standard

The State of California adopted standards to increase the percentage of electricity that retail sellers, including investor-owned utilities and community choice aggregators, must provide from renewable resources (SB 1078 (Chapter 526, Statutes of 2002); SB 107 (Chapter 464, Statutes of 2006); Executive Order S-14-08). The standards are referred to as the Renewables Portfolio Standards (RPS). The legislation requires utilities to increase the percentage of electricity obtained from renewable sources to 33 percent by 2020 and 50 percent by 2030.

On September 10, 2018, Governor Jerry Brown signed SB 100, which further increased the California RPS and requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030. SB 100 also provides that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045.

CPUC and the CEC jointly implement the RPS program. The responsibilities of the CPUC include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving renewable energy procurement plan of each investor-owned utility; (3) reviewing contracts for

RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy (CPUC 2020). Refer to Section 3.7, Greenhouse Gas Emissions, of this Draft EIR for additional details regarding this program.

1.7.3 Regional

South Coast Air Quality Management District

SCAQMD has jurisdiction over air quality planning for all of County of Orange, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The Air Basin is a subregion within SCAQMD jurisdiction. While air quality in the Air Basin has improved, the Air Basin requires continued diligence to meet the air quality standards.

SCAQMD adopted a “Policy on Global Warming and Stratospheric Ozone Depletion” on April 6, 1990. The policy commits SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of chlorofluorocarbons, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
- Phase out the large quantity use and corresponding emissions of hydrochlorofluorocarbons by the year 2000;
- Develop recycling regulations for hydrochlorofluorocarbons (e.g., SCAQMD Rules 1411 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support the adoption of a California GHG emission reduction goal.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds (SCAQMD 2008a). In December 2008, the SCAQMD adopted a 10,000 MTCO_{2e} per year significance threshold for industrial facilities for projects in which the SCAQMD is the lead agency.

Air Quality Management Plan

SCAQMD has adopted a series of AQMPs to meet the CAAQS and NAAQS, the 2012 and the 2016 AQMPs. While the 2016 AQMP is the most recent and was adopted by SCAQMD and CARB, it has not received full USEPA approval for inclusion in the SIP. Therefore, until such time as the 2016 AQMP is completely approved by the USEPA, the 2012 AQMP remains the applicable AQMP; however, this analysis considers both the 2012 and 2016 AQMPs as appropriate.

The 2012 AQMP includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, and on-road and off-road mobile sources. It highlights the significant amount of emission reductions needed and the urgent need to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria air pollutant standards within the timeframes allowed under the CAA (SCAQMD 2013).

The key undertaking of the 2012 AQMP is to bring the Air Basin into attainment with the NAAQS for the 24-hour PM_{2.5} standard. It also intensifies the scope and pace of continued air quality improvement efforts toward meeting the 2024 8-hour ozone standard deadline with new measures designed to reduce reliance on the CAA section 182(e)(5) long-term measures for NO_x and VOC reductions. SCAQMD expects exposure reductions to be achieved through implementation of new and advanced control technologies as well as improvement of existing technologies.

The SCAQMD Governing Board adopted the 2016 AQMP on March 3, 2017 (SCAQMD 2017). CARB approved the 2016 AQMP on March 23, 2017. Key elements of the 2016 AQMP include implementing fair-share emissions reductions strategies at the federal, state, and local levels; establishing partnerships, funding, and incentives to accelerate deployment of ZE and near-zero-emissions (NZE) technologies; and taking credit from co-benefits from greenhouse gas, energy, transportation and other planning efforts (SCAQMD 2017). The strategies included in the 2016 AQMP are intended to demonstrate attainment of the NAAQS for the national non-attainment pollutants ozone and PM_{2.5} (SCAQMD 2018).

Air Quality Guidance Documents

SCAQMD's CEQA guidelines are voluntary initiatives recommended for consideration by local planning agencies. The *CEQA Air Quality Handbook* (Handbook) published by SCAQMD provides local governments with guidance for analyzing and mitigating project-specific air quality impacts (SCAQMD 1993). SCAQMD is currently updating some of the information and methods in the Handbook, such as the screening tables for determining the air quality significance of a project and the on-road mobile source emission factors. While this process is underway, SCAQMD recommends using other approved models to calculate emissions from land use projects, such as CalEEMod (SCAQMD 2020a).

The SCAQMD *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* considers impacts to air quality sensitive receptors from TAC-emitting facilities (SCAQMD 2005). SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for air quality sensitive receptors proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities).

The SCAQMD Final Localized Significance Threshold Methodology and Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM_{2.5} Significance Thresholds provides guidance when evaluating the localized effects of emissions in the CEQA evaluation (SCAQMD 2008b; SCAQMD 2006). These guidance documents were promulgated by the SCAQMD Governing Board as a tool to assist lead agencies to analyzed localized impacts associated with project-specific level proposed projects. The guidance documents establish mass emission rate "look up tables" as significance thresholds for projects that are five acres or less. For projects that are larger than five acres, such as the proposed project, it is recommended that project-specific air quality dispersion modeling is completed to determine localized air quality.

Toxic Air Contaminants

At the local level, air pollution control or management districts may adopt and enforce CARB control measures. Under SCAQMD Regulation XIV (Toxics and Other Non-Criteria Pollutants), and in particular Rule 1401 (New Source Review), all sources that possess the potential to emit TACs are required to obtain permits from SCAQMD. Permits may be granted to these operations if they are constructed and operated in accordance with applicable regulations, including new source review standards and air toxics control measures. SCAQMD limits emissions and public exposure to TACs through a number of programs. SCAQMD prioritizes TAC-emitting stationary sources based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors.

Rules and Regulations

The SCAQMD has adopted many rules and regulations to regulate sources of air pollution in the Air Basin and to help achieve air quality standards. The Project may be subject to the following SCAQMD rules and regulations:

Regulation IV – Prohibitions: This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events. The following is a list of rules which apply to the project:

Rule 401 – Visible Emissions: This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.

Rule 402 – Nuisance: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Rule 403 – Fugitive Dust: This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM10 emissions to less than 50 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Mitigation measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. Finally, a contingency plan may be required if so determined by USEPA. As a large site, the project would also be required to comply with subsection (e) of Rule 403 which includes additional requirements for large operations.

Regulation XI – Source Specific Standards: Regulation XI sets emissions standards for specific sources. The following is a list of rules which may apply to the project:

Rule 1186 – PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations: This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Regulation XIV – Toxics and Other Non-Criteria Pollutants: Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants or other non-criteria pollutants. The following is a list of rules which may apply to the Project:

Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities: This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.

Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines: This rule applies to stationary compression ignition engine greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization for the region in which the County of Orange and City of Irvine are located. In April 2016, SCAG adopted the *2016 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life (RTP/SCS)*, which is an update to the previous 2012 RTP/SCS (SCAG 2016).

The 2016 RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2016 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving an 8 percent reduction in passenger vehicle GHG emissions on a per capita basis by 2020, 18 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level. Although the focus of the 2016 RTP/SCS is on GHG emission-reduction, compliance with and implementation of 2016 RTP/SCS policies and strategies would also have co-benefits of reducing per capita criteria air pollutant and TAC emissions associated with reduced per capita vehicle miles traveled (VMT). Improved air quality with implementation of the 2016 RTP/SCS policies would decrease reactive organic gases (ROG) by 8 percent, CO by 9 percent, NO_x by 9 percent, and PM_{2.5} by 5 percent (SCAG 2016).

The 2016 RTP/SCS includes goals and strategies to promote active transportation and improve transportation demand management. The 2016 RTP/SCS strategies support local planning and

projects that serve short trips, increase access to transit, expand understanding and consideration of public health in the development of local plans and projects, and support improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. The 2016 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for federal and state funding, and to expand the potential for all people to use active transportation.

In June 2016, CARB accepted SCAG's quantification of GHG emission reductions from the 2016 RTC/SCS and the determination that the 2016 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by CARB (CARB 2016b).

1.7.4 Local

City of Los Angeles Air Quality Element

Local jurisdictions, such as the City, have the authority and responsibility to reduce air pollution through their land use decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City's General Plan Air Quality Element was adopted on November 24, 1992, and sets forth the goals, objectives, and policies which guide the City in its implementation of its air quality improvement programs and strategies. A number of these goals, objectives, and policies are relevant to the Project, and relate to traffic mobility, minimizing particulate emissions from construction activities, discouraging single-occupancy vehicle trips, managing traffic congestion during peak hours, and increasing energy efficiency in private developments.

The Air Quality Element establishes six goals:

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

The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Through capital improvement programs, local governments can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts as appropriate, installation of energy-efficient streetlights, and synchronization of traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air

quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation measures.

Green New Deal

In April 2019, Mayor Eric Garcetti released L.A.'s Green New Deal (Sustainable City pLAN 2019). Rather than an adopted plan, the Green New Deal is a mayoral initiative that consists of a program of actions designed to create sustainability-based performance targets through 2050 that advance economic, environmental, and equity objectives (City of LA 2019). L.A.'s Green New Deal (Sustainable City pLAN 2019) is the first four-year update to the City's first Sustainable City pLAN that was released in 2015. It augments, expands, and elaborates in even more detail L.A.'s vision for a sustainable future and it addresses climate change with accelerated targets and new aggressive goals.

While not a plan adopted solely to reduce GHG emissions, within the Green New Deal, climate mitigation is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes:

- Reduce potable water use per capita by 22.5 percent by 2025; 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035 and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 lbs. of waste generated per capita per day in 2011).
- Eliminate organic waste going to landfill by 2028.
- Reduce urban/rural temperature differential by at least 1.7 degrees by 2025; and 3 degrees by 2035.

Community Plan Implementation Overlay District

The City of Los Angeles introduced Community Plan Implementation Overlay (CPIO) Districts in 2010 to offer tailored zoning regulations in neighborhoods that are in the process of updating their Community Plans. CPIO Districts are specialized zoning tools that implement the policy goals and objectives associated with a Community Plan and meant to implement the vision of a Community Plan (City of LA 2020). CPIO Districts offer customized protection to individual neighborhoods and corridors and set clear regulations for the size, scale, and bulk of new construction. The City is currently incorporating a CPIO District into the updated South Los Angeles Community Plan in which the Project is located (City of LA 2020). Appendix A of the South Los Angeles CPIO District includes Environmental Standards, including specific standards related to air quality that are applicable to this project, to implement the Mitigation & Monitoring Program included as part of the South Los Angeles and Southeast Los Angeles Community Plans update and reviewed in the City of Los Angeles South Los Angeles and Southeast Los Angeles Community Plans Environmental Impact Report (City of LA 2018). Applicable measures include the use of low

emissions generators that meet the 0.01 grams per brake horsepower-hour (g/bhp-hr) standard for PM, or generators that are equipped with Best Available Control Technology (BACT) for PM emissions reductions.

1.8 Environmental Setting

61.8.1 Regional Air Quality

The Air Basin’s meteorological conditions, in combination with regional topography, are conducive to the formation and retention of ozone. Pollutant concentrations in the Air Basin vary with location, season, and time of day. Concentrations of ozone, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert (SCAQMD 2017). The worst air pollution conditions throughout the Air Basin typically occur from June through September.

California Health and Safety Code section 39607(e) requires CARB to establish and periodically review area designation criteria. As shown in **Table 2**, the Air Basin is designated under federal or State ambient air quality standards as nonattainment for ozone, PM10, and fine particulate matter PM2.5. It is noteworthy to mention that air quality in the Air Basin has improved substantially over the years, primarily due to the impacts of air quality control programs at the federal, State and local levels. The ozone and PM levels have fallen significantly compared to the worst years and are expected to continue to trend downward in the future despite increases in the economy and population in the Air Basin.

With respect to the State-identified criteria air pollutants (sulfates, hydrogen sulfide, visibility reducing particles, and vinyl chloride) present in Table 2, the proposed project would either not use these pollutants in the day to day operations or during construction and therefore would not have emissions of those pollutants (hydrogen sulfide, vinyl chloride, and lead), or such emissions would be accounted for as part of the pollutants estimated in this analysis (visibility reducing particles are associated with particulate matter emissions, and sulfates are associated with SO₂). Vinyl chloride is used in the process of making PVC plastic and vinyl products and is primarily emitted from industrial processes (CARB 2020i). Vinyl chloride would not be emitted directly during operations or during construction; therefore, there would be no project emissions of vinyl chloride. In addition, CARB determined there is not sufficient scientific evidence available to support the identification of a threshold exposure level for vinyl chloride, therefore, CARB does not monitor or make status designations for this pollutant (CARB 2020p).

TABLE 2
SOUTH COAST AIR BASIN ATTAINMENT STATUS (LOS ANGELES COUNTY)

Pollutant	National Standards (NAAQS)	California Standards (CAAQS)
Ozone (1-hour standard)	N/A ^a	Non-attainment – Extreme
Ozone (8-hour standard)	Non-attainment – Extreme	Non-attainment
CO	Attainment	Attainment
NO ₂	Attainment	Attainment

Pollutant	National Standards (NAAQS)	California Standards (CAAQS)
SO ₂	Attainment	Attainment
PM ₁₀	Attainment	Non-attainment
PM _{2.5}	Non-attainment – Serious	Non-attainment
Lead (Pb)	Non-attainment (Partial) ^b	Attainment
Visibility Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride ^c	N/A	N/A

N/A = not applicable

^a The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.

^b Partial Non-attainment designation – Los Angeles County portion of the Air Basin only for near-source monitors.

^c In 1990, the California Air Resources Board identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, the California Air Resources Board does not monitor or make status designations for this pollutant.

SOURCE: USEPA 2020a; CARB 2020q.

As detailed in the AQMP, the major sources of air pollution in the Air Basin are divided into four major source classifications: point and area stationary sources, and on-road and off-road mobile sources. Point and area sources are the two major subcategories of stationary sources (SCAQMD 2017). Point sources are permitted facilities that contain one or more emission sources at an identified location (e.g., power plants, refineries, emergency generator exhaust stacks). Area sources consist of many small emission sources (e.g., residential water heaters, architectural coatings, consumer products, restaurant charbroilers and permitted sources such as large boilers), which are distributed across the region. Mobile sources consist of two main subcategories: On-road sources (such as cars and trucks) and off-road sources (such as heavy construction equipment). The main source associated with the proposed project is mobile source use during construction activities.

1.8.2 Local Air Quality

Existing Ambient Air Quality

SCAQMD maintains monitoring stations within district boundaries that monitor air quality and compliance with associated ambient standards. The project area is located in the Coastal general forecasting area and specifically located within the Southwest Coastal LA County source receptor area number 3. Currently, the nearest monitoring station to the project area is the LAX Hastings station (7201 W. Westchester Pkwy. Los Angeles, CA 90045 – SCAQMD Station Number 820). This station monitors ambient concentrations of CO, ozone, NO₂, SO₂, and PM₁₀. The nearest monitoring station that monitors for PM_{2.5} in the Coastal forecast area is the South Coastal LA County station (SRA 4, Station Numbers 072 and 077). Historical data of ambient ozone, NO₂, CO, PM₁₀ and PM_{2.5} concentrations from these monitoring stations for the most recent three years of available data (2017–2019) are shown in **Table 3**.

TABLE 3
AMBIENT AIR QUALITY IN THE PROJECT VICINITY

Pollutant/Standard ^a	2017	2018	2019
Ozone, (1-hour) – Southwest Coastal LA County			
Maximum Concentration (ppm)	0.086	0.074	0.082
Days > CAAQS (0.09 ppm)	0	0	0
Ozone, (8-hour) – Southwest Coastal LA County			
Maximum Concentration (ppm)	0.070	0.065	0.067
4 th High 8-hour Concentration (ppm)	0.064	0.060	0.060
Days > CAAQS (0.070 ppm)	0	0	0
Days > NAAQS (0.070 ppm)	0	0	0
Nitrogen Dioxide, NO₂ (1-hour) - Southwest Coastal LA County			
Maximum Concentration (ppm)	0.072	0.060	0.057
Days > CAAQS (0.18 ppm)	0	0	0
98 th Percentile Concentration (ppm)	0.053	0.050	0.049
Days > NAAQS (0.100 ppm)	0	0	0
Nitrogen Dioxide, NO₂ (Annual)			
Annual Arithmetic Mean (0.030 ppm)	0.009	0.009	0.010
Sulfur Dioxide, SO₂ (1-hour) – Southwest Coastal LA County			
Maximum Concentration (ppm)	0.010	0.012	0.008
Days > CAAQS (0.25 ppm)	0	0	0
99 th Percentile Concentration (ppm)	0.007	0.005	0.004
Days > NAAQS (0.075 ppm)	0	0	0
Carbon Monoxide, CO (1-hour) – Southwest Coastal LA County			
Maximum Concentration (ppm)	2.1	1.8	1.8
Days > CAAQS (20 ppm)	0	0	0
Days > NAAQS (35 ppm)	0	0	0
Carbon Monoxide, CO (8-hour)			
Maximum Concentration (ppm)	1.6	1.5	1.3
Days > CAAQS (9.0 ppm)	0	0	0
Days > NAAQS (9 ppm)	0	0	0
Respirable Particulate Matter, PM10 (24-hour) – Southwest Coastal LA County			
Maximum Concentration (µg/m ³)	46	48	62
Samples > CAAQS (50 µg/m ³)	0	0	2
Samples > NAAQS (150 µg/m ³)	0	0	0
Respirable Particulate Matter, PM10 (Annual)			
Annual Arithmetic Mean (20 µg/m ³)	19.8	20.5	19.2
Fine Particulate Matter, PM2.5 (24-hour) – South Coastal			
Maximum Concentration (µg/m ³)	56.3	47.1	30.60
98 th Percentile Concentration (µg/m ³)	32.3	29.8	23.20
Samples > NAAQS (35 µg/m ³)	4	2	0
Fine Particulate Matter, PM2.5 (Annual)			
Annual Arithmetic Mean (12 µg/m ³)	10.9	11.15	9.03

^a ppm = parts per million; µg/m³ = micrograms per cubic meter

SOURCE: SCAQMD 2020b.

Sensitive Receptors and Locations

Certain population groups, such as children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to the potential effects of air pollution than others. As a result, certain land uses that are occupied by these population groups, such as residences, hospitals and schools, are considered to be air quality-sensitive land uses. The nearest sensitive receptors would be single family and multi-family residential uses located south of the project site across West Gage Avenue.

1.8.3 Greenhouse Gases

Global Emissions Inventory

Global GHG estimates are based on country inventories developed as part of programs of the United Nations Framework Convention on Climate Change (UNFCCC). Worldwide man-made emissions of GHGs were approximately 49 billion metric tons CO₂e in 2010, including ongoing emissions from industrial and agricultural sources and emissions from land use changes (e.g., deforestation). Emissions of CO₂, primarily from fossil fuel use and industrial processes, account for 76 percent of total GHG (CO₂e) emissions. Methane emissions account for 16 percent and N₂O emissions for 6.2 percent. For comparison, worldwide emissions of GHGs in 1970 were 27 billion metric tons of CO₂e per year (IPCC 2014).

United States Emissions Inventory

In 2018, the United States emitted about 6,677 million metric tons (MMT) of CO₂e, with 75.4 percent of those emissions coming from fossil fuel combustion. Of the major sectors nationwide, transportation accounts for the highest amount of GHG emissions (approximately 28 percent), followed by electricity (27 percent), industry (22 percent), agriculture (10 percent), commercial and residential buildings (12 percent). Between 1990 and 2018, total US GHG emissions rose by 3.7 percent, but emissions have generally decreased since peaking in 2005. GHG emissions in 2018 are approximately 10 percent below 2005 levels. Since 1990, US emissions have increased at an average annual rate of 0.2 percent, however have been decreasing at an average annual rate of 0.7 percent since 2005 (USEPA 2020b).

California Greenhouse Gas Emissions Inventory

CARB compiles GHG inventories for the state. Based on the 2018 GHG inventory data (i.e., the latest year for which data are available from CARB), California emitted 425 MMTCO₂e including emissions resulting from imported electrical power (CARB 2019). CARB's 2018 statewide inventory indicated that California's net GHG emissions in 2018 were 6 MMTCO₂e below 1990 levels, which is the 2020 GHG reduction target codified in AB 32. The overall trends in the inventory demonstrate that the carbon intensity of California's economy is declining and has decreased by 43 percent from 2001 peak emissions while increasing the gross domestic product (GDP) by 59 percent (CARB 2020r).³ The GDP grew 4.3 percent in 2018 while emissions per GDP declined by 0.4 percent compared to 2017. **Table 4** identifies and quantifies statewide

³ Carbon intensity of California's economy is the amount of carbon pollution per million dollars of gross domestic product.

anthropogenic GHG emissions and sinks (e.g., carbon sequestration due to forest growth) in 1990 and 2018. As shown in the table, the transportation sector is the largest contributor to statewide GHG emissions at approximately 40 percent (CARB 2019).

TABLE 4
STATE OF CALIFORNIA GREENHOUSE GAS EMISSIONS

Category	Total 1990 Emissions Using IPCC SAR (MMTCO ₂ e)	Percent of Total 1990 Emissions	Total 2018 Emissions Using IPCC AR4 (MMTCO ₂ e)	Percent of Total 2018 Emissions
Transportation	150.7	35%	169.5	40%
Electric Power	110.6	26%	63.1	15%
Commercial Use	14.4	3%	25.7	4%
Residential	29.7	7%	15.6	6%
Industrial	103.0	24%	89.2	21%
Recycling and Waste ^a	–	–	9.1	2%
High GWP/Non-Specified ^b	1.3	<1%	20.5	5%
Agriculture/Forestry	23.6	6%	32.6	8%
Forestry Sinks	-6.7	-2%	-- c	--
Net Total (IPCC SAR)	426.6	100% ^e	--	--
Net Total (IPCC AR4)^d	431	100% ^e	423.5	100%

NOTES:

^a Included in other categories for the 1990 emissions inventory.

^b High GWP gases are not specifically called out in the 1990 emissions inventory.

^c Revised methodology under development (not reported for 2012).

^d CARB revised the state's 1990 level GHG emissions using GWPs from the IPCC AR4.

^e Total of individual percentages may not add up to 100% due to rounding

SOURCES: CARB 2017b; CARB 2020R.

Existing Site Emissions

1.8.4 Energy

Electricity

LADWP provides electrical service throughout the City, including to the project site, serving approximately 4 million people within a service area of approximately 465 square miles. Electrical service provided by LADWP is divided into two planning districts: Valley and Metropolitan. The Valley Planning District includes the LADWP service area north of Mulholland Drive, and the Metropolitan Planning District includes the LADWP service area south of Mulholland Drive.

LADWP generates power from a variety of energy sources, including hydropower, coal, gas, nuclear sources, and renewable resources, such as wind, solar, and geothermal sources. According to LADWP's 2017 Power Strategic Long-Term Resource Plan, LADWP has a net dependable generation capacity greater than 7,531 MW (LADWP 2017). On August 31, 2017, LADWP's power system experienced a record instantaneous peak demand of 6,502 MW (LADWP 2020). Approximately 32 percent of LADWP's 2018 electricity purchases were from renewable sources,

which is similar to the 31 percent statewide percentage of electricity purchases from renewable sources (LADWP 2019). The annual electricity sale to customers for the 2017-2018 fiscal year was approximately 22,383 million kWh (LADWP 2018).

Natural Gas

SoCalGas receives gas supplies from several sedimentary basins in the western United States (US) and Canada, including supply basins located in New Mexico (San Juan Basin), west Texas (Permian Basin), the Rocky Mountains, and western Canada as well as local California supplies (California Gas and Electric Utilities 2018.). Sources of natural gas in the southwestern US will continue to supply most of the SoCalGas natural gas demand. The Rocky Mountain supply is available but is used as an alternative supplementary supply source, and Canadian sources provide only a small share of SoCalGas supplies due to the high cost of transport (California Gas and Electric Utilities 2018). Gas supply available to SoCalGas from California sources averaged 2,625 million cf per day or 2,717 million Btu (MMBtu) in 2017, the most recent year for which data are available (California Gas and Electric Utilities 2018). This equates to an annual average of 892,060 million cf per year or 992 million MMBtu per year.

Transportation Energy

Gasoline consumption in California has declined as discussed in Section 1.5.2 above. The CEC predicts that the demand for gasoline will continue to decline over the next 10 years, and there will be an increase in the use of alternative fuels (CEC 2018b). According to fuel sales data from the CEC, fuel consumption in Los Angeles County was approximately 3.64 billion gallons of gasoline and 0.53 billion gallons of diesel fuel in 2018 (CEC 2018a).

1.8.5 Existing Site Emissions

The existing buildings onsite are treated as unoccupied/inactive for the purposes of this analysis. Neither existing air quality and greenhouse gas emissions, nor energy consumption were modeled for the existing onsite building. Therefore, the proposed project's air quality and greenhouse emissions would be considered net new emissions. Additionally, all of the proposed project's energy consumption is considered new consumption

SECTION 2

Thresholds of Significance

The significance thresholds below are derived from the Environmental Checklist questions in Appendix G of the State CEQA Guidelines. Accordingly, a significant impact associated with air quality would occur based on the following thresholds described below:

- AIR-1:** Conflict with or obstruct implementation of the applicable air quality plan;
- AIR-2:** Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- AIR-3:** Expose sensitive receptors to substantial pollutant concentrations; or
- AIR-4:** Result in other emissions (such as those leading to odors) affecting a substantial number of people.

A significant impact associated with GHG emissions would occur based on the following thresholds described below:

- GHG-1:** Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- GHG-2:** Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

A significant impact associated with Energy Consumption would occur based on the following thresholds described below:

- ENE-1:** Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;
- ENE-2:** Conflict with or obstruct a state or local plan for renewable energy or energy efficiency; or

In addition to the Appendix G significant impacts listed above, cumulative impacts with respect to air quality GHGs and energy are also addressed as part of the analysis.

2.1 Air Quality Thresholds

The L.A. CEQA Thresholds Guide (Thresholds Guide) identifies the following factors for consideration on a case-by-case basis to evaluate a project's construction air quality impacts:

- Combustion Emissions from Construction Equipment
 - Type, number of pieces and usage for each type of construction equipment;
 - Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
 - Emission factors for each type of equipment.
- Fugitive Dust: Grading, Excavation and Hauling
 - Amount of soil to be disturbed on-site or moved off-site;
 - Emission factors for disturbed soil;
 - Duration of grading, excavation and hauling activities;
 - Type and number of pieces of equipment to be used; and
 - Projected haul route.
- Fugitive Dust: Heavy-Duty Equipment Travel on Unpaved Roads
 - Length and type of road;
 - Type, number of pieces, weight and usage of equipment; and
 - Type of soil.
- Other Mobile Source Emissions
 - Number and average length of construction worker trips to project site, per day; and
 - Duration of construction activities.

While these factors are important inputs in determining the amounts and nature of air pollution emissions generated by a project during construction, construction air quality emissions are evaluated in consideration of the criteria set forth by the SCAQMD. Pursuant to the State *CEQA Guidelines* (Section 15064.7), a lead agency may consider using, when available, significance thresholds established by the applicable air quality management district or air pollution control district when making determinations of significance. For purposes of this analysis, LADWP has determined to assess the potential air quality impacts of the project in accordance with the most recent thresholds adopted by the SCAQMD in connection with its *CEQA Air Quality Handbook*, *Air Quality Analysis Guidance Handbook*, and subsequent SCAQMD guidance, as discussed below, and this assessment satisfies the considerations raised in the *Thresholds Guide*.⁴

⁴ While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, project construction and operation would not include sources of lead emissions and would not exceed the significance thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from commercial land use projects such as the Project. As a result, lead emissions are not further evaluated in this technical report.

2.1.1 Regional Criteria Air Pollutant Emissions Thresholds

SCAQMD has established numerical significance thresholds for regional emissions during construction and operation. The numerical significance thresholds are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health (SCAQMD 1993).

Given that construction impacts are temporary, SCAQMD has established significance thresholds specific to construction activity. Based on the indicators in the SCAQMD CEQA Air Quality Analysis Handbook the proposed project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur (SCAQMD 2020c).

Regional construction emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily emissions thresholds (SCAQMD 2020c):

- 75 pounds a day for VOC,
- 100 pounds per day for NO_x,
- 550 pounds per day for CO,
- 150 pounds per day for SO_x,
- 150 pounds per day for PM₁₀, and
- 55 pounds per day for PM_{2.5}.

SCAQMD has also established numeric significance thresholds for operations. SCAQMD has established significance thresholds in part based on CAA section 182(e), which identifies 10 tons per year of VOC and NO_x as a significance level for stationary source emissions in extreme non-attainment areas for ozone. The numeric significance thresholds for other pollutants are also based on federal major source thresholds, which vary depending on regional attainment status. For example, the Air Basin is in attainment for carbon monoxide, which yields a corresponding major source threshold of 100 tons per year, or 550 pounds per day (USEPA 2017e). These “major source” significance thresholds were developed under the Federal Title V Operating Permit Program (SCAQMD 2020d). SCAQMD converted these significance levels to pounds per day. The attainment status designation is based on the healthfulness of air quality and the corresponding significance thresholds are intended to be health protective (CARB 2020q).

A similar approach is applied to PM_{2.5}, where the daily limit of 55 pounds per day is based on the USEPA proposed rule to implement a PM_{2.5} NAAQS, with a significant emission rate of 10 tons per year (SCAQMD 2006).

The proposed project would potentially cause or contribute to an exceedance of an ambient air quality standard if regional operational emissions exceed any of the following SCAQMD prescribed daily emissions thresholds (SCAQMD 2019):

- 55 pounds a day for VOC,
- 55 pounds per day for NO_x,

- 550 pounds per day for CO,
- 150 pounds per day for SO_x,
- 150 pounds per day for PM₁₀, and
- 55 pounds per day for PM_{2.5}.

SCAQMD has set its CEQA significance threshold for NO_x and VOC at 10 tons per year (expressed as 55 lb/day). because the federal CAA defines a major stationary source for extreme ozone nonattainment areas such as SCAQMD as one emitting 10 tons/year (42 U.S.C. §§ 7511a(e), 7511a(f); CAA §§ 182(e), 182(f)). Under the federal CAA, such sources are subject to enhanced control requirements (42 U.S.C. §§ 7502(c)(5), 7503; CAA §§ 172(c)(5), 173), so SCAQMD determined that 55 lb/day was an appropriate threshold for making a CEQA significance finding and requiring feasible mitigation. As, SCAQMD has stated:

“... a project source that emits 10 tons/year of NO_x or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels. Thus, in this case it would not be feasible to directly correlate project emissions of VOC or NO_x with specific health impacts from ozone.”(SCAQMD 2015)

Therefore, lead agencies that use SCAQMD thresholds of significance may determine that projects have a significant air quality impact and correspondingly are required to implement all feasible mitigation measures, yet are not able to correlate the project impact to quantifiable health effects.

2.1.2 Localized Significance Thresholds

SCAQMD published its Final Localized Significance Threshold Methodology in June 2003, (revised July 2008) and Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM_{2.5} Significance Thresholds in October 2006, recommending that all air quality analyses include a localized assessment of both construction and operational impacts on the air quality of nearby air quality sensitive receptors (SCAQMD 2008b). LSTs represent the maximum emissions from a project site that are not expected to result in an exceedance of a NAAQS or CAAQS. LSTs are based on the ambient concentrations of that pollutant within the Source Receptor Area (SRA) where a project is located and the distance to the nearest air quality sensitive receptor. LSTs are only applicable to the following criteria air pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. The proposed project site is located in the northern portion of SRA 3 (Southwest Central LA County) (SCAQMD 2020e).

The Basin is in attainment for NO₂ and CO, meaning their ambient concentrations are below their respective air quality standards. When evaluating localized impacts for NO₂ and CO, the local ambient concentrations and the proposed project related concentrations are summed and then compared to the NAAQS and CAAQS. If the sum of the ambient concentrations and proposed project concentrations are greater than the air quality standard, this would result in a significant impact.

The Basin is in nonattainment for PM₁₀ and PM_{2.5}, meaning their ambient concentrations are above their respective air quality standards. If ambient levels already exceed a NAAQS or CAAQS, then project impacts may be considered significant if they increase ambient concentrations in

excess of the allowable increase established by SCAQMD. This would apply to PM10 and PM2.5, both of which are nonattainment pollutants in the Basin. For these latter two pollutants, the significance criteria are the pollutant concentration thresholds presented in SCAQMD Rules 403 and 1301. The Rule 403 threshold of 10.4 $\mu\text{g}/\text{m}^3$ applies to construction emissions (and may apply to operational emissions at aggregate handling facilities). The Rule 1301 threshold of 2.5 $\mu\text{g}/\text{m}^3$ applies to non-aggregate handling operational activities.

SCAQMD recommends that sites larger than 5 acres perform air dispersion modeling to determine localized air quality (SCAQMD 2019). The proposed project site is 1.1-acre, therefore screening level LSTs are used to determine significance for construction. **Table 5** shows the threshold levels used for a one-acre site located within 25 meters of the nearest sensitive receptor of the proposed project.

TABLE 5
LOCALIZED SCREENING LEVELS

Source	NO _x	CO	PM10 ^b	PM2.5 ^b
Construction - 1-acre site at 50 meters	91	664	5	3

SOURCE: SCAQMD 2008.

As operations of the site would result in very minor transportation emissions from truck trips and onsite forklift use, operational air quality emission impacts are discussed qualitatively and a numeric comparison is not required.

2.1.3 Health Impacts

Currently, the health impact of a particular criteria air pollutant is analyzed by air districts on a regional scale based on how close the area is to attaining the NAAQS. Such an analysis has generally not been performed at the project level. The SCAQMD states that exceedance of regulatory thresholds does not necessarily cause localized human health effects as, even with relatively high levels of emissions. However, the Air Basin is a distinct geographic area that has critical air pollution problems for which AAQS have been established to protect human health and welfare. Therefore, analyzing a project against these thresholds conservatively assesses whether these emissions directly contribute to regional or local exceedances of AAQS and assesses their potential to be harmful to human health. Thus, in order to determine the potential for adverse health effects, project emissions are compared to the SCAQMD's regulatory thresholds.

2.2 Greenhouse Gas Thresholds

2.2.1 Greenhouse Gas Emissions Thresholds

CEQA Guidelines section 15064.4 gives lead agencies the discretion to determine whether to assess the significance of GHG emissions quantitatively or qualitatively. Section 15064.4 recommends considering certain factors, among others, when determining the significance of a project's GHG emissions, including the extent to which the proposed project may increase or reduce GHG

emissions as compared to the existing environment; whether the proposed project exceeds an applicable significance threshold; and extent to which the proposed project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs. None of the amendments establishes a threshold of significance; rather, so long as any threshold selected is supported by substantial evidence (see section 15064.7(c)), lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including by looking to thresholds developed by other public agencies, such as air districts, or suggested by experts, such as the California Air Pollution Control Officers Association (CAPCOA).

The California Natural Resources Agency's *Final Statement of Reasons for Regulatory Action* from December 2009 similarly provides that project-level quantification of emissions should be conducted where it would assist in determining the significance of emissions, even where no numeric threshold applies. In such cases, CNRA's guidance provides that qualitative thresholds can be utilized to determine the ultimate significance of project-level impacts based on a project's consistency with plans, which can include applicable regional transportation plans. Even when using a qualitative threshold, quantification can inform "the qualitative factors" and indicate "whether emissions reductions are possible, and, if so, from which sources (CNRA 2009)."

. In December 2008, the SCAQMD adopted a 10,000 MTCO_{2e} per year significance threshold for industrial facilities for projects in which the SCAQMD is the lead agency. Although SCAQMD has not formally adopted a significance threshold for GHG emissions generated by a project for which SCAQMD is not the lead agency, or a uniform methodology for analyzing impacts related to GHG emissions on global climate change, in the absence of any industry-wide accepted standards applicable to this project, the SCAQMD's significance threshold of 10,000 MTCO_{2e} per year for industrial projects is the most relevant GHG significance threshold and is used as a benchmark for the project. It should be noted that the SCAQMD's significance threshold of 10,000 MTCO_{2e} per year for industrial projects is intended for long-term operational GHG emissions. The SCAQMD has developed guidance for the determination of the significance of GHG construction emissions that recommends that total emissions from construction be amortized over an assumed project lifetime of 30 years and added to operational emissions and then compared to the threshold (SCAQMD 2008).

The justification for the threshold is provided in SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold") (SCAQMD 2008). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required. As stated by the SCAQMD:

"...the...screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects...the policy objective of [SCAQMD's] recommended interim GHG significance threshold proposal is to achieve an emission capture rate of 90 percent of all new or modified stationary source projects. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future

stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that [SCAQMD] staff estimates that these GHG emissions would account for slightly less than one percent of future 2050 statewide GHG emissions target (85 [MMTCO_{2e} per year]). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to [Best Available Control Technology (BACT)] for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility.”

Thus, based on guidance from the SCAQMD, if an industrial project would emit GHGs less than 10,000 MTCO_{2e} per year, the project would not be considered a substantial GHG emitter and GHG emission impact would be less than significant, requiring no additional analysis and no mitigation.

2.2.2 Greenhouse Gas Reduction Plans, Policies and Regulations

A significant impact would occur if the proposed project would conflict with applicable regulations, plans and policies that were adopted to reduce GHG emissions that contribute to global climate change. For the proposed project, as a land use development project, this analysis considers the proposed project’s consistency with the following applicable plans, policies and regulations to reduce GHG emissions:

- The 2017 Climate Change Scoping Plan Update, CARB’s plan for achieving a 40 percent reduction on GHG emissions from 1990 levels by 2030, statewide, as mandated by SB 32;
- The SCAG 2016-2040 RTP/SCS, the regional plan for achieving sustainable land use patterns that reduce passenger vehicle GHG emissions, as mandated by SB 375.
- City of L.A.’s Green New Deal; and
- Los Angeles Green Building Code.

2.3 Energy Thresholds

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in Appendix G and Appendix F of the CEQA Guidelines, as appropriate, to assist in answering the Appendix G questions. The factors to evaluate energy impacts under Threshold (a) include:

- The project’s energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed;

- The effects of the project on local and regional energy supplies and on requirements for additional capacity;
- The effects of the project on peak and base period demands for electricity and other forms of energy;
- The effects of the project on energy resources; and
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

In accordance with Appendix G and Appendix F of the CEQA Guidelines, the degree to which the project complies with existing energy standards is considered, as appropriate, to evaluate impacts under Threshold (b).

SECTION 3

Impact Analysis

3.1 Methodology

The evaluation of potential impacts to regional and local air quality that may result from the construction and long-term operations of the proposed project is discussed below.

3.1.1 Construction Impacts

Air Quality

Regional Construction Emissions

Project construction activities that would have the potential to create regional air quality impacts including vehicle trips generated by construction workers, vendor trucks, and haul trucks traveling to and from the proposed project site and from demolition activities. The proposed project's daily regional criteria pollutant emissions during construction have been estimated by assuming a conservative scenario for construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors.

The emissions have been estimated using the CalEEMod software, an emissions inventory software program recommended by the SCAQMD for off-road construction equipment emissions.⁵ In addition, the construction off-road construction equipment emissions accounts for consistency with the Environmental Standards of the South Los Angeles CPIO District, including that on-site generators are required to meet 0.01 g/bhp-hr standard for PM, or be equipped with Best Available Control Technology (BACT) for PM emissions reductions. On-road mobile source emissions were estimated using the 2017 CARB on-road vehicle emissions factor model (EMFAC) and incorporating the adjustment factors for the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part I: One National Program (SAFE Rule Part I).

The input values used in this analysis were adjusted to be proposed project-specific based on provided equipment types and the construction schedule. Emissions from proposed project construction activities were estimated based on the construction phase in which the activity would be occurring. The maximum daily emissions estimate the worst-case day and do not represent the emissions that would occur for every day of proposed project construction. The maximum daily

⁵ CalEEMod was developed in collaboration with the air districts of California and is recommended by SCAQMD for evaluating GHG emissions for projects under CEQA. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) were provided by the various California air districts to account for local requirements and conditions. According to the California Air Pollution Control Officers Association, the model is an established, accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.

emissions are compared to SCAQMD daily regional numeric indicators. A detailed discussion of the proposed project's construction phasing and equipment list is available in Appendix A of this technical report. Emissions calculations and modeling output are included in Appendices B, E and F of this technical report.

Localized Construction Emissions

Proposed project construction activities that would have the potential to create local air quality impacts including fugitive dust from grading and demolition activities. The localized effects from the on-site portion of the proposed project's construction emissions were evaluated at the nearby sensitive receptor locations that would be potentially impacted by proposed project construction in accordance with the SCAQMD's *Final Localized Significance Threshold Methodology* (June 2003, revised July 2008). The localized significance thresholds only address NO_x, CO, PM10, and PM2.5 emissions. The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without the need for proposed project-specific dispersion modeling. The localized analysis for the proposed project is based on this SCAQMD screening criteria. The maximum daily onsite emissions from construction of the proposed project were compared to these screening criteria. Emissions calculations and modeling output are included in Appendices B, E, and F of this technical report.

Health Impact Assessment

In *Sierra Club v. County of Fresno* (S219783) (Sierra Club) the Supreme Court held that CEQA requires lead agencies to either (i) make a "reasonable effort" to substantively connect the estimated amount of a given air pollutant a project will produce and the health effects associated with that pollutant, or (ii) explain why such an analysis is infeasible (6 Cal.5th at 1165-66). However, the Court also clarified that CEQA "does not mandate" that EIRs include "an in-depth risk assessment" that provides "a detailed comprehensive analysis ... to evaluate and predict the dispersion of hazardous substances in the environment and the potential for exposure of human populations and to assess and quantify both the individual and population wide health risks associated with those levels of exposure (*Sierra Club v. County of Fresno*. 6 Cal.5th 502, 517-522 (2018))."

USEPA and CARB have established AAQS at levels above which concentrations could be harmful to human health and welfare, with an adequate margin of safety. Further, California air districts, like SCAQMD, have established emission-based thresholds that provide project-level estimates of criteria air pollutant quantities that air basins can accommodate without affecting the attainment dates for the AAQS, and therefore, providing indicators of significance for regional and localized air quality impacts from both construction and operation of projects. SCAQMD thresholds take into account that the SCAB is a distinct geographic area that has critical air pollution problems for which AAQS have been established to protect human health and welfare (SCAQMD 2008a).

The mass emissions thresholds developed by the SCAQMD and used by CEQA lead agencies throughout the SCAQMD to determine potential significance of project-related regional changes in the environment are not directly indicative of exceedances of applicable ambient air standards.

Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of ozone or PM. The effects on ground-level ambient concentrations of pollutants that may be breathed by people are also influenced by the spatial and temporal patterns of the emission sources. In other words, the effect on ozone and PM concentrations from a given mass of pollutants emitted in one location may vary from the effect if that same mass of pollutants was emitted in an entirely different location in the SCAB. The same effect may be observed when the daily and seasonal variation of emissions is taken into account. Regional-scale photochemical modeling, typically performed only for NAAQS attainment demonstration and rule promulgation, account for these changes in the spatial, temporal, and chemical nature of regional emissions.

The most recent EPA-approved SCAQMD basin wide emissions inventory shows VOC emissions at 162.4 tons per day and NO_x emissions at 293.1 tons per day for the baseline year of 2012 (SCAQMD 2017). SCAQMD's AQMP shows that reducing the baseline 2008 NO_x and VOC emissions by 432 tons per day and 187 tons per day respectively, would only reduce ozone levels at the monitor stations with the greatest ozone concentrations by 9 parts per billion (ppb) (SCAQMD 2013). Additionally, SCAQMD modeling that accounts for increases in emissions due to new or modified sources within the SCAQMD between 2010 and 2030 show an increase of 6,620 pounds per day of NO_x and 89,947 pounds per day of VOC. The results of this analysis show that this level of daily pollutant increase would only increase ozone concentrations in the SCAB by 2.6 ppb and less than 1 ppb of NO₂ (SCAQMD 2011).

The SCAQMD state that exceedance of regulatory thresholds does not necessarily cause localized human health effects as, even with relatively high levels of emissions. However, the Air Basin is a distinct geographic area that has critical air pollution problems for which AAQS have been established to protect human health and welfare. Therefore, analyzing a project against these thresholds conservatively assesses whether these emissions directly contribute to regional or local exceedances of AAQS and assesses their potential to be harmful to human health. Thus, in order to determine the potential for adverse health effects, project emissions are compared to the SCAQMD's regulatory thresholds.

Greenhouse Gas Emissions

The evaluation of potential impacts to GHG emissions that may result from the construction of the proposed project is consistent with CEQA Guidelines section 15064.4(a) and recent related guidance from OPR. This analysis considered GHG emissions resulting from construction activities associated with the proposed project as detailed under Regional Construction Emissions above. Because potential impacts resulting from GHG emissions would be long-term rather than acute, GHG emissions were calculated on an annual basis. In accordance with SCAQMD guidance, GHG emissions from construction have been amortized (i.e., averaged annually) over the lifetime of the project. SCAQMD defines the lifetime of a project as 30 years. Therefore, the project's total construction GHG emissions are divided by 30 to determine an annual construction emissions estimate comparable to operational emissions. As operational emissions are qualitatively addressed, the amortized construction emissions were compared to the SCAQMD's operational screening threshold.

GHG quantification methods rely on guidance from State and regional agencies with scientific expertise in quantifying GHG emissions, including CARB and SCAQMD. Along with the air quality emissions, GHG emissions were estimated using CalEEMod Version 2016.3.2 for off-road construction equipment and Safe Rule 1 adjusted EMFAC2017 emissions for on-road vehicles as detailed above. Emissions calculations and modeling output are included in Appendices C, E and F of this technical report.

Energy Emissions

Construction energy consumption would result from transportation fuels (e.g., diesel, gasoline, and compressed natural gas [CNG]) used for haul trucks, heavy-duty construction equipment, construction workers traveling to and from the project site, electricity consumed to power the construction trailers (lights, electronic equipment, and heating and cooling) and exterior uses such as lights, conveyance of water for dust control, and any electrically-driven construction equipment.

Construction activities could vary substantially from day to day, depending on the specific type of construction activity and the number of workers and vendors that would travel to the Project Site. This analysis considered these factors and provides the estimated maximum construction energy consumption for the purposes of evaluating the associated impacts on energy resources. Construction fuel use was forecasted by assuming a conservative estimate of construction activities and applying mobile source emission factors.

Electricity

Electricity would be used for electrically driven construction devices such as air compressors, pumps and other equipment, and the operation of the construction trailer. Electricity for equipment operating remotely on the project site would use a portable generator to power the equipment. Electricity for the temporary construction office would be accessed from the existing electrical grid to provide temporary power and would be disconnected when construction activities ceased. Construction would be temporary and would not result in a substantial use of energy or the need to increase infrastructure or supply.

Natural Gas

Natural gas would not be consumed in during construction of the proposed project because construction offices would not be heated with natural gas, and construction equipment and vehicles would be primarily powered by either diesel, gasoline, or electricity.

Transportation Fuels

Transportation fuels would be consumed for transportation of construction workers and materials to and from the project Site, and operation of construction equipment on the project Site throughout the construction phase.

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix estimated by the project applicant and usage factors provided in the CalEEMod® construction calculations and summaries are included in Appendix D of this report.

The energy usage required for construction of the proposed project was estimated based on the number and type of construction equipment that would be used during construction by assuming a conservative estimate of construction activities (i.e., maximum daily equipment usage levels). Energy for construction worker commuting trips was estimated based on the predicted number of workers for the various phases of construction and the estimated VMT based on the conservative values in the CalEEMod® and EMFAC2017 models.

The estimated fuel economy for heavy-duty construction equipment was based on fuel consumption factors from the CARB OFFROAD emissions model, which is a state-approved model for estimating emissions from off-road heavy-duty equipment. The estimated fuel economy for haul trucks, vendor trucks, concrete trucks, and worker commute vehicles was based on fuel consumption factors from the CARB EMFAC2017 emissions model, which is a state-approved model for estimating emissions from on-road vehicles and trucks.

3.1.2 Operational Impacts

Air Quality Operational Emissions

Regional Operational Emissions

Once construction is completed, the project site would be used for open air storage similar to the existing adjacent property. It is anticipated that existing LADWP staff would operate and maintain the new open air storage area similar to the current well field property. It is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site. As operations of the site would result in minor transportation emissions from truck trips and onsite forklift use, operational emissions are discussed qualitatively for air quality.

3.2 Air Quality Impacts

Threshold AIR-1 Conflict with or obstruct implementation of the applicable air quality plan.

Impact AIR-1 Implementation of the proposed project would not conflict with or obstruct implementation of the applicable air quality plan. (Less than Significant).

Construction

Construction activities associated with the project have the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as loaders and air compressors, and through vehicle trips generated from worker trips, vendor trucks and haul trucks traveling to and from the construction areas. In addition, fugitive dust emissions would result from earth moving activities. Mobile source emissions, primarily NO_x, would result from the use of construction equipment. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Under this criterion, the SCAQMD recommends that lead agencies demonstrate that a project would not directly obstruct implementation of an applicable air quality plan and that a project be consistent with the assumptions (typically land-use related, such as resultant employment or residential units) upon which the air quality plan are based. The project would result in an increase in short-term employment compared to existing conditions. Being relatively small in number and temporary in nature, construction jobs under the project would not conflict with the long-term employment projections upon which the AQMP is based. Control strategies in the AQMP with potential applicability to short-term emissions from construction activities include strategies denoted in the 2012 AQMP as ONRD-04 and OFFRD-01 and in the 2016 AQMP as MOB-08 and MOB-10 and are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating replacement of older, emissions-prone engines with newer engines meeting more stringent emission standards. Construction contractors would be required to comply with the CARB Air Toxic Control Measure that limits heavy duty diesel motor vehicle idling to no more than five minutes at any given location. In addition, contractors would be required to comply with required and applicable Best Available Control Technology (BACT) and the CARB In-Use Off-Road Diesel Vehicle Regulation to use lower emitting equipment in accordance with the phased-in compliance schedule for equipment fleet operators. The project would not conflict with implementation of these strategies. The project would also comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403.

Compliance with these requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Because the project would not conflict with the control strategies intended to reduce emissions from construction equipment, the project would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant.

Operation

Both the 2012 AQMP and 2016 AQMP were prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of the SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the AQMP. The project represents an infrastructure project that would have no effect on long-term population and employment growth. The project does not include residential or commercial development and its implementation is not forecasted to induce any additional growth within the service area. As discussed in Section 1.3, Project Description, the project would include the demolition of a 64,434 square-foot, two-story structure that is 26 feet tall. The structure's footprint is approximately 38,484 feet. In addition, the proposed project would remove a 456 square-foot accessory structure, a concrete wall along the northern property line, and 10 posts located on the paved portion of the site, which were previously used as truck charging stations. Once the site is demolished and cleared of debris, a new chain link fence would be constructed along the perimeter of the property. The project would not generate net new operational emissions aside from minimal use of use of trucks and equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site. Therefore, the project would not conflict with growth projections in the

AQMP. As the project would not conflict with the growth projections in the AQMP, impacts would be less than significant.

Mitigation:

None Required

Significance Determination: Less than Significant.

Threshold AIR-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Impact AIR-2 Implementation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. (Less than Significant)

The project site is located within the SCAB. State and federal air quality standards are exceeded in many parts of the SCAB for O₃ and PM_{2.5}, including those monitoring stations nearest to the project area. The project would contribute to local and regional air pollutant emissions during construction (short-term or temporary). However, based on the following analysis, construction, with incorporated mitigation measures, and operation of the project would result in less than significant impacts relative to the daily significance thresholds for criteria air pollutant emissions established by the SCAQMD for construction and operational phases.

Daily regional construction and operational source project criteria pollutant emissions (VOC, NO_x, carbon monoxide [CO], sulfur dioxide [SO₂], respirable particulate matter [PM₁₀], and PM_{2.5}) were estimated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2, which is designed to model construction emissions for land use development projects based on building size, land use and type, and disturbed acreage, and allows for the input of project-specific information. Proposed project-generated emissions of criteria air pollutants (i.e., CO, SO₂, PM₁₀, and PM_{2.5}) and ozone precursors (i.e., VOC and NO_x) were modeled based on project specific information provided in the proposed project description by the applicant, and default SCAQMD-recommended settings and parameters attributable to the proposed land use types and site location. The model incorporates emission factors from the CARB OFFROAD model and the on-road vehicle EMFAC2017 model and is considered to be an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California and is recommended by the SCAQMD (SCAQMD 2020a). The emissions from worker vehicle trips, haul truck trips and vendor truck trips were estimated outside of CalEEMod to account for the CARB 2017 on-road vehicle emissions factor (EMFAC2017) model because EMFAC2017 has not yet been incorporated in the current version of CalEEMod.

Construction

Construction of the proposed project has the potential to generate temporary regional criteria pollutant emissions through the use of heavy-duty construction equipment, such as excavators and forklifts, through vehicle trips generated by workers and haul trucks traveling to and from the proposed project site, and through building activities such as the application of paint and other surface coatings. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Mobile source emissions, primarily NO_x, would result from the use of construction equipment such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions.

The maximum daily construction emissions for the proposed project were estimated for each construction phase. Some individual construction phases could potentially overlap; therefore, the estimated maximum daily emissions include these potential overlaps by combining the relevant construction phase emissions. The maximum daily emissions are predicted values for a representative worst-case day, and do not represent the actual emissions that would occur for every day of construction, which would likely be lower on many days. Detailed emissions calculations are provided in Appendix B of this report.

The results of the criteria pollutant calculations are presented in **Table 6** and include dust control measures required to be implemented by SCAQMD Rule 403 (Control of Fugitive Dust), including subsection (e) – Additional Requirements for Large Operations, and fugitive VOC control measures required to be implemented by architectural coating emission factors based on SCAQMD Rule 1113 (Architectural Coatings). As shown in Table 6, construction-related daily emissions would not exceed the SCAQMD numeric indicator of significance. As the proposed project's maximum regional emissions from construction would not exceed the regional numeric indicator, the proposed project's regional construction emissions impacts would be less than significant.

TABLE 6
ESTIMATED MAXIMUM UNMITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY) ^a

Source	VOC	NO _x	CO	SO ₂	PM10 ^b	PM2.5 ^b
Mobilization and Capping of Utilities	<1	3	5	<1	<1	<1
Hazardous Materials Remediation	1	12	8	<1	1	<1
Installation of Pedestrian Protection and Fencing	<1	3	3	<1	<1	<1
Salvaging of Construction Materials	1	9	4	<1	1	<1
Removal of Wood Framing	1	12	6	<1	2	1
Removal of Walls	1	10	5	<1	1	<1
Removal of Foundation	2	19	15	<1	2	1
Backfilling and Minor Grading	<1	2	3	<1	<1	<1
Cleanup and Removal of Fencing	<1	3	3	<1	<1	<1
Demolition Finish	<1	<1	1	<1	<1	<1
Overlap of Installation of Pedestrian Protection and Fencing and Salvaging of Construction Materials	1	12	7	<1	1	1
Overlap of Removal of Wood Framing and Removal of Walls	2	22	11	<1	3	1
Maximum Daily Emissions	2	22	15	<1	3	1
SCAQMD Numeric Indicators	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

^a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this report.

^b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403, including subsection (e) – Additional Requirements for Large Operations.

SOURCE: ESA 2020.

Operations

As the project consists of demolition of a two-story structure, and some additional structures on a 1.1-acre lot owned by LADWP where once the site is cleared, the proposed project site would be used by LADWP as open air storage, operation of the project would not result in a net increase in operational emissions. The project would not generate net new operational emissions aside from infrequent truck trips and minimal usage of equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site, therefore project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. As such, operation of the project would result in a less than significant impact.

Health Impact Assessment

NO_x and VOC emissions from projects are directly related to the increase in ozone in the local area/region. As shown in Table 6, unmitigated project-related construction emissions would not

exceed regional thresholds for any criteria pollutant. As a result, construction of the project would not have the potential to result in additional quantifiable health impacts, and impacts would be reduced to a less than significant level.

As discussed under operational emissions above, unmitigated project-related operational emissions would not exceed regional thresholds for any criteria pollutant. Accordingly, levels of criteria air pollutants as a result of a project's emissions are not anticipated to cause adverse health effects. Impacts would be less than significant.

Mitigation:

None Required

Significance Determination: Less than Significant.

Threshold AIR-3 Expose sensitive receptors to substantial pollutant concentrations.

Impact AIR-3 Implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

Localized Construction

The maximum daily localized emissions for each of the construction phases and the localized significance thresholds are presented in **Table 7**. The same phasing, equipment assumptions, and compliance with SCAQMD Rule 403 and Rule 1113 were used as for the regional emissions calculations discussed above. As shown in Table 7, maximum localized construction emissions for sensitive receptors would not exceed the localized screening indicators for NO_x, therefore, with respect to localized construction emissions, impacts to sensitive receptors would be less than significant. Detailed emissions calculations are provided in Appendix B of this report.

TABLE 7
ESTIMATED MAXIMUM UNMITIGATED LOCALIZED CONSTRUCTION EMISSIONS (POUNDS PER DAY) ^a

Source	NO _x	CO	PM10 ^b	PM2.5 ^b
1 acre area – 50 meters from sensitive receptors				
Mobilization and Capping of Utilities	3	4	<1	<1
Hazardous Materials Remediation	3	4	<1	<1
Installation of Pedestrian Protection and Fencing	3	2	<1	<1
Salvaging of Construction Materials	7	2	1	<1
Removal of Wood Framing	7	2	1	<1
Removal of Walls	7	2	1	<1
Removal of Foundation	15	12	1	1
Backfilling and Minor Grading	2	2	<1	<1

Source	NO _x	CO	PM10 ^b	PM2.5 ^b
Cleanup and Removal of Fencing	3	2	<1	<1
Demolition Finish	0	0	0	0
Overlap of Installation of Pedestrian Protection and Fencing and Salvaging of Construction Materials	10	5	1	<1
Overlap of Removal of Wood Framing and Removal of Walls	14	5	2	1
Maximum Localized (On-Site) Emissions	15	12	2	1
SCAQMD Screening Numeric Indicator	91	664	5	3
Exceed Screening Numeric Indicator?	No	No	No	No

^a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this report.

^b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

SOURCE: ESA, 2020.

Localized Operations

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). As the project consists of demolition of a two-story structure, and some additional structures on a 1.1-acre lot owned by LADWP to allow for the proposed project site to be used by LADWP as open air storage, no new stationary emission sources would be required. Overall, given the infrequent truck trips and minimal usage of equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site, localized project operational-source emissions would not exceed applicable SCAQMD localized thresholds of significance and operational impacts would be less than significant.

CO “Hot Spot” Analysis

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. Projects may worsen air quality if they increase the percentage of vehicles in cold start modes by two percent or more; significantly increase traffic volumes (e.g., by five percent or more) over existing volumes; or worsen traffic flow, defined for signalized intersections as increasing average delay at intersections operating at Level of Service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F. While construction-related traffic on the local roadways would occur during construction, the net increase of construction worker vehicle trips to the existing daily traffic volumes on the local roadways would be relatively small and would not result in CO hotspots. Additionally, the construction-related vehicle trips would only occur in the short-term, and would cease once construction activities. During operation, since the project consists of demolition of a two-story structure, and some additional structures on a 1.1-acre lot owned by LADWP to allow for the proposed project site to be used by LADWP as open air storage, only minimal emissions would be generated from infrequent truck trips and minimal usage of equipment, as it is estimated

that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site. Therefore, impacts would be less than significant.

Toxic Air Contaminants

Construction

Construction activities associated with the project would result in temporary and short-term emissions of diesel particulate matter, which the State has identified as a TAC. During construction, the exhaust of off-road heavy-duty diesel equipment and heavy-duty trucks would emit diesel particulate matter during general construction activities.

Diesel particulate matter poses a carcinogenic health risk that is generally measured using an exposure period of 30 years for sensitive residential receptors, according to the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA Guidance), which was updated in 2015 with new exposure parameters including age sensitivity factors (OEHHA 2015). Sensitive receptors would be located south of the project site; however, localized diesel particulate matter emissions (strongly correlated with PM_{2.5} emissions) would be minimal and would be below localized thresholds as presented in Table 6. Although the localized analysis does not directly measure health risk impacts, it does provide data that can be used to evaluate the potential to cause health risk impacts. Furthermore, construction activity would occur for a temporary and short-term duration. The low level of PM_{2.5} emissions coupled with the very short-term duration of construction activity at any one location and the relatively small-scale of the project would result in an overall low level of diesel particulate matter concentrations at sensitive receptor locations. Furthermore, compliance with the CARB anti-idling Air Toxics Control Measure, which limits idling to no more than five minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the construction area. The project would also utilize a construction contractor(s) that complies with required and applicable BACT and the In-Use Off-Road Diesel Vehicle Regulation. Thus, it is expected that sensitive receptors would be exposed to emissions below thresholds and construction TAC impacts would be less than significant.

Operation

The project would not require new stationary equipment. The project would not result in any other substantial sources of operational TAC emissions. Therefore, the project would not expose surrounding sensitive receptors to net new long-term TAC emissions and impacts would be less than significant.

Mitigation:

None Required.

Significance Determination: Less than Significant.

Threshold AIR-4 Result in other emissions (such as those leading to odors) affecting a substantial number of people.

Impact AIR-4 Implementation of the proposed project would not result in other emissions (such as those leading to odors adversely affecting a substantial number of people). (Less than Significant)

Construction

Potential activities that may emit odors during construction include the use of architectural coatings and solvents, as well as the combustion of diesel fuel in on-and off-road equipment. SCAQMD Rule 1113 would limit the amount of VOCs in architectural coatings and solvents. In addition, the proposed project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. Furthermore, as shown in Table 6, construction emissions would not exceed the SCAQMD regional significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants (i.e., CO and SO₂). Therefore, construction activities would result in less than significant impacts with respect to other emissions, including those leading to odors.

Operations

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project would not include any uses identified by the SCAQMD as being associated with substantial odors. As a result, the proposed project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. Furthermore, as discussed under Impact AIR-2 above, operational emissions would not exceed the SCAQMD regional significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants (i.e., CO and SO₂). Therefore, operation of the proposed project would result in less than significant impacts with respect to other emissions, including those leading to odors.

Mitigation: None required.

Significance Determination: Less Than Significant.

3.3 Greenhouse Gas Impacts

Threshold GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Impact GHG-1 Implementation of the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. (Less than Significant)

Construction activities associated with the project would last for approximately 4.5 months and would result in emissions of CO₂ and to a lesser extent CH₄ and N₂O. Construction-period GHG emissions were quantified based on the same construction schedule, activities, and equipment list as described in Section 2.3 (b). To amortize the emissions over the life of the project, the SCAQMD recommends calculating the total GHG emissions attributable to construction activities, dividing it by the 30-year project life, and then adding that number to a project's annual operational-phase GHG emissions. As such, construction emissions were amortized over a 30-year period. Project construction emissions are shown in **Table 8**. As shown, the GHG emissions would not exceed the threshold of significance. Therefore, impacts would be less than significant.

**TABLE 8
AMORTIZED ANNUAL CONSTRUCTION GHG EMISSIONS**

Source	MTCO ₂ e
Off-road Project Emissions	45
On-road Project Emissions	103
Total Project Construction Emissions	148
Amortized Project Construction Emissions	5
Threshold of significance	10,000
Exceed Threshold	No

SOURCE: ESA 2020.

Operational activities associated with the project would result in minor amounts of GHG emissions. Operational sources of GHG emissions would only generate minor amounts of operational emissions from infrequent truck trips and minimal usage of equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site. Therefore, GHG emission impacts would be less than significant.

The combined annual construction and operational emissions from the proposed project would be less than the 10,000 MTCO₂e/year metric ton SCAQMD proposed screening threshold. As the proposed project's annual GHG emissions would not exceed the localized numeric indicators emissions impacts with respect to the generation of GHGs would be less than significant.

Mitigation: None required.

Significance Determination: Less Than Significant.

Threshold GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Impact GHG-2 Implementation of the proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. (Less than Significant)

Construction Emissions

As discussed in Threshold GHG-1 above, the GHG emissions generated by the project would not exceed the SCAQMD's threshold of 10,000 MTCO₂e per year. The primary source of GHG emissions generated by project implementation would occur during construction, which would be short-term and temporary in nature. The project would utilize contractors that are in compliance with regulations including the USEPA Heavy Duty Vehicle Greenhouse Gas Regulation, the CARB anti-idling Air Toxics Control Measure that limits heavy-duty diesel motor vehicle idling, and the State's low carbon fuel standard regulation. While the idling measure was adopted for the purpose of reducing diesel particulate matter emissions and reducing health risk impacts, the measure has co-benefits of minimizing GHG emissions from unnecessary truck idling. The project would not conflict with these GHG reducing measures and regulations. Therefore, impacts would be less than significant.

Operational Emissions

Operation of the project would generate minor amounts of GHG emissions from infrequent truck trips and minimal usage of equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site. These equipment emissions would only add trace amounts of GHG emissions annually and would have no impact on the implementation of the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to reduce GHG emissions from vehicle travel. The project would also have no net effect on long-term water consumption and associated GHG emissions from water supply, conveyance, distribution, and treatment. For these reasons, the implementation of the proposed project would not generate GHG emissions that would hinder the State's ability to achieve the GHG reduction goals under Health and Safety Code Division 25.5 – California Global Warming Solutions Act of 2006. Furthermore, the proposed project would not conflict with or impede the future statewide GHG emission reductions goals. CARB has outlined a number of potential strategies for achieving the 2030 reduction target of 40 percent below 1990 levels. These potential strategies include renewable resources for 60 percent of the State's electricity by 2030, reducing petroleum use in cars and trucks, reducing the carbon content of transportation fuels, continuation of the Cap-and-Trade Program, and adopting regulations for oil refineries. The project would not conflict with these future regulations, as promulgated by the USEPA, CARB, California Energy Commission (CEC), or other agency. As a result, this impact would be less than significant.

Mitigation: None required.

Significance Determination: Less Than Significant.

3.4 Energy Impacts

Threshold ENE-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Impact ENE-1 Implementation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. (Less than Significant)

Construction Emissions

Construction energy consumption would result from transportation fuels (e.g., diesel, gasoline, and compressed natural gas [CNG]) used for haul trucks, heavy-duty construction equipment, construction workers traveling to and from the project site, electricity consumed to power the construction trailers (lights, electronic equipment, and heating and cooling) and exterior uses such as lights, conveyance of water for dust control, and any electrically-driven construction equipment.

Electricity

Electricity would be used for operation of the construction office as well as for the conveyance of water to assist in dust control. Electricity consumption for the project is anticipated to be approximately 9 MWh for the duration of the construction activities. This represents less than 0.001 percent of the anticipated sales for LADWP and electricity use would be less than significant.

Natural Gas

Natural gas would not be consumed in during construction of the proposed project because construction offices would not be heated with natural gas, and construction equipment and vehicles would be primarily powered by either diesel, gasoline, or electricity.

Transportation Fuels

Transportation fuels would be consumed for transportation of construction workers and materials to and from the project site, and operation of construction equipment on the project site throughout the construction phase.

The estimated fuel usage for off-road equipment is based on the number and type of equipment that would be used during construction activities, hour usage estimates, the total duration of construction activities, and hourly equipment fuel consumption factors from the CARB OFFROAD model, which was used in the project's air quality analysis. On-road vehicles would include trucks to haul material to and from the project site, vendor trucks to deliver supplies necessary for project construction, and fuel used for employee commute trips. **Table 9** summarizes the project's total and yearly fuel consumption from construction activities.

TABLE 9
ESTIMATED PROJECT CONSTRUCTION FUEL CONSUMPTION

	Total Project Construction Fuel Consumption (gallons)	
	Diesel	Gasoline
Total Project	11,400	1,615
Annual Average	11,400	1,615
County Usage ^a	530,000,000	3,640,000,000
% County Usage	0.002%	<0.001%

Source: Refer to Appendix D

^a CEC. 2018a

Operation Emissions

As stated above, operational energy consumption would be minimal as the project is an infrastructure project that involves demolition of a two-story structure and some additional structures on a 1.1-acre lot owned by LADWP where once the site is cleared, the proposed project site would be used by LADWP as open air storage. The project would not result in net new electricity or natural gas energy consumption, but would require infrequent truck trips and minimal usage of equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week. Fuel consumption from the minimal weekly truck trips and few pieces of equipment during project operations to move material to and from the project site would result in minimal energy use. Thus, operation of the project would use energy necessary for the project's operational purposes but would not result in the wasteful, inefficient, and unnecessary use of energy and impacts would be less than significant.

Threshold ENE-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Impact ENE-1 Implementation of the proposed project would not obstruct a state or local plan for renewable energy or energy efficiency. (Less than Significant)

Construction and operation of the project would not result in an appreciable increase in demand for electricity or natural gas. As stated under Section 2.19 (a), the project's energy consumption primarily would result from on- and off-road fuel use from construction related vehicles. The project is an infrastructure project that once constructed would contribute to minimal operational related energy consumption. Therefore, the project's burden on energy demand would be minimal and would not result in a need for increased supply or distribution infrastructure capabilities. Thus, impacts would be less than significant.

3.5 Cumulative Air Quality Impacts

The following cumulative impact analysis is based on the recommendations provided by SCAQMD in the Potential Control Strategies to Address Cumulative Impacts from Air Pollution White Paper. SCAQMD's guidance for assessing a project's cumulative impacts recommends the use of two alternative methodologies: (1) that project-specific air quality impacts be used to determine the project's potential cumulative impacts to regional air quality; or (2) that a project's consistency with the AQMPs are used to determine its potential cumulative impacts.

Under SCAQMD's guidance, "[p]rojects that exceed the project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant." Therefore, consistent with this guidance, the potential for the Proposed Project to result in cumulative impacts from regional emissions is assessed based on SCAQMD thresholds.

Consistency with AQMP

As described above under Impact AIR-1, construction of the proposed project would not be consistent with the AQMP as the proposed project would generate emissions of nonattainment pollutants or precursors (i.e., NO_x) that exceed the applicable significance thresholds. Based on SCAQMD guidance, the exceedance of these thresholds indicates that the proposed project would have a considerable contribution to a significant impact. Construction-related daily emissions would not exceed the SCAQMD numeric indicator of significance for any criteria pollutants. As the proposed project's maximum regional emissions from construction would not exceed the regional numeric indicator, the proposed project would be consistent with the AQMP and cumulative impacts would be less than significant.

Operation of the proposed project would be consistent with the AQMP as the proposed project would not generate emissions of nonattainment pollutants or precursors (i.e., VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}) that exceed the applicable significance thresholds. Therefore, the proposed project would result in a less than significant cumulative operational impact.

Mitigation

None Required.

Significance Determination: Less than Significant

Project-Specific Impacts

Construction

As described above under Impact AIR-2 and Impact AIR-3, regional and localized emissions during construction of the proposed project would not exceed the SCAQMD significance thresholds. Thus, based on SCAQMD methodology, the proposed project construction emissions would not represent a considerable contribution to a cumulative impact, resulting in a potentially significant cumulative impact. As the proposed project's maximum regional emissions from

construction would not exceed the regional numeric indicator, the proposed project would not represent a considerable contribution to a cumulative impact, resulting in a less than cumulative impact.

Operation

As discussed under Impact AIR-2 and Impact AIR-3, above, regional and localized operational emissions of VOC, NO_x, CO, PM10, and PM2.5 would not exceed the SCAQMD significance thresholds. Thus, based on SCAQMD methodology, the proposed project operational emissions would not represent a considerable contribution to a cumulative impact, resulting in a less than significant cumulative impact.

Mitigation

None Required.

Significance Determination: Less than Significant

3.5 Cumulative GHG Impacts

The GHG emissions of the project alone would not cause a direct physical change in the environment. According to CAPCOA, “GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA 2008).” It is global GHG emissions in their aggregate that contribute to climate change, not any single source of GHG emissions alone. The impact analysis of the project’s GHG emissions and consistency with existing plans and policies related to GHG emissions provided above for the project serves as a cumulative impact analysis. Therefore, as discussed above, the project would be consistent with applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions and the project would not generate GHG emissions that would have a significant impact on the environment. As such, the project would result in a less than cumulatively considerable impact related to applicable GHG emissions and GHG reduction plans and policies and cumulative impacts would be less than significant.

3.6 Cumulative Energy Impacts

Electricity

The geographic context for the cumulative analysis of electricity is the LADWP service area. Growth within this service area is anticipated to increase the demand for electricity and the need for infrastructure, such as new or expanded facilities.

Future development, including the proposed project, would result in the increased use of electricity resources. However, LADWP has determined that the use of such resources would be minor compared to existing supply and infrastructure within the LADWP service area and would be consistent with growth expectations (CEC 2018c). Furthermore, other cumulative developments would be required to incorporate energy conservation features in order to comply with applicable mandatory regulations including CALGreen Code, State energy standards under Title 24, and

incorporate mitigation measures, as necessary. The proposed project would reduce energy consumption needed to transport recycled water to the service area and would provide a more static supply. Therefore, the proposed project's contribution to cumulative electricity impact would be less than significant.

Natural Gas

The geographic context for the cumulative analysis of natural gas is the SoCalGas service area. Growth within this service area is anticipated to increase the demand for natural gas and the need for infrastructure, such as new or expanded facilities. However, the proposed project would not require natural gas during construction or operational activities, therefore the proposed project's contribution to cumulative natural gas impact would be less than significant.

Transportation Energy

The geographic context for the cumulative analysis of transportation energy is the SCAG region. Growth within this region is anticipated to increase the demand for transportation and the need for infrastructure, such as new or expanded facilities. Construction of the proposed project would result in a temporary increase in VMT use within the area, however this short-term increase would last for the approximately 4.5-month construction period. Subsequent to the completion of construction, there would be no new vehicle trips to the project site. Therefore, the proposed project's contribution to cumulative transportation significant cumulative impact.

Mitigation

None Required.

Significance Determination: Less than Significant

SECTION 4

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Appendix A

Assumptions



St Andrews-Demolition

AQ-GHG Assumptions

Existing Land Uses

Land Use Type	CalEEMod LandUse Type	CalEEMod LandUse Subtype	Amount	Unit	Building SF ¹	Lot size (acres)
Warehouse	Industrial	Unrefrigerated Warehouse-No Rail	64,434	1000sqft	64,434	1.1

Construction Data¹

Start	End	Total Duration
3rd Qtr 2021	4th Qtr 2021	4.5 months
Total Construction Site Area (acres)		1.1

Construction Phase	Task Number	CalEEMod Phase Type	Start Date ¹	End Date ¹	Total Calendar Days	Workdays (5 days/week)	Worker Trips/Day (In/Out) ²	Vendor Trips/Day (In/Out) ²	Total Haul Trips (In/Out)	Total Haul Trucks/Day ¹	Haul/Concrete Trips/Day (In/Out)	HHDT Truck Trips per Day (In/Out)
Demolition		Demolition	8/1/2021	12/15/2021	137	98						
Mobilize and Cap Utilities	1		8/1/2021	8/8/2021	8	5	20	2				2
Hazmat Remediation	2		8/9/2021	10/19/2021	72	52	20	4	1,560	15	30	34
Install Pedestrian Protection and Fencing	3		10/20/2021	10/26/2021	7	5	20	4				4
Salvage Materials	4		10/20/2021	10/26/2021	7	5	20		50	5	10	10
Remove wood framing	5		10/27/2021	11/9/2021	14	10	20		300	15	30	30
Remove Walls	6		10/27/2021	11/16/2021	21	15	20		300	10	20	20
Remove Foundation	7		11/17/2021	11/30/2021	14	10	20		200	10	20	20
Backfill and Minor Regarding	8		12/1/2021	12/7/2021	7	5	20	4				4
Clean up/remove pedestrian protection	9		12/8/2021	12/14/2021	7	5	20	2				2
Demolition Finish	10		12/15/2021	12/15/2021	1	1	20					0

Demolition Quantities^{1,2,3}

Buildings	Amount (CY)	Tons	Task	CY Moved During Task	Tons Moved During Task
Concrete	1,280	1,536	Salvage Materials	250	155
URM	1,670	835	Remove wood framing	1500	929
Wood	1,300	260	Remove Walls	1500	929
			Remove Foundation	1000	619
Total Demolition Debris (CY)	4,250			4,250	
Total Demolition Debris (Tons)		2,631			2,631
Haul Truck Capacity (CY)	12				
Total Haul Trucks Required	354				
Total Haul Truck Trips (In/Out)	708				
Total Haul Truck Trips (In/Out) per day	8				

Notes:

1 Data from Data Needs List

2 CalEEMod User's Guide, Appendix A,

3 [CalRecycle Weights and Volumes](#)

4 Number of daily haul trips during hazmat remediation conservative assumed to be as high as daily truck trips required during highest intensity phase of daily truck trips during removal of construction debris.

AQ-GHG Assumptions - Construction Equipment.

Crew Type	Task Name	Task Number	CalEEMod Phase Type	Equipment Type	# of Equipment	Hours/day	HP	Load Factor	Note
Crew L-1	Mobilize and Cap Utilities	1	Demolition	Generator	1	8	84	0.74	
Crew B-47H	Hazmat Remediation	2	Demolition	Generator	1	8	84	0.74	
Crew B-80	Install Pedestrian Protection and Fencing	3	Demolition	Bore/Drill Rig	1	8	221	0.50	Assumed for truck mounted auger drill
Crew B-80	Clean up/remove pedestrian protection	9							
Crew B-3	Salvage Materials	4	Demolition	Crawler Tractor	1	8	212	0.43	Assumed for crawler loader
Crew B-3	Remove wood framing	5							
Crew B-4	Remove Walls	6							
Crew B-5	Remove Foundation	7	Demolition	Air Compressor	1	8	78	0.48	To power jackhammer/pavement breaker Assumed for crawler loader
			Demolition	Generator	2	8	84	0.74	
			Demolition	Crawler Tractor	1	8	212	0.43	
Crew B-10A	Backfill and Minor Regarding	8	Demolition	Roller	1	8	80	0.38	HP updated based on data needs

Notes:

1 Client provided equipment data.

Appendix B

Air Quality Calculations



St Andrews Demolition

Air Quality Construction Analysis

Regional Maximums Source	ROG	NOX	CO	SO2	Total PM10	Total PM2.5
	lb/day					
3.2 Mobilize - 2021	0.4	3.3	4.7	0.009	0.2	0.1
3.3 Remediation - 2021	0.8	12.4	8.2	0.036	1.0	0.3
3.4 Install Fencing - 2021	0.3	3.1	3.2	0.013	0.3	0.2
3.5 Salvage Materials - 2021	0.7	8.7	4.2	0.014	0.8	0.4
3.6 Remove Wood Framing - 2021	0.8	11.9	6.1	0.022	1.5	0.5
3.7 Remove Walls - 2021	0.7	10.3	5.1	0.018	1.2	0.4
3.8 Remove Foundation - 2021	1.7	18.6	14.9	0.035	1.6	0.9
3.9 Backfill - 2021	0.2	2.0	3.0	0.006	0.4	0.2
3.10 Clean Up - 2021	0.3	3.1	3.1	0.012	0.3	0.1
3.11 Finish - 2021	0.02	0.1	0.9	0.002	0.2	0.1
Overlapping Phases						
	ROG	NOX	CO	SO2	Total PM10	Total PM2.5
2020						
3.4 Install Fencing - 2021	0.9	11.8	7.4	0.027	1.2	0.5
3.5 Salvage Materials - 2021						
3.6 Remove Wood Framing - 2021	1.6	22.1	11.2	0.040	2.7	1.0
3.7 Remove Walls - 2021						
Project Daily Maximum Emissions	1.75	22.12	14.94	0.040	2.69	0.95
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

St Andrews Demolition

Summer

Air Quality Construction Analysis

Summer Source	Onsite Emissions						Offsite Emissions					
	ROG	NOX	CO	SO2	Total PM10	Total PM2.5	ROG	NOX	CO	SO2	Total PM10	Total PM2.5
	lb/day						lb/day					
3.2 Mobilize - 2021	0.36	3.17	3.68	0.007	0.01	0.01	0.03	0.09	1.00	0.003	0.24	0.06
3.3 Remediation - 2021	0.36	3.17	3.68	0.007	0.01	0.01	0.41	9.19	4.54	0.030	0.97	0.32
3.4 Install Fencing - 2021	0.26	3.02	2.07	0.009	0.09	0.08	0.03	0.11	1.10	0.003	0.25	0.07
3.5 Salvage Materials - 2021	0.55	6.97	2.44	0.008	0.52	0.28	0.10	1.68	1.80	0.006	0.31	0.09
3.6 Remove Wood Framing - 2021	0.55	6.97	2.44	0.008	1.04	0.36	0.27	4.89	3.62	0.014	0.48	0.15
3.7 Remove Walls - 2021	0.55	6.97	2.44	0.008	0.78	0.32	0.19	3.29	2.71	0.010	0.39	0.12
3.8 Remove Foundation - 2021	1.56	15.34	12.23	0.025	0.93	0.46	0.19	3.29	2.71	0.010	0.39	0.12
3.9 Backfill - 2021	0.19	1.92	1.88	0.003	0.12	0.11	0.03	0.11	1.10	0.003	0.25	0.07
3.10 Clean Up - 2021	0.26	3.02	2.07	0.009	0.09	0.08	0.03	0.09	1.00	0.003	0.24	0.06
3.11 Finish - 2021	0.00	0.00	0.00	0.000	0.00	0.00	0.02	0.08	0.90	0.002	0.22	0.06
Regional Emissions	ROG	NOX	CO	SO2	Total PM10	Total PM2.5						
3.2 Mobilize - 2021	0.4	3.3	4.7	0.009	0.2	0.1						
3.3 Remediation - 2021	0.8	12.4	8.2	0.036	1.0	0.3						
3.4 Install Fencing - 2021	0.3	3.1	3.2	0.013	0.3	0.2						
3.5 Salvage Materials - 2021	0.7	8.7	4.2	0.014	0.8	0.4						
3.6 Remove Wood Framing - 2021	0.8	11.9	6.1	0.022	1.5	0.5						
3.7 Remove Walls - 2021	0.7	10.3	5.1	0.018	1.2	0.4						
3.8 Remove Foundation - 2021	1.7	18.6	14.9	0.035	1.3	0.6						
3.9 Backfill - 2021	0.2	2.0	3.0	0.006	0.4	0.2						
3.10 Clean Up - 2021	0.3	3.1	3.1	0.012	0.3	0.1						
3.11 Finish - 2021	0.02	0.1	0.9	0.002	0.2	0.1						
Overlapping Phases												
	ROG	NOX	CO	SO2	Total PM10	Total PM2.5						
2020												
3.4 Install Fencing - 2021	0.9	11.8	7.4	0.027	1.2	0.5						
3.5 Salvage Materials - 2021												
3.6 Remove Wood Framing - 2021	1.6	22.1	11.2	0.040	2.7	1.0						
3.7 Remove Walls - 2021												
Project Daily Maximum Emissions	1.75	22.12	14.94	0.040	2.69	0.95						

St Andrews Demolition
Winter
Air Quality Construction Analysis

Winter Source	Onsite Emissions						Offsite Emissions					
	ROG	NOX	CO	SO2	Total PM10	Total PM2.5	ROG	NOX	CO	SO2	Total PM10	Total PM2.5
	lb/day						lb/day					
3.2 Mobilize - 2021	0.36	3.17	3.68	0.007	0.01	0.01	0.03	0.09	1.00	0.003	0.24	0.06
3.3 Remediation - 2021	0.36	3.17	3.68	0.007	0.01	0.01	0.41	9.19	4.54	0.030	0.97	0.32
3.4 Install Fencing - 2021	0.26	3.02	2.07	0.009	0.09	0.08	0.03	0.11	1.10	0.003	0.25	0.07
3.5 Salvage Materials - 2021	0.55	6.97	2.44	0.008	0.52	0.28	0.10	1.68	1.80	0.006	0.31	0.09
3.6 Remove Wood Framing - 2021	0.55	6.97	2.44	0.008	1.04	0.36	0.27	4.89	3.62	0.014	0.48	0.15
3.7 Remove Walls - 2021	0.55	6.97	2.44	0.008	0.78	0.32	0.19	3.29	2.71	0.010	0.39	0.12
3.8 Remove Foundation - 2021	1.56	15.34	12.23	0.025	1.24	0.78	0.19	3.29	2.71	0.010	0.39	0.12
3.9 Backfill - 2021	0.19	1.92	1.88	0.003	0.12	0.11	0.03	0.11	1.10	0.003	0.25	0.07
3.10 Clean Up - 2021	0.26	3.02	2.07	0.009	0.09	0.08	0.03	0.09	1.00	0.003	0.24	0.06
3.11 Finish - 2021	0.00	0.00	0.00	0.000	0.00	0.00	0.02	0.08	0.90	0.002	0.22	0.06
Regional Emissions	ROG	NOX	CO	SO2	Total PM10	Total PM2.5						
3.2 Mobilize - 2021	0.4	3.3	4.7	0.009	0.2	0.1						
3.3 Remediation - 2021	0.8	12.4	8.2	0.036	1.0	0.3						
3.4 Install Fencing - 2021	0.3	3.1	3.2	0.013	0.3	0.2						
3.5 Salvage Materials - 2021	0.7	8.7	4.2	0.014	0.8	0.4						
3.6 Remove Wood Framing - 2021	0.8	11.9	6.1	0.022	1.5	0.5						
3.7 Remove Walls - 2021	0.7	10.3	5.1	0.018	1.2	0.4						
3.8 Remove Foundation - 2021	1.7	18.6	14.9	0.035	1.6	0.9						
3.9 Backfill - 2021	0.2	2.0	3.0	0.006	0.4	0.2						
3.10 Clean Up - 2021	0.3	3.1	3.1	0.012	0.3	0.1						
3.11 Finish - 2021	0.02	0.1	0.9	0.002	0.2	0.1						
Overlapping Phases												
	ROG	NOX	CO	SO2	Total PM10	Total PM2.5						
2020												
3.4 Install Fencing - 2021	0.9	11.8	7.4	0.027	1.2	0.5						
3.5 Salvage Materials - 2021												
3.6 Remove Wood Framing - 2021	1.6	22.1	11.2	0.040	2.7	1.0						
3.7 Remove Walls - 2021												
Project Daily Maximum Emissions	1.75	22.12	14.94	0.040	2.69	0.95						

St Andrews Demolition

Air Quality Construction Analysis

Localized Emissions Source	Onsite Emissions			Total PM2.5
	NOX	CO	Total PM10 lb/day	
3.2 Mobilize - 2021	3.17	3.68	0.17	0.17
3.3 Remediation - 2021	3.17	3.68	0.17	0.17
3.4 Install Fencing - 2021	3.02	2.07	0.09	0.08
3.5 Salvage Materials - 2021	6.97	2.44	0.52	0.28
3.6 Remove Wood Framing - 2021	6.97	2.44	1.04	0.36
3.7 Remove Walls - 2021	6.97	2.44	0.78	0.32
3.8 Remove Foundation - 2021	15.34	12.23	1.24	0.78
3.9 Backfill - 2021	1.92	1.88	0.12	0.11
3.10 Clean Up - 2021	3.02	2.07	0.09	0.08
3.11 Finish - 2021	0.00	0.00	0.00	0.00
Localized Emissions	NOX	CO	Total PM10	Total PM2.5
3.2 Mobilize - 2021	3.17	3.68	0.17	0.17
3.3 Remediation - 2021	3.17	3.68	0.17	0.17
3.4 Install Fencing - 2021	3.02	2.07	0.09	0.08
3.5 Salvage Materials - 2021	6.97	2.44	0.52	0.28
3.6 Remove Wood Framing - 2021	6.97	2.44	1.04	0.36
3.7 Remove Walls - 2021	6.97	2.44	0.78	0.32
3.8 Remove Foundation - 2021	15.34	12.23	1.24	0.78
3.9 Backfill - 2021	1.92	1.88	0.12	0.11
3.10 Clean Up - 2021	3.02	2.07	0.09	0.08
3.11 Finish - 2021	0.00	0.00	0.00	0.00
Overlapping Phases				
	NOX	CO	Total PM10	Total PM2.5
2020				
3.4 Install Fencing - 2021	10.0	4.5	0.6	0.4
3.5 Salvage Materials - 2021				
3.6 Remove Wood Framing - 2021	13.9	4.9	1.8	0.7
3.7 Remove Walls - 2021				
Project Daily Maximum Emissions	15.34	12.23	1.82	0.78

Generators PM Emissions

PM Emission Factor

0.01 g/bhp-hr	
84 hp/generator	
0.99 hp/bhpr	https://www.convert-measurement-units.com/conversion-calculator.php?type=power
82.85 bhp/generator	
0.74 Load Factor	
8 hrs/day	
1 PM10 Fraction	Table A - Updated CEIDARS Table with PM2.5 Fractions, OFF-ROAD EQUIPMENT-DIESEL
0.92 PM2.5 Fraction	Table A - Updated CEIDARS Table with PM2.5 Fractions, OFF-ROAD EQUIPMENT-DIESEL
4.905 g of PM10/day	
4.512 g of PM10/day	
0.0022 g/lbs	
0.011 lbs/day PM10	Per Generator
0.010 lbs/day PM2.5	Per Generator

Notes: Compliant with South Los Angeles CPIO Environmental Standards within Mitgation and Monitoring Program
<https://planning.lacity.org/odocument/0e95b194-a2b7-4da2-8346-720f71f59e35/CPIO.pdf>

Appendix C

GHG Calculations



St Andrews

Construction GHG Emissions Summary

Project Construction Off-Road Emissions (MTCO₂e)	
2020	45
Project Construction On-Road Emissions (MTCO₂e)	
2020	103
Project Total (MTCO₂e)	
	148
30 Year-Amortization	5

MTCO₂e=Metric Tons Carbon Dioxide equivalents

Construction Energy Analysis

Temporary Construction Trailer - Electricity

Land Use	Square Feet	kWh/sq ft			Total kWh	Total MWh	MTCO2e
		Title 24 Electricity	Non-Title 24 Electricity	Lighting Electricity			
General Office	1,000	4.60	4.62	3.77	12,990	4.8	1.6

Assumptions and Sources:

- CalEEMod 2016.3.2 default emission factors used to estimate energy use for temporary construction office
- Construction offices assumed to total 1,000 square feet

**Construction Energy Analysis
Construction Water Energy Estimates**

Source	Acres	Construction Water Use per Day (Mgal)	Days of Water Use	Total Construction Water Use (Mgal)	Total Electricity Demand from Water Demand (MWh)	Annual Electricity Demand from water Demand (kWh)	MTCO2e
Project Site	1.1	0.0033	98	0.323	4.2	16	1.4
CalEEMod Water Electricity Factors		Electricity Intensity Factor To Supply (kWh/Mgal)	Electricity Intensity Factor To Treat (kWh/Mgal)	Electricity Intensity Factor To Distribute (kWh/Mgal)	Electricity Intensity Factor For Wastewater Treatment (kWh/Mgal)		
Project Site		9727	111	1272	1911		

Sources and Assumptions:

- Electricity Intensity Factors - California Emissions Estimator Model (CalEEMod).
- Estimated construction water use assumed to be generally equivalent to landscape irrigation, based on a factor of 20.94 gallons per year per square foot of landscaped area within the Los Angeles area (Mediterranean climate), which assumes high water demand landscaping materials and an irrigation system efficiency of 85%. Factor is therefore $(20.94 \text{ GAL/SF/year}) \times (43,560 \text{ SF/acre}) / (365 \text{ days/year}) / (0.85) = 2,940 \text{ gallons/acre/day}$, rounded up to 3,000 gallons/acre/day. (U.S. Department of Energy, Energy Efficiency & Renewable Energy, Federal Energy Management Program. "Guidelines for Estimating Unmetered Landscaping Water Use." July 2010. Page 12, Table 4 - Annual Irrigation Factor – Landscaped Areas with High Water Requirements).

Utility Provider: LADWP

Year	RPS Mandate	Electricity Emission Factor (MT CO2/MWh)	Electricity Emission Factor (lbs CO2/MWh)	lbs/metric ton 2204.623	
Base	Base		0.5328	1174.64949	
2016	29.00%	0.378296486	834.00113	CH4 lbs/MWh	
Base	0%	0.5328	1174.6495	N2O lbs/MWh	
2016	29%	0.3783	834.0011	0.029	
4%	2017	30%	0.3712	818.3391	0.006
1.333%	2018	32%	0.3641	802.6771	MT/MWh
11%	2019	33.00%	0.3570	787.0152	1.31542E-05
2.750%	2020	35.75%	0.3423	754.7123	2.72155E-06
2.750%	2021	38.50%	0.3277	722.4094	
2.750%	2022	41.25%	0.3130	690.1066	
	2023	44.00%	0.2984	657.8037	
2.667%	2024	46.67%	0.2842	626.4797	
2.667%	2025	49.33%	0.2700	595.1557	
	2026	52.00%	0.2557	563.8318	
2.67%	2027	54.67%	0.2415	532.5078	
2.67%	2028	57.33%	0.2273	501.1838	
	2029	60.00%	0.2131	469.8598	
2.67%	2030	62.7%	0.1989	438.5358	
2.67%	2031	65.3%	0.1847	407.2118	
2.67%	2032	68.0%	0.1705	375.8878	
2.67%	2033	70.7%	0.1563	344.5638	
2.67%	2034	73.3%	0.1421	313.2399	
2.67%	2035	76.0%	0.1279	281.9159	
2.67%	2036	78.7%	0.1137	250.5919	
2.67%	2037	81.3%	0.0995	219.2679	
2.67%	2038	84.0%	0.0852	187.9439	
2.67%	2039	86.7%	0.0710	156.6199	
2.67%	2040	89.3%	0.0568	125.2959	
2.67%	2041	92.0%	0.0426	93.9720	
2.67%	2042	94.7%	0.0284	62.6480	
2.67%	2043	97.3%	0.0142	31.3240	
2.67%	2044	100%	0	0	
0.00%	2045	100%	0	0	
0.00%	2046	100%	0	0	
0.00%	2047	100%	0	0	
0.00%	2048	100%	0	0	
0.00%	2049	100%	0	0	
0.00%	2050	100%	0	0	
0.00%	2051	100%	0	0	
0.00%	2052	100%	0	0	
	2053	100%	0	0	

¹ Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, December 2017. https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-integratedresourceplanning/a-p-irp-documents?_adf.ctrl-state=7vm6k5c6e_4&_afLoop=401204849008238

² LADWP 2016 Power Content Label https://ww2.energy.ca.gov/pcl/labels/2016_labels/Los_Angeles_Department_of_Water_and_Power.pdf

³ SB-100 California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180

Appendix D

Energy Calculations



**St Andrews
Construction Energy Analysis**

Fuel Consumption Summary

Category	Value
Diesel fuel for heavy-duty construction equipment (gal)	4,402
Diesel fuel for Haul Trucks (gal)	6,998
Gasoline Fuel for Vendor Trucks (gal)	372
Gasoline fuel for workers (gal)	1,243
Electricity for heavy-duty construction equipment (MWh)	0
Water Conveyance for Dust Control (MWh)	4.2
Construction Office (MWh)	4.8
Total Diesel Consumption	11,400
Total Gasoline Consumption	1,615
Total Electricity Consumption	9
Construction Phase Duration (years)	0.4
Annual Average Gallons Diesel	11,400
Annual Average Gallons Gasoline	1,615
Annual Average Electricity	9

Source	Diesel (gal)	Gas (gal)	Electricity (MWh)
Off-Road Equipment	4,402	-	0
Haul	6,998	-	-
Worker/Vendor	-	1,615	-
Water Conveyance for Dust Control	-	-	4.2
Construction Office	-	-	4.8
Total Project Energy Consumption	11,400	1,615	9
Annual Average Gallons Diesel	11,400	-	
Annual Average Gallons Gasoline	-	1,615	
Annual Average Electricity	-	-	9
Los Angeles County Fuel Consumption		State Fuel Consumption	
Diesel	Gas	Diesel	Gas
530,000,000	3,640,000,000	3,337,500,000	15,471,000,000
0.002%	0.00004%	0.0003%	0.000010%

- California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2018
https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/2010-2018_A15_Results.xlsx

Diesel is adjusted to account for retail (48%) and non-retail (52%) diesel sales.

St Andrews
Construction Energy Analysis

Off-Road Equipment

Equipment ≤ 100 HP		
Parameter	Value	
pounds diesel fuel/hp-hr (lb/hp-hr): ¹	0.41	
diesel fuel density (lb/gal): ¹	7.11	
diesel gallons/hp-hr (gal/hp-hr):	0.06	
Total hp-hr :	42,502	
Total diesel consumption (gal):	2,439	

Equipment > 100 HP		
Parameter	Value	
pounds diesel fuel/hp-hr (lb/hp-hr): ¹	0.37	
diesel fuel density (lb/gal): ¹	7.11	
diesel gallons/hp-hr (gal/hp-hr):	0.05	
Total hp-hr:	38,011	
Total diesel gallons:	1,962	

Total diesel gallons (off-road equipment): 4,402

[1. 2017 Off-road Diesel Emission Factors, cells B30 and B31](#)

Subphase	Equipment	# of Equipment	Hours/ Day	HP	Load Factor	Days	Total hp-hr
Mobilize	Generator Sets	1	8	84	0.74	5	2,486
Remediation	Generator Sets	1	8	84	0.74	52	25,859
Install Fencing	Bore/Drill Rigs	1	8	221	0.50	5	4,420
Salvage Materials	Crawler Tractors	1	8	212	0.43	5	3,646
Remove Wood Framing	Crawler Tractors	1	8	212	0.43	10	7,293
Remove Walls	Crawler Tractors	1	8	212	0.43	15	10,939
Remove Foundation	Air Compressors	1	8	78	0.48	10	2,995
Remove Foundation	Crawler Tractors	1	8	212	0.43	10	7,293
Remove Foundation	Generator Sets	2	8	84	0.74	10	9,946
Backfill	Rollers	1	8	80	0.38	5	1,216
Clean Up	Bore/Drill Rigs	1	8	221	0.50	5	4,420
Total ≤ 100							42,502
Total >100							38,011

Construction Energy Analysis

Temporary Construction Trailer - Electricity

Land Use	Square Feet	kWh/sq ft			Annual kWh	Annual MWh	Total MWh
		Title 24 Electricity	Non-Title 24 Electricity	Lighting Electricity			
General Office	1,000	4.60	4.62	3.77	12,990	13.0	4.8

Assumptions and Sources:

- CalEEMod 2016.3.2 default emission factors used to estimate energy use for temporary construction office
- Construction offices assumed to total 1,000 square feet

**Construction Energy Analysis
Construction Water Energy Estimates**

Source	Acres	Construction Water Use per Day (Mgal)	Days of Water Use	Total Construction Water Use (Mgal)	Total Electricity Demand from Water Demand (MWh)
Project Site	1.1	0.0033	98	0.323	4.2
CalEEMod Water Electricity Factors		Electricity Intensity Factor To Supply (kWh/Mgal)	Electricity Intensity Factor To Treat (kWh/Mgal)	Electricity Intensity Factor To Distribute (kWh/Mgal)	Electricity Intensity Factor For Wastewater Treatment (kWh/Mgal)
		9727	111	1272	1911

Sources and Assumptions:

-Electricity Intensity Factors - California Emissions Estimator Model (CalEEMod).

-Estimated construction water use assumed to be generally equivalent to landscape irrigation, based on a factor of 20.94 gallons per year per square foot of landscaped area within the Los Angeles area (Mediterranean climate), which assumes high water demand landscaping materials and an irrigation system efficiency of 85%. Factor is therefore $(20.94 \text{ GAL/SF/year}) \times (43,560 \text{ SF/acre}) / (365 \text{ days/year}) / (0.85) = 2,940 \text{ gallons/acre/day}$, rounded up to 3,000 gallons/acre/day.

(U.S. Department of Energy, Energy Efficiency & Renewable Energy, Federal Energy Management Program. "Guidelines for Estimating Unmetered Landscaping Water Use." July 2010. Page 12, Table 4 - Annual Irrigation Factor – Landscaped Areas with High Water Requirements).

St Andrews
Total On-Road Fuel Consumption

St Andrews
Total On-Road Fuel Consumption

	gal/mile	gal/min
2021Hauling Hauling	0.15613658	1.50968E-05
2021Vendor Vendor	0.20107873	8.33693E-06
2021Worker Worker	0.03742093	2.06198E-06
2022Hauling Hauling	0.15194685	1.49226E-05
2022Vendor Vendor	0.19805586	8.21077E-06
2022Worker Worker	0.03636982	2.00421E-06
2023Hauling Hauling	0.14312318	1.42709E-05
2023Vendor Vendor	0.19528848	8.09529E-06
2023Worker Worker	0.03532451	1.94677E-06
2024Hauling Hauling	0.14107785	1.41309E-05
2024Vendor Vendor	0.19228977	7.5994E-06
2024Worker Worker	0.03445725	1.96264E-06

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Idling per Day (minutes)	Regional Emissions (gallons)			
						gal/mile	gal/min	gal/day	Total Gallons/yr
<u>Mobilize and Cap Utilities</u>	2021								
Total Haul Trips	0								
Hauling	0	5	8	8.5	15	0.16	1.51E-05	0	0
Vendor	2	5	8	6.9	15	0.20	8.34E-06	3	14
Worker	20	5	8	14.7	0	0.04	2.06E-06	11	55
<u>Hazmat Remediation</u>	2021								
Total Haul Trips	1560								
Hauling	30	52	8	24.1	15	0.16	1.51E-05	113	5,870
Vendor	4	52	8	6.9	15	0.20	8.34E-06	6	289
Worker	20	52	8	14.7	0	0.04	2.06E-06	11	572
<u>Install Pedestrian Protection and</u>	2021								
Total Haul Trips	0								
Hauling	0	5	8	8.5	15	0.16	1.51E-05	0	0
Vendor	4	5	8	6.9	15	0.20	8.34E-06	6	28
Worker	20	5	8	14.7	0	0.04	2.06E-06	11	55
<u>Salvage Materials</u>	2021								
Total Haul Trips	50								
Hauling	10	5	8	8.5	15	0.16	1.51E-05	13	66
Vendor	0	5	8	6.9	15	0.20	8.34E-06	0	0
Worker	20	5	8	14.7	0	0.04	2.06E-06	11	55
<u>Remove wood framing</u>	2021								
Total Haul Trips	300								
Hauling	30	10	8	8.5	15	0.16	1.51E-05	40	398
Vendor	0	10	8	6.9	15	0.20	8.34E-06	0	0
Worker	20	10	8	14.7	0	0.04	2.06E-06	11	110
<u>Remove Walls</u>	2021								
Total Haul Trips	300								
Hauling	20	15	8	8.5	15	0.16	1.51E-05	27	398
Vendor	0	15	8	6.9	15	0.20	8.34E-06	0	0
Worker	20	15	8	14.7	0	0.04	2.06E-06	11	165
<u>Remove Foundation</u>	2021								
Total Haul Trips	200								
Hauling	20	10	8	8.5	15	0.16	1.51E-05	27	265
Vendor	0	10	8	6.9	15	0.20	8.34E-06	0	0
Worker	20	10	8	14.7	0	0.04	2.06E-06	11	110
<u>Backfill and Minor Regarding</u>	2021								
Total Haul Trips	0								
Hauling	0	5	8	8.5	15	0.16	1.51E-05	0	0
Vendor	4	5	8	6.9	15	0.20	8.34E-06	6	28
Worker	20	5	8	14.7	0	0.04	2.06E-06	11	55
<u>Clean up/remove predistrian prc</u>	2021								
Total Haul Trips	0								
Hauling	0	5	8	8.5	15	0.16	1.51E-05	0	0
Vendor	2	5	8	6.9	15	0.20	8.34E-06	3	14
Worker	20	5	8	14.7	0	0.04	2.06E-06	11	55
<u>Demolition Finish</u>	2021								
Total Haul Trips	0								
Hauling	0	1	8	8.5	15	0.16	1.51E-05	0	0
Vendor	0	1	8	6.9	15	0.20	8.34E-06	0	0
Worker	20	1	8	14.7	0	0.04	2.06E-06	11	11

Appendix E

CalEEMod Output



tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblTripsAndVMT	HaulingTripNumber	15.00	0.00
tblTripsAndVMT	HaulingTripNumber	92.00	0.00
tblTripsAndVMT	HaulingTripNumber	92.00	0.00
tblTripsAndVMT	HaulingTripNumber	61.00	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Mobilize	Demolition	8/1/2021	8/8/2021	5	5	
2	Remediation	Demolition	8/9/2021	10/19/2021	5	52	
3	Install Fencing	Demolition	10/20/2021	10/26/2021	5	5	
4	Salvage Materials	Demolition	10/20/2021	10/26/2021	5	5	
5	Remove Wood Framing	Demolition	10/27/2021	11/9/2021	5	10	
6	Remove Walls	Demolition	10/27/2021	11/16/2021	5	15	
7	Remove Foundation	Demolition	11/17/2021	11/30/2021	5	10	
8	Backfill	Demolition	12/1/2021	12/7/2021	5	5	
9	Clean Up	Demolition	12/8/2021	12/14/2021	5	5	
10	Finish	Demolition	12/15/2021	12/15/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Mobilize	Concrete/Industrial Saws	0	8.00	81	0.73
Mobilize	Generator Sets	1	8.00	84	0.74
Mobilize	Rubber Tired Dozers	0	8.00	247	0.40
Mobilize	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Remediation	Concrete/Industrial Saws	0	8.00	81	0.73
Remediation	Generator Sets	1	8.00	84	0.74

Remediation	Graders	0	8.00	187	0.41
Remediation	Rubber Tired Dozers	0	7.00	247	0.40
Remediation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Install Fencing	Bore/Drill Rigs	1	8.00	221	0.50
Install Fencing	Concrete/Industrial Saws	0	8.00	81	0.73
Install Fencing	Graders	0	6.00	187	0.41
Install Fencing	Rubber Tired Dozers	0	6.00	247	0.40
Install Fencing	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Salvage Materials	Concrete/Industrial Saws	0	8.00	81	0.73
Salvage Materials	Cranes	0	6.00	231	0.29
Salvage Materials	Crawler Tractors	1	8.00	212	0.43
Salvage Materials	Forklifts	0	6.00	89	0.20
Salvage Materials	Generator Sets	0	8.00	84	0.74
Salvage Materials	Rubber Tired Dozers	0	8.00	247	0.40
Salvage Materials	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Salvage Materials	Welders	0	8.00	46	0.45
Remove Wood Framing	Cement and Mortar Mixers	0	6.00	9	0.56
Remove Wood Framing	Concrete/Industrial Saws	0	8.00	81	0.73
Remove Wood Framing	Crawler Tractors	1	8.00	212	0.43
Remove Wood Framing	Pavers	0	6.00	130	0.42
Remove Wood Framing	Paving Equipment	0	8.00	132	0.36
Remove Wood Framing	Rollers	0	7.00	80	0.38
Remove Wood Framing	Rubber Tired Dozers	0	8.00	247	0.40
Remove Wood Framing	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Remove Walls	Air Compressors	0	6.00	78	0.48
Remove Walls	Concrete/Industrial Saws	0	8.00	81	0.73
Remove Walls	Crawler Tractors	1	8.00	212	0.43
Remove Walls	Rubber Tired Dozers	0	8.00	247	0.40
Remove Walls	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Remove Foundation	Air Compressors	1	8.00	78	0.48

Remove Foundation	Concrete/Industrial Saws	0	8.00	81	0.73
Remove Foundation	Crawler Tractors	1	8.00	212	0.43
Remove Foundation	Generator Sets	2	8.00	84	0.74
Remove Foundation	Rubber Tired Dozers	0	8.00	247	0.40
Remove Foundation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Backfill	Concrete/Industrial Saws	0	8.00	81	0.73
Backfill	Rollers	1	8.00	80	0.38
Backfill	Rubber Tired Dozers	0	8.00	247	0.40
Backfill	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Clean Up	Bore/Drill Rigs	1	8.00	221	0.50
Clean Up	Concrete/Industrial Saws	0	8.00	81	0.73
Clean Up	Rubber Tired Dozers	0	8.00	247	0.40
Clean Up	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Finish	Concrete/Industrial Saws	0	8.00	81	0.73
Finish	Rubber Tired Dozers	0	8.00	247	0.40
Finish	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Mobilize	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Remediation	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Install Fencing	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Salvage Materials	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Remove Wood Framing	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Remove Walls	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Remove Foundation	4	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Backfill	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Clean Up	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Finish	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Mobilize - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677		623.0346	623.0346	0.0318		623.8294
Total	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677		623.0346	623.0346	0.0318		623.8294

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677	0.0000	623.0346	623.0346	0.0318		623.8294
Total	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677	0.0000	623.0346	623.0346	0.0318		623.8294

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.3 Remediation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677		623.0346	623.0346	0.0318			623.8294
Total	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677		623.0346	623.0346	0.0318			623.8294

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677	0.0000	623.0346	623.0346	0.0318		623.8294
Total	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677	0.0000	623.0346	623.0346	0.0318		623.8294

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.4 Install Fencing - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843		912.0624	912.0624	0.2950		919.4369
Total	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843		912.0624	912.0624	0.2950		919.4369

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843	0.0000	912.0624	912.0624	0.2950		919.4369
Total	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843	0.0000	912.0624	912.0624	0.2950		919.4369

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.5 Salvage Materials - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					0.6634	0.0000	0.6634	0.1004	0.0000	0.1004			0.0000				0.0000
Off-Road	0.5509	6.9681	2.4351	7.8500e-003		0.2622	0.2622		0.2412	0.2412		760.3620	760.3620	0.2459			766.5100
Total	0.5509	6.9681	2.4351	7.8500e-003	0.6634	0.2622	0.9255	0.1004	0.2412	0.3416		760.3620	760.3620	0.2459			766.5100

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2587	0.0000	0.2587	0.0392	0.0000	0.0392			0.0000			0.0000
Off-Road	0.5509	6.9681	2.4351	7.8500e-003		0.2622	0.2622		0.2412	0.2412	0.0000	760.3620	760.3620	0.2459		766.5100
Total	0.5509	6.9681	2.4351	7.8500e-003	0.2587	0.2622	0.5209	0.0392	0.2412	0.2804	0.0000	760.3620	760.3620	0.2459		766.5100

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.6 Remove Wood Framing - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9880	0.0000	1.9880	0.3010	0.0000	0.3010			0.0000			0.0000
Off-Road	0.5509	6.9681	2.4351	7.8500e-003		0.2622	0.2622		0.2412	0.2412		760.3620	760.3620	0.2459		766.5100
Total	0.5509	6.9681	2.4351	7.8500e-003	1.9880	0.2622	2.2501	0.3010	0.2412	0.5422		760.3620	760.3620	0.2459		766.5100

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7753	0.0000	0.7753	0.1174	0.0000	0.1174			0.0000			0.0000
Off-Road	0.5509	6.9681	2.4351	7.8500e-003		0.2622	0.2622		0.2412	0.2412	0.0000	760.3620	760.3620	0.2459		766.5100
Total	0.5509	6.9681	2.4351	7.8500e-003	0.7753	0.2622	1.0375	0.1174	0.2412	0.3586	0.0000	760.3620	760.3620	0.2459		766.5100

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.7 Remove Walls - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					1.3253	0.0000	1.3253	0.2007	0.0000	0.2007			0.0000				0.0000
Off-Road	0.5509	6.9681	2.4351	7.8500e-003		0.2622	0.2622		0.2412	0.2412		760.3620	760.3620	0.2459			766.5100
Total	0.5509	6.9681	2.4351	7.8500e-003	1.3253	0.2622	1.5875	0.2007	0.2412	0.4419		760.3620	760.3620	0.2459			766.5100

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5169	0.0000	0.5169	0.0783	0.0000	0.0783			0.0000			0.0000
Off-Road	0.5509	6.9681	2.4351	7.8500e-003		0.2622	0.2622		0.2412	0.2412	0.0000	760.3620	760.3620	0.2459		766.5100
Total	0.5509	6.9681	2.4351	7.8500e-003	0.5169	0.2622	0.7790	0.0783	0.2412	0.3195	0.0000	760.3620	760.3620	0.2459		766.5100

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.8 Remove Foundation - 2021
Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.3246	0.0000	1.3246	0.2006	0.0000	0.2006			0.0000			0.0000
Off-Road	1.5576	15.3362	12.2279	0.0250		0.7231	0.7231		0.7021	0.7021		2,381.6952	2,381.6952	0.3353		2,390.0766
Total	1.5576	15.3362	12.2279	0.0250	1.3246	0.7231	2.0477	0.2006	0.7021	0.9027		2,381.6952	2,381.6952	0.3353		2,390.0766

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5166	0.0000	0.5166	0.0782	0.0000	0.0782			0.0000			0.0000
Off-Road	1.5576	15.3362	12.2279	0.0250		0.7231	0.7231		0.7021	0.7021	0.0000	2,381.6952	2,381.6952	0.3353		2,390.0766
Total	1.5576	15.3362	12.2279	0.0250	0.5166	0.7231	1.2397	0.0782	0.7021	0.7803	0.0000	2,381.6952	2,381.6952	0.3353		2,390.0766

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.9 Backfill - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	0.1895	1.9242	1.8804	2.6200e-003		0.1176	0.1176		0.1082	0.1082		254.0889	254.0889	0.0822			256.1433
Total	0.1895	1.9242	1.8804	2.6200e-003		0.1176	0.1176		0.1082	0.1082		254.0889	254.0889	0.0822			256.1433

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1895	1.9242	1.8804	2.6200e-003		0.1176	0.1176		0.1082	0.1082	0.0000	254.0889	254.0889	0.0822		256.1433
Total	0.1895	1.9242	1.8804	2.6200e-003		0.1176	0.1176		0.1082	0.1082	0.0000	254.0889	254.0889	0.0822		256.1433

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.10 Clean Up - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843		912.0624	912.0624	0.2950			919.4369
Total	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843		912.0624	912.0624	0.2950			919.4369

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843	0.0000	912.0624	912.0624	0.2950		919.4369
Total	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843	0.0000	912.0624	912.0624	0.2950		919.4369

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.11 Finish - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000

St. Andrews - Los Angeles-South Coast County, Winter

St. Andrews
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	64.43	1000sqft	1.10	64,434.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - see construction assumptions

Construction Phase - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
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tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblTripsAndVMT	HaulingTripNumber	15.00	0.00
tblTripsAndVMT	HaulingTripNumber	92.00	0.00
tblTripsAndVMT	HaulingTripNumber	92.00	0.00
tblTripsAndVMT	HaulingTripNumber	61.00	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Mobilize	Demolition	8/1/2021	8/8/2021	5	5	
2	Remediation	Demolition	8/9/2021	10/19/2021	5	52	
3	Install Fencing	Demolition	10/20/2021	10/26/2021	5	5	
4	Salvage Materials	Demolition	10/20/2021	10/26/2021	5	5	
5	Remove Wood Framing	Demolition	10/27/2021	11/9/2021	5	10	
6	Remove Walls	Demolition	10/27/2021	11/16/2021	5	15	
7	Remove Foundation	Demolition	11/17/2021	11/30/2021	5	10	
8	Backfill	Demolition	12/1/2021	12/7/2021	5	5	
9	Clean Up	Demolition	12/8/2021	12/14/2021	5	5	
10	Finish	Demolition	12/15/2021	12/15/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Mobilize	Concrete/Industrial Saws	0	8.00	81	0.73
Mobilize	Generator Sets	1	8.00	84	0.74
Mobilize	Rubber Tired Dozers	0	8.00	247	0.40
Mobilize	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Remediation	Concrete/Industrial Saws	0	8.00	81	0.73
Remediation	Generator Sets	1	8.00	84	0.74

Remediation	Graders	0	8.00	187	0.41
Remediation	Rubber Tired Dozers	0	7.00	247	0.40
Remediation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Install Fencing	Bore/Drill Rigs	1	8.00	221	0.50
Install Fencing	Concrete/Industrial Saws	0	8.00	81	0.73
Install Fencing	Graders	0	6.00	187	0.41
Install Fencing	Rubber Tired Dozers	0	6.00	247	0.40
Install Fencing	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Salvage Materials	Concrete/Industrial Saws	0	8.00	81	0.73
Salvage Materials	Cranes	0	6.00	231	0.29
Salvage Materials	Crawler Tractors	1	8.00	212	0.43
Salvage Materials	Forklifts	0	6.00	89	0.20
Salvage Materials	Generator Sets	0	8.00	84	0.74
Salvage Materials	Rubber Tired Dozers	0	8.00	247	0.40
Salvage Materials	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Salvage Materials	Welders	0	8.00	46	0.45
Remove Wood Framing	Cement and Mortar Mixers	0	6.00	9	0.56
Remove Wood Framing	Concrete/Industrial Saws	0	8.00	81	0.73
Remove Wood Framing	Crawler Tractors	1	8.00	212	0.43
Remove Wood Framing	Pavers	0	6.00	130	0.42
Remove Wood Framing	Paving Equipment	0	8.00	132	0.36
Remove Wood Framing	Rollers	0	7.00	80	0.38
Remove Wood Framing	Rubber Tired Dozers	0	8.00	247	0.40
Remove Wood Framing	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Remove Walls	Air Compressors	0	6.00	78	0.48
Remove Walls	Concrete/Industrial Saws	0	8.00	81	0.73
Remove Walls	Crawler Tractors	1	8.00	212	0.43
Remove Walls	Rubber Tired Dozers	0	8.00	247	0.40
Remove Walls	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Remove Foundation	Air Compressors	1	8.00	78	0.48

Remove Foundation	Concrete/Industrial Saws	0	8.00	81	0.73
Remove Foundation	Crawler Tractors	1	8.00	212	0.43
Remove Foundation	Generator Sets	2	8.00	84	0.74
Remove Foundation	Rubber Tired Dozers	0	8.00	247	0.40
Remove Foundation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Backfill	Concrete/Industrial Saws	0	8.00	81	0.73
Backfill	Rollers	1	8.00	80	0.38
Backfill	Rubber Tired Dozers	0	8.00	247	0.40
Backfill	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Clean Up	Bore/Drill Rigs	1	8.00	221	0.50
Clean Up	Concrete/Industrial Saws	0	8.00	81	0.73
Clean Up	Rubber Tired Dozers	0	8.00	247	0.40
Clean Up	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Finish	Concrete/Industrial Saws	0	8.00	81	0.73
Finish	Rubber Tired Dozers	0	8.00	247	0.40
Finish	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Mobilize	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Remediation	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Install Fencing	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Salvage Materials	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Remove Wood Framing	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Remove Walls	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Remove Foundation	4	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Backfill	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Clean Up	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Finish	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Mobilize - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677		623.0346	623.0346	0.0318		623.8294
Total	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677		623.0346	623.0346	0.0318		623.8294

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677	0.0000	623.0346	623.0346	0.0318		623.8294
Total	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677	0.0000	623.0346	623.0346	0.0318		623.8294

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.3 Remediation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677		623.0346	623.0346	0.0318		623.8294
Total	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677		623.0346	623.0346	0.0318		623.8294

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677	0.0000	623.0346	623.0346	0.0318		623.8294
Total	0.3574	3.1662	3.6847	6.5800e-003		0.1677	0.1677		0.1677	0.1677	0.0000	623.0346	623.0346	0.0318		623.8294

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.4 Install Fencing - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843		912.0624	912.0624	0.2950		919.4369
Total	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843		912.0624	912.0624	0.2950		919.4369

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843	0.0000	912.0624	912.0624	0.2950		919.4369
Total	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843	0.0000	912.0624	912.0624	0.2950		919.4369

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.5 Salvage Materials - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					0.6634	0.0000	0.6634	0.1004	0.0000	0.1004			0.0000				0.0000
Off-Road	0.5509	6.9681	2.4351	7.8500e-003		0.2622	0.2622		0.2412	0.2412		760.3620	760.3620	0.2459			766.5100
Total	0.5509	6.9681	2.4351	7.8500e-003	0.6634	0.2622	0.9255	0.1004	0.2412	0.3416		760.3620	760.3620	0.2459			766.5100

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2587	0.0000	0.2587	0.0392	0.0000	0.0392			0.0000			0.0000
Off-Road	0.5509	6.9681	2.4351	7.8500e-003		0.2622	0.2622		0.2412	0.2412	0.0000	760.3620	760.3620	0.2459		766.5100
Total	0.5509	6.9681	2.4351	7.8500e-003	0.2587	0.2622	0.5209	0.0392	0.2412	0.2804	0.0000	760.3620	760.3620	0.2459		766.5100

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.6 Remove Wood Framing - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					1.9880	0.0000	1.9880	0.3010	0.0000	0.3010			0.0000				0.0000
Off-Road	0.5509	6.9681	2.4351	7.8500e-003		0.2622	0.2622		0.2412	0.2412		760.3620	760.3620	0.2459			766.5100
Total	0.5509	6.9681	2.4351	7.8500e-003	1.9880	0.2622	2.2501	0.3010	0.2412	0.5422		760.3620	760.3620	0.2459			766.5100

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7753	0.0000	0.7753	0.1174	0.0000	0.1174			0.0000			0.0000
Off-Road	0.5509	6.9681	2.4351	7.8500e-003		0.2622	0.2622		0.2412	0.2412	0.0000	760.3620	760.3620	0.2459		766.5100
Total	0.5509	6.9681	2.4351	7.8500e-003	0.7753	0.2622	1.0375	0.1174	0.2412	0.3586	0.0000	760.3620	760.3620	0.2459		766.5100

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.7 Remove Walls - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					1.3253	0.0000	1.3253	0.2007	0.0000	0.2007			0.0000				0.0000
Off-Road	0.5509	6.9681	2.4351	7.8500e-003		0.2622	0.2622		0.2412	0.2412		760.3620	760.3620	0.2459			766.5100
Total	0.5509	6.9681	2.4351	7.8500e-003	1.3253	0.2622	1.5875	0.2007	0.2412	0.4419		760.3620	760.3620	0.2459			766.5100

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5169	0.0000	0.5169	0.0783	0.0000	0.0783			0.0000			0.0000
Off-Road	0.5509	6.9681	2.4351	7.8500e-003		0.2622	0.2622		0.2412	0.2412	0.0000	760.3620	760.3620	0.2459		766.5100
Total	0.5509	6.9681	2.4351	7.8500e-003	0.5169	0.2622	0.7790	0.0783	0.2412	0.3195	0.0000	760.3620	760.3620	0.2459		766.5100

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.8 Remove Foundation - 2021
Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.3246	0.0000	1.3246	0.2006	0.0000	0.2006			0.0000			0.0000
Off-Road	1.5576	15.3362	12.2279	0.0250		0.7231	0.7231		0.7021	0.7021		2,381.6952	2,381.6952	0.3353		2,390.0766
Total	1.5576	15.3362	12.2279	0.0250	1.3246	0.7231	2.0477	0.2006	0.7021	0.9027		2,381.6952	2,381.6952	0.3353		2,390.0766

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5166	0.0000	0.5166	0.0782	0.0000	0.0782			0.0000			0.0000
Off-Road	1.5576	15.3362	12.2279	0.0250		0.7231	0.7231		0.7021	0.7021	0.0000	2,381.6952	2,381.6952	0.3353		2,390.0766
Total	1.5576	15.3362	12.2279	0.0250	0.5166	0.7231	1.2397	0.0782	0.7021	0.7803	0.0000	2,381.6952	2,381.6952	0.3353		2,390.0766

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.9 Backfill - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1895	1.9242	1.8804	2.6200e-003		0.1176	0.1176		0.1082	0.1082		254.0889	254.0889	0.0822		256.1433
Total	0.1895	1.9242	1.8804	2.6200e-003		0.1176	0.1176		0.1082	0.1082		254.0889	254.0889	0.0822		256.1433

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1895	1.9242	1.8804	2.6200e-003		0.1176	0.1176		0.1082	0.1082	0.0000	254.0889	254.0889	0.0822		256.1433
Total	0.1895	1.9242	1.8804	2.6200e-003		0.1176	0.1176		0.1082	0.1082	0.0000	254.0889	254.0889	0.0822		256.1433

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.10 Clean Up - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843		912.0624	912.0624	0.2950		919.4369
Total	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843		912.0624	912.0624	0.2950		919.4369

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843	0.0000	912.0624	912.0624	0.2950		919.4369
Total	0.2582	3.0228	2.0740	9.4300e-003		0.0916	0.0916		0.0843	0.0843	0.0000	912.0624	912.0624	0.2950		919.4369

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.11 Finish - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

St. Andrews - Los Angeles-South Coast County, Annual

St. Andrews
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	64.43	1000sqft	1.10	64,434.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - see construction assumptions

Construction Phase - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

Off-road Equipment - see construction assumptions

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
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tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblTripsAndVMT	HaulingTripNumber	15.00	0.00
tblTripsAndVMT	HaulingTripNumber	92.00	0.00
tblTripsAndVMT	HaulingTripNumber	92.00	0.00
tblTripsAndVMT	HaulingTripNumber	61.00	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00

tblTripsAndVMT	WorkerTripNumber	3.00	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00
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tblTripsAndVMT	WorkerTripNumber	10.00	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00
tblTripsAndVMT	WorkerTripNumber	3.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0280	0.2914	0.2178	4.8000e-004	0.0282	0.0131	0.0412	4.2600e-003	0.0126	0.0169	0.0000	41.9717	41.9717	7.2100e-003	0.0000	42.1521
Maximum	0.0280	0.2914	0.2178	4.8000e-004	0.0282	0.0131	0.0412	4.2600e-003	0.0126	0.0169	0.0000	41.9717	41.9717	7.2100e-003	0.0000	42.1521

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0280	0.2914	0.2178	4.8000e-004	0.0110	0.0131	0.0241	1.6600e-003	0.0126	0.0143	0.0000	41.9717	41.9717	7.2100e-003	0.0000	42.1520
Maximum	0.0280	0.2914	0.2178	4.8000e-004	0.0110	0.0131	0.0241	1.6600e-003	0.0126	0.0143	0.0000	41.9717	41.9717	7.2100e-003	0.0000	42.1520

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	61.01	0.00	41.66	61.03	0.00	15.42	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	8-1-2021	9-30-2021	0.0768	0.0768
		Highest	0.0768	0.0768

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Mobilize	Demolition	8/1/2021	8/8/2021	5	5	
2	Remediation	Demolition	8/9/2021	10/19/2021	5	52	
3	Install Fencing	Demolition	10/20/2021	10/26/2021	5	5	
4	Salvage Materials	Demolition	10/20/2021	10/26/2021	5	5	
5	Remove Wood Framing	Demolition	10/27/2021	11/9/2021	5	10	
6	Remove Walls	Demolition	10/27/2021	11/16/2021	5	15	
7	Remove Foundation	Demolition	11/17/2021	11/30/2021	5	10	
8	Backfill	Demolition	12/1/2021	12/7/2021	5	5	
9	Clean Up	Demolition	12/8/2021	12/14/2021	5	5	
10	Finish	Demolition	12/15/2021	12/15/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Mobilize	Concrete/Industrial Saws	0	8.00	81	0.73
Mobilize	Generator Sets	1	8.00	84	0.74
Mobilize	Rubber Tired Dozers	0	8.00	247	0.40
Mobilize	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Remediation	Concrete/Industrial Saws	0	8.00	81	0.73
Remediation	Generator Sets	1	8.00	84	0.74
Remediation	Graders	0	8.00	187	0.41
Remediation	Rubber Tired Dozers	0	7.00	247	0.40
Remediation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Install Fencing	Bore/Drill Rigs	1	8.00	221	0.50
Install Fencing	Concrete/Industrial Saws	0	8.00	81	0.73
Install Fencing	Graders	0	6.00	187	0.41
Install Fencing	Rubber Tired Dozers	0	6.00	247	0.40
Install Fencing	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Salvage Materials	Concrete/Industrial Saws	0	8.00	81	0.73
Salvage Materials	Cranes	0	6.00	231	0.29
Salvage Materials	Crawler Tractors	1	8.00	212	0.43
Salvage Materials	Forklifts	0	6.00	89	0.20
Salvage Materials	Generator Sets	0	8.00	84	0.74
Salvage Materials	Rubber Tired Dozers	0	8.00	247	0.40
Salvage Materials	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Salvage Materials	Welders	0	8.00	46	0.45
Remove Wood Framing	Cement and Mortar Mixers	0	6.00	9	0.56
Remove Wood Framing	Concrete/Industrial Saws	0	8.00	81	0.73
Remove Wood Framing	Crawler Tractors	1	8.00	212	0.43
Remove Wood Framing	Pavers	0	6.00	130	0.42
Remove Wood Framing	Paving Equipment	0	8.00	132	0.36
Remove Wood Framing	Rollers	0	7.00	80	0.38

Remove Wood Framing	Rubber Tired Dozers	0	8.00	247	0.40
Remove Wood Framing	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Remove Walls	Air Compressors	0	6.00	78	0.48
Remove Walls	Concrete/Industrial Saws	0	8.00	81	0.73
Remove Walls	Crawler Tractors	1	8.00	212	0.43
Remove Walls	Rubber Tired Dozers	0	8.00	247	0.40
Remove Walls	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Remove Foundation	Air Compressors	1	8.00	78	0.48
Remove Foundation	Concrete/Industrial Saws	0	8.00	81	0.73
Remove Foundation	Crawler Tractors	1	8.00	212	0.43
Remove Foundation	Generator Sets	2	8.00	84	0.74
Remove Foundation	Rubber Tired Dozers	0	8.00	247	0.40
Remove Foundation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Backfill	Concrete/Industrial Saws	0	8.00	81	0.73
Backfill	Rollers	1	8.00	80	0.38
Backfill	Rubber Tired Dozers	0	8.00	247	0.40
Backfill	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Clean Up	Bore/Drill Rigs	1	8.00	221	0.50
Clean Up	Concrete/Industrial Saws	0	8.00	81	0.73
Clean Up	Rubber Tired Dozers	0	8.00	247	0.40
Clean Up	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Finish	Concrete/Industrial Saws	0	8.00	81	0.73
Finish	Rubber Tired Dozers	0	8.00	247	0.40
Finish	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Mobilize		1	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Remediation		1	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Install Fencing		1	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Salvage Materials		1	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Remove Wood Framing		1	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Remove Walls		1	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Remove Foundation		4	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Backfill		1	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Clean Up		1	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Finish		0	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Mobilize - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.9000e-004	7.9200e-003	9.2100e-003	2.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	1.4130	1.4130	7.0000e-005	0.0000	1.4148
Total	8.9000e-004	7.9200e-003	9.2100e-003	2.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	1.4130	1.4130	7.0000e-005	0.0000	1.4148

3.10 Clean Up - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.5000e-004	7.5600e-003	5.1800e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.1000e-004	2.1000e-004	0.0000	2.0685	2.0685	6.7000e-004	0.0000	2.0853
Total	6.5000e-004	7.5600e-003	5.1800e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.1000e-004	2.1000e-004	0.0000	2.0685	2.0685	6.7000e-004	0.0000	2.0853

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

Appendix F

EMFAC2017

St Andrews
Total On-Road Emissions

St Andrews
Total On-Road Emissions

Construction Phase	260 Max construction days per year					Regional Emissions (pounds/day)											(MT/yr) Total CO2e
	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Idling per Day (minutes)	ROG	NOX	CO	SO2	PM10	PM10 Exh	Total PM10	PM2.5	PM2.5 Exh	Total PM2.5		
Mobilize and Cap Utilities																	
Total Haul Trips	0																
Hauling	0	5	8	8.5	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	2	5	8	6.9	15	0.01	0.02	0.10	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.12	
Worker	20	5	8	14.7	0	0.02	0.08	0.90	0.00	0.22	0.00	0.22	0.06	0.00	0.06	0.51	
					Total	0.03	0.09	1.00	0.00	0.24	0.00	0.24	0.06	0.00	0.06	0.63	
Hazmat Remediation																	
Total Haul Trips	1560																
Hauling	30	52	8	24.1	15	0.38	9.07	3.45	0.03	0.63	0.08	0.71	0.17	0.08	0.25	71.05	
Vendor	4	52	8	6.9	15	0.01	0.03	0.20	0.00	0.03	0.00	0.03	0.01	0.00	0.01	2.53	
Worker	20	52	8	14.7	0	0.02	0.08	0.90	0.00	0.22	0.00	0.22	0.06	0.00	0.06	5.26	
					Total	0.41	9.19	4.54	0.03	0.88	0.08	0.97	0.24	0.08	0.32	78.84	
Install Pedestrian Protection and f																	
Total Haul Trips	0																
Hauling	0	5	8	8.5	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	4	5	8	6.9	15	0.01	0.03	0.20	0.00	0.03	0.00	0.03	0.01	0.00	0.01	0.24	
Worker	20	5	8	14.7	0	0.02	0.08	0.90	0.00	0.22	0.00	0.22	0.06	0.00	0.06	0.51	
					Total	0.03	0.11	1.10	0.00	0.25	0.00	0.25	0.07	0.00	0.07	0.75	
Salvage Materials																	
Total Haul Trips	50																
Hauling	10	5	8	8.5	15	0.08	1.60	0.91	0.00	0.07	0.01	0.08	0.02	0.01	0.03	1.04	
Vendor	0	5	8	6.9	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	20	5	8	14.7	0	0.02	0.08	0.90	0.00	0.22	0.00	0.22	0.06	0.00	0.06	0.51	
					Total	0.10	1.68	1.80	0.01	0.30	0.01	0.31	0.08	0.01	0.09	1.54	
Remove wood framing																	
Total Haul Trips	300																
Hauling	30	10	8	8.5	15	0.25	4.81	2.72	0.01	0.22	0.03	0.25	0.06	0.03	0.09	6.21	
Vendor	0	10	8	6.9	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	20	10	8	14.7	0	0.02	0.08	0.90	0.00	0.22	0.00	0.22	0.06	0.00	0.06	1.01	
					Total	0.27	4.89	3.62	0.01	0.45	0.03	0.48	0.12	0.03	0.15	7.23	
Remove Walls																	
Total Haul Trips	300																
Hauling	20	15	8	8.5	15	0.17	3.21	1.81	0.01	0.15	0.02	0.17	0.04	0.02	0.06	6.21	
Vendor	0	15	8	6.9	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	20	15	8	14.7	0	0.02	0.08	0.90	0.00	0.22	0.00	0.22	0.06	0.00	0.06	1.52	
					Total	0.19	3.29	2.71	0.01	0.37	0.02	0.39	0.10	0.02	0.12	7.73	
Remove Foundation																	
Total Haul Trips	200																
Hauling	20	10	8	8.5	15	0.17	3.21	1.81	0.01	0.15	0.02	0.17	0.04	0.02	0.06	4.14	
Vendor	0	10	8	6.9	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	20	10	8	14.7	0	0.02	0.08	0.90	0.00	0.22	0.00	0.22	0.06	0.00	0.06	1.01	
					Total	0.19	3.29	2.71	0.01	0.37	0.02	0.39	0.10	0.02	0.12	5.15	
Backfill and Minor Regarding																	
Total Haul Trips	0																
Hauling	0	5	8	8.5	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	4	5	8	6.9	15	0.01	0.03	0.20	0.00	0.03	0.00	0.03	0.01	0.00	0.01	0.24	
Worker	20	5	8	14.7	0	0.02	0.08	0.90	0.00	0.22	0.00	0.22	0.06	0.00	0.06	0.51	
					Total	0.03	0.11	1.10	0.00	0.25	0.00	0.25	0.07	0.00	0.07	0.75	
Clean up/remove predistrian prot																	
Total Haul Trips	0																
Hauling	0	5	8	8.5	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	2	5	8	6.9	15	0.01	0.02	0.10	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.12	
Worker	20	5	8	14.7	0	0.02	0.08	0.90	0.00	0.22	0.00	0.22	0.06	0.00	0.06	0.51	
					Total	0.03	0.09	1.00	0.00	0.24	0.00	0.24	0.06	0.00	0.06	0.63	
Demolition Finish																	
Total Haul Trips	0																
Hauling	0	1	8	8.5	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Vendor	0	1	8	6.9	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Worker	20	1	8	14.7	0	0.02	0.08	0.90	0.00	0.22	0.00	0.22	0.06	0.00	0.06	0.10	
					Total	0.02	0.08	0.90	0.00	0.22	0.00	0.22	0.06	0.00	0.06	0.10	

St Andrews
Running Emissions

	Running Emissions Factor (grams/mile)					Running Emissions Factor (grams/mile)				
	ROG	NOX	CO	SO2	PM10	PM2.5	CO2	CH4	N2O	
2021Hauling Hauling	0.12467436	4.127586075	0.70244559	0.01389473	0.04956172	0.04741766	1520.07529	0.08121693	0.2410944	
2021Vendor Vendor	0.08093428	0.554981947	2.06170637	0.01686134	0.00112003	0.00102983	1703.88651	0.01651996	0.0269033	
2021Worker Worker	0.01190184	0.119368372	1.3814767	0.00337499	0.00249649	0.00297979	341.581987	0.00779093	0.00901084	
2022Hauling Hauling	0.08103572	3.571515626	0.57499969	0.01347655	0.0279869	0.02677618	1477.43548	0.08019596	0.23446951	
2022Vendor Vendor	0.06611855	0.463489161	1.67432789	0.01660778	0.00111015	0.00102074	1678.26335	0.01363343	0.02329818	
2022Worker Worker	0.02769348	0.103685603	1.24375276	0.00326522	0.00231671	0.00213224	331.817663	0.00639899	0.00809466	
2023Hauling Hauling	0.02463044	2.696920068	0.45130496	0.01267644	0.01843607	0.0176385	1394.21089	0.07850131	0.22145577	
2023Vendor Vendor	0.05424952	0.388597755	1.3650529	0.01637551	0.00110885	0.00101955	1654.791777	0.0113181	0.02034106	
2023Worker Worker	0.02404095	0.090379039	1.12541139	0.00315756	0.00216549	0.00199205	322.790993	0.00566639	0.00731122	
2024Hauling Hauling	0.02438513	2.70726027	0.46548535	0.01247986	0.01859168	0.01778737	1374.48104	0.07922973	0.21840565	
2024Vendor Vendor	0.04525695	0.328014917	1.12544884	0.01612376	0.00112408	0.00103355	1629.35219	0.00956132	0.01795748	
2024Worker Worker	0.02126314	0.079650681	1.03425787	0.00306759	0.00206247	0.001898	316.086213	0.00500398	0.00667363	
GWP	N/A	N/A	N/A	N/A	N/A	N/A	1	25	290	

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (pounds/day)						Regional Emissions (MT/year)			
					ROG	NOX	CO	SO2	PM10	PM2.5	CO2	CH4	N2O	CO2e
 Mobilize and Cap Utilities 2021														
Total Haul Trips	0													
Hauling	0	5	8	8.5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	2	5	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.12
Worker	20	5	8	14.7	0.02	0.08	0.90	0.00	0.00	0.00	0.50	0.00	0.00	0.51
 Hazmat Remediation 2021														
Total Haul Trips	1560													
Hauling	30	52	8	24.1	0.20	6.58	1.12	0.02	0.08	0.08	57.15	0.08	2.63	59.85
Vendor	4	52	8	6.9	0.00	0.03	0.13	0.00	0.00	0.00	2.45	0.00	0.01	2.46
Worker	20	52	8	14.7	0.02	0.08	0.90	0.00	0.00	0.00	5.22	0.00	0.04	5.26
 Install Pedestrian Protection 2021														
Total Haul Trips	0													
Hauling	0	5	8	8.5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	4	5	8	6.9	0.00	0.03	0.13	0.00	0.00	0.00	0.24	0.00	0.00	0.24
Worker	20	5	8	14.7	0.02	0.08	0.90	0.00	0.00	0.00	0.50	0.00	0.00	0.51
 Salvage Materials 2021														
Total Haul Trips	50													
Hauling	10	5	8	8.5	0.02	0.77	0.13	0.00	0.01	0.01	0.65	0.00	0.03	0.68
Vendor	0	5	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	20	5	8	14.7	0.02	0.08	0.90	0.00	0.00	0.00	0.50	0.00	0.00	0.51
 Remove wood framing 2021														
Total Haul Trips	300													
Hauling	30	10	8	8.5	0.07	2.32	0.39	0.01	0.03	0.03	3.88	0.01	0.18	4.06
Vendor	0	10	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	20	10	8	14.7	0.02	0.08	0.90	0.00	0.00	0.00	1.00	0.00	0.01	1.01
 Remove Walls 2021														
Total Haul Trips	300													
Hauling	20	15	8	8.5	0.05	1.55	0.26	0.01	0.02	0.02	3.88	0.01	0.18	4.06
Vendor	0	15	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	20	15	8	14.7	0.02	0.08	0.90	0.00	0.00	0.00	1.51	0.00	0.01	1.52
 Remove Foundation 2021														
Total Haul Trips	200													
Hauling	20	10	8	8.5	0.05	1.55	0.26	0.01	0.02	0.02	2.58	0.00	0.12	2.71
Vendor	0	10	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	20	10	8	14.7	0.02	0.08	0.90	0.00	0.00	0.00	1.00	0.00	0.01	1.01
 Backfill and Minor Repair 2021														
Total Haul Trips	0													
Hauling	0	5	8	8.5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	4	5	8	6.9	0.00	0.03	0.13	0.00	0.00	0.00	0.24	0.00	0.00	0.24
Worker	20	5	8	14.7	0.02	0.08	0.90	0.00	0.00	0.00	0.50	0.00	0.00	0.51
 Clean up/remove predistri 2021														
Total Haul Trips	0													
Hauling	0	5	8	8.5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	2	5	8	6.9	0.00	0.02	0.06	0.00	0.00	0.00	0.12	0.00	0.00	0.12
Worker	20	5	8	14.7	0.02	0.08	0.90	0.00	0.00	0.00	0.50	0.00	0.00	0.51

St Andrews
Road Dust, Break Wear, and Tire wear Emissions

	Emission Factors (grams/mile)					
	PM10			PM2.5		
	RD	BW	TW	RD	BW	TW
2021Hauling Hauling	3.00E-01	0.061048007	0.03558331	7.36E-02	0.02616343	0.00889583
2021Vendor Vendor	3.00E-01	0.130340037	0.012	7.36E-02	0.05586002	0.003
2021Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2022Hauling Hauling	3.00E-01	0.061055751	0.0355879	7.36E-02	0.02616675	0.00889698
2022Vendor Vendor	3.00E-01	0.130340037	0.012	7.36E-02	0.05586002	0.003
2022Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2023Hauling Hauling	3.00E-01	0.061063462	0.03559233	7.36E-02	0.02617005	0.00889808
2023Vendor Vendor	3.00E-01	0.130340037	0.012	7.36E-02	0.05586002	0.003
2023Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2024Hauling Hauling	3.00E-01	0.06107028	0.03559616	7.36E-02	0.02617298	0.00889904
2024Vendor Vendor	3.00E-01	0.130340037	0.012	7.36E-02	0.05586002	0.003
2024Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (pounds/day)					
					PM10			PM2.5		
					RD	BW	TW	RD	BW	TW
Mobilize and Cap Utilities										
	2021									
Total Haul Trips	0									
Hauling	0	5	8	8.5	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	2	5	8	6.9	0.01	0.00	0.00	0.00	0.00	0.00
Worker	20	5	8	14.7	0.19	0.02	0.01	0.05	0.01	0.00
Hazmat Remediation										
	2021									
Total Haul Trips	1560									
Hauling	30	52	8	24.1	0.48	0.10	0.06	0.12	0.04	0.01
Vendor	4	52	8	6.9	0.02	0.01	0.00	0.00	0.00	0.00
Worker	20	52	8	14.7	0.19	0.02	0.01	0.05	0.01	0.00
Install Pedestrian Protection and Fencing										
	2021									
Total Haul Trips	0									
Hauling	0	5	8	8.5	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	4	5	8	6.9	0.02	0.01	0.00	0.00	0.00	0.00
Worker	20	5	8	14.7	0.19	0.02	0.01	0.05	0.01	0.00
Salvage Materials										
	2021									
Total Haul Trips	50									
Hauling	10	5	8	8.5	0.06	0.01	0.01	0.01	0.00	0.00
Vendor	0	5	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	20	5	8	14.7	0.19	0.02	0.01	0.05	0.01	0.00
Remove wood framing										
	2021									
Total Haul Trips	300									
Hauling	30	10	8	8.5	0.17	0.03	0.02	0.04	0.01	0.01
Vendor	0	10	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	20	10	8	14.7	0.19	0.02	0.01	0.05	0.01	0.00
Remove Walls										
	2021									
Total Haul Trips	300									
Hauling	20	15	8	8.5	0.11	0.02	0.01	0.03	0.01	0.00
Vendor	0	15	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	20	15	8	14.7	0.19	0.02	0.01	0.05	0.01	0.00
Remove Foundation										
	2021									
Total Haul Trips	200									
Hauling	20	10	8	8.5	0.11	0.02	0.01	0.03	0.01	0.00
Vendor	0	10	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	20	10	8	14.7	0.19	0.02	0.01	0.05	0.01	0.00
Backfill and Minor Regarding										
	2021									
Total Haul Trips	0									
Hauling	0	5	8	8.5	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	4	5	8	6.9	0.02	0.01	0.00	0.00	0.00	0.00
Worker	20	5	8	14.7	0.19	0.02	0.01	0.05	0.01	0.00
Clean up/remove pedestrian protection										
	2021									
Total Haul Trips	0									
Hauling	0	5	8	8.5	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	2	5	8	6.9	0.01	0.00	0.00	0.00	0.00	0.00
Worker	20	5	8	14.7	0.19	0.02	0.01	0.05	0.01	0.00

Appendix B
Cultural Resources
Reports

Appendix B.1

Archaeological Resources Assessment

Public Version

St Andrews Place Demolition Project, City of Los Angeles, California

Archaeological Resources Assessment Report

Prepared for
Los Angeles Department of Water and Power
111 N. Hope Street, Room 1050
Los Angeles, CA 90012

July 2020



Public Version

St Andrews Place Demolition Project, City of Los Angeles, California

Archaeological Resources Assessment Report

Prepared for:

Los Angeles Department of Water and Power
111 N. Hope Street, Room 1050
Los Angeles, CA 90012

July 2020

Prepared by:

ESA
626 Wilshire Blvd. Suite 1100
Los Angeles, CA 90017

Project Director and Principal Investigator:

Monica Strauss, M.A., RPA

Report Author:

Michael Vader, B.A.

Project Location:

Inglewood (CA) USGS 7.5-minute Topographic Quad
Township 2 South, Range 14 West, Section 23

Acreage: Approx. 1.1 acres

Assessor Parcel Number: 600101

626 Wilshire Boulevard
Suite 1100
Los Angeles, CA 90017
213.599.4300
www.esassoc.com



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EXECUTIVE SUMMARY

St Andrews Place Demolition Project - Archaeological Resources Assessment Report

The Los Angeles Department of Water and Power (LADWP) has retained Environmental Science Associates (ESA) to conduct an archaeological resources assessment for the St Andrews Place Demolition Project (Project) in support of an Initial Study Mitigated Negative Declaration (ISMND) pursuant to the California Environmental Quality Act (CEQA). The Project proposes the demolition of an existing two-story structure located at 6236 S. St. Andrews Place in South Los Angeles. The structure is adjacent to an existing LADWP well field and its demolition will provide useable space for an open air storage area allowing LADWP to supplement the well field's available storage capacity. LADWP is the lead agency pursuant to the California Environmental Quality Act (CEQA).

A records search for the Project was conducted on June 22, 2020 by staff at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The records search results indicate 21 cultural resources studies have been conducted within a 1-mile radius of the Project, covering approximately 40 percent of the 1-mile records search radius. Of these 21 previous studies, none overlap the Project. The records search results also indicate no archaeological resources have been previously identified within the Project area or its immediate vicinity (within 50 feet).

A Sacred Lands File (SLF) conducted by the California Native American Heritage Commission (NAHC) on May 8, 2020 indicated that Native American cultural resources are not known to be located within the Project area. Consultation required by Assembly Bill 52 (AB 52) is ongoing between LADWP and Native American tribes, and will be summarized in the ISMND.

Historic maps and aerial photographs were examined in order to provide historical information about the Project area and to contribute to an assessment of the Project area's archaeological sensitivity. In sum, the historic map and aerial review indicates the Project area was used for agricultural purposes until the late 1920s when urban development associated with the expansion of Los Angeles swept the area. By the late 1930s the Project area was completely developed with industrial buildings associated with the Bauman Brother Furniture Manufacturing Company. These industrial buildings remain within the Project area and would be demolished as part of Project implementation.

A desktop review was undertaken to assess the potential for buried archaeological deposits within the Project area. Available materials reviewed include geological maps, the Natural Resources Conservation Service (NRCS), and the California Geological Survey (CGS) Borehole Database.

Based on geologic mapping and previous regional geotechnical information, the Project is assumed to be underlain by alluvial sedimentary deposits dating to the late Pleistocene and Holocene (11,700 years ago to present) – the period for which there is widely accepted evidence for human habitation of Southern California. Based on age and environment of deposition, these sediments have a moderate potential to contain buried, intact prehistoric cultural resources. However, the construction of the existing buildings during the 1920s and 1940s area likely to have disturbed shallower sediments within the Project area.

Given the developed nature of the Project area and the lack of visible ground surface, an archaeological resources survey for the Project was not conducted.

No archaeological resources have been identified within the Project area. The subsurface archaeological sensitivity assessment indicates the Project area is underlain by alluvial deposits of appropriate age to contain subsurface archaeological deposits. However, due to past disturbances associated with construction of the existing buildings, the proposed removal of the building footings is unlikely to encounter intact archaeological deposits during Project implementation. Nonetheless, there is the potential for pockets of undisturbed soil containing archaeological resources that qualify as historical resources or unique archaeological resources under CEQA to be encountered. As such, mitigation measures for the retention of a qualified archaeologist, construction worker sensitivity training, and inadvertent discovery protocols are recommended in the *Conclusions and Recommendation* section at the close of this report to reduce potential impacts to unknown archaeological resources and human remains to a less than significant level.

St Andrews Place Demolition Project

Archaeological Resources Assessment Report

Introduction

The Los Angeles Department of Water and Power (LADWP) has retained Environmental Science Associates (ESA) to conduct an archaeological resources assessment for the St Andrews Place Demolition Project (Project) in support of an Initial Study Mitigated Negative Declaration (ISMND) pursuant to the California Environmental Quality Act (CEQA). The Project proposes the demolition of an existing two-story structure located at 6236 S. St. Andrews Place in South Los Angeles. The structure is adjacent to an existing LADWP well field and its demolition will provide useable space for an open air storage area allowing LADWP to supplement the well field's available storage capacity. LADWP is the lead agency pursuant to the California Environmental Quality Act (CEQA).

ESA personnel involved in the preparation of this report are as follows: Monica Strauss, M.A., RPA., Project Director and Principal Investigator; Michael Vader, B.A., report author; and Jason Nielson, GIS specialist. Resumes of key personnel are included in **Appendix A**.

Project Location and Description

The 1.1-acre Project area is located in South Los Angeles, approximately 5.25 miles southwest of Downtown Los Angeles (**Figure 1**). The Project includes Assessor Parcel Number (APN) 600101 and is located on the northeast corner of the intersection of South St Andrews Place and West Gage Street (**Figure 2**). Specifically, the Project is located in Section 23 of Township 2 South, Range 14 West on the Inglewood, CA U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (**Figure 3**).

The Project proposes the demolition of 64,434 square-feet of existing buildings located on a 1.1-acre lot owned by LADWP. Once the site is cleared, the Project area would be used by LADWP as open air storage. The structure that will be demolished was originally constructed in 1928 with several later additions in the 1940s and consists of various materials with an exterior that is mostly Unreinforced Masonry and floors that are made of wood framing. The property is located adjacent to an existing LADWP well field property which is currently used for open air storage. Once the structure is demolished and the Project area cleared of debris, the existing paved parking along the eastern side of the property would remain in place and the rest of the Project area would be slightly graded. No additional improvements to the site would occur. The Project would result in a new open air storage to supplement the adjacent storage at the LADWP well field property. The maximum depth of excavation would be 24 inches to remove the building's existing footings.

Figure 1 Regional Location

Figure 2 Project Detail

Figure 3 Project Location

Setting

Natural Setting

The Project area is located within the City of Los Angeles southwest of downtown Los Angeles. Adjacent areas include Baldwin Hills, West Adams, and Leimer Park located on the west and Southeast Los Angeles located to the east. More specifically, the Project area is located in an urban and developed portion of the City and is currently comprised of vacant industrial buildings.

Prehistoric Setting

The chronology of Southern California is typically divided into three general time periods: the Early Holocene (9,600 cal B.C. to 5,600 cal B.C.), the Middle Holocene (5,600 cal B.C. to 1,650 cal B.C.), and the Late Holocene (1,650 cal B.C. to cal A.D. 1769). This chronology is manifested in the archaeological record by particular artifacts and burial practices that indicate specific technologies, economic systems, trade networks, and other aspects of culture.

While it is not certain when humans first came to California, their presence in Southern California by about 9,600 cal B.C. has been well documented. At Daisy Cave, on San Miguel Island, cultural remains have been radiocarbon dated to between 9,150 and 9,000 cal B.C. (Byrd and Raab, 2007). During the Early Holocene (9,600 cal B.C. to 5,600 cal B.C.), the climate of Southern California became warmer and more arid and the human populations, who were represented by small hunter gathers until this point and resided mainly in coastal or inland desert areas, began exploiting a wider range of plant and animal resources (Byrd and Raab, 2007).

During the Late Holocene (1,650 cal B.C. to cal A.D. 1769), many aspects of Millingstone culture persisted, but a number of socioeconomic changes occurred (Erlandson, 1994; Wallace 1955; Warren, 1968). The native populations of Southern California were becoming less mobile and populations began to gather in small sedentary villages with satellite resource-gathering camps. Increasing population size necessitated the intensified use of existing terrestrial and marine resources (Erlandson, 1994). Evidence indicates that the overexploitation of larger, high-ranked food resources may have led to a shift in subsistence, towards a focus on acquiring greater amounts of smaller resources, such as shellfish and small-seeded plants (Byrd and Raab, 2007). Between about A.D. 800 and A.D. 1350, there was an episode of sustained drought, known as the Medieval Climatic Anomaly (MCA) (Jones et al., 1999). While this climatic event did not appear to reduce the human population, it did lead to a change in subsistence strategies in order to deal with the substantial stress on resources.

Given the increasing sedentism and growing populations during the Late Holocene, territorial conscription and competition became acute. Primary settlements or village sites were typically established in areas with available freshwater, and where two or more ecological zones intersected (McCawley, 1996). This strategic placement of living space provided a degree of security in that when subsistence resources associated with one ecological zone failed, the resources of another could be exploited (McCawley, 1996). Villages typically claimed and carefully defended fixed territories that may have averaged 30-square miles in size encompassing a variety of ecological zones that could be exploited for subsistence resources (McCawley, 1996).

The Late Holocene marks a period in which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and non-utilitarian materials were acquired, and travel routes were extended. Trade during this period reached its zenith as asphaltum (tar), seashells, and steatite were traded from Catalina Island (*Pimu* or *Pimugna*) and coastal Southern California to the Great Basin. Major technological changes appeared as well, particularly with the advent of the bow and arrow sometime after cal A.D. 500, which largely replaced the use of the dart and atlatl (Byrd and Raab, 2007).

Ethnographic Setting

The Project area is located in a region traditionally occupied by the Gabrielino. The term “Gabrielino” is a general term that refers to those Native Americans who were administered by the Spanish at the Mission San Gabriel Arcángel. Prior to European colonization, the Gabrielino occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente, San Nicolas, and Santa Catalina (Kroeber, 1925). Their neighbors included the Chumash and Tataviam to the north, the Juañeno to the south, and the Serrano and Cahuilla to the east. The Gabrielino are reported to have been second only to the Chumash in terms of population size and regional influence (Bean and Smith, 1978). The Gabrielino language was part of the Takic branch of the Uto-Aztecan language family.

The Gabrielino Indians were hunter-gatherers and lived in permanent communities located near the presence of a stable food supply. Subsistence consisted of hunting, fishing, and gathering. Small terrestrial game was hunted with deadfalls, rabbit drives, and by burning undergrowth, while larger game such as deer were hunted using bows and arrows. Fish were taken by hook and line, nets, traps, spears, and poison (Bean and Smith, 1978). The primary plant resources were the acorn, gathered in the fall and processed in mortars and pestles, and various seeds that were harvested in late spring and summer and ground with manos and metates. The seeds included chia and other sages, various grasses, and islay or holly-leaved cherry. Community populations generally ranged from 50 to 100 inhabitants, although larger settlements may have existed. The Gabrielino are estimated to have had a population numbering around 5,000 in the pre-contact period (Kroeber, 1925).

The Late Prehistoric period, spanning from approximately 1,500 years B.P. to the mission era, is the period associated with the florescence of the Gabrielino (Wallace, 1955). Coming ashore near Malibu Lagoon or Mugu Lagoon in October of 1542, Juan Rodriguez Cabrillo was the first European to make contact with the Gabrielino Indians. The Gabrielino are reported to have been second only to their Chumash neighbors in terms of population size, regional influence, and degree of sedentism (Bean and Smith, 1978).

Maps produced by early explorers indicate that at least 26 Gabrielino villages were within proximity to known Los Angeles River courses, while an additional 18 villages were reasonably close to the river (Gumprecht, 2001). The closest villages to the Project include *Saa'anga* and *Waachnga* located along Ballona Creek approximately 4.25 and 6.5 miles west of the Project, respectively (McCawley, 1996). The Kirkman-Harriman Pictorial and Historical Map of Los

Angeles County (Los Angeles Public Library, 1938) depicts a village approximately 2.25 miles west of the Project, south of the Baldwin Hills.

Historic Setting

Spanish Period (1769–1821)

Although Spanish explorers made brief visits to the region in 1542 and 1602, sustained European exploration of southern California began in 1769, when Gaspar de Portolá and a small Spanish contingent began their exploratory journey along the California coast from San Diego to Monterey. This was followed in 1776 by the expedition of Father Francisco Garcés (Johnson and Earle, 1990). In the late 18th century, the Spanish began establishing missions in California and forcibly relocating and converting native peoples. In 1771, Father Junipero Serra founded the Mission San Gabriel Arcángel, located approximately 14 miles northeast of the Project (California Missions Resource Center, 2003). Disease and hard labor took a toll on the native population in California; by 1900, the Native Californian population had declined by as much as 90 percent (Cook, 1978). In addition, native economies were disrupted, trade routes were interrupted, and native ways of life were significantly altered.

In an effort to promote Spanish settlement of Alta California, Spain granted several large land concessions from 1784 to 1821. At this time, unless certain requirements were met, Spain retained title to the land (State Lands Commission, 1982).

Mexican Period (1821–1846)

The Mexican Period began when Mexico won its independence from Spain in 1821. Mexico continued to promote settlement of California with the issuance of land grants. In 1833, Mexico began the process of secularizing the missions, reclaiming the majority of mission lands and redistributing them as land grants. According to the terms of the Secularization Law of 1833 and Regulations of 1834, at least a portion of the lands would be returned to the Native populations, but this did not always occur (Milliken et al., 2009).

Many ranchos continued to be used for cattle grazing by settlers during the Mexican Period. Hides and tallow from cattle became a major export for Californios, many of whom became wealthy and prominent members of society. The Californios led generally easy lives, leaving the hard work to vaqueros and Indian laborers (Pitt, 1994; Starr, 2007).

American Period (1846–present)

In 1846, the Mexican-American War broke out. Mexican forces were eventually defeated in 1847 and Mexico ceded California to the United States as part of the Treaty of Guadalupe Hidalgo in 1848. California officially became one of the United States in 1850. While the treaty recognized right of Mexican citizens to retain ownership of land granted to them by Spanish or Mexican authorities, the claimant was required to prove their right to the land before a patent was given. The process was lengthy, and generally resulted in the claimant losing at least a portion of their land to attorney's fees and other costs associated with proving ownership (Starr, 2007).

When the discovery of gold in northern California was announced in 1848, a huge influx of people from other parts of North America flooded into California. The increased population provided an additional outlet for the Californios' cattle. As demand increased, the price of beef skyrocketed and Californios reaped the benefits. However, a devastating flood in 1861, followed by droughts in 1862 and 1864, led to a rapid decline of the cattle industry; over 70 percent of cattle perished during these droughts (McWilliams, 1946; Dinkelspiel, 2008). This event, coupled with the burden of proving ownership of their lands, caused many Californios to lose their lands during this period (McWilliams, 1946). Former ranchos were subsequently subdivided and sold for agriculture and residential settlement.

The first transcontinental railroad was completed in 1869, connecting San Francisco with the eastern United States. Newcomers poured into northern California. Southern California experienced a trickle-down effect, as many of these newcomers made their way south. The Southern Pacific Railroad extended this line from San Francisco to Los Angeles in 1876. The second transcontinental line, the Santa Fe, was completed in 1886 and caused a fare war, driving fares to an unprecedented low. Settlers flooded into the region and the demand for real estate skyrocketed. As real estate prices soared, land that had been farmed for decades outlived its agricultural value and was sold to become residential communities. The subdivision of the large ranchos took place during this time (Meyer, 1981; McWilliams, 1946).

History of the Project Area

The Project area is located in South Los Angeles in an area not included as part of a Spanish- or Mexican-era land grant. The development of South Los Angeles didn't occur until the mid- to late-19th century when it was largely used as pastureland, and eventually became agricultural lands by the early 20th century (Los Department of City Planning, 2017). At this time, the northern portions South Los Angeles became suburbs of Downtown Los Angeles and by 1923, the Project area was subdivided as part of Tract Numbers 5999 and 7106 and roads were laid out and constructed. In 1927 residential neighborhoods were established south of the Project area and in 1928, the Project area was developed as the Bauman Brother Furniture Company Warehouse, a Mediterranean Revival style building. The building was expanded several times during the 1940s. Bauman Brothers Furniture Company continued in business until 1968, at which point the Project area's buildings were used for similar industrial purposes.

Regulatory Framework

Numerous laws and regulations require federal, state, and local agencies to consider the effects a project may have on cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies.

Federal

National Historic Preservation Act

The principal federal law addressing historic properties is the National Historic Preservation Act (NHPA), as amended (54 United States Code of Laws [USC] 300101 et seq.), and its implementing regulations (36 CFR Part 800). Section 106 requires a federal agency with jurisdiction over a proposed federal action (referred to as an “undertaking” under the NHPA) to take into account the effects of the undertaking on historic properties, and to provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

The term “historic properties” refers to “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register” (36 CFR Part 800.16(l)(1)). The implementing regulations (36 CFR Part 800) describe the process for identifying and evaluating historic properties, for assessing the potential adverse effects of federal undertakings on historic properties, and seeking to develop measures to avoid, minimize, or mitigate adverse effects. The Section 106 process does not require the preservation of historic properties; instead, it is a procedural requirement mandating that federal agencies take into account effects to historic properties from an undertaking prior to approval.

The steps of the Section 106 process are accomplished through consultation with the State Historic Preservation Officer (SHPO), federally-recognized Indian tribes, local governments, and other interested parties. The goal of consultation is to identify potentially affected historic properties, assess effects to such properties, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties. The agency also must provide an opportunity for public involvement (36 CFR 800.1(a)). Consultation with Indian tribes regarding issues related to Section 106 and other authorities (such as NEPA and Executive Order No. 13007) must recognize the government-to-government relationship between the Federal government and Indian tribes, as set forth in Executive Order 13175, 65 FR 87249 (Nov. 9, 2000), and Presidential Memorandum of Nov. 5, 2009.

National Register of Historic Places

The National Register of Historic Places (National Register) was established by the NHPA of 1966, as “an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation’s historic resources and to indicate what properties should be considered for protection from destruction or impairment” (36 CFR 60.2) (U.S. Department of the Interior, 2002). The National Register recognizes a broad range of cultural resources that are significant at the national, state, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes. As noted above, a resource that is listed in or eligible for listing in the National Register is considered “historic property” under Section 106 of the NHPA.

To be eligible for listing in the National Register, a property must be significant in American history, architecture, archaeology, engineering, or culture. Properties of potential significance must meet one or more of the following four established criteria:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Are associated with the lives of persons significant in our past;
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the criteria of significance, a property must have integrity. Integrity is defined as “the ability of a property to convey its significance” (U.S. Department of the Interior, 2002). The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

Ordinarily religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register unless they meet one of the Criteria Considerations (A-G), in addition to meeting at least one of the four significance criteria and possessing integrity (U.S. Department of the Interior, 2002).

State

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at *Public Resources Code (PRC) Section 21000 et seq.* CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

The *CEQA Guidelines* (Title 14 California Code of Regulations [CCR] Section 15064.5) recognize that historical resources include: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from

determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the *CEQA Guidelines* apply. If an archaeological site does not meet the criteria for a historical resource contained in the *CEQA Guidelines*, then the site may be treated in accordance with the provisions of Section 21083, which is as a unique archaeological resource. As defined in Section 21083.2 of CEQA a “unique” archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required. The *CEQA Guidelines* note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (*CEQA Guidelines* Section 15064.5(c)(4)).

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* Section 15064.5(a). Substantial adverse change is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired” (*CEQA Guidelines* Section 15064.5(b)(1)). According to *CEQA Guidelines* Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

- A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
- B. Account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

- C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Standards) (Grimmer, 2017) is considered to have mitigated its impacts to historical resources to a less-than-significant level (*CEQA Guidelines* Section 15064.5(b)(3)).

California Register of Historical Resources

The California Register is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC Section 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, state, and/or federal level under one or more of the following four criteria:

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

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the California Native American Heritage Commission (NAHC) within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5097.98

California PRC Section 5097.98, as amended, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. The MLD has 48 hours from the time of being granted access to the site by the landowner to inspect the discovery and provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

California Government Code Sections 6254(r) and 6254.10

These sections of the California Public Records Act were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to “Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission.” Section 6254.10 specifically exempts from disclosure requests for “records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another state agency, or a local agency, including the records

that the agency obtains through a consultation process between a Native American tribe and a state or local agency.”

Assembly Bill 52 and Related Public Resources Code Sections

Assembly Bill (AB) 52 was approved by California State Governor Edmund Gerry “Jerry” Brown, Jr. on September 25, 2014. The act amended California PRC Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015. The primary intent of AB 52 was to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe” that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016.

PRC Section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency (PRC Section 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency’s formal notification and the lead agency must begin consultation within 30 days of receiving the tribe’s request for consultation (PRC Sections 21080.3.1(d) and 21080.3.1(e)).

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project’s impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC Section 21080.3.2(b)).

If a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with Section 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, the lead agency may certify an EIR or adopt an MND (PRC Section 21082.3(d)(2) and (3)).

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Local

City of Los Angeles General Plan

The City of Los Angeles General Plan (adopted 2001) states as its objective, to “protect the City’s archaeological and paleontological resources for historical, cultural, research, and/or educational purposes” by continuing “to identify and protect significant archaeological and paleontological resources known to exist or that are identified during land development, demolition, or property modification activities.”

In addition, the City will:

continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities...The City's environmental guidelines require the applicant to secure services of a bona fide archaeologist to monitor excavations or other subsurface activities associated with a development project in which all or a portion is deemed to be of archaeological significance. Discovery of archaeological materials may temporarily halt the project until the site has been assessed, potential impacts evaluated and, if deemed appropriate, the resources protected, documented and/or removed (City of Los Angeles, 2001).

In addition to the National Register and the California Register, three additional types of historic designations may apply at a local level:

1. Historic-Cultural Monument
2. Designation by the Community Redevelopment Agency as being of cultural or historical significance within a designated redevelopment area
3. Classification by the City Council as an Historic Preservation Overlay Zone

In addition, the Los Angeles Municipal Code (LAMC) Section 91.106.4.5 states that the Building Department “shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated” by a federal, state, or local authority.

City of Los Angeles Cultural Heritage Ordinance

The City enacted a Cultural Heritage Ordinance in April 1962, which defines Historic-Cultural Monuments as sites, buildings, or structures of particular historic or cultural significance to the City in which the broad cultural, political, or social history of the nation, state, or City is reflected or exemplified, including sites and buildings associated with important personages or which embody certain distinguishing architectural characteristics and are associated with a notable architect. These Historic-Cultural Monuments are regulated by the City's Cultural Heritage Commission and the City Council.

Los Angeles Cultural Heritage Ordinance Eligibility Criteria

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1967 and amended it in 2007 (Los Angeles Administrative Code, Chapter 9, Division 22, Article 1, Section 22.171.7). The Cultural Heritage Ordinance establishes criteria for designating a local historical resource as an Historic-Cultural Monument (HCM). An HCM is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City, including historic structures or sites:

1. In which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or
2. Which is identified with historic personages or with important events in the main currents of national, State or local history; or
3. Which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or
4. Which is a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

Archival Research

SCCIC Records Search

A records search for the Project was conducted on June 22, 2020 at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The records search included a review of all recorded archaeological resources and previous studies within the Project and a 1-mile radius. In addition, the California Points of Historical Interest, the California Historical Landmarks, the CRHR, the NRHP, the Archaeological Determinations of Eligibility, the California State Historic Resources Inventory (HRI), and the HCM were reviewed.

Previous Cultural Resources Investigations

The SCCIC records search results indicate that 21 cultural resources studies have been conducted within a 1-mile radius of the Project (**Table 1**). Approximately 40 percent of the 1-mile records search radius has been included in previous cultural resources assessments. Of the 21 previous studies identified by the SCCIC, none overlap the Project.

TABLE 1 PREVIOUS CULTURAL RESOURCE INVESTIGATIONS

Authors	SCCIC # (LA-)	Title	Date
Anonymous	04097	<i>Council District Nine Revitalization/recovery Program Final Environmental Impact Report</i>	1995
Anonymous	04836	<i>Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project</i>	2000
Arrington, Cindy and Nancy Sikes	08255	<i>Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II</i>	2006
Bonner, Wayne H.	07404	<i>Cultural Resource Records Search and Site Visit Results for Cingular Telecommunications Facility Candidate La-145-01 (el-012-01) Mozaffari Property, 5921 South Western Avenue, Los Angeles, Los Angeles County, California</i>	2005
Bonner, Wayne H.	08776	<i>Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC Candidate La0250a (t-mo Mozaffari), 5921 South Western Avenue, Los Angeles, Los Angeles County, California</i>	2006
Bonner, Wayne H.	09220	<i>Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA23649D (Concha), 6101 South Van Ness Avenue, Los Angeles, Los Angeles County, California</i>	2007
Bonner, Wayne H. and Kathleen A. Crawford	13010	<i>Cultural Resources Records Search and Site Visit Results for T Mobile West, LLC Candidate LA93075A (Normandle & 58th Rooftop), 1340 West 58th Street, Los Angeles, Los Angeles County, California</i>	2014
Bonner, Wayne H. and Kathleen Crawford	10341	<i>Cultural Resources Records Search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS6482/CA7885, 2001 West 60th St., Los Angeles, Los Angeles County, CA.</i>	2009
Duke, Curt	04645	<i>Cultural Resource Assessment for the AT&T Wireless Services Facility Number 21, County of Los Angeles, California</i>	1999
Duke, Curt	06228	<i>Cultural Resource Assessment Cingular Wireless Facility No. Sm 240-02 City and County of Los Angeles, California</i>	2003
Duke, Curt and Marvin, Judith	06230	<i>Cultural Resource Assessment at & T Wireless Services Facility No. D381c Los Angeles County, California</i>	2002
Foster, John M.	06817	<i>Archaeological Investigation for Central Area Sewer Rehabilitation Unit 5 Work Order Sac111150 City of Los Angeles, California</i>	2003
Fulton, Phil, Tibbet, Casey, and Bechtel, Elisa	12546	<i>Cultural Resource Assessment Class III Inventory Verizon Wireless Services Cimarron Facility City of Los Angeles, Los Angeles County, California</i>	2014
Glenn, Brian K.	07944	<i>Archaeological Monitoring Report: 54th Street and 2nd Ave., Los Angeles, California</i>	2005
King, Phil V.	08955	<i>Final Report for Year Three Historical and Cultural Resources Survey of Los Angeles: Sylmar, Watts, Crenshaw, and Vermont/Slauson</i>	1983
Larocque, Mark	11256	<i>Form 621, Crown Castle tower project: "Florence #878095"</i>	2010
Marvin, Judith and Curt Duke	06818	<i>Cultural Resource Assessment Cingular Wireless Facility No. La 145-11 City and County of Los Angeles, California</i>	2003
McLean, Deborah K.	03949	<i>Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility La 145-01, West 60th Street, City and County of Los Angeles, California</i>	1998
Morell, Karl	11974	<i>Abandonment Exemption, BNSF Railway Company, Milepost 7.95 to Milepost 13.25, Los Angeles, Los Angeles County, CA</i>	2012
Supernowicz, Dana	11016	<i>Cultural Resources Study of the Normandie & 58th Rooftop Project, Royal Street Communications, LLC Site No. LA0249C 1340 W. 58th Street, Los Angeles, Los Angeles County, California 90037</i>	2007
Unknown	11973	<i>Crenshaw/LAX Transit Corridor Project Final Environmental Impact Report/Final Environmental Impact Statement</i>	2011

Previously Recorded Cultural Resources

The SCCIC records search results indicate that one archaeological resource (P-19-003651) has been previously recorded within a 1-mile radius of the Project. This resource is a historic-period archaeological feature consisting of the remnants of trolley tracks discovered during utility trenching approximately 0.85 miles northwest of the Project area. No archaeological resources have been previously identified within the Project area or its immediate vicinity (within 50 feet).

Sacred Lands File Search

The NAHC maintains a confidential Sacred Lands File (SLF) which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on May 6, 2020 to request a search of the SLF. The NAHC responded to the request in a letter dated May 8, 2020. The results of the SLF search conducted by the NAHC indicate that Native American cultural resources are not known to be located within the Project area (**Appendix B**). LADWP is conducting consultation with appropriate tribes per requirements AB 52, and the results of this consultation will be summarized in the ISMND.

Historic Maps and Aerial Photographs

Historic maps and aerial photographs were examined to provide historical information about the Project area and to contribute to an assessment of the Project area's archaeological sensitivity. Available maps include the 1896 Redondo USGS 15-minute topographic quadrangle, and the 1924, 1930, 1948, 1950, 1952, 1964, 1972, and 1981 Inglewood USGS 7.5-minute topographic quadrangles (EDR, 2020). Sanborn maps of the APE were available for the years 1927, 1950, and 1951 (EDR, 2020). Historic aerial photographs were available for the years 1923, 1928, 1938, 1947, 1954, 1963, 1972, 1989, 1994, and 2016 (EDR, 2020).

The 1896 topographic map shows the Project area located on a largely undeveloped flat plain with a north-south oriented road bisecting the Project. The Atchison Topeka and Santa Fe (ATSF) Railroad line is located approximately 0.30 miles north of the Project. Similarly, the 1924 topographic map shows the Project area is undeveloped, but does depict increasing urban development extending southwest towards the Project area from Downtown Los Angeles. The 1930 map shows that urban development has overtaken the Project area, and a spur of the ATSF Railroad extends to just north of the Project area. The 1948, 1950, 1952, 1964, 1972, and 1981 topographic maps largely depict the Project area and its surroundings are largely urban and very little change can be discerned within the Project spanning this time period.

The 1927 Sanborn map shows the Project area as undeveloped, but industrial manufacturing buildings (e.g. plaster works, door and sash manufacture, and warehouses) are depicted immediately east of the Project and suburban neighborhoods are depicted immediately south of the Project. The 1950 and 1969 Sanborn maps show the Project area is completely developed with industrial buildings for furniture and mattress manufacture depicted immediately east of the Project.

The 1923 aerial photograph shows the Project area within a flat, undeveloped agricultural field. The 1928 and 1938 photographs show buildings have been constructed in the Project area's

northern portion. The 1947 aerial photograph shows four buildings within the Project area, which has been completely developed by this time. The aerial photographs for the years 1954, 1963, 1972, 1989, 1994, and 2016 show very little change in the Project area.

In sum, the historic map and aerial review indicates the Project area was used for agricultural purposes until the late 1920s when urban development associated with the expansion of Los Angeles swept the area. By the late 1930s the Project area was completely developed with industrial buildings associated with the Bauman Brother Furniture Manufacturing Company. These industrial buildings remain within the Project area and would be demolished as part of Project implementation.

Subsurface Archaeological Sensitivity

A desktop review was undertaken to assess the potential for buried archaeological deposits within the Project area. Available materials reviewed include geological maps, the Natural Resources Conservation Service (NRCS), and the California Geological Survey (CGS) Borehole Database.

Older geological maps indicate shallow sediments underlying the Project are Holocene-age (11,700 years ago to present) alluvium (Dibblee and Minch, 2007; DWR, 1961; Jennings, 1962). However, more recent geologic mapping (Saucedo et al., 2016) identify the geologic unit underlying the Project as a late Pleistocene (129,000 to 11,700 years ago) to Holocene alluvial fan unit consisting of poorly to moderately consolidated and poorly sorted clay, silty clay and sand, deposited by the Los Angeles River and its tributaries.

The CGS Borehole Database indicates no geotechnical borings have been completed within the Project; however, boring logs are available for localities within a 2-mile radius of the Project. A review of these logs suggest that the late Pleistocene to Holocene alluvial fan deposits extend beyond the relatively shallow depths associated with the existing buildings in the Project area (California Department of Conservation, 2018). The construction of these existing buildings, which date to the late 1920s and 1940s, likely consisted of some form of ground disturbance. Typically, construction dating to this period included minimal site preparation and depths of previous disturbance are likely to have been relatively shallow.

Soils mapped within the Project include the Urban land-Biscailuz-Pico complex (NRCS, 2018). A soil complex is present when two or more different soil types are mixed geographically such that the scale of the map makes it undesirable, or impractical, to show each one separately. The Urban land designation reflects a high degree of disturbance associated with urbanization and development, which tends to obscure natural soil. Urban land is recognized by human disturbances to natural soil characteristics resulting from development such as grading and filling. The Biscailuz series consists of very deep, somewhat poorly drained loam soils formed in alluvial parent material from mixed rock sources on floodplains and lowlands (NRCS, 2017). The typical Biscailuz pedon consists of a thick plowed A-horizon underlain by carbonate-rich B-horizons. The Pico soil series consists of deep, well-drained sandy loam soils that formed in alluvial parent material from mostly sedimentary rocks on floodplains and alluvial fans (NRCS, 2003). The typical Pico pedon consists of A-horizon directly overlying C-horizon parent material. The absence of a discernible B-horizon would be consistent with a relatively young soil.

Based on geologic mapping and previous regional geotechnical information, the Project is assumed to be underlain by alluvial sedimentary deposits dating to the late Pleistocene and Holocene (11,700 years ago to present) – the period for which there is widely accepted evidence for human habitation of Southern California. Based on age and environment of deposition, these sediments have a moderate potential to contain buried, intact prehistoric cultural resources. However, the construction of the existing buildings during the 1920s and 1940s are likely to have disturbed shallower sediments within the Project area.

Archaeological Resources Survey

Given the developed nature of the Project area and the lack of visible ground surface, an archaeological resources survey for the Project was not conducted.

Conclusions and Recommendations

No archaeological resources have been identified within the Project area as a result of the archival research. The subsurface archaeological sensitivity assessment indicates the Project area is underlain by late Pleistocene to Holocene-age alluvial sediments, which encompass the entirety of the region's human occupation, and, therefore would have the potential to contain subsurface archaeological deposits. However, due to past disturbances associated with construction of the existing buildings within the Project area, the proposed removal of existing building footings is unlikely to encounter intact archaeological deposits during Project implementation. Nonetheless, there is the potential for pockets of undisturbed soil containing archaeological resources that qualify as historical resources or unique archaeological resources under CEQA to be encountered during Project implementation. As such, the following four mitigation measures are recommended to reduce potential impacts to unknown archaeological resources and human remains to a less than significant level.

1. **Retention of a Qualified Archaeologist:** Prior to the start of ground-disturbing activities, LADWP shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (U.S. Department of the Interior 2008) to carry out the following measures.
2. **Construction Worker Cultural Resources Sensitivity Training:** Prior to the start of ground-disturbing activities, construction personnel shall be trained in the identification of cultural resources. Prior to earth moving activities, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. LADWP shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.
3. **Inadvertent Discoveries of Archaeological Resources:** In the event of the unanticipated discovery of archaeological materials, the contractor shall immediately cease all work

activities in the area (within approximately 100 feet) of the discovery until it can be evaluated by a qualified archaeologist. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone or concrete footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. Construction shall not resume until the qualified archaeologist has conferred with LADWP on the significance of the resource.

If it is determined that the discovered archaeological resource constitutes a historical resource under CEQA, avoidance and preservation in place is the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by a qualified archaeologist in consultation with LADWP that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. LADWP shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.

4. **Inadvertent Discoveries of Human Remains:** If human remains are encountered, the contractor shall halt work in the vicinity (within 100 feet) of the find and contact the Los Angeles County Coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the California Native American Heritage Commission (NAHC) will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by Assembly Bill 2641). The NAHC will designate a Most Likely Descendent (MLD) for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.

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APPENDIX A

Personnel



Monica Strauss, RPA

Director, Southern California
Cultural Resources Group

EDUCATION

MA, Archaeology,
California State
University, Northridge

BA, Anthropology,
California State
University, Northridge

AA, Humanities, Los
Angeles Pierce College

23 YEARS OF EXPERIENCE

SPECIALIZED EXPERIENCE

Treatment of Historic
and Prehistoric Human
Remains

Archaeological
Monitoring

Complex Shell Midden
Sites

Groundstone Analysis

PROFESSIONAL AFFILIATIONS

Register of Professional
Archaeologists (RPA),
#12805

Society for California
Archaeology (SCA)

Society for American
Archaeology (SAA)

QUALIFICATIONS

Exceeds Secretary of
Interior Standards

CA State BLM Permitted

Monica provides senior oversight to a multi-disciplinary team of cultural resources specialists throughout Southern California, including archaeologists, architectural historians, historians, and paleontologists. During her 23 years of practice, Monica has successfully directed hundreds of cultural resources projects meeting local, state, and/or federal regulatory requirements. Monica's strength lies in assisting clients in navigating complex cultural resources issues in the contexts of the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), and Section 106 of the National Historic Preservation Act (NHPA). Monica's experience ranges from large infrastructure projects that are controversial and multi-jurisdictional to smaller development projects that are important to local agencies and stakeholders. She has excellent experience working with agencies to develop creative mitigation to address challenging cultural resources impacts. She directs a staff who conduct Phase 1 archaeological/ paleontological and historic architectural surveys, construction monitoring, Native American outreach, archaeological testing and treatment, historic resource significance evaluations, and large-scale data recovery programs. Monica is expert in the area of Assembly Bill 52 and routinely provides training to her clients as well as being a workshop content author and session presenter for the Association of Environmental Professionals on the topic.

Relevant Experience

County of Los Angeles, Department of Public Works, Arroyo Seco Bike Path Phase I Cultural Resources Evaluation, Los Angeles, CA. *Project Director.*

Working for the County of Los Angeles, Department of Public Works in connection with a project to make improvements to the Arroyo Seco Channel, Monica managed all aspects of Section 106 review in accordance with Caltrans Cultural Resources Environmental guidelines. Monica and her team evaluated the Arroyo Seco Channel, identified character-defining features, informed the design of channel improvements to retain such features, and addressed the channels' potential for eligibility as part of a larger Los Angeles County water management district. She developed the research strategy, directed the field teams, and prepared cultural resources assessment documentation for approval by Caltrans and FHWA, as well as the cultural resources section for a Mitigated Negative Declaration.

Los Angeles Department of Water and Power La Kretz Innovation Campus, Los Angeles County, CA. *Project Director.* The project involved the rehabilitation of the 61,000-square-foot building located at 518-524 Colyton Street, demolition of the building located at 537-551 Hewitt Street, and construction of an open space public plaza and surface parking lot, and involved compliance with Section 106 of the National Historic Preservation Act and consultation with the California

State Historic Preservation Officer. ESA is providing archaeological monitoring and data recovery services and is assisting LADWP with meeting their requirements for Section 106 of the National Historic Preservation Act. Monica is providing oversight to archaeological monitors and crew conducting resource data recovery and laboratory analysis, and is providing guidance to LADWP on meeting Section 106 requirements.

Los Angeles Department of Water and Power, Scattergood Olympic Transmission Line Monitoring, Los Angeles County, CA. *Cultural Resources Principal Investigator.* The Los Angeles Department of Water and Power (LADWP) is proposing to construct and operate approximately 11.4 miles of new 230 kilovolt (kv) underground transmission line that would connect the Scattergood Generation Station and Olympic Receiving Station. The project includes monitoring of potential vault location testing. Monica currently coordinates and provides daily oversight to archaeological, Native American, and paleontological monitors. An Archaeological Resources Monitoring Report and a Paleontological Resources Monitoring Report documenting the monitoring findings will be submitted, together with daily monitoring logs, at the close of the project.

Los Angeles Department of Recreation and Parks, Sheldon Skate Plaza Project, Los Angeles, CA. *Cultural Resources Project Director.* Monica directed a cultural resources constraints study for the Los Angeles Department of Recreation and Parks (LADRP) Sheldon Skate Plaza Project. The LADRP plans to develop a 2.2-acre skate plaza on vacant land. The facility would consist of 20,000 square feet of skateable area, with elements to include features such as hubbas, stairs and rails, ledges and curbs, pads, and tranny ramps. Additionally, a new parking lot, a pre-fabricated restroom building, landscaping and irrigation, drinking fountain, security lighting, and Americans with Disabilities (ADA) pathways will be included.



Michael Vader

Senior Associate

EDUCATION

BA, Physical Anthropology, University of California, Santa Barbara

M.A., Applied Archaeology (In Progress), California State University San Bernardino

13 YEARS OF EXPERIENCE

PROFESSIONAL AFFILIATIONS

Society for California Archaeology (SCA)

Society for American Archaeology (SAA)

Pacific Coast Archaeological Society (PCAS)

SPECIALIZED EXPERIENCE

Analysis of faunal remains including fish and shellfish species

Archaeological Monitoring

Paleontological Monitoring

Environmental Compliance Monitoring

Human osteology and bioarchaeology

Michael is cultural resources specialist with experience working on survey, data recovery, and monitoring projects. Michael has experience with project management, has led crews on multiple surveys and excavations, and is familiar with environmental compliance documents. He has worked on a variety of energy and water infrastructure projects throughout California, including projects in Riverside, San Diego, Imperial, San Bernardino, Los Angeles, Orange, Santa Barbara, San Luis Obispo, Kern, Fresno, Madera, and Inyo Counties, as well as in Clark County Nevada. Michael regularly works as part of a team, coordinating with field staff and agency leads.

Relevant Experience

San Gabriel Coastal Spreading Grounds Levee Retrofit Project, Pico Rivera, CA. Archaeologist. The Los Angeles County Department of Public Works retained ESA to prepare a cultural resources assessment for the San Gabriel Coastal Spreading Grounds (SGCSG) Levee Retrofit Project at the request of the Army Corps of Engineers in support of a 404 permit. The project will improve the stability and imperviousness of the SGCSG main levee, which is older than 50 years. ESA evaluated the levee for inclusion in the National Register and prepared an effects determination as part of the cultural resources assessment. Michael managed cultural resources staff and co-authored the cultural resources assessment.

Laguna Regulating Basin Slope Repair and Access Improvement Project, Alhambra, CA. Archaeologist. Los Angeles County Department of Public Works' retained ESA to prepare a Section 106-compliant cultural resources assessment for the Laguna Regulating Basin (LRB) Slope Repair and Access Improvement Project. The Project proposes reconstruction of access road surface and subgrade, re-grading and recompacting erosion damage, improving drainage, and implementing other essential maintenance repairs at the LRB. ESA conducted a Phase I Cultural Resources Assessment for the project. Michael managed the cultural resources staff and co-authored the cultural resources assessment for the project.

Times Mirror Square Project – Archaeological Resources Assessment, Los Angeles, CA. Archaeologist. Omni Group retained Environmental Science Associates to conduct an Archaeological Resources Assessment for the Times Mirror Square Project in support of an Environmental Impact Report (EIR). The project proposes to construct two new mixed-use towers along with rehabilitation of three existing buildings within the Times Mirror Square site in the city of Los Angeles. Michael co-authored the archaeological resources assessment report and prepared the Cultural Resources and Tribal Cultural Resources sections of the Environmental Impact Report.

APPENDIX B

Sacred Lands File Search



626 Wilshire Boulevard
Suite 1100
Los Angeles, CA 90017
213.599.4300 phone
213.599.4301 fax

www.esassoc.com

May 6, 2020

Native American Heritage Commission
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
FAX- 916-373-5471

**Subject: Sacred Lands File search request for the LADWP St Andrews Place Demolition Project
(D201600626.40)**

To whom it may concern:

Environmental Science Associates (ESA) has been retained by the Los Angeles Department of Water and Power (LADWP) to conduct an archaeological resources assessment for the St Andrews Place Demolition Project (Project) in support of an Initial Study/Mitigated Negative Declaration (ISMND) pursuant to the California Environmental Quality Act (CEQA). The Project proposes the demolition of a two-story structure located at 6236 S. St. Andrews Place in South Los Angeles. Demolition of the structure will result in the area being used as open air storage to supplement the existing storage area available on and adjacent well field. As depicted in the attached map, the Project area is located within the City of Los Angeles in the Inglewood neighborhood, within Section 23 of Township 2 South, Range 14 West on the Inglewood, CA 7.5-minute topographic quadrangle.

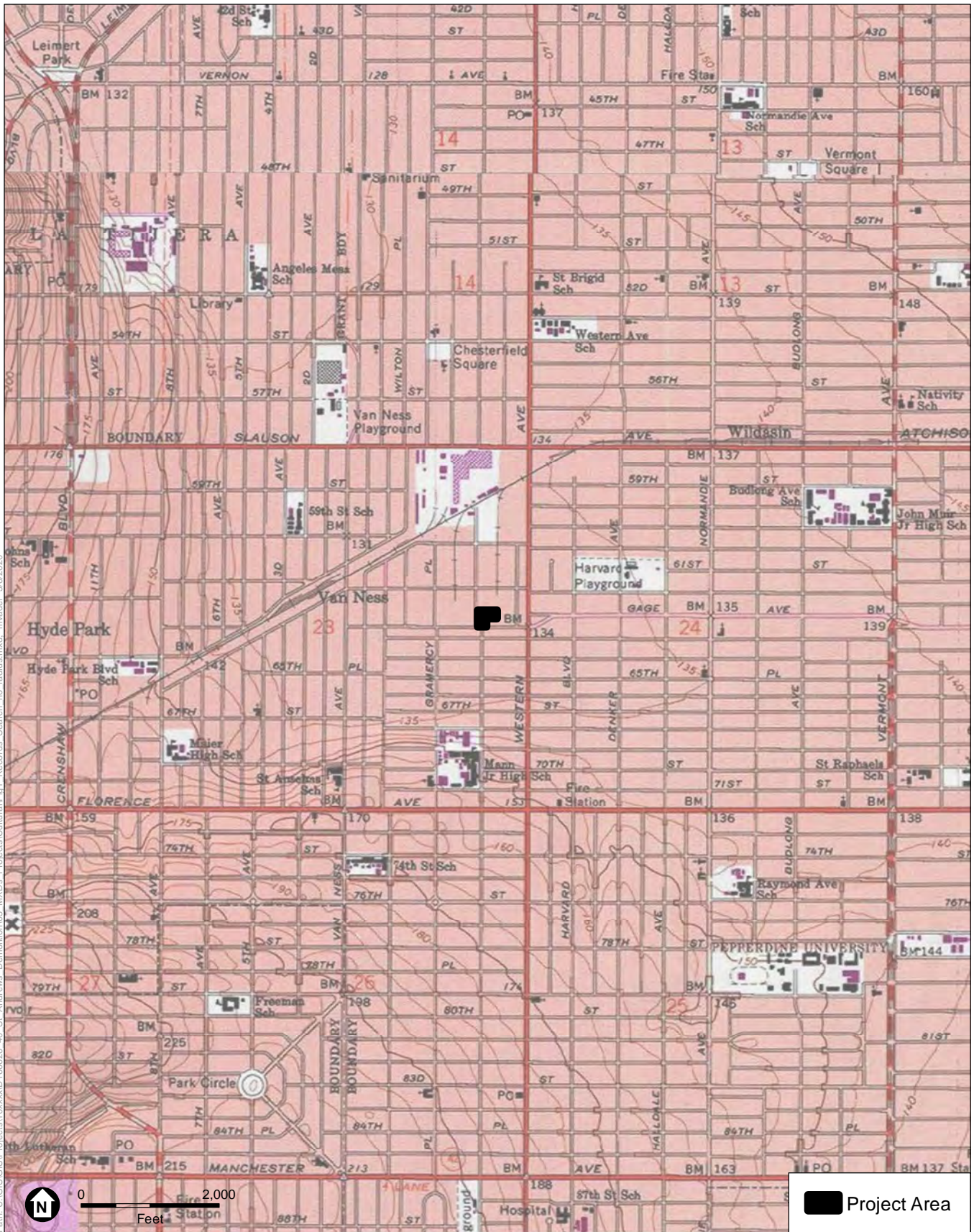
In an effort to provide an adequate appraisal of all potential effects to cultural resources that may result from the proposed Project, ESA is requesting that a records search be conducted for sacred lands or traditional cultural properties that may exist within the Project area.

Thank you for your time and cooperation regarding this matter. To expedite the delivery of search results, please fax them to 619.719.4201, or email them to mvader@esassoc.com. Please contact me at 619.241.9238 or at mvader@esassoc.com if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Vader", with a long, sweeping horizontal line extending to the right.

Michael Vader
Cultural Resources



TOPO QUAD: Inglewood 7.5-minute

LADWP St Andrew Place Demolition Project

Figure 1
Records Search Map



NATIVE AMERICAN HERITAGE COMMISSION

May 8, 2020

Eduardo Cuevas
Los Angeles Department of Water and Power

Via Email to: Eduardo.cuevas@ladwp.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, St. Andrews Place Demolition Project, Los Angeles County

Dear Mr. Cuevas:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;



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Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: steven.quinn@nahc.ca.gov.

Sincerely,



Steven Quinn
Cultural Resources Analyst

Attachment

Appendix B.2

Historic Resources Assessment

6236 S. ST. ANDREWS PLACE, LOS ANGELES, CALIFORNIA

Historic Resources Assessment

Prepared for
Eduardo Cuevas
Environmental Planning and Assessment
Los Angeles Department of Water and
Power

June 2020



6236 S. ST. ANDREWS PLACE,
LOS ANGELES, CALIFORNIA
Historic Resources Assessment

Prepared for
Eduardo Cuevas
Environmental Planning and Assessment
Los Angeles Department of Water and
Power

June 2020

626 Wilshire Boulevard
Suite 1100
Los Angeles, CA 90017
213.599.4300
www.esassoc.com



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6236 S. ST. ANDREWS PLACE

Historic Resources Assessment

1.0 Introduction

1.1 Executive Summary

Environmental Science Associates (ESA) was retained by the Los Angeles Department of Water and Power (LADWP) to prepare this Historic Resources Assessment Report (Report). The purpose of this Report is to identify and evaluate potential historical resources located at 6236 S. St. Andrews Place (subject property) in Tract No. 5999 in the South Los Angeles Community Plan Area located in Los Angeles (City), California, on assessor parcel number (APN) 6001-016-901. The subject property, which consists of a small industrial complex of four attached one- and two-story buildings, is evaluated in this Report for its potential eligibility as a historical resource for listing in the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), and for local designation as a City of Los Angeles Historical Cultural Monument (LAHCM). The Report includes a discussion of the survey methods used, regulatory framework, summary of previously recorded resources, a brief overview of the history of the property and surrounding area, architectural description of the subject property, applicable contexts and periods of significance, SurveyLA eligibility requirements, and an eligibility evaluation of the subject property.

The subject property is located in the South Los Angeles Community Plan Area (South Los Angeles CPA). The first building in the industrial complex to be constructed was completed in 1928 as a Mediterranean Revival-style furniture factory with Italianate decorative elements designed by architect John M. Cooper Company for Bauman Brothers Furniture Manufacturing Company (Bauman Brothers), fronting S. St. Andrews Place. An additional brick vernacular industrial building designed by John M. Cooper Company was also constructed fronting Gage Avenue in 1928. Over the years several additions and alterations were made to the factory to support the expansion of the Bauman Brother's industrial enterprise, most notably construction of one additional building in 1941 in a utilitarian Late Moderne style south of the original building designed by Engineer H. Sage Webster, and another similar building further south in 1946 also in a utilitarian Late Moderne style designed by Engineer A. Karl Leatherwood, constructed fronting S. St. Andrews Place. Bauman Brothers continued to own the property and manufacture furniture at this location until 1968.

The subject property is currently identified as a potentially eligible resource in the City of Los Angeles citywide historical resources survey (SurveyLA) of Industrial Zone Properties in South Los Angeles, completed in 2016.¹ The style of the property is identified in the survey as Late Moderne and the property is described as:

*An excellent and rare example of 1920s industrial development in the area; few examples remain from this period. Also a rare remaining example of an industrial building associated with furniture manufacturing in South Los Angeles. The building was originally occupied by Bauman Bros., who operated from this location until approximately 1970.*²

It was assigned several California Historical Resource Status Codes³ in the SurveyLA findings identifying the property’s potential eligibility at the federal, state, and local levels, including: “3S” (Appears eligible for NR as an individual property through survey evaluation); “3CS” (Appears eligible for CR as an individual property through survey evaluation); and “5S3” (Appears to be individually eligible for local listing or designation through survey evaluation).

ESA’s Cultural Resources Director Monica Strauss, M.A., R.P.A., and ESA’s qualified architectural historians—Margarita Jerabek, Ph.D., and Hanna Winzenried, M.Sc.—conducted an intensive-level pedestrian site survey of the exterior and interior of the subject property on May 26, 2020. As part of the survey, the subject property was documented with digital photography and recorded on California Department of Parks and Recreation forms 523A Primary Record and 523B Building, Structure, Object. ESA also conducted research on the subject property’s construction and occupancy to document the building chronology and alterations to the subject property. In addition, its history within the context of the development of the South Los Angeles neighborhood—and, specifically, Tract No. 5999—was analyzed.

ESA did not find the subject property eligible under any of the applicable criteria at either the national, state, or local levels. Under Criterion A/1/1, ESA found that although the subject property was originally associated with 1920s industrial development patterns in South Los Angeles, it has undergone many modifications and large additions that detract from its integrity and association with 1920s industrial development. While the economic importance of the furniture industry in Los Angeles during the 1920s appears to be historically significant in the context of industrial development as a whole, the original occupant of the subject property, Bauman Brothers, was a small unimportant furniture manufacturing enterprise that is not mentioned in any published reviews of the furniture industry from this period and does not appear to have made any significant contribution to the development of the industry during the 1920s or 1930s. With regard to the later additions during the 1940s, there is no evidence at all that Bauman Brothers held any significance in the furniture industry during the 1940s through the 1970s either. In addition, based upon ESA’s examination of the surrounding built environment, it does not appear that the subject property is a rare example of early twentieth century industrial development in the area. The surrounding setting is strongly characterized by early 20th Century

¹ SurveyLA, “Industrial Zone Properties- Individual Resources,” South Los Angeles, January 2016.

² Ibid., 8

³ Office of Historic Preservation, 2003.

industrial development, much of which is still extant. There are 13 examples of other potentially eligible 1920s industrial improvements extant in South Los Angeles that have been identified by SurveyLA; the survey area included approximately 1,152 industrial-zoned parcels of which approximately 994 were surveyed by SurveyLA ranging in age from the 1920s through the 1940s.⁴ Furthermore, there were no significant events associated with the subject property. The furniture industry as a whole was strongly associated with the 1920s and 1930s unionism and thousands of employees at numerous larger more influential furniture factories participated in these activities. Although there was one minor incident associated with the Bauman Brothers factory, it was not a significant incident and did not contribute to any change in labor practices or rises in wages.

Under Criterion B/2/2, there are no important persons associated with the subject property.

Under Criterion C/3/3, the subject property does not appear to be architecturally significant. The later additions to the property during the 1940s substantially changed the appearance of the property from its original 1920s construction in the Mediterranean Revival style to a utilitarian Late Moderne-style factory, altering John M. Cooper's original design intent. At this time the primary entrance of the original factory building was closed (blocked) and a new primary entrance was constructed that reconfigured the design and layout of the factory complex and the appearance of the factory along its street-facing elevations. These changes substantially detract from the eligibility of the subject property under Criterion C/3/3. With regard to the Late Moderne style, the subject property was not originally constructed in the Late Moderne style and there are many better and more significant examples of Late Moderne-style furniture factories and other factory buildings from the 1940s.

Under Criterion D/4 the property does not reveal important information about prehistory or history.

As a result of this finding, ESA recommends that the subject property should be assigned the California Historical Resource Status Code of "6Z," meaning that it appears to be ineligible as an individual resource or as a contributor to a potential locally eligible district through a survey evaluation.

1.2 Project Location

The subject property is located at 6236 S. St. Andrews Place in the South Los Angeles neighborhood in the City of Los Angeles, as shown on **Figure 1, Regional and Project Vicinity Map**. As previously mentioned above, the subject property is improved with a small industrial complex of four attached one- and two-story buildings; the location of the structure on the subject property is shown in **Figure 2, Aerial Photograph of Subject property**. The subject property is oriented facing west toward S. St. Andrews Place and south facing West Gage Avenue. South of West Gage Avenue is a residential neighborhood and north of West Gage Avenue is a large industrial area.

⁴ SurveyLA, Industrial Zone Properties in the South Los Angeles Community Plan Area – Supplemental Historic Resources Survey Report, December 2015, Page 1.

Figure 1 Regional and Project Vicinity Map

Figure 2 Aerial Photograph of Subject property

1.3 Research and Field Methodology

This Report was prepared by a team of ESA’s architectural historians—including Margarita Jerabek, Ph.D., Director of Historical Resources; and Hanna Winzenried, M.Sc., Associate—all of whom meet and exceed the *Secretary of the Interior’s Professional Qualification Standards* in history and architectural history. Professional qualifications are provided in **Appendix A**. Preparation of this Report involved a review of the National Register and its annual updates, the California Register, the Statewide Historical Resources Inventory (HRI) database maintained by the State Office of Historic Preservation (OHP), SurveyLA findings, and the City of Los Angeles’s inventory of historic properties in order to identify any previously recorded properties within or near the subject property. An intensive-level pedestrian survey was also undertaken to document the existing conditions of the subject property and its vicinity. Additional tasks performed for the study are as follows:

- Conducted field inspections of the subject property and used the survey methodology of the State OHP.
- Photographed the subject property and associated landscape features, and examined other properties in the vicinity that exhibited potential architectural and/or historical associations.
- Conducted site-specific research on the property utilizing building permits, Sanborn Fire Insurance Maps (Sanborn Maps), City directories, historical photographs, Online Archive of California, Calisphere, Los Angeles Public Library digital collections and resources, University of Southern California (USC) Digital Collections, the historical *Los Angeles Times*, and other published sources.
- Conducted archival records search through the California Historical Resources Information System at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton.
- Conducted research at the City’s Building and Safety and Planning departments.
- Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation, designation assessment processes, and related programs.
- Evaluated potential historical resources based upon criteria used by the National Register, California Register, and City of Los Angeles Cultural Heritage Ordinance.

2.0 Regulatory Framework

Historical resources fall within the jurisdiction of the federal, state, and local designation programs. Federal laws provide the framework for the identification, and in certain instances, protection of historical resources. Additionally, state and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act (NHPA) of 1966, as amended and the California Public Resources Code (PRC), Section 5024.1, are the primary federal and state laws and regulations governing the evaluation and significance of historical resources of national, state, regional, and local importance. Descriptions of these relevant laws and regulations are presented below.

2.1 Federal Eligibility Criteria and Integrity Aspects

National Register of Historic Places

The National Register was established by the NHPA as “an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.”⁵ The National Register recognizes properties that are significant at the national, state, and/or local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Four criteria for evaluation have been established to determine the significance of a resource:

- A. Associated with events that have made a significant contribution to the broad patterns of our history;
- B. Associated with the lives of persons significant in our past;
- C. Embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
- D. Yields, or may be likely to yield, information important in prehistory or history.⁶

Districts, sites, buildings, structures, and objects that are 50 years in age must meet one or more of the above criteria *and* retain integrity (that is, convey their significance) to be eligible for listing.

Under the National Register, a property can be significant not only for the way it was originally constructed, but also for the way it was adapted at a later period, or for the way it illustrates changing tastes, attitudes, and uses over a period of time.⁷

⁵ 36 CFR Section 60.2.

⁶ “Guidelines for Completing National Register Forms,” in National Register Bulletin 16, U.S. Department of Interior, National Park Service, September 30, 1986. This bulletin contains technical information on comprehensive planning, survey of cultural resources and registration in the NRHP.

⁷ National Register Bulletin 15, p. 19.

Within the concept of integrity, the National Register recognizes seven aspects or qualities that, in various combinations, define integrity: Location, Design, Setting, Materials, Workmanship, Feeling, and Association:

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historic role. It involves *how*, not just *where*, the property is situated and its relationship to surrounding features and open space.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components.

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

The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. A property must retain key exterior materials dating from the period of its historic significance.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer.⁸

To retain historic integrity, a property will always possess most of the aspects and depending upon its significance, retention of specific aspects of integrity may be paramount for a property to convey its significance.⁹ Determining which of these aspects are most important to a particular property requires knowing why, where and when a property is significant.¹⁰ For properties that are considered significant under National Register Criteria A and B, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (National Register Bulletin 15)* explains, “a property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s).”¹¹ In assessing the integrity of properties that are considered significant under National Register Criterion C, *National Register Bulletin 15* states, “a property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique.”¹²

2.2 State Register and Eligibility Criteria

California Register of Historical Resources

The OHP, as an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level.

The OHP also carries out the duties as set forth in the PRC and maintains the HRI and the California Register. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state’s jurisdictions.

Also implemented at the state level, California Environmental Quality Act requires projects to identify any substantial adverse impacts that may affect the significance of identified historical resources.

⁸ National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, 44-45, <http://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>, accessed July 7, 2013.

⁹ The National Register defines a property as an “area of land containing a single historic resource or a group of resources, and constituting a single entry in the National Register of Historic Places.” A “Historic Property” is defined as “any prehistoric or historic district, site, building, structure, or object at the time it attained historic significance.” Glossary of National Register Terms, http://www.nps.gov/nr/publications/bulletins/nrb16a/nrb16a_appendix_IV.htm, accessed June 1, 2013.

¹⁰ National Register Bulletin 15, p. 44.

¹¹ “A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property’s historic character. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register.” Ibid, p. 46.

¹² “A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.” Ibid.

The California Register was created by Assembly Bill 2881 which was signed into law on September 27, 1992. The California Register is “an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change.”¹³ The criteria for eligibility for the California Register are based upon National Register criteria.¹⁴

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally Determined Eligible for the National Register.¹⁵
- California Registered Historical Landmarks from No. 770 onward.
- Those California Points of Historical Interest (PHI) that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.¹⁶

Other resources which may be nominated to the California Register include:

- Individual historical resources.
- Historical resources contributing to historic districts.
- Historical resources identified as significant in historical resources surveys with significance ratings of Category 1 through 5.
 - Historical resources designated or listed as local LAHCMs, or designated under any local ordinance, such a Historic Preservation Overlay Zone (HPOZ).¹⁷

To be eligible for the California Register, a historical resource must be significant at the local, state, or national level, under one or more of the following four criteria:

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

Additionally, a historical resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or

¹³ PRC Section 5024.1(a).

¹⁴ PRC Section 5024.1(b).

¹⁵ PRC Section 5024.1(d).

¹⁶ PRC Section 5024.1(d).

¹⁷ PRC Section 5024.1(e)

appearance to be recognizable as a historical resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of seven aspects of integrity similar to the National Register (location, design, setting, materials, workmanship, feeling, and association). Also like the National Register, it must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.¹⁸

2.3 Local Cultural Heritage Ordinance and Eligibility Criteria

City of Los Angeles

The City enacted a Cultural Heritage Ordinance in April 1962 that defines Historic-Cultural Monuments. According to the Cultural Heritage Ordinance, Historic-Cultural Monuments are sites, buildings, or structures of particular historic or cultural significance to the City in which the broad cultural, political, or social history of the nation, state, or City is reflected or exemplified, including sites and buildings associated with important personages or which embody certain distinguishing architectural characteristics and are associated with a notable architect. These Historic-Cultural Monuments are regulated by the City's Cultural Heritage Commission and the City Council.

Los Angeles Cultural Heritage Ordinance Eligibility Criteria

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1967 and amended it in 2018 (Los Angeles Administrative Code, Chapter 9, Division 22, Article 1, Section 22.171.7). The Cultural Heritage Ordinance establishes criteria for designating a local historical resource as an LAHCM. An LAHCM is any site (including significant trees or other plant life located on the site), building, or structure of particular historic or cultural significance to the City that meets at least one of the following criteria:

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

¹⁸ Codified in California Code of Regulations, Title 14, Chapter 11.5, Section 4852(c) which can be accessed on the internet at <http://ohp.parks.ca.gov>

Los Angeles Historic Preservation Overlay Zone Ordinance Eligibility Criteria

City of Los Angeles Ordinance Number 175891, found in Section 12.20.3 of the Los Angeles Municipal Code, describes the procedures for creation of new HPOZs, the powers and duties of HPOZ Boards, and the review processes for projects within HPOZs. The Ordinance was created in 1979 and most recently amended and re-adopted by the Los Angeles City Council in 2017.¹⁹ An HPOZ is an area of the City which is designated as containing structures, landscaping, natural features or sites having historic, architectural, cultural or aesthetic significance. Before an HPOZ may move into the formal adoption process, an historic resources survey of the proposed district must be completed. The survey studies the historic and architectural significance of the neighborhood and identifies structures and features as either “contributing” or “non-contributing” to the district. A contributing structure is a building that was constructed during the predominant period of development in the neighborhood and that has retained most of its historic features. A non-contributing structure is one that was either constructed after the major period of the neighborhood’s development, or has been so significantly altered that it no longer conveys its historic character.²⁰

According to Section 12.20.3 of the City of Los Angeles Municipal Code, features designated as contributing shall meet one or more of the following criteria:

- Adds to the Historic architectural qualities or Historic associations for which a property is significant because it was present during the period of significance, and possesses Historic integrity reflecting its character at that time.
- Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city.
- Retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of the resource and its environment.²¹

¹⁹ “Citywide HPOZ Ordinance,” City of Los Angeles Office of Historic Resources, <http://www.preservation.lacity.org/hpoz/citywide-hpoz-ordinance>, accessed July 24, 2013.

²⁰ “How to Establish an HPOZ,” City of Los Angeles Office of Historic Resources, <http://www.preservation.lacity.org/hpoz/how-establish-hpoz>, accessed July 24, 2013.

²¹ “Citywide HPOZ Ordinance,” City of Los Angeles Historic Resources, <http://www.preservation.lacity.org/hpoz/citywide-hpoz-ordinance>, accessed July 24, 2013, pgs. 11-12.

3.0 Identification of Potential Historical Resources within the Subject Property and Surrounding Area

3.1 Previous Evaluations of the Subject Property

The property is currently identified in SurveyLA's survey of Industrial Zone Properties in South Los Angeles, completed in 2016. The building is identified as a Late Moderne building and as an:

...excellent and rare example of 1920s industrial development in the area; few examples remain from this period. Also a rare remaining example of an industrial building associated with furniture manufacturing in South Los Angeles. The building was originally occupied by Bauman Bros., who operated from this location until approximately 1970.²²

It was assigned California Historical Resource Status Codes (Office of Historic Preservation, 2003) of 3S (Appears eligible for NR as an individual property through survey evaluation); 3CS (Appears eligible for CR as an individual property through survey evaluation); and 5S3 (Appears to be individually eligible for local listing or designation through survey evaluation).

3.2 Archival Research

A records search for the project was conducted on June 22, 2020 at the SCCIC housed at California State University, Fullerton. The records search included a review of all historic architectural resources within and immediately adjacent to the subject property and previous studies within a 1-mile radius of the subject property. The SCCIC records search results indicate that 21 cultural resources studies have been conducted within a 1-mile radius of the subject property. Of the 21 previous studies identified by the SCCIC, none overlap the subject property.

Although not yet on file at the SCCIC, ESA prepared a cultural resources assessment for the Manhattan Wellfield Project, located immediately north of the subject property, in 2018 (Clark et al., 2018). As part of the assessment three historic architectural resources identified by SurveyLA were formally documented including the Langendorf United Bakeries building (P-19-192511), the Allied Plastics building (P-19-192509) and the Bauman Bros. Furniture Manufacturing Co. building (P-19-192510). One additional resource, the Manhattan Pumping Plant Forebay (P-19-192512) was newly recorded and evaluated as a result of the assessment and was recommended ineligible for listing in the National Register and California Register. Of these four resources, one (Bauman Bros. Furniture Manufacturing Co. building) comprises the subject property and is evaluated as part of the current report. The remaining three resources are located 114 feet (Allied Plastics Building), 176 feet (Langendorf United Bakeries building), and 190 feet (Manhattan Pumping Plant Forebay) from the subject property. The Langendorf United Bakeries building and Allied Plastics building are included as part of the discussion in the following section.

²² SurveyLA, "Industrial Zone Properties- Individual Resources," *South Los Angeles*, January 2016, 8.

3.3 Nearby Resources

Listed below in **Table 1** are 11 historic resources found on HistoricPlacesLA—the City of Los Angeles’s online information and management system specifically created to inventory and map significant historic resources—within 0.25 miles of the subject property. Of the 11 historic resources within 0.25 miles, only two have direct views of the subject property, including Allied Plastics, east of the subject property, and Langendorf United Bakeries, north of the subject property.

**TABLE 1
NEARBY HISTORIC RESOURCES**

Address/Name	Date	*Resource Description	*CHR Status Code	Approx. Distance from Subject Property	View
Allied Plastics 6231 S. Manhattan Pl.	1946	1940s industrial building for plastic manufacturing designed by John Rex	3CS; 5S3; 3S	114 ft E	Direct view
Offenhouser Engineering Co 2001 W. Gage Avenue	1940	Industrial machine shop used for manufacturing automobile parts	5S3; 3CS	627 ft W	Indirect view
2023 W. Gage Avenue	1929	1920s daylight factory	5S3; 3CS	834 ft W	No view
J&J Cash, Inc. 6211 S. Gramercy Pl.	1927	Rare example of early 20th century industrial development in the area	5S3; 3CS	765 ft NW	No view
Langendorf United Bakeries, Inc. 1870 W. 62 nd St.	1930-1972	1930s industrial development	5S3; 3CS; 3S	176 ft N	Direct view
Sampson Motors, Inc. 1936 W. 62 nd St.	1942-1975	Industrial machine shop used for manufacturing automobile parts	5S3; 3CS; 3S	429 ft NW	No view
Hostess Bakery Complex District 6007 S. St. Andrews Place	1924-1912	Early 20th century industrial complex for Hostess Bakery	3S; 3CS; 5S3	582 ft N	Indirect view
Los Angeles Art Glass Co. 6000 S. Gramercy Pl.	1926-1940	Early 20th Century industrial development	3CS; 5S3	874 ft NW	No view
Los Angeles Biscuit Company 2014 W 62 nd St.	1926	Early 20th century industrial development	5S3; 3CS	881 ft NW	No view
Pacific Construction Finance Co. 6020 S. Western Ave	1938	South LA commercial office of the Pacific Construction Finance Company designed by Laurence B. Clapp	5S3; 3CS	1,086 ft NE	No view
6525 S. Western Ave	1927	Relatively intact streetcar commercial building	3CS; 5S3	610 ft SE	No view

4.0 Environmental Setting

4.1 Neighborhood Development

South Los Angeles

The subject property is located within the South Los Angeles CPA. A history of the South Los Angeles CPA can be found in the *Historic Resources Survey Report for the South Los Angeles Community Plan Area*.²³ The history of the industrially-zoned areas in the north and central portions of the South Los Angeles CPA is included in the supplemental historic resources survey report.²⁴ Early industrial development in Los Angeles was established along rail lines or clustered near the port in San Pedro. In 1906, Los Angeles's first industrial district was formed east of downtown, and additional districts soon followed. Creation of these industrially-zoned districts led to the concentration of a range of industrial property types in such areas as east of downtown along the railroad lines on either side of the Los Angeles river, near the port of San Pedro, and in South Los Angeles. Industrial development in the South Los Angeles CPA followed roughly the same pattern as its residential and commercial development starting in the northern portion in the early 20th century and extending southward over time following the establishment of transportation arteries. By the mid-1920s, a large and discrete industrial area had developed within the central portion of the South Los Angeles CPA, oriented toward the Atchison, Topeka, and Santa Fe Railway line. Bounded roughly by Slauson Avenue, South Western Avenue, West Gage Avenue, and South Wilton Place, this area contained a diverse range of manufacturing and warehousing operations, including bakery complexes, furniture factories, and facilities for producing glass and other building materials. Starting in the late 1930s through the early 1940s, the area came to include other industries like specialized automobile parts manufacturers and a plastics factory. Existing operations like the Hostess Bakery continued their original uses well into the post-World War II period, with Hostess completing a major 1950s upgrade to its 1924 plant that would continue its function until the company declared bankruptcy in 2012. While few of the area's properties contain their original occupants now, and many of the individual properties have experienced extensive alterations, its industrial character remains intact.²⁵

Tract History

Tract No. 5999 and 7106

6236 S. St. Andrews Place is on lot 44 of Tract No. 5999 and lots 8 and 9 of Tract No. 7106 (**Figures 3 and 4 and Appendix B**). Tract No. 5999 was subdivided in 1923. Tract No. 7106 was a subdivision of the lots 28, 45, 46, 63, and 64 along 63rd Place (now known as West Gage Avenue) done later the same year in 1923. Both tracts were owned by Hellman Commercial Trust & Savings Bank which consolidated with Merchants National Bank in 1926.²⁶ The lots in Tract No. 5999 are all roughly uniform in size and rectangular in shape. In Tract No. 7106, the lots

²³ SurveyLA, "South Los Angeles Community Plan Area," prepared for the City of Los Angeles Department of Planning, March 2012, 4-11.

²⁴ SurveyLA, Industrial Zone Properties in the South Los Angeles Community Plan Area, Supplemental Historic Resources Survey Report, prepared for City of Los Angeles Department of City Planning, December 2015.

²⁵ Ibid., 3-4.

²⁶ "In Step with Progress," *Los Angeles Times* (Los Angeles, CA), October 27, 1926, 13.

along 63rd Place are smaller and are also uniform in shape and size and are oriented toward 63rd Place. Tracts 5999 and 7106 are bounded to the north by the rail road tracks, to the east by Western Avenue, to the south by Gage Avenue, and by the buildings west of Gramercy Place as shown in **Figure 9**.

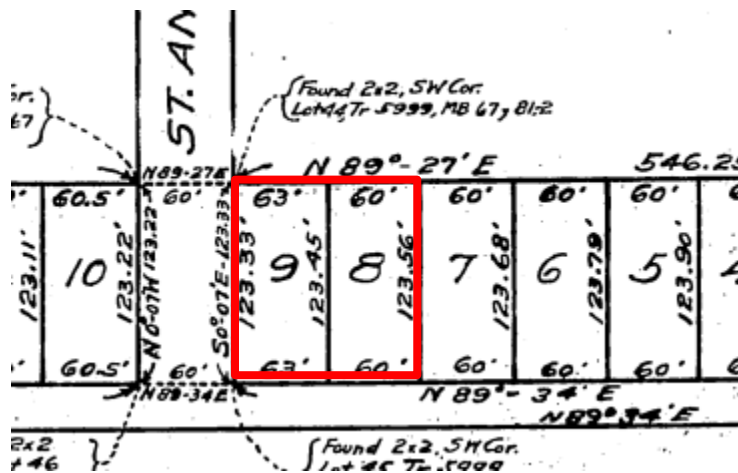


6236 S. St. Andrews Place / D20160626.40

SOURCE: Los Angeles County
department of Public
Works

Figure 3

Excerpt of Tract 5999 with the northern portion of the subject property, Lot 44, outlined in red (Lot 45 is the southern portion of the subject property that was subdivided and became part of Tract 7106)



6236 S. St. Andrews Place / D20160626.40

SOURCE: Los Angeles County
department of Public
Works

Figure 4

Excerpt of Tract 7106 with the remaining southern portion of the subject property, Lots 8 and 9 (formerly part of Lot 45 of Tract 5999), outlined in red

In the early 1920s, the land surrounding the subject property was undeveloped, although outlines of roads started to appear. (**Figure 5**). By 1927, the land south of the subject property was developed with a residential neighborhood. Tracts No. 5999 and 7106 were mostly empty

although to the east of the subject property was some industrial development including a plant for sash and doors, the Manhattan Pumping Plant of the Municipal Bureau of Water & Power, the Langendorf Baking Co., an auto painting building, lumber storage, and paper box manufacturing. There is a spur track located east of the subject property associated with the pumping plant (**Figure 6**). By 1938, more than half of the 96 industrially zoned properties in Tracts 5999 and 7106 were developed, including the first building on the subject property that was built in 1928. There is also a building on the subject property facing south toward Gage Avenue that was constructed before 1946 (**Figure 7**). Tracts 5999 and 7106 were fully developed by 1950 with a plastics manufacturing building, Babyline Furniture Co., Langendorf United Bakeries, etc. The factory complex on the subject property was also fully developed by this time. The original building was used for upholstery and sewing, a building east of the original building (now demolished) was used for woodworking, a building located south of the building was used for loading and spray painting, a building located on the southwest corner of the subject property was used as a warehouse, and a building located east of the warehouse was used for mattress manufacturing, and as a storefront (**Figure 8**). Today, out of Tracts 5999 and 7106 in the central portion of the South Los Angeles CPA, only 11 of the original buildings remain intact. All of the other properties have been heavily altered or redeveloped since 1950 (**Figure 9**).

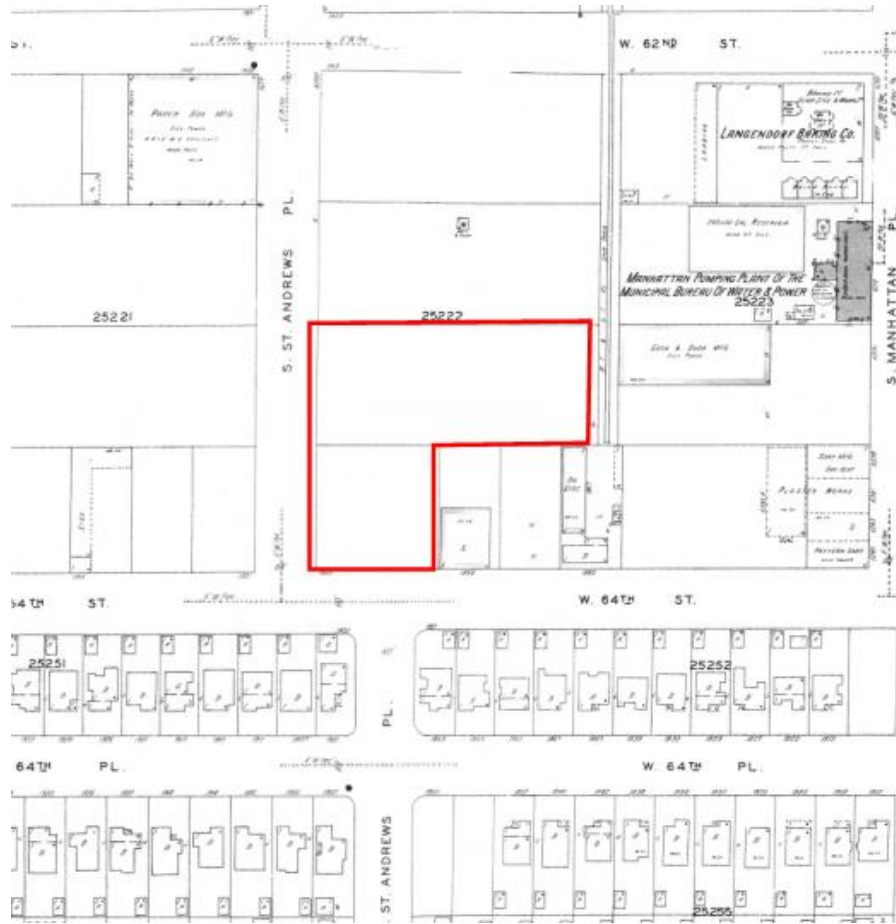


SOURCE: EDR

6236 S. St. Andrews Place / D20160626.40

Figure 5

Excerpt of an aerial photograph from 1923, subject property outlined in red. Tracts No. 5999 and 7106 are located above Gage Avenue indicated by the blue line.



6236 S. St. Andrews Place / D20160626.40

SOURCE: EDR

Figure 6
Excerpt of Sanborn map from 1927, subject property outlined in red



6236 S. St. Andrews Place / D20160626.40

SOURCE: EDR

Figure 7
Excerpt of an aerial photograph from 1938, subject property outlined in red



6236 S. St. Andrews Place / D20160626.40

SOURCE: EDR

Figure 8

Excerpt of Sanborn map from 1950, subject property outlined in red. The lumber shed depicted with a dotted line to the north was also associated with the Bauman Brothers factory in 1950, although it has since been demolished. The adjacent building east of the subject property facing Gage Avenue also appears to have been associated with the Bauman Brothers as additional spray painting, warehouse, and manufacturing space, although it is not currently part of the subject property.



SOURCE: EDR

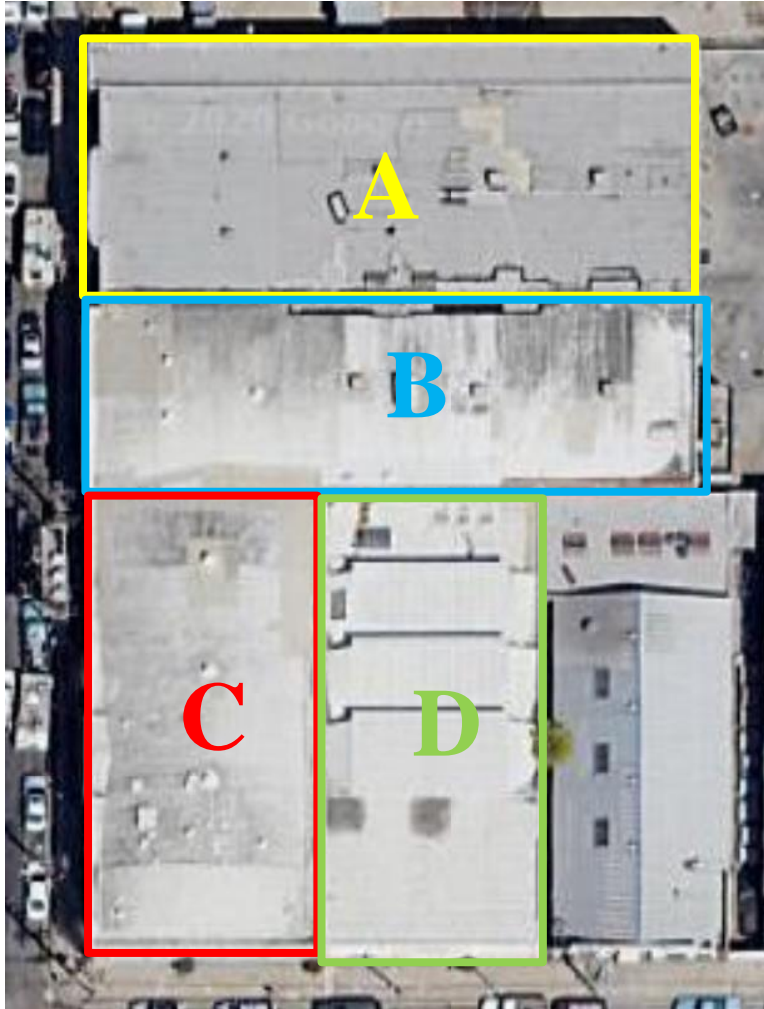
6236 S. St. Andrews Place / D20160626.40

Figure 9
Excerpt of an aerial photograph from 2016, subject property outlined in red, Tracts 5999 and 7106 outlined in blue

4.2 Architectural Description

The existing factory is presently comprised of four attached buildings A, B, C, and D shown on **Figure 10**. The original buildings (Building A and D) located at 6236 S. St. Andrews Place were constructed in 1928 by Bauman Brothers for use as a furniture factory. Plans were prepared by John M. Cooper Company, a prominent industrial and theater architect in early 20th-century Los Angeles and Building A was designed in the Mediterranean Revival style with Italianate decorative elements and Building D was designed in a vernacular industrial style. More utilitarian Late Moderne-style additions were constructed by 1941 (Buildings B) and 1943 (Building C). Of the four structures on the subject property, three buildings (Buildings A, B, and C) are oriented west toward S. St. Andrews Place and one building is oriented south toward West Gage Avenue (Building D).

Building A is the original 1928 Bauman Brothers factory building constructed in the Mediterranean Revival style with Italianate detailing. Buildings B, C, and D are constructed in a utilitarian late Streamline Moderne style. Buildings A, B, and C are two stories high, while Building D is a single story with a second story on the south (front) portion of the building. All of the structures have stucco exteriors, flat or arched truss roofs, and industrial metal windows. The interiors of all four of the buildings are mostly characterized by large open industrial spaces with some smaller office rooms. There is a large empty lot on the northeastern portion of the subject property.



SOURCE: Google Maps, 2020

6236 S. St. Andrews Place / D20160626.40

Figure 10
Current aerial photo depicting buildings on subject property

Building A

Exterior

Building A was constructed in 1928 in the Mediterranean Revival style with Italianate details and is oriented west toward S. St. Andrews Place. Originally constructed of brick, the building was later stuccoed when the factory was expanded and updated in the 1940s and the front entrance to the factory was relocated to Building C. The west (primary) façade of Building A is symmetrical featuring a projecting center entrance pavilion (later blocked in and a planter added in front), large industrial windows (intact), and original architectural detailing (existing) including a wainscot, molded belt course, and decorative corbeling above the windows and on the center arch on the second-floor level. The original design also included a hipped barrel-tile roof crowning the central pavilion and barrel-tile coping on the symmetrical parapets to each side (later removed). There is a narrow addition on the north side of the building running the length of the north (side) elevation that was added in 1941 (**Figure 11**).



6236 S. St. Andrews Place / D20160626.40

SOURCE: ESA, 2020

Figure 11

Current Building A, primary façade, view to east. The yellow rectangle shows the addition to the north of the building, and the red rectangle shows where the original entrance was enclosed

The north (side) elevation has a stucco exterior and consists of the long narrow addition mentioned above. Fenestration consists of large industrial metal windows on the second floor (**Figure 12**). None of the original north elevation of Building A is visible due to these alterations.



6236 S. St. Andrews Place / D20160626.40

SOURCE: ESA 2020

Figure 12
North (side) elevation of Building A (addition), view facing south

The east (rear) elevation has a brick exterior. There is a loading dock on the ground floor near the center of the elevation (**Figure 13**). Sanborn maps and aerial photographs show that there were warehouses east of Building A that were later demolished. There are marks on the rear elevation that show where the warehouses were previously connected. The south (side) elevation of Building A immediately abuts Building B and is covered up by Building B and therefore is not visible (alteration).



6236 S. St. Andrews Place / D20160626.40

SOURCE: ESA 2020

Figure 13

East (rear) elevation of Building A (outlined in red) and Building B (outlined in blue), view facing southwest. The yellow arrow indicates where an additional warehouse was once connected to the rear elevation of Building A. The north addition to Building A is outlined in orange. There is a non-original ice machine addition attached to Building B, discussed below.

Interior

The ground-floor office space in the west (front) portion of the first floor of the interior of Building A has been entirely altered from its original appearance sometime in 2006 when it was renovated and updated for a new office use. It has non-original tile floors, non-original restrooms, non-original partitions, and a non-original desk space (alteration). The original front door has been enclosed (alteration) (**Figure 14**). To the rear (east) of the non-original entryway, there is a corridor (**Figure 15**) and to the east of that, there is large empty industrial warehouse space for Building A that is connected with the industrial warehouse space on the first floor of Building B (**Figure 16**) creating one large open warehouse space with a concrete slab floor, wood supporting posts and beams, and wood-frame exposed ceiling. The second story of Building A is also divided into two distinct areas including three office spaces on the west end overlooking S. St. Andrews Place and a large open industrial workroom encompassing the rest of Building A with a wood floor, exposed concrete support columns, and exposed wood frame roof (**Figure 17**).

The long and narrow addition on the north side of Building A encompasses the original exterior brick wall of Building A which has been opened up with large rectangular openings supported by steel reinforcing beams. The original north elevation of Building A has been entirely altered and any original fenestration removed. The area is now lighted by the new windows on the north elevation of the addition. However, original windows on the south elevation of Building A are

visible at the narrow gap between Building A and Building B where they are covered up by the new north wall of Building B; there is an access space on the north wall of the second-floor office space in Building B where the original windows of Building A are still visible.



SOURCE: ESA 2020

6236 S. St. Andrews Place / D20160626.40

Figure 14
The interior of Building A, view facing south



6236 S. St. Andrews Place / D20160626.40

SOURCE: ESA 2020

Figure 15
North-south corridor dividing the office space (east/right)
from the factory floor (west/left) in Building, view facing
south looking into Building B beyond



6236 S. St. Andrews Place / D20160626.40

SOURCE: ESA 2020

Figure 16
First floor of Building A and B



6236 S. St. Andrews Place / D20160626.40

SOURCE: ESA 2020

Figure 17
Second floor of Building A

Building B

Exterior

Building B is the Late Moderne-style building constructed directly south of Building A with a wood frame and stucco exterior constructed in 1941 and designed by Engineer A. Karl Leatherwood to be used for shipping furniture and crating on the first floor and light manufacturing on the second floor. The new addition was built of reinforced concrete, brick, and structural steel, with wood trusses, a composition roof, freight elevator, and fire sprinklers. On the first floor, there appears to have been three loading doors underneath an overhanging concrete awning. On the second story, there are three structural bays filled with large metal multi-lite industrial windows that are recessed in the bays (**Figure 18**). Streamline Moderne-style horizontal lines decorate the spandrels underneath the second-floor windows. The south and north (side) elevations directly abut Building A to the north and Buildings C and D to the south and are therefore not visible. The east (rear) elevation has one industrial window on the top story and an addition of an ice machine constructed of concrete block (**Figure 19**).



SOURCE: ESA 2020

6236 S. St. Andrews Place / D20160626.40

Figure 18
The west (primary) elevation of Building B, view facing east



SOURCE: ESA 2020

6236 S. St. Andrews Place / D20160626.40

Figure 19
East (rear) elevation of Buildings A and B (Building B outlined in red), view facing southwest

Interior

On the interior, Building B shares a first story with Building A as seen in **Figure 16** above and describe above on page 27. The second floor of Building B is also divided into two distinct areas by a horizontal corridor, separating the offices on the west side of the building overlooking S. St. Andrews Place, from the large open workroom to the east that consists of a wood floor, concrete walls, and an and an arched ceiling supported by an exposed wood truss roof structure (**Figure 20**). On the east side of the second story, there is a north-south corridor leading to a number of smaller rooms (alteration) (**Figure 21**).



SOURCE: ESA 2020

6236 S. St. Andrews Place / D20160626.40

Figure 20
Workroom on second floor of Building B



6236 S. St. Andrews Place / D20160626.40

SOURCE: ESA 2020

Figure 21

Corridor on second floor of Building B that divides the office area from the open workroom

Building C

Exterior

Building C is another Late Moderne-style building that faces S. St. Andrews Place. It was built in 1946 in a utilitarian Late Moderne style and was designed by Engineer A. Karl Leatherwood and was used as a warehouse. There is a central projecting entrance pavilion with a large set of windows and a recessed entrance on the first floor that has been altered. The north façade has two rows of slightly recessed ribbon windows on the first and second stories. The ribbon windows consist of multiple metal industrial multi-lite windows set in the horizontal window openings (**Figure 22**). There is a high concrete wainscot below the first-floor windows. Streamline Moderne-style horizontal lines decorate the spandrel between the first and second floors. There is a simple horizontal parapet that crowns the building above. The south façade fronts West Gage Avenue and is similar to the west façade; however, the industrial windows at the first story have been covered by security bars (alteration). In between the first- and second-story windows, there is corrugated metal siding (alteration) (**Figure 23**). It appears that the wainscot under the first-floor windows has been repaired and/or repainted recently. The north and east elevations of Building B are not visible because they abut other buildings (Building B to the north, and Building D to the east). It appears that planters were constructed along the front of Buildings A and C at some point and palm trees were planted, which were later cut down leaving the trunks of the trees behind.



6236 S. St. Andrews Place / D20160626.40

SOURCE: ESA 2020

Figure 22
The primary (west) façade of Building C, view facing southeast, entrance shown in red is altered



6236 S. St. Andrews Place / D20160626.40

SOURCE: ESA 2020

Figure 23
The south (side) elevation of Building C, view facing north, siding shown in red is an alteration

Interior

Building C is accessed from the street through a recessed entrance with double doors that open into an entrance lobby. Stairs from the entrance lobby provide access to the second floor. The entrance lobby and staircase have been altered and updated with new tile floors and architectural detailing similar to the altered ground-floor office space in Building A which must have been updated around the same time. The large first-floor workroom has altered flooring, wood posts, concrete walls, and an exposed wood-frame ceiling. The second floor has a wood floor and an exposed arched truss ceiling. The south end of the second floor overlooking West Gage Avenue has also been altered with the construction of a warren of partition walls that form a series of small offices (**Figures 24 and 25**).



SOURCE: ESA 2020

6236 S. St. Andrews Place / D20160626.40

Figure 24
The first floor of Building C, view facing north



SOURCE: ESA 2020

6236 S. St. Andrews Place / D20160626.40

Figure 25
The second story of Building C, view facing south

Building D

Exterior

Building D is the only building that is oriented south toward West Gage Avenue. It was constructed in 1928 and was used as a store front and mattress manufacturing. It was designed in a simple brick vernacular style. The front portion of the building is two stories and has a flat roof and the rear portion of the building is a single story. The roof of the single-story portion has a sawtooth roof. The building has a painted brick façade and is constructed in a much simpler utilitarian industrial style than the other buildings. There is an exterior entrance door on the west side of the first floor flanked by small rectangular window openings with metal industrial windows. There are two large bays of multi-lite metal industrial windows on the first floor in the center and eastern bays of the façade. The second floor is also divided into three bays; the east and west bays are filled with similar metal industrial windows, while the center bay appears to be blocked (altered) and has a painted wall sign (alteration) (**Figure 26**). Evidence of previous seismic strengthening/retrofit is visible on the façade. The building has a corbeled brick cornice on the south elevation and a stepped brick parapet on the east end. The east end is a solid brick wall. None of the other facades were visible.



SOURCE: ESA 2020

6236 S. St. Andrews Place / D20160626.40

Figure 26
The primary (south) façade of Building D

Interior

The first floor is a large open workroom with a concrete slab floor, wood posts, and exposed wood-frame roofing system with a saw-tooth roof over the one-story portion. The brick walls have brick interior pilasters that support the wide wood joists. There are later steel I-beam moment frames added (alteration) (**Figure 27**). The second floor is smaller, two structural bays in width and runs the length of the Gage Avenue façade. It appears to have non-original flooring and a non-original drop-down ceiling (alteration) (**Figure 28**).



SOURCE: ESA 2020

6236 S. St. Andrews Place / D20160626.40

Figure 27
The first floor of Building D, view facing southeast



SOURCE: ESA 2020

6236 S. St. Andrews Place / D20160626.40

Figure 28
The second floor of Building D, view facing east

4.3 History of the Subject Property

Construction and Occupancy History of 6236 S. St. Andrews Place

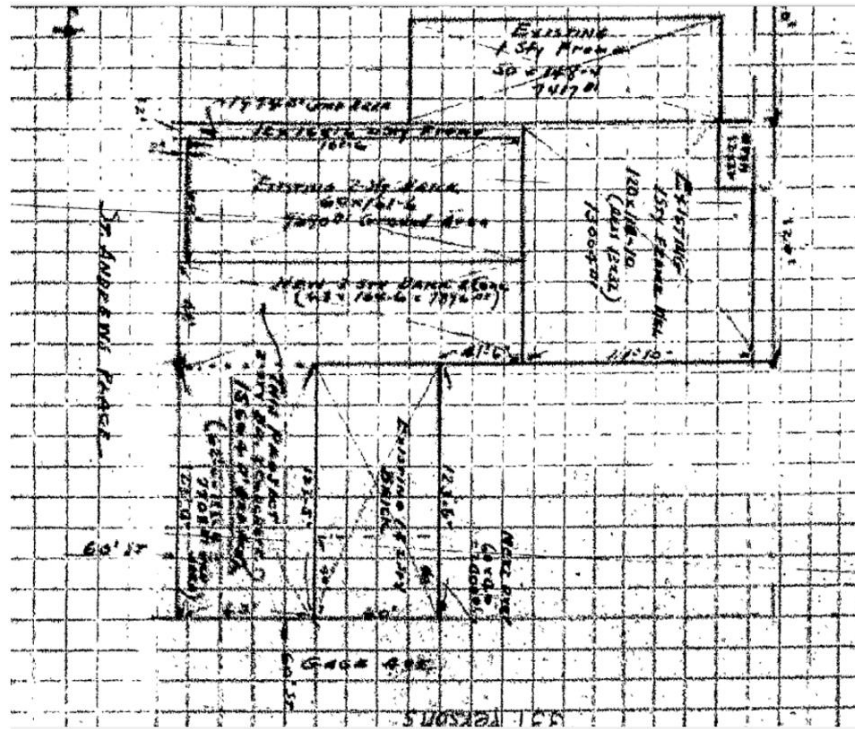
Construction History

Records from the Los Angeles County Assessor and building permits on file with the Los Angeles Department of Building and Safety were used to create a construction history for the subject property (building permits are included in **Appendix D**) as well as Sanborn maps (**Appendix C**) and historic aerials.

The first permit on file was issued on January 9, 1928, for the construction of a brick building with a concrete foundation proposed to be 60 feet by 164 feet, 6 inches in size and three stories in height (Building A), valued at \$43,000. The material of the interior construction was wood posts, girders and trusses, wood and asbestos floors, and a composition on wood roof. The building was both designed and built by John M. Cooper Co., who is listed on the permit as both architect and contractor. On March 2, 1928, a permit was issued for a lumber storage shed (demolished in 2007 as per permit 07019-10000-00116). A second permit, issued January 10, 1928, stated that the building was “under erection”, and that alterations to the original plans were being made, to “erect 1 story & part of 2nd story” of what was originally intended to be a three-story “C” brick building with “all walls brick except rear 2nd floor wall.” However, it does not appear that the third story was ever completed. On March 20, 1928, a permit was issued for a 48-foot by 113-foot one-story addition to the existing 60-foot by 112-foot brick building, also designed and built by John M. Cooper Co., Inc. The following month on June 20, another permit was issued to John M. Cooper Co. for construction of a shed addition valued at \$75.00; the owner wished to omit a section of the building and use it for a garage and finishing room. According to the June 20 permit, there were two buildings on the lot at the time, a Lumber Shed and a Furniture Manufacturing Plant. A permit for a concrete incinerator was issued on April 20, 1928. Two consecutive permits for installation of an automatic fire sprinkler system in 1929 stated that existing structures on the lot at the time were a one-story 47-foot 3-inch by 112-foot, 6-inch structure, and a one-story plus mezzanine deck furniture factory building that was 60 feet by 123 feet, 6.75 inches.

According to a building permit issued on October 30, 1941, there were three buildings on the lot at that time, all used for furniture manufacturing, including a 60-foot by 164-foot two-story brick building (Building A) which had been enlarged in length by 50 feet since 1929. According to the permit, a new 12-foot wide two-story 164-foot-long addition was proposed (to the north side of Building A). There was also a permit for a one-story, 75-foot-long, 12-foot-wide addition to the rear of Building A. Built of wood frame, the additions were proposed to be used for shipping furniture and crating on the first floor and for light manufacturing, such as fabrication of seats and cushions padding, etc., on the second floor. On April 5, 1946, a one-story wood-frame 50-foot by 147-foot addition with a truss roof was erected on the adjacent lot (likely the lumber shed shown north of Building A on The 1950 Sanborn map). At that time the use of the existing buildings was stated as a Mill (Woodworking and Furniture Manufacturing) by Bauman Brothers. On July 30, 1946, a permit was issued for the erection of a two-story factory addition (Buildings B and C), joining the existing brick buildings and 2 frame mill buildings designed by Engineer A. Karl

Leatherwood. The new addition was to be built of reinforced concrete, brick, and structural steel, with wood trusses, a composition roof, freight elevator, and fire sprinklers. A sketch map was attached to the permit that showed the plot plan and layout of the building on the site at the time and the location of the proposed construction (**Figure 29**). The sketch map shows that Building D, a brick building, was already existing at that time. Judging from the sketch map it appears that the one-story structure shown as existing north of Building A (no longer extant), and the one-story warehouse structure shown existing rear (east) of Buildings A and B (no longer extant), have both been demolished since then. Later alterations including a 1948 addition, various tenant improvements over the years, demolition of a shed, removal of a 104-foot by 102-foot warehouse structure from the rear of Buildings A and B in 2007, earthquake repairs and seismic improvements in 1972, 1988 and 1989, and construction of new storage building in 2008 are among the many changes that have since been completed. The permit history for the building is summarized below in **Table 2**.



SOURCE: LADBS Building Permit 25855, July 30, 1946

Figure 29
Sketch Map, 1946

TABLE 2
6236 S. ST. ANDREWS PLACE, LOS ANGELES
LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING PERMITS²⁷

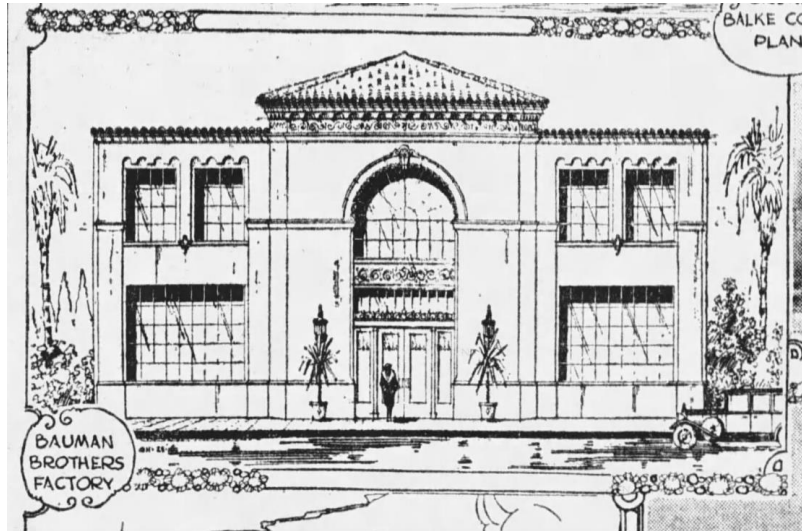
Issued	Permit/Assessor Record	Owner	Contractor (C) or Architect (A)	Valuation (\$)	Description
1/9/1928	718	Bauman Bros.	John M. Cooper Co (C and A)	43,000	Construction of a furniture factory measuring 60 feet by 164.5 feet with a concrete foundation, brick exterior wall, wood and asbestos flooring, and composition on wood roof.
1/10/1928	805	Bauman Bros.	John M. Cooper Co. (C and A)	500	Erect one story and part of second story of a three-story "C" brick. Present construction to be class D. All walls brick except rear and second-floor wall.
3/2/1928	6135	Bauman Bros.	John M. Cooper Co. (C and A)	1,000	Construction of a 24- foot by 124-foot lumber storage shed with corrugated iron exterior walls.
4/20/1928	11532	Bauman Bros Furniture Co.	Archer Blower Properties (C)	500	Construction of a 7-foot-diameter incinerator.
6/20/1928	17491	Bauman Bros Furniture Mfg. Co.	John M. Cooper (A) Owner (C)	75	Portion of shed permitted in permit 6135 to be omitted and to use building for garage and finishing room.
3/20/1929	7361	Bauman Bros Furniture Mfg. Co.	John M. Cooper Inc. Co. (C and A)	4,000	Class "D" addition measuring 60 feet by 112 feet and one story high.
5/3/1929	12059	Bauman Furniture	J.M. Cooper (A), Curtin Automatic Sprinkler Co (C)	1,400	Installing automatic fire sprinkler system.
6/3/1929	15078	Bauman Bros.	Curtin Automatic Sprinkler Co. (C)	836	Installing automatic fire sprinkler system.
1/7/1935	333	Bauman Bros Furniture Co.	-	200	Construct roof over present yard and close the ends.
5/29/1939	18145	Bauman Bros Fur. Co.	Grinhell Co. (C)	400	Instillation of an automatic fire system.
10/30/1941	24689	Bauman Bros Mfg. Co	H. Sage Webster (E), Paul Wagner (C)	30,000	A new wood frame building two stories high and 164 feet long (addition), and a second building one story high, 75 feet long each 12 feet wide (addition) to be used for shipping furniture and crating on first floor. Second floor to be used for light manufacturing such as fabrication of seats and cushions padding, etc.
2/28/1946	22174	Bauman Bros	Owner (C)	500	General construction of office factories and conveyor system. All interior work.
5/8/1946	6439	Bauman Brothers Furniture Mfg. Co.	A. Karl Leatherwood (E), Owner (C)	360	Construct 8-foot by 15-foot room for paint storage, partially inside and partially outside of existing frame building

²⁷ Documentation exists for all permits and certificates of occupancy listed in this table.

Issued	Permit/Assessor Record	Owner	Contractor (C) or Architect (A)	Valuation (\$)	Description
9/12/1946	25855	Bauman Bros. Furniture Mfg. Co.	A. Karl Leatherwood (E), Owner (C)	100,000	Permit to construct a two-story addition joining existing brick buildings and frame mill-building associated with lots 44 and 9.
5/10/1947	13833	Bauman Bros. Furniture Mfg. Co.	A. Karl Leatherwood (E), Owner (C)	1,000	Addition of one story, 22 feet by 32 feet, to existing furniture factory.
10/3/1947	31291	Bauman Bros.	Grinnell Co. (C)	3,000	Install sprinkler equipment.
1/29/1948	Certificate of Occupancy	Bauman Bros.	-	-	One-story, 50-foot by 147-foot addition to existing woodworking mill.
10/11/1948	Certificate of Occupancy	Bauman Bros. Furn. Co.	-	-	Two-story addition to an existing furniture factory.
6/22/1951	10525	Bauman Bros Furniture Mfg. Co.	Niles Werner (E)	1,125	12-foot by 12-foot saw dust bin.
4/15/1952	32191	Bauman Furniture Co.	G.R. Pollack (C)	1,200	Repair fire damage, less than 1%, small roof damage.
12/1/1955	30915	Bauman Bros. Furniture	Owner (C)	1,000	Alteration to comply to requirements to m-10 file. Install fire doors and temporary partitions.
10/8/1957	84166	Bauman Bros.	Sheldon Pollack (E)	6,400	New 11-foot by 10-foot class I incinerator.
6/29/1961	92000	Leo Bauman	The Dennis Company (C)	700	Parapet adjacent to S. St. Andrews Place.
6/29/1961	91999	Leo Bauman	The Dennis Company (C)	600	Parapet correction adjacent to Gage Avenue.
3/28/1972	17249	Nat Malterstien	Philip R. Weary (E)	1,000	Anchoring roof to wall and replacement of bricks at cracks of south wall due to earthquake damage.
6/5/1972	32032	Babyline Company	Miller-Slade Construction Co. (C)	6,368	Build two walls interior-stucco plaster exterior and 5/8-inch drywall interior walls (new BM)
1/13/1989	21501 21502	Evenflo Juvenile Furniture Co.	CE Group (C)	219,000 73,000	Full compliance with div. #88 (I-beams added to lot 8 building).
12/1/2006	06016-10000-23822	Hector S. Garcia	Juan Sanchez Castillo	50,000	Tenant improvements, including restroom upgrades, office upgrades.
1/22/2007	06016-10001-23822	Hector S. Garcia	Juan Sanchez Castillo (C)	36,000	Remove rear one-story portion of existing two story wood warehouse (104 feet by 102 feet) that is directly east of the existing structures.
1/18/2007	07019-10000-00116	-	Juan Sanchez Castillo (C)	-	Permit to demolish existing building in rear. Permit not issued.
4/6/2007	06016-10000-24327	Rodolfo and Teresa Casasola	Owner (C)	5,000	Change of use from furniture factory to pre-package wholesale. No change in parking due to enterprise zone location.

Issued	Permit/Assessor Record	Owner	Contractor (C) or Architect (A)	Valuation (\$)	Description
9/4/2007	07020-70000-02927	Casasola, Rodolfo and Teresa Et Al.	Michael W. Volk (A), Owner (C)	10,000	New 6-foot-high by 318-foot-long masonry wall fence along portion of side and rear property lines.
..9/4/2007	07010-70000-03185	Casasola, Rodolfo and Teresa Et Al.	Michael W. Volk (A), Richard Adam Plump (E), Owner (C)	10,000	10-foot, 8-inch by 17-foot, 4-inch trash enclosure
9/17/2007	07010-70000-03182	Casasola, Rodolfo and Teresa Et Al.	Michael W. Volk (A), Richard Adam Plump (E), Owner (C)	20,976	12-foot by 38-foot and 18-foot-tall building for ice machine built directly behind the original building
10/2/2007	07010-70000-03184	Casasola, Rodolfo and Teresa Et Al.	Michael W. Volk (A), Owner (C)	10,000	Use of land for catering truck storage.
3/6/2008	07010-10002-03182	Casasola, Rodolfo and Teresa Et Al.	Museum Royal Ltd. (C), Ronald Ray Green (E)	301	8-foot by 24-foot and 18-foot-tall building for ice making
6/5/2008	08044-90000-05665	Casasola, Rodolfo and Teresa Et Al.	Ritemp Refrigeration Inc. (C)	-	Installation of refrigeration equipment for walk-in cooler and freezer
3/6/2008	07010-10002-03185	Casasola, Rodolfo and Teresa Et Al.	Museum Royal Ltd. (C), Ronald Ray Green (E)	-	Relocate within the same site the 10-foot, 8-inch by 17-foot, 4-inch trash enclosure
3/6/2008	08016-10000-02957	Casasola, Rodolfo and Teresa Et Al.	Museum Royal Ltd. (C), Ronald Ray Green (E)	5,000	Tenant improvements to create two restrooms in northeast corner of the building.
4/19/2012	12016-10000-07017	Casasola, Rodolfo and Teresa Et Al.	Eduardo Chavez (E)	10,000	Remove and reconstruct existing stair inside the rear portion of the two-story industrial building. Add 4-foot wall to close off portion of the stair to the first floor. U.R.M. building no impact tools shall be used. No cross walls to be removed.
7/2/2014	14016-10000-13026	Casasola, Rodolfo and Teresa Et Al.	-	501	Complete work done under previously expired permit (work is 90% complete per permit 06016-10000-24327).
10/26/2015	15016-90000-23387	Casasola, Rodolfo and Teresa Et Al.	Arana Roofing (C)	16,000	Reroof with 80-square built-up roofing. Existing solid sheathing. Reroof with Class A or B weighing less than 6 pounds per square foot.
11/16/2015	15016-70001-23387	Casasola, Rodolfo and Teresa Et Al.	Arana Roofing	-	Supplement permit to 15016-70001-23387 for extra trip.
9/22/2016	06016-10001-24327	Casasola, Rodolfo and Teresa Et Al.	Marta Perlas (A)	501	Supplemental to 05016-10000-24327 to replace missing plans.

Building A has a number of observable alterations. The two-story brick building was later stuccoed. The projecting center entrance pavilion was later blocked in. The original design also included a hipped barrel-tile roof crowning the central pavilion and barrel-tile coping on the symmetrical parapets to each side but was later removed (**Figures 30 and 31**). Most of these changes appear to have happened per a permit issued in 1972.



SOURCE: *Los Angeles Times*, 1928

6236 S. St. Andrews Place / D20160626.40

Figure 30
 Rendering of Bauman Brothers (Building A) by John C. Cooper Co. as found in the *Los Angeles Times* from 1928



SOURCE: ESA, 2020

6236 S. St. Andrews Place / D20160626.40

Figure 31
 Current Building A, primary façade, view to east

Furthermore, there are a number of additions to the structure which impact the original design intent of the building. Significant alterations to later buildings (Buildings B, C, and D) include changes to the entranceway to Building C facing toward S. St. Andrews Place. Other visible changes include evidence of seismic structural retrofit. Otherwise, no other major exterior changes to later buildings were evident on the exterior.

Interior alterations include enclosure/blockage of several interior staircases in 1972 and 2012, construction of interior partitions/reconfiguration of spaces in 1972, and 2006, and construction of additional bathrooms in 2008. Within the west part of Building A, new tile flooring, new lighting, partitions, and a reception area had been added. Where additions were constructed, original openings and windows were enclosed. However, much of the interior materials and structural characteristics remain extant.

John M. Cooper Co.

The architect of the subject property, John Montgomery Cooper (1883- 1950) was born in Dayton, Ohio and graduated from Yale University. Following his studies, Cooper worked on the Panama Canal as an engineer prior to his arrival in Los Angeles in 1910. Cooper received his architectural license on July 17, 1913 and opened a practice in Long Beach, California, partnering with architect Frank H. Webster. In 1919, the Cooper/Webster partnership was dissolved and Cooper established his own practice – The John M. Cooper Company – which was a combination architectural firm and general contracting business. The company operated for a time out of the Marsh-Strong Building in Downtown Los Angeles. In the 1920s, display advertisements for Cooper’s firm stressed “Undivided Responsibility” as the key benefit of commissioning an architect/contractor. Similar to many hard-working architects of the decades between the World Wars, practicing in the Los Angeles region, John M. Cooper was proficient in numerous building types and architectural styles. During his career, Cooper designed (and often built) retail stores, industrial warehouses and factories, office buildings, theaters, hotels, religious buildings, civic buildings, educational institutions, and occasionally single-family residences. As relates to architectural styles, Cooper produced buildings that were reflective of the Mediterranean Revival (Hotel Knickerbocker addition, Bakersfield’s Padre Hotel), Art Deco (Roxie and Wilshire Theatres), commercial vernacular (San Diego Wholesale Terminal Market, Angelus Furniture Company), utilitarian (Angelus Furniture Company annex), and Moderne (Pepperdine College).

In evaluating the significance of Cooper’s body of work it appears that the breadth and quality of his designs over many decades suggests that he would be considered a notable architect and builder. Key examples of Cooper’s designs (where he also served as contractor, in most cases) validating this conclusion include the Angelus Furniture Company Building (3650 E. Olympic Blvd. prior to its exterior alterations) for its monumentality as a large vernacular commercial factory building; Bakersfield’s magnificent Mediterranean Revival-style Padre Hotel with its elements of the Churrigueresque; the soaring 12-story Mediterranean Revival addition to Hollywood’s Knickerbocker Hotel; the Roxie Theatre and Wilshire Theatre, which are excellent examples of the Art Deco style; and the highly representative Moderne-style buildings associated with the original George Pepperdine College in central Los Angeles. Given these examples, Cooper should be recognized as a master architect and builder. John M. Cooper died in 1950 at the age of 66 at his 523 North Bedford Drive home in Beverly Hills. Based upon review of

Cooper’s body of work, it appears that the subject property has not been included among his significant projects and is not a distinguished example of his design.

Occupancy and Ownership History

Los Angeles-area directories and phone books, City of Los Angeles building permits on file with the City’s Building Division, as well as U. S. Census data and other records were reviewed to determine if the subject property has any significant associations with the productive lives of historic personages. **Table 3** summarizes the occupancy and ownership history of 6236 S. St. Andrews Place.

The building was occupied by Bauman Brothers from 1928 to 1968.²⁸ Before occupying the current site, Bauman Brothers was located at 6527 McKinley Avenue. In 1927, they purchased the current site within the Western-Avenue Industrial Tract.²⁹ The company was started by brothers Max, Harry, Stanley, Morris, and Leo Bauman. It appears that in the 1930s and 1940s, the company had tensions between members of the United Furniture Workers Union and the American Federation of Labor (AFL) Union which resulted in a case involving the Bauman Brothers and the United Furniture Workers of America in 1939 and physical assaults between members of the two unions within the company in 1949.³⁰ The company sold its equipment and land in 1968 when it was dissolved.³¹ Based upon current research, Bauman Brothers appears to have been a long-lived and successful family business.

TABLE 3
OCCUPANCY HISTORY OF 6236 S. ST. ANDREWS PLACE

Year	Source	Owner/Occupant
1929-1968	Building Permits and Los Angeles Times	Bauman Brothers
1972	Building Permits.	Nat Malterstien
1972	Building Permits	Babyline Company
1989	Building Permits	Evenflo Juvenile Furniture Company
2000	Haines & Company	J.M.T. Trade Co. Juns Knitting Mills
2006	Building Permits	Hector S. Garcia
2006	Haines & Company	Wood Bedrooms & More
2007-2016	Building Permits	Casasola, Rodolfo and Teresa Et Al.

²⁸ *Los Angeles Times* (Los Angeles, CA), August 25, 1965, 108.

²⁹ *Los Angeles Times* (Los Angeles, CA), November 13, 2017, 95.

³⁰ “Max Bauman, Harry Bauman, Stanley Bauman, Morris Bauman, And Leo Bauman, Doing Business As Bauman Brothers Furniture Manufacturing Company 1 And United Furniture Workers Of America, Local No. 576, C. I. O., 773 (1939),” *Labor Relations Board*, accessed March 21, 2020, <https://labor-relations-board.vlex.com/vid/bauman-39956456>; “Violent Acts Bring Three Court Cases,” *Los Angeles Times* (Los Angeles, CA), October 11, 1949, 6.

³¹ *Los Angeles Times* (Los Angeles, CA), August 25, 1968, 108.

4.4 Historic Context

Historic context provides the background necessary to evaluate the historic and architectural significance of the subject property, including the history of its construction and alterations. The period of significance associated with the subject property is 1928-1968, the years that the Bauman Brothers occupied the subject property. The subject property was evaluated by SurveyLA the Context of Industrial Development (1850-1980), Sub-Context: Manufacturing for the Masses (1883-1989), Theme: Factories (1887-1980).³² ESA also evaluated the subject property under the historical and architectural theme that follows: Context: Architecture and Engineering, 1850-1980, Theme: Mediterranean & Indigenous Revival Architecture (1893-1948), Sub-Theme: Mediterranean Revival (1918-1942) and Sub-Context: L.A. Modernism (1919-1980), Theme: Related Responses to Modernism (1924-1970), Sub-Theme: Late Moderne (1937-1960).³³ These contexts can be reviewed on Preservation.LACity.org. ESA also developed a Sub-Theme under Industrial Development: Furniture Manufacturing in Los Angeles.

Furniture Manufacturing in Los Angeles

Furniture manufacturing plants began opening in Los Angeles as early as the 1880s including companies such as Dotter & Bradley, Hambrook & Ward, Barker & Allen, and Moore & Tilley. These earliest manufacturing plants were located in downtown Los Angeles on Main Street, by the Pico House, and Alameda.³⁴ One of the more notable companies, Angelus Furniture Company, began business in 1902.³⁵ The City saw a big boom of plant construction in the 1920s. Angelus Furniture Company built their plant at 944 E. Pico Boulevard near the garment district in downtown Los Angeles, and was identified as potentially significant by SurveyLA.³⁶ Other companies to construct plants in the 1920s include The Right People, Incorporated (West 35th Street), Robinson Furniture Manufacturing Company (industrial district at Slauson Avenue and South Wilton Place), C. B. Smith Furniture Company (Aliso Street and Mission Road), Roberts-Cohen Furniture Company (Alameda, Irvington, and Regent Streets) (**Figure 32**), Klin Company (West Adams and Brighton Streets), Dwain A Esper & Co., Inc. (First and Pecan Streets), etc.³⁷ Most of these plants were located in Downtown Los Angeles, however it does not seem that there was ever a furniture manufacturing district, rather they were just located wherever there were general industrial tracts. However, a Furniture Mart was located at East 7th Street run by the

³² SurveyLA, "Industrial Development, 1850-1980," *Los Angeles Citywide Historic Context Statement*, prepared for the City of Los Angeles Department of City Planning, February 2019, 118-216.

³³ SurveyLA, "Mediterranean & Indigenous Revival Architecture, 1893-1948," *Los Angeles Citywide Historic Context Statement*, prepared for the City of Los Angeles Department of City Planning, November 2019, 44-49; SurveyLA, "L.A. Modernism, 1919-1980," *Los Angeles Citywide Historic Context Statement*, prepared for the City of Los Angeles Department of City Planning, November 2019, 91-101.

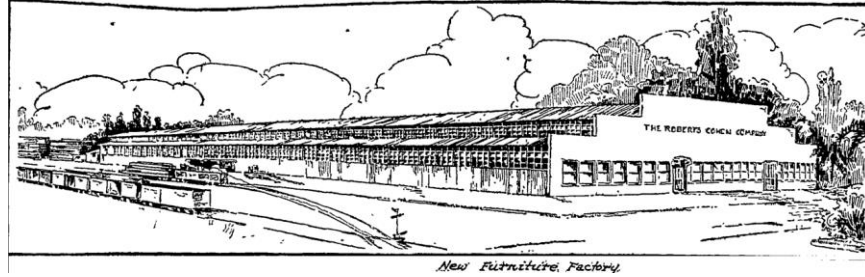
³⁴ "Toilers of the Town," *Los Angeles Times* (Los Angeles, CA), September 16, 1883, A4.

³⁵ "Furniture Factory," *Los Angeles Times* (Los Angeles, CA), February 5, 1922, V5.

³⁶ SurveyLA, "Industrial Development, 1850-1980," *Los Angeles Citywide Historic Context Statement*, prepared for the City of Los Angeles Department of City Planning, February 2019, 205.

³⁷ "Furniture Factory," *Los Angeles Times* (Los Angeles, CA), February 5, 1922, V5; "Great Furniture Plant to Cost Millions," *Los Angeles Times* (Los Angeles, CA), June 12, 1921, V1; "Buys Site for Big Plant," *Los Angeles Times* (Los Angeles, CA), February 12, 1920, II 11; "Furniture Made Here is Popular," *Los Angeles Times* (Los Angeles, CA), June 5, 1921, V4; "Big Furniture Plant Expands," *Los Angeles Times* (Los Angeles, CA), October 2, 1921, V4.

Furniture Manufacturers Association of Los Angeles that was used to display furniture made by manufacturers in the Los Angeles region. It held semiannual selling exhibitions of products from local factories since 1934 that were very well attended by national and international buyers, spurring the success of the burgeoning furniture industry.³⁸



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SOURCE: "Expand Furniture Plant," *Los Angeles Times* (Los Angeles, CA), July 24, 1921, V1.

Figure 32

A rendering of the Roberts-Cohen furniture manufacturing plant, 1921

Furniture manufacturing plants began opening in the southern Los Angeles region in the late 1920s as industrial development began moving south. The subject property, for example, was developed in Tract No. 5999 in South Los Angeles in 1929. The tract was not a furniture manufacturing district, however, as many of the other factories on the tract included a plastics tract, car part manufacturing plants, art glass plants, and large-scale bakeries.

Along with most industries in Los Angeles, there was a lot of union activity during the 1920s through the 1950s, as is summarized in **Table 4** below.

TABLE 4
UNION ACTIVITY IN THE LOS ANGELES FURNITURE INDUSTRY
LOS ANGELES TIMES

Title of Article	Date	Furniture Factories Involved	Reference Source
"Union's Finger in Business Pie"	9/21/1929	Robert Brothers Manufacturers	"Union's Finger in Business Pie," <i>Los Angeles Times</i> (Los Angeles, CA), September 21, 1929, A3.
"Furniture Men Fight Union"	10/4/1929	Brown and Saltzman and United States Distributors' Corporation agreed to union terms	"Furniture Men Fight Union," <i>Los Angeles Times</i> (Los Angeles, CA), October 2, 1929, A1.
"Strike Gain Predicted"	5/2/1935	Morris Furniture Company	"Strike Gain Predicted," <i>Los Angeles Times</i> (Los Angeles, CA), May 2, 1935, A10.
"Five Hurt in Strike Riot"	9/20/1935	Morris Furniture Company, 4433 South Alameda St.	"Five Hurt in Strike Riot," <i>Los Angeles Times</i> (Los Angeles, CA), September 20, 1935, A1.
"Strike Costs Heavy"	7/22/1936	-	"Strike Costs Heavy," <i>Los Angeles Times</i> (Los Angeles, CA), July 22, 1936, A4.
"Inglewood Plant Faces Closing: Unions Picket"	9/22/1936	Kroehler Manufacturing Company	"Inglewood Plant Faces Closing," <i>Los Angeles Times</i> (Los Angeles, CA), September 22, 1936, A2.

³⁸ "Furniture Mart Ends Successful Week," *Los Angeles Times* (Los Angeles, CA), August 1, 1937, 67.

Title of Article	Date	Furniture Factories Involved	Reference Source
Furniture Factory After Making Threats to Workers”			
“Two Beaten and Tires Pierced in Furniture Strike Violence”	11/13/1936	Kroehler Manufacturing, William J. Jaeger Furniture Company	Two Beaten and Tires Pierced in Furniture Strike Violence,” <i>Los Angeles Times</i> (Los Angeles, CA), November 13, 1936, 9.
“Acid Hurlled by Terror Band”	8/11/1937	Universal Furniture Manufacturing Company at 1617 McGarry St.	“Acid Hurlled by Terror Band,” <i>Los Angeles Times</i> (Los Angeles, CA), August 11, 1937, 7.
“Strike Ballot Set for Today”	8/18/1937	-	“Strike Ballot Set for Today,” <i>Los Angeles Times</i> (Los Angeles, CA), August 18, 1938, 7.
“Furniture Case Ruling Deals Blow to C.I.O.”	8/19/1938	United Furniture Union (Union)	“Furniture Case Ruling Deals Blow to C.I.O.,” <i>Los Angeles Times</i> (Los Angeles, CA), August 19, 1938, 5.
“Fists fly as rival unions seek control over plant”	9/5/1941	Los Angeles Period Furniture Co.	“Fist Fly as Rival Unions Seek Control Over Plant,” <i>Los Angeles Times</i> (Los Angeles, CA), September 5, 1941, 2.
“Food, Furniture Trade Losses Laid to Strikes”	12/20/1950	-	“Food, Furniture Trade Losses Laid to Strikes,” <i>Los Angeles Times</i> (Los Angeles, CA), December 20, 1950, B18.
“Teamsters Push Drive on Furniture Factories”	9/4/1958	California Wood Manufacturing Co. Inc.	“Teamsters Push Drive on Furniture Factories,” <i>Los Angeles Times</i> (Los Angeles, CA), September 4, 1958, 20.

Along with many other industries in Los Angeles, the furniture industry grew rapidly. In 1923, Los Angeles was already the leading furniture manufacturing city west of Chicago.³⁹ By 1923, the output of furniture goods was \$25, 000,000.⁴⁰ In 1939, it was \$30,000,000; in 1948, it was \$167,000,000; \$300,000,000 by 1956, and \$500,000,000 in 1961.⁴¹ The reason for this large growth in the furniture industry was the rapid population growth of Los Angeles that spurred residential development and a growing number of homes that needed to be furnished, first in the 1920s, and again during the population boom of industrial workers during World War II.⁴² In 1939, retail store buyers purchased furniture from Los Angeles furniture factories from nearly every state, and most of the furniture produced in Los Angeles was shipped throughout the nation. A.V. McDonald, the managing director of the Los Angeles Furniture Mart at that time, said “Just as CA clothing fashions first rose to fame through our informal sport models, so California-made furniture first became famous for its informal and outdoor furniture designs.”⁴³

³⁹ “Exhibit of Furniture Made Here,” *Los Angeles Times* (Los Angeles, CA), June 20, 1923, 118.

⁴⁰ Ibid.

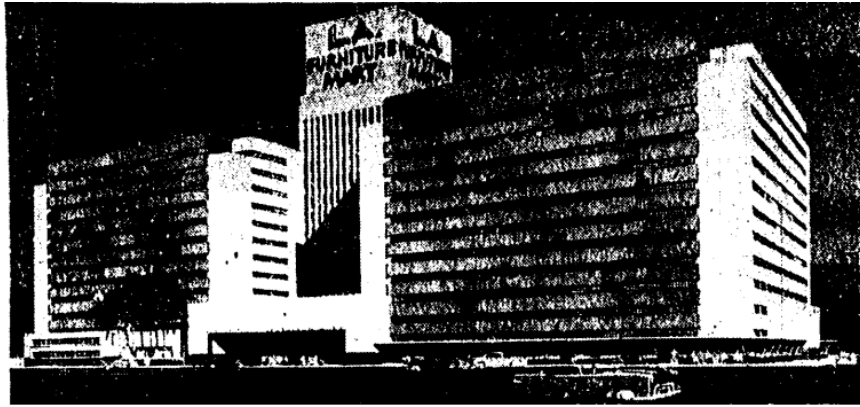
⁴¹ “Furniture Makes Los Angeles Important,” *Los Angeles Times* (Los Angeles, CA), June 4, 1939; “Furniture Men Honor Pioneer,” *Los Angeles Times* (Los Angeles, CA), June 4, 1948, 17; “2,000 Retailers Attend L.A. Furniture Market,” *Los Angeles Times* (Los Angeles, CA), July 10, 1956, B28; “Southland Furniture Industry Growth Cited,” *Los Angeles Times* (Los Angeles, CA), January 19, 1961, B28.

⁴² “Furniture Now Making Gains,” *Los Angeles Times* (Los Angeles, CA), June 25, 1922, V4; “Workers May Get Furniture,” *Los Angeles Times* (Los Angeles, CA), January 30, 1943, A10.

⁴³ “City Leads in Making Furniture,” *Los Angeles Times* (Los Angeles, CA), April 3, 1940, B11.

Furthermore, furniture manufacturing wages in Los Angeles were the highest in the nation in the late 1930s due to the easy access to materials and energy, the erection of thousands of homes, and the fact that furniture shops in the city were all open shops.⁴⁴ Open shop means that the manufacturers did not require its employees to join or financially support a union.

Due to rapid expansion, a second, larger furniture mart, to be the largest building west of Chicago, was built on Washington Boulevard to serve all of the furniture plants was planned as early as 1941 (**Figure 33**).⁴⁵ The mart was constructed in 1949 to strengthen Los Angeles's lead as a world capital for furnishings. Los Angeles was envisioned as an international furniture style leader. Furniture was influenced by the new architecture that sprung up in Los Angeles during this time period.⁴⁶ In 1948, Los Angeles became the Nation's third-ranking furniture center behind New York City, and Chicago.⁴⁷ In 1956, there were 500 furniture factories in Los Angeles, with 18,000 workers employed.⁴⁸ An example of a modern-style plant was the factory built by Sierra Furniture at 300 west Avenue 26 (**Figure 34**).⁴⁹ Los Angeles maintained its third ranking in the nation until 1962, when the volume of furniture manufacturing in Los Angeles was only topped by furniture manufacturing in North Carolina.⁵⁰



HUGE PROJECT—Architect's sketch of projected \$10,000,000 Los Angeles furniture mart, to be established on a four and one-half-acre site on Washington Blvd.

6236 S. St. Andrews Place / D20160626.40

SOURCE: "COFC Hears Plans of Furniture Mart," *Los Angeles Times* (Los Angeles, CA), January 28, 1941, 4.

Figure 33

Renderings of the planned Furniture Mart Building, 1941.

⁴⁴ "Survey Tells of Wage Lead: California Furniture Industry's Hourly Pay Rate Compared," *Los Angeles Times* (Los Angeles, CA), November 20, 1938, E2; "Furniture Now Making Gains," *Los Angeles Times* (Los Angeles, CA), June 25, 1922, V4.

⁴⁵ "COFC Hears Plans of Furniture Mart," *The Los Angeles Times* (Los Angeles, CA), January 28, 1941, 4.

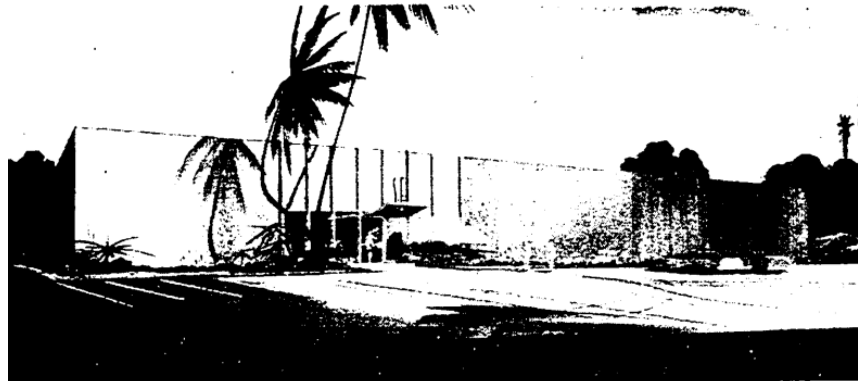
⁴⁶ "Furniture Men Honor Pioneer," *Los Angeles Times* (Los Angeles, CA), *Los Angeles Times* (Los Angeles, CA), June 4, 1948, 17.

⁴⁷ Mary Ann Callan, "City Becomes Nation's Third Furniture Center," *Los Angeles Times* (Los Angeles, CA), December 4, 1949, F1.

⁴⁸ "2,000 Retailers Attend L.A. Furniture Market," *Los Angeles Times* (Los Angeles, CA), July 10, 1956, B28.

⁴⁹ "New \$600,000 Furniture Plant is Being Readied," *The Los Angeles Times* (Los Angeles, CA), July 10, 1955, E24.

⁵⁰ "Southland Furniture Industry Growth Cited," *Los Angeles Times* (Los Angeles, CA), January 19, 1961, B28.



OPENING SCHEDULED- -Above is artist's sketch of new \$600,000 manufacturing plant for Sierra Furniture at 330 W Ave. 26. The 35,000-square-foot plant is slated to open this week. Owner is Rehbock Lewis.

6236 S. St. Andrews Place / D20160626.40

SOURCE: "New \$600,000 Furniture Plant is Being Readied," *Los Angeles Times* (Los Angeles, CA), July 10, 1955, E24.

Figure 34

Rendering of the Sierra Furniture plant in 1955.

However, by 1954, furniture manufacturing was beginning to be outsourced to Japan, the Philippines, and the U.S.-Mexico border, and even in prisons, which took some manufacturing jobs away from Angelinos.⁵¹ More competition also began coming to the United States from European companies.⁵² In the 1970s, the Los Angeles furniture industry began to see a downturn due to a series of unfortunate events. A deadly fire in a Glendale manufacturing plant led to new government safety regulations which raised the prices of furniture. Furthermore, there was a shortage of lumber, plastic, and fabrics. Import restrictions and general inflation also effected production. Due to the economic depression, most families also stopped buying furniture in favor of buying items that were more immediately needed.⁵³ As a result, the furniture industry in Los Angeles was no longer as strong as it once was.

⁵¹ "Furniture: We Discover the Orient," *Los Angeles Times* (Los Angeles, CA), July 18, 1954, K16; "Mexican Furniture," *Los Angeles Times* (Los Angeles, CA), January 24, 1954, J8; "Work Stoppages Cut Prison Goods Flow," *Los Angeles Times* (Los Angeles, CA), February 9, 1974, 22; "Dollars Flow to Mexico's Border Plants," *Los Angeles Times* (Los Angeles, CA), September 19, 1979, B1.

⁵² "Home: Danish Furniture and Accessories Danish Design," *Los Angeles Times* (Los Angeles, CA), May 6, 1956, N1; "Dutch Enter Furniture Mart in U.S.," *Los Angeles Times* (Los Angeles, CA), October 11, 1960, A2.

⁵³ Margaret A. Kilgore, "Furniture Firm Knock on Wood," *Los Angeles Times* (Los Angeles, CA), November 24, 1974, H1.

5.0 Evaluation

5.1 SurveyLA Registration Requirements and Eligibility Standards

Based upon the historical and architectural themes developed in the Environmental Setting section and in the Los Angeles Historic Context Statement, there is one significant SurveyLA theme associated with the subject property: Context: Industrial Development (1850-1980), Sub-Context: Manufacturing for the Masses (1883-1989), Theme: Factories (1887-1980); Context: Architecture and Engineering, 1850-1980, Theme: Mediterranean & Indigenous Revival Architecture (1893-1948), Sub-Theme: Mediterranean Revival (1918-1942) and Sub-Context: L.A. Modernism (1919-1980), Theme: Related Responses to Modernism (1924-1970), Sub-Theme: Late Moderne (1937-1960). The following are Context Summary Tables (**Table 5, 6 and Table 7**), as developed by the OHR, that defines the eligibility standards, character-defining features, and integrity aspects a historical resource needs to have in order to be considered eligible in association with these themes. These standards were used in the evaluation of the subject property that follows below.

TABLE 5
CONTEXT SUMMARY TABLE FOR INDUSTRIAL DEVELOPMENT, 1850-1980

Context	Industrial Development, 1850-1980
Sub Context	Manufacturing for the Masses, 1887-1965
Theme	Factories, 1887-1980
Sub Theme	No sub—theme
Property Type	No property type
Property Sub Type	No property sub type
Geographic Location	Citywide, with concentrations in Downtown, Southeast Los Angeles, Boyle Heights, Lincoln Heights, Atwater Village, Venice, Westchester, North Hollywood, Van Nuys, Canoga Park, Sun Valley, Pacoima, and Sylmar. Generally have industrial zoning and located along historic rail alignments.
Area of Significance	Industry; Architecture
Criteria	A/1/1; C/3/3
Period of Significance	1887-1980
Eligibility Standards	<ul style="list-style-type: none"> • Constructed between 1887 and 1980 as a manufacturing plant • May be a representative example of industrial design as defined in the Industrial Design and Engineering Theme • Was a key factory for a company whose branding and/or products had a significant impact on 20th century social history (e.g., new technology, household name) • Was closely associated with the early manufacture of new technologies in the late 19th and early 20th centuries (e.g., neon signs, plastic) • May be significant for ethnic/cultural associations • Is not a factory associated with the other themes relating to this sub-context
Character Defining/ Associative Features	<ul style="list-style-type: none"> • Retains most of the essential physical features from the period of significance • One or more related utilitarian buildings • May possess branding or company logos on the building exterior • May retain distinctive equipment or building elements that reflect a particular kind of manufacturing process

**TABLE 5
CONTEXT SUMMARY TABLE FOR INDUSTRIAL DEVELOPMENT, 1850-1980**

	<ul style="list-style-type: none"> • May have programmatic elements on the façade that denote what was manufactured at the plant • Often designed in prevalent architectural styles of the period <ul style="list-style-type: none"> ○ May also be a significant example of an architectural style from the period of significance and/or the work of noted architects • For the National Register, a property must possess exceptional importance if less than 50 years of age
Integrity Considerations	<ul style="list-style-type: none"> • Should retain integrity of Location, Design, Materials, Feeling, and Association • Setting may have changed • Original use may have changed

**TABLE 6
CONTEXT SUMMARY TABLE FOR ARCHITECTURE AND ENGINEERING, 1850-1980; MEDITERRANEAN & INDIGENOUS REVIVAL ARCHITECTURE, 1893-1948**

Context	Architecture and Engineering
Sub Context	No sub-context
Theme	Mediterranean & Indigenous Revival Architecture, 1893-1948
Sub Theme	Mediterranean Revival, 1918-1943
Property Type	No property type
Property Sub Type	No property sub type
Geographic Location	Citywide, in areas developed during the 1920s and 1930s
Area of Significance	Architecture
Criteria	C/3/3
Period of Significance	1918-1943
Eligibility Standards	<ul style="list-style-type: none"> • Was constructed during the period of significance • Exemplifies the character-defining features of the Mediterranean Revival style • Is an excellent example of its style, and/or the work of a significant architect and/or builder
Character Defining/ Associative Features	<ul style="list-style-type: none"> • Retains most of the essential character-defining features of the style • Stucco exterior walls (rarely, brick or cast stone) • Low-pitched clay tile roof typically hipped • Relatively simple massing, with stress on the horizontal • Relatively formal composition, approaching symmetry in parts or in whole • Arched openings, including arched focal windows • Clay tile roof or roof trim • Limited use of applied decoration • Landscaping of formal gardens extending away from building

**TABLE 6
CONTEXT SUMMARY TABLE FOR ARCHITECTURE AND ENGINEERING, 1850-1980; MEDITERRANEAN &
INDIGENOUS REVIVAL ARCHITECTURE, 1893-1948**

Integrity Considerations	<ul style="list-style-type: none"> • Should retain integrity of Design, Materials, Workmanship, and Feeling • Stucco repair or replacement must duplicate the original in texture and appearance • Roof replacement should duplicate original in materials, color, texture, dimension, and installation pattern • New additions should be appropriately scaled and located so as to not overwhelm the original design and massing • Limited window replacement may be acceptable • Security bars may have been added • Evolution of plant materials is expected, but significant designed landscapes should be retained • Setting may have changed (surrounding buildings and land uses) • Original use may have changed
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**TABLE 7
CONTEXT SUMMARY TABLE FOR ARCHITECTURE AND ENGINEERING, 1850-1980; LATE MODERNE, 1937-1960**

Context	Architecture and Engineering, 1850-1980
Sub Context	L.A. Modernism, 1919-1980
Theme	Related Responses to Modernism, 1924-1970
Sub Theme	Late Moderne, 1937-1960
Property Type	Industrial (rare)
Property Sub Type	No property sub type
Geographic Location	Sparsely citywide, with most examples in Downtown, the Wilshire Boulevard corridor, the San Fernando Valley, Westchester, the Baldwin Hills and Crenshaw districts, and other areas that witnessed development in the years immediately before and after World War II.
Area of Significance	Architecture
Criteria	C/3/3
Period of Significance	1937-1960
Eligibility Standards	<ul style="list-style-type: none"> • Was constructed during the period of significance • Exhibits quality of design through distinctive features • Is an excellent example of the style
Character Defining/ Associative Features	<ul style="list-style-type: none"> • Retains most of the essential character-defining features from the period of significance • Horizontal orientation • Concrete construction • Flat or nearly flat roof • Smooth stucco cladding • Horizontal bands of bezeled windows with projecting frames • Metal, often steel-sash, windows • Unadorned wall surfaces, with minimal ornament

TABLE 7
CONTEXT SUMMARY TABLE FOR ARCHITECTURE AND ENGINEERING, 1850-1980; LATE MODERNE, 1937-1960

Integrity Considerations	<ul style="list-style-type: none"> • Should retain integrity of Location, Design, Materials, Workmanship, and Feeling from the period of significance • Retains sufficient integrity to convey significance • Setting may have changed (surrounding buildings and land uses) • Original use may have changed • Replacement of some windows and doors may be acceptable if the openings have not been resized and original fenestration patterns have not been disrupted
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5.2 Significance Evaluation

6236 S. St. Andrews Place was evaluated under the historical and architectural themes as described above in accordance with SurveyLA evaluation methods. ESA conducted research and developed a Sub-Theme on Furniture Manufacturing in Los Angeles. ESA also conducted research on the subject property's construction and occupancy history. ESA evaluated the subject property under the criteria for listing in the National Register, California Register, and as a Los Angeles Historic Cultural Monument (LAHCM).

Broad Patterns of History

With regard to broad patterns of history, the following are the relevant criteria:

- **National Register Criterion A:** Is associated with events that have made a significant contribution to the broad patterns of our history.
- **California Register Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- **Los Angeles Historic Cultural Monument Criterion 1:** Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state, city, or community.

While SurveyLA found the subject property eligible under A/1/1 as an excellent and rare example of a 1920s industrial development as well as for being associated with the Bauman Brothers, ESA does not concur with this finding for a variety of reasons.

The furniture industry was an important industry in Los Angeles. The industry began in 1880s, and expanded dramatically in the 1920s with the construction of numerous manufacturing plants in Downtown Los Angeles. By 1923, annual furniture output was \$25,000,000,000, and Los Angeles was the leading furniture manufacturing city west of Chicago. By 1956, there were 500 furniture manufacturing companies located in Los Angeles.⁵⁴ Research shows that the Bauman Brothers was not a particularly important furniture company in Los Angeles; it was a relatively small enterprise and was not mentioned in any of the published economic or industrial reviews of

⁵⁴ "2,000 Retailers Attend L.A. Furniture Market," *Los Angeles Times* (Los Angeles, CA), July 10, 1956, B28.

the furniture manufacturing industry. In fact, it is scarcely mentioned in the local newspapers of the time, only in 1928 when the original factory was constructed at the subject property, once in 1949 due to union activity, and in 1968 when the factory was closed and sold.⁵⁵ Furthermore, it was not among the earliest furniture factories in Los Angeles having opened the plant at the subject property in 1929, at the end of the 1920s industrial boom.

There were no significant events associated with the subject property. The furniture industry as a whole was strongly associated with the 1920s and 1930s unionism and thousands of employees at the far larger more important furniture factories participated in these activities. Although there was one minor incident associated with the Bauman Brothers factory, it was not a significant incident and did not contribute to any change in labor practices or rises in wages.

Although the subject property's original building is an example of an industrial building from the 1920s, it is substantially altered and none of the elevations of the building remain intact. The primary façade of Building A is substantially changed from its original appearance; the original entrance has been blocked, the original brick façade has been stuccoed, and the barrel tile roof detailing has been removed. There are multiple large additions, including a long and narrow two-story addition to the north side of the building that entirely altered encompasses the original north elevation that was entirely obscured and is no longer visible. Likewise, the construction of Building B entirely obscures the south elevation of Building A. During the historic period there were also rear additions to Building A that have since been removed. All of these changes severely detract from the integrity of Building A and substantially change the integrity of the 1920s industrial building, thereby diminishing its ability to convey its association with 1920s industrial development in the area such that it does not meet the threshold of eligibility under Criterion A/1/1 at either the national, state, or local levels.

The subject property is not a rare example of a 1920s industrial building in the area as there are other examples of industrial buildings in the vicinity that were also constructed in the 1920s, including 2023 West Gage Avenue, J&J Cash, Inc., Hostess Bakery, Los Angeles Biscuit Company, 6525 S. Western Avenue, and Los Angeles Art Glass Company, all identified by SurveyLA in Tract 5999 as shown in Table 1, Nearby Historic Resources on page 14.

Bauman Brothers Manufacturing Company was not an important furniture manufacturing company in the history of the Furniture industry of Los Angeles, nor is it a rare example in the area. Furthermore, 6326 S. St. Andrews Place does not retain integrity from its original construction to convey its association with the 1920s industrial development of Los Angeles. Therefore, 6326 S. St. Andrews Place does not meet the eligibility requirements under National Register Criterion A, California Register Criterion 1 or the LAHCM Criterion 1.

⁵⁵ "New Buildings Help Industry," *Los Angeles Times* (Los Angeles, CA), April 1, 1928, 91; "Violent Acts Bring Three Court Cases," *Los Angeles Times* (Los Angeles, CA), October 11, 1949, 6; *Los Angeles Times* (Los Angeles, CA), September 22, 1968, 321.

Significant Persons

With regard to associations with important persons, the following are the relevant criteria:

- **National Register Criterion B:** Is associated with the lives of persons significant in our past.
- **California Register Criterion 2:** Is associated with the lives of persons important in our past.
- **Los Angeles Historic Cultural Monument Criterion 2:** Is associated with the lives of historic personages important to national, state, city or local history.

The occupancy and ownership history for the subject property was researched by reviewing City directories, building permits, and the U.S. Census. This research effort revealed no persons important to local, state, or national history were associated with the subject property.

Therefore, 6326 S. St. Andrews Place does not meet the eligibility requirements under National Register Criterion B, California Register Criterion 2 or the LAHCM Criterion 2.

Architecture

With regard to architecture, design, or construction, the following are the relevant criteria:

- **National Register Criterion C:** Embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- **California Register Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- **Los Angeles Historic Cultural Monument Criterion 3:** Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age

The subject property was originally designed by notable architect, John M. Cooper in the Mediterranean Revival style with Italianate decorative features. However, due to the integrity issues discovered during the survey, it is clear that the original design by Cooper has been substantially altered and no longer conveys its original appearance as Cooper designed it. The primary façade of Building A is substantially changed from its original appearance; the original entrance has been blocked, the original brick façade has been stuccoed, and the barrel tile roof detailing has been removed. There are multiple large additions including a long and narrow two-story addition to the north side of the building that entirely altered encompasses the original north elevation that was entirely obscured and is no longer visible. Likewise, the construction of Building B entirely obscures the south elevation of Building A. During the historic period there were also rear additions to Building A that have since been removed. All of these changes severely detract from the integrity of Building A. Furthermore, Cooper has many other better architectural examples, including the Roxie Theatre, an LAHCM. 819 S. Santee Street (Maxfield Building) was also nominated as an HCM, but it does not appear that it was registered. Therefore,

because of the lack of integrity and the fact that better examples by Cooper exist, this building is not eligible under C/3/3.

Additionally, the subject property is not a significant example of a Late Moderne-style factory. Buildings B and C are the only buildings in the complex that are designed in the Late Moderne style, but they are not distinctive examples as they were 1940s additions to an earlier 1920s furniture factory. Furthermore, there were numerous much more important and much larger furniture factories built in Los Angeles during the 1940s, many of which are depicted in the Los Angeles Times in articles announcing their construction.

Therefore, 6236 S. St. Andrews Place does not meet the integrity or eligibility requirements for significance under National Register Criterion C, California Register Criterion 3 or LAHCM Criterion 3.

Data

- **National Register Criterion D:** It yields, or may be likely to yield, information important in prehistory or history.
- **California Register Criterion 4:** Has yielded, or may be likely to yield, information important in prehistory or history.

While most often applied to archaeological districts and sites, Criterion D/4 can also apply to buildings, structures, and objects that contain important information. For these types of properties to be eligible under Criterion D/4, they themselves must be, or must have been, the principal source of the important information. None of the buildings on the subject property appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known about the period in which they were constructed, their method of construction, or their design. The building reflects common building practices and materials of the early twentieth century, which have already been well documented. **Therefore, 6236 S. St. Andrews Place does not meet the eligibility requirements under National Register Criterion D and California Register Criterion 4.**

5.3 Conclusion

ESA did not find the subject property eligible under any of the applicable criteria at either the national, state, or local levels. Under Criterion A/1/1, ESA found that although the subject property was originally associated with 1920s industrial development patterns in South Los Angeles, it has undergone many modifications and large additions that detract from its integrity and association with 1920s industrial development. While the economic importance of the furniture industry in Los Angeles during the 1920s appears to be historically significant in the context of industrial development as a whole, the original occupants of the subject property, the Bauman Brothers, was a small unimportant furniture manufacturing enterprise that is not mentioned in any published reviews of the furniture industry from this period and does not appear to have made any significant contribution to the development of the industry during the 1920s or 1930s. With regard to the later additions during the 1940s, there is no evidence at all that Bauman Brothers held any significance in the furniture industry during the 1940s-1970s either. In

addition, based upon ESA's examination of the surrounding built environment, it does not appear that the subject property is a rare example of early twentieth century industrial development in the area. The surrounding setting is strongly characterized by early 20th Century industrial development, much of which is still extant. There are 13 examples of other potentially eligible 1920s industrial improvements extant in South Los Angeles that have been identified by SurveyLA; the survey area included approximately 1,152 industrially-zoned parcels of which approximately 994 were surveyed by SurveyLA ranging in age from the 1920s through the 1940s.⁵⁶ Furthermore, there were no significant events associated with the subject property. The furniture industry as a whole was strongly associated with the 1920s and 1930s unionism and thousands of employees at numerous larger more influential furniture factories participated in these activities. Although there was one minor incident associated with the Bauman Brothers factory, it was not a significant incident and did not contribute to any change in labor practices or rises in wages.

Under Criterion B/2/2, there are no important persons associated with the subject property.

Under Criterion C/3/3, the subject property does not appear to be architecturally significant. The later additions to the subject property during the 1940s substantially changed the appearance of the subject property from its original 1920s construction in the Mediterranean Revival style to a utilitarian Late Moderne-style factory, altering John M. Cooper's original design intent. At this time the primary entrance of the original factory building was closed (blocked) and a new primary entrance was constructed that reconfigured the design and layout of the factory complex and the appearance of the factory along its street-facing elevations. These changes substantially detract from the eligibility of the subject property under Criterion C/3/3. With regard to the Late Moderne style, the subject property was not originally constructed in the Late Moderne style and there are many better and more significant examples of Late Moderne-style furniture factories and other factory buildings from the 1940s.

Under Criterion D/4, the subject property is unlikely to reveal important information about prehistory or history.

As a result of this finding, ESA recommends that the subject property should be assigned the California Historical Resource Status Codes of "6Z" meaning that it appears to be ineligible as an individual resource or as a contributor to the potential locally eligible district through a survey evaluation.

⁵⁶ SurveyLA, Industrial Zone Properties in the South Los Angeles Community Plan Area – Supplemental Historic Resources Survey Report, December 2015, Page 1.

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Appendix A

Professional Qualifications





Margarita Jerabek, PhD

Historic Resources Director

EDUCATION

Ph.D., Art History,
University of California,
Los Angeles

M.A., Architectural
History, School of
Architecture, University
of Virginia

Certificate of Historic
Preservation, School of
Architecture, University
of Virginia

B.A., Art History,
Oberlin College

30 YEARS EXPERIENCE

AWARDS

2014 Preservation
Award, The Dunbar
Hotel, L.A. Conservancy

2014 Westside Prize,
The Dunbar Hotel,
Westside Urban Forum

2014 Design Award:
Tongva Park & Ken
Genser Square,
Westside Urban Forum

Preservation Design
Awards, RMS Queen
Mary Conservation Plan
2012; and Restoration
and Exhibit Design for
Home Savings,
Montebello, 2016,
California Preservation
Foundation

PROFESSIONAL AFFILIATIONS

California Preservation
Foundation

Santa Monica
Conservancy

Society of Architectural
Historians, Life Member

American Institute of
Architects (AIA),
National Allied Member

Margarita Jerabek has 30 years of professional practice in the United States with an extensive background in historic preservation, architectural history, art history and decorative arts, and historical archaeology. She specializes in Visual Art and Culture, 19th-20th Century American Architecture, Modern and Contemporary Architecture, Architectural Theory and Criticism, Urbanism, and Cultural Landscape, and is a regional expert on Southern California architecture. Her qualifications and experience meet and exceed the Secretary of the Interior's Professional Qualification Standards in History, Archaeology, and Architectural History. Margarita has managed and conducted a wide range of technical studies in support of environmental compliance projects, developed preservation and conservation plans, and implemented preservation treatment projects for public and private clients in California and throughout the United States.

Relevant Experience

Margarita has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area and Southern California. She provides expert assistance to public agencies and private clients in environmental review, from due diligence through planning/design review and permitting and when necessary, implements mitigation and preservation treatment measures on behalf of her clients. As primary investigator and author of hundreds of technical reports, plan review documents, preservation and conservation plans, HABS/HAER/HALS reports, construction monitoring reports, salvage reports and relocation plans, she is a highly experienced practitioner and expert in addressing historical resources issues while supporting and balancing project goals.

She is an expert in the evaluation, management and treatment of historic properties for compliance with Sections 106 and 110 of the NHPA, NEPA, Section 4(f) of the Department of Transportation Act, CEQA, and local ordinances and planning requirements. Margarita regularly performs assessments to ensure conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, and assists clients with adaptive reuse/rehabilitation projects by providing preservation design and treatment consultation, agency coordination, legally defensible documentation, construction monitoring and conservation treatment.

Margarita is a regional expert on Southern California architecture. She has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area as well as in Ventura, Orange, Riverside, San Bernardino and San Diego counties. Beyond her technical skill, she is a highly experienced project manager with broad national experience throughout the United States. She currently manages ESA's on-call historic preservation services with the City of Santa Monica, and Los Angeles Unified School District.



Hanna Winzenried

Architectural Historian

EDUCATION

MSc Historic Conservation, Oxford Brookes University

BA, European Studies, Brigham Young University

9 YEARS OF EXPERIENCE

PROFESSIONAL AFFILIATIONS

The Society for the Protection of Ancient Buildings

Historic England

National Trust for Places of Historic Interest or Natural Beauty

California Preservation Foundation

Hanna is an architectural historian and historic preservation specialist with nine years of academic and professional experience, including undergraduate and graduate work in history, art history and conservation, and four years of professional experience. After earning her Bachelor of Arts degree in European Studies at Brigham Young University, Hanna completed graduate work at Oxford Brookes University, the top planning program in the United Kingdom, where she earned her Masters of Science in Historic Building Conservation (2015) with a concentration in conservation planning and preservation practices. Prior to joining ESA, Hanna spent 1.5 years as an intern and Student Professional Worker with the City of Los Angeles, Department of Planning, in the Office of Historic Resources (OHR), Historic Preservation Overlay Zones (HPOZ) Unit.

During her tenure at ESA, Hanna has continued to develop her knowledge and skills as an architectural historian and historic preservation specialist as a team member in the historic resources group at ESA, under the direction of Dr. Margarita Jerabek. Beginning as an Intern at ESA, Hanna has received several promotions in acknowledgement of her continued growth and mastery of her discipline as an architectural historian and historic preservation specialist. She currently serves as a Deputy Project Manager on many projects for ESA. Through her hands-on experience, Hanna has developed expertise in the survey, research, and assessment of historic properties for compliance with the National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA). She is expert in the research and preparation of property and neighborhood histories, and the development of historic contexts for the evaluation of historic properties under federal, State, and local significance criteria. Additionally, she has substantial experience in analyzing projects for potential impacts to historical resources and developing and implementing mitigation measures to reduce impacts. With a background in architectural conservation, Hanna is also a highly qualified historic preservation specialist with substantial experience providing historic preservation consultation services for rehabilitation and adaptive reuse projects, and has prepared a variety reports in support of this projects including rehabilitation plans, Standards conformance reviews, and construction monitoring.

Relevant Experience

Earl Carroll Theatre Mills Act Application, Los Angeles, CA. *Architectural Historian.* Hanna was the lead organizer of the Earl Carroll Theatre Mills Act Application. Constructed in 1938, the property is significant for its association with owner-operator Earl Carroll, Hollywood nightlife, and architect Gordon B. Kaufmann. The theatre is a listed LA Historic-Cultural Monument and has been identified as eligible for the National Register. In recent years, the theatre has been rented by television network studios as sound stages, and as a result some public areas have been modified over time. Hanna compiled all of the necessary

information for the first part of the Mills Act Application, and helped to gather all of the necessary information and deliverables for the second part of the application.

930 S. Mansfield Historic Resource Assessment and CEQA Impacts Analysis, Los Angeles, CA. *Architectural Historian and Deputy Project Manager.* Hanna coordinated efforts to prepare an HRA which will include an update to the SurveyLA-identified Sycamore Avenue-Citrus Avenue Historic District and an impacts analysis for a proposed project at 930 S. Mansfield Avenue. As several contributing structures in the Mediterranean Revival and Spanish Revival multi- and single-family district have recently been demolished or heavily altered, the City has requested a current analysis of the remaining district in order to determine its continued eligibility. One complexity of this project involved the prior demolition of a contributing historic resource at the site, which warranted a scrupulous design review of a proposed contemporary 6-story multi-family project at the project site that will sit amidst the extant low-profile revival style buildings that comprise the historic district. Hanna helped to create recommendations for a more compliant new project design within the district.

City of Los Angeles, Point Fermin Light Station Historic District Nomination to the National Register of Historic Places and Historic Cultural Monument Nomination, San Pedro, CA. *Architectural Historian.* The 1874 Point Fermin Lighthouse was listed on the National Register of Historic Places in 1972. As a condition of conveyance of the Point Fermin Light Station property (which includes the lighthouse) by the U.S. General Services Administration to the City of Los Angeles for use as a museum and park, the National Register nomination for the Point Fermin Lighthouse was updated to include all buildings, objects, structures, and sites that comprise the larger Point Fermin Light Station. Hanna co-authored the updated nomination by compiling previous documentation and supplementing it with new research. At this writing, the nomination is being reviewed by the California Office of Historic Preservation. After the National Register Nomination was updated and compiled, Hanna then transferred all of the information into the format required by the City of Los Angeles for the Historic Cultural Monument nomination.

Nelles School Site Redevelopment, Whittier, CA. *Contributor.* ESA oversaw the documentation and architectural salvage of the Fred C. Nelles School. Brookfield Residential plans on redeveloping the whole site into a residential neighborhood while maintaining four historically significant structures. Hanna helped draft a documentation and architectural features salvage plan according to the character defining features list and oversaw the deconstruction of the other school buildings to ensure the architectural features were salvaged correctly.

Appendix B

Tract Map



TRACT No 5999 IN THE CITY OF LOS ANGELES

SHEET 1

Being a subdivision of a portion of the NE 1/4 of Section 23, T. 2 S., R. 14 W., S.B.B and M., County of Los Angeles, State of California.

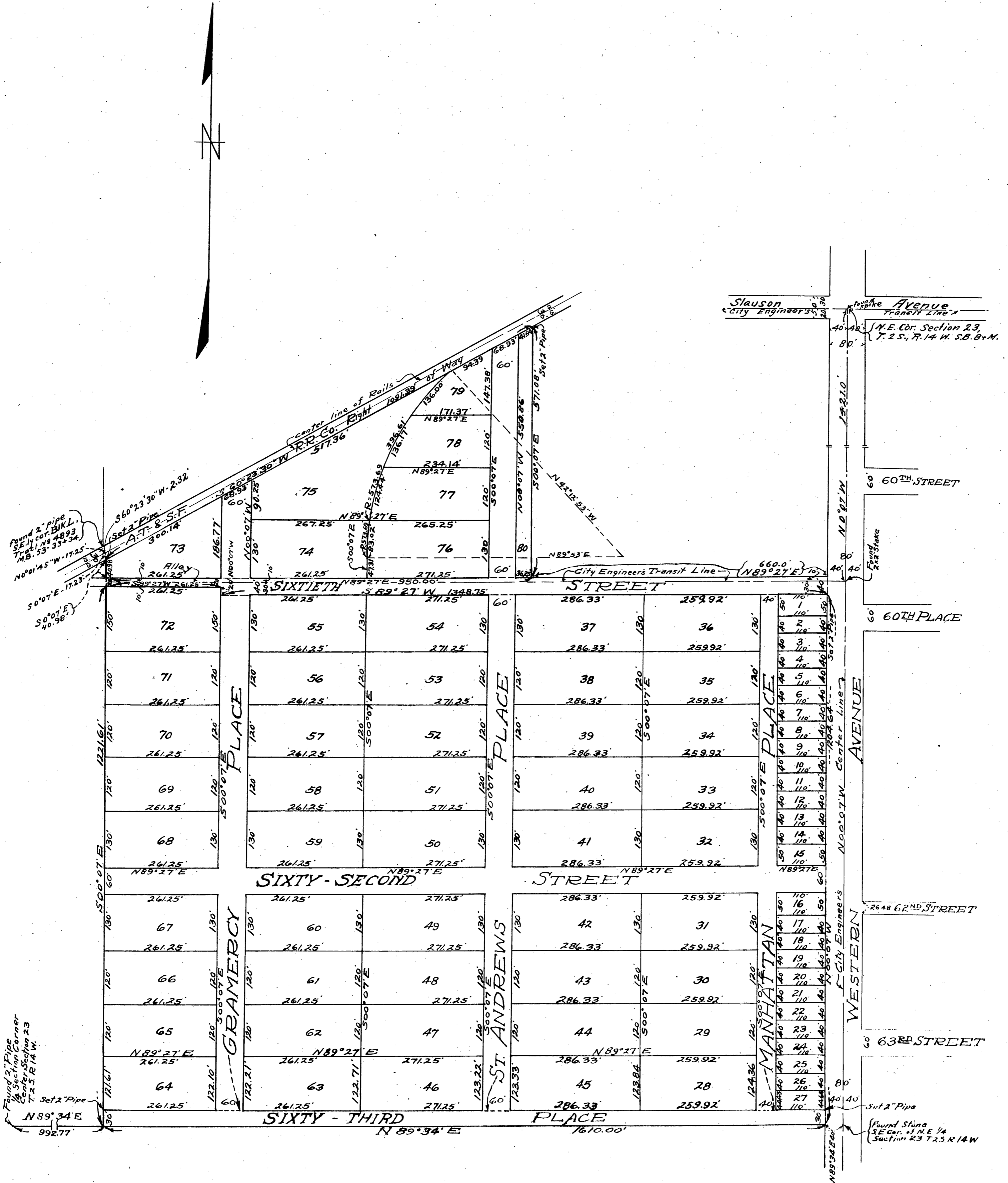
N.B. The bearing of Western Avenue shown on Map of Tract No 4382, recorded in Map Book 47, page 59, was taken as basis of the bearings shown upon this map.

SCALE 1" = 150'

678
maps

Shelley
Cashier

500



Map 57
Maps Sr
[Stamp]

We hereby certify that we are the owners of, or interested in, the land included within the subdivision shown on the annexed map, and that we are the only persons whose consent is necessary to pass a clear title to said land, and we consent to the making of said map and subdivision as shown within the colored border lines, and hereby dedicate to the public use all the Streets, Places, and Alley, shown on said map within said subdivision.

Shelley
Cocher

Free

Hellman Commercial Trust and Savings Bank (a corporation)
by H. B. Kelley Vice President
and H. B. Kelley Secretary

State of California } ss.
County of Los Angeles }

On this 12th day of April, in the year one thousand nine hundred and twenty three, before me, Heleen E. Stroug, a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn, personally appeared H. B. Kelley known to me to be the Vice President and H. B. Kelley known to me to be the Secretary of the Hellman Commercial Trust and Savings Bank, the corporation that executed the within instrument and known to me to be the persons whose names are subscribed thereto and acknowledged to me that such corporation executed the same.

In witness whereof, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Heleen E. Stroug
Notary Public in and for Los Angeles County, State of California

I, J. R. Lashbrooke, hereby certify that I am a Licensed Surveyor of the State of California, and that this map, consisting of two sheets, correctly represents a survey made under my supervision, March, 1923, and that all of the monuments, shown hereon, actually exist and their positions are correctly shown.

J. R. Lashbrooke

1030

TRACT No 5999

26th March 3

John A. Griffin

Title Insurance and Trust Company

April 12, 23

Hellman Commercial Trust and Savings Bank,
a corporation

John A. Griffin

Robt. Dominguez

26th April 23
Robt. Dominguez

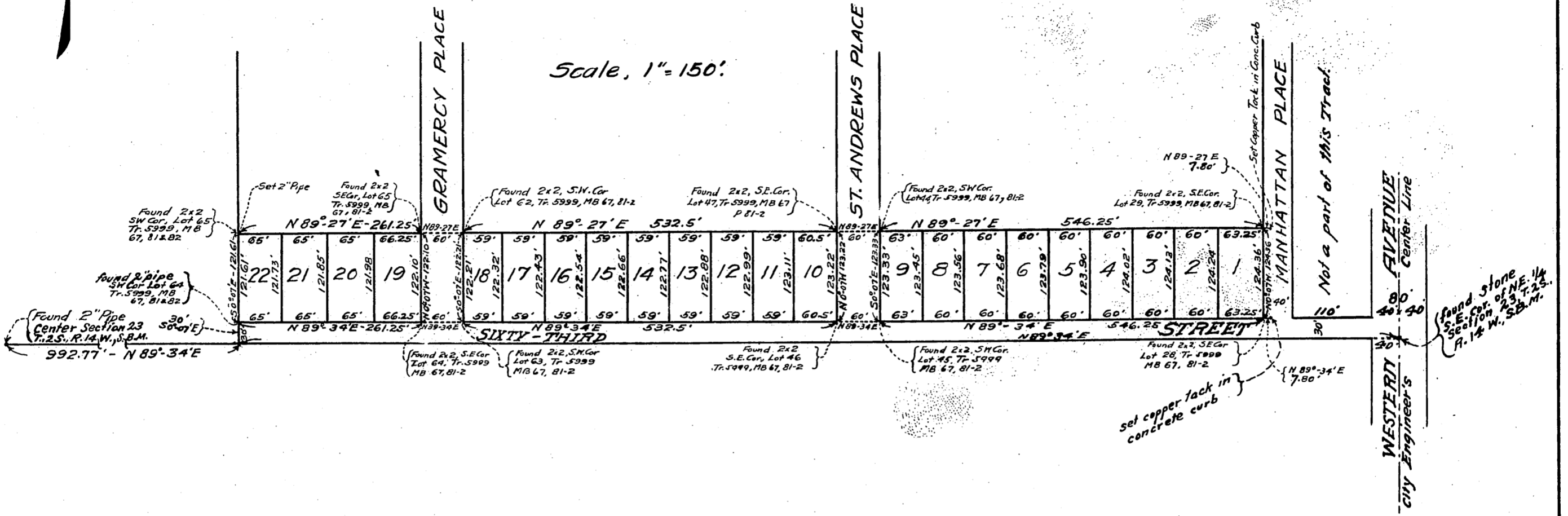
TRACT No. 7106.

IN THE CITY OF LOS ANGELES.

Being a subdivision of Lots 28, 45, 46, 63 & 64 of Tract No. 5999 as recorded in Map Book 67, Pages 81 & 82, Records of Los Angeles County, State of California.



N.B. - The bearing of 63rd Street shown on map of Tract No. 5999 recorded in Map Book 67, page 81-2, was taken as a basis for the bearings shown on this map.



We hereby certify that we are the owners, or interested in, the land included within the subdivision shown on the annexed map, and that we are the only persons whose consent is necessary to pass a clear title to said land, and we consent to the making of said map and subdivision as shown within the colored border line.

Hellman Commercial Trust & Savings Bank.
 by [Signature] Pres.
 and [Signature] Secy.

State of California } ss. On this 13 day of Sept-
 County of Los Angeles } ember, in the year one thousand nine hundred
 and twenty three, before me,
 a Notary Public in and
 for said County of Los Angeles, State of California
 residing therein, duly commissioned and sworn
 personally appeared _____
 known to me to be the person whose name is
 subscribed to the above instrument and acknow-
 ledged to me that he executed the same.
 In witness thereof, I have hereunto set my hand and
 affixed my official seal the day and year in this
 certificate first above written.

Notary Public in and for Los Angeles County, State of California.

I, J.R. Lashbrooke, hereby certify that I am a Licensed Surveyor of the State of California and that this map, consisting of one sheet, correctly represents a survey made under my supervision, August 1923, and that all the monuments, shown hereon, actually exist and their positions are correctly shown.

J.R. Lashbrooke

State of California } ss. On this 26th day of September
 County of Los Angeles } in the year one thousand nine hundred and
 twenty three, before me Heleen E. Strong,
 a Notary Public in and for said County of Los
 Angeles, State of California, residing therein,
 duly commissioned and sworn, personally
 appeared C.R. Bell known to
 me to be the President, and
H.B. Keller known to me to be
 the Secretary of The Hellman Commercial
 Trust and Savings Bank, the corporation
 that executed the within instrument and
 known to me to be the persons whose
 names are subscribed there to and ack-
 nowledged to me that such corporation
 executed the same. In witness thereof
 I have hereunto set my hand and affixed
 my official seal the day and year in
 this certificate first above written.

Heleen E. Strong
 Notary Public in and for Los Angeles County, State of California.

OCT 13 1923
59 78 27
maps

[Signature]
Cashier
500

5000
Invest

No. 7106

10/13/23

[Signature]

John A. Griffin

Oct 10 3

TRACT No. 7106

25th September 1923


Oct. 13, 1923

[Signature]

Appendix C

Sanborn Maps





St. Andrews Place
6236 S. St. Andrews Place
Los Angeles, CA 90047

Inquiry Number: 6058732.3

May 07, 2020

Certified Sanborn® Map Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

05/07/20

Site Name:

St. Andrews Place
6236 S. St. Andrews Place
Los Angeles, CA 90047
EDR Inquiry # 6058732.3

Client Name:

ESA
626 Wilshire Blvd
Los Angeles, CA 90017
Contact: Hanna Winzenried



The Sanborn Library has been searched by EDR and maps covering the target property location as provided by ESA were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # 167B-44A7-97C4

PO # NA

Project St. Andrews Place

Maps Provided:

1969

1950

1927



Sanborn® Library search results

Certification #: 167B-44A7-97C4

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- Library of Congress
- University Publications of America
- EDR Private Collection

The Sanborn Library LLC Since 1866™

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Sanborn Sheet Key

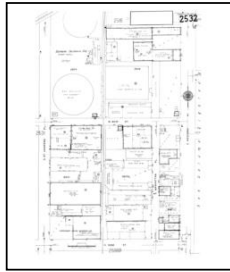
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1969 Source Sheets



Volume 25, Sheet 2531
1969



Volume 25, Sheet 2532
1969

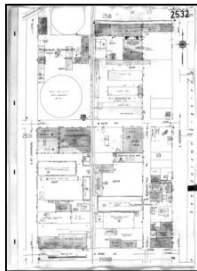


Volume 25, Sheet 2534
1969

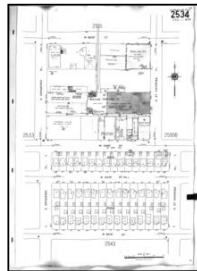


Volume 25, Sheet 2599d
1969

1950 Source Sheets



Volume 25, Sheet 2532
1950

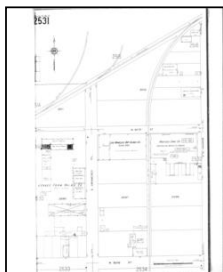


Volume 25, Sheet 2534
1950

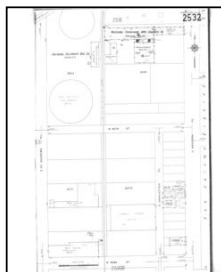


Volume 25, Sheet 2599d
1950

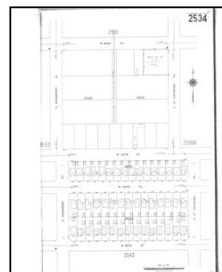
1927 Source Sheets



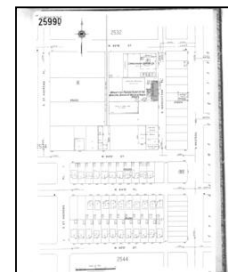
Volume 25, Sheet 2531
1927



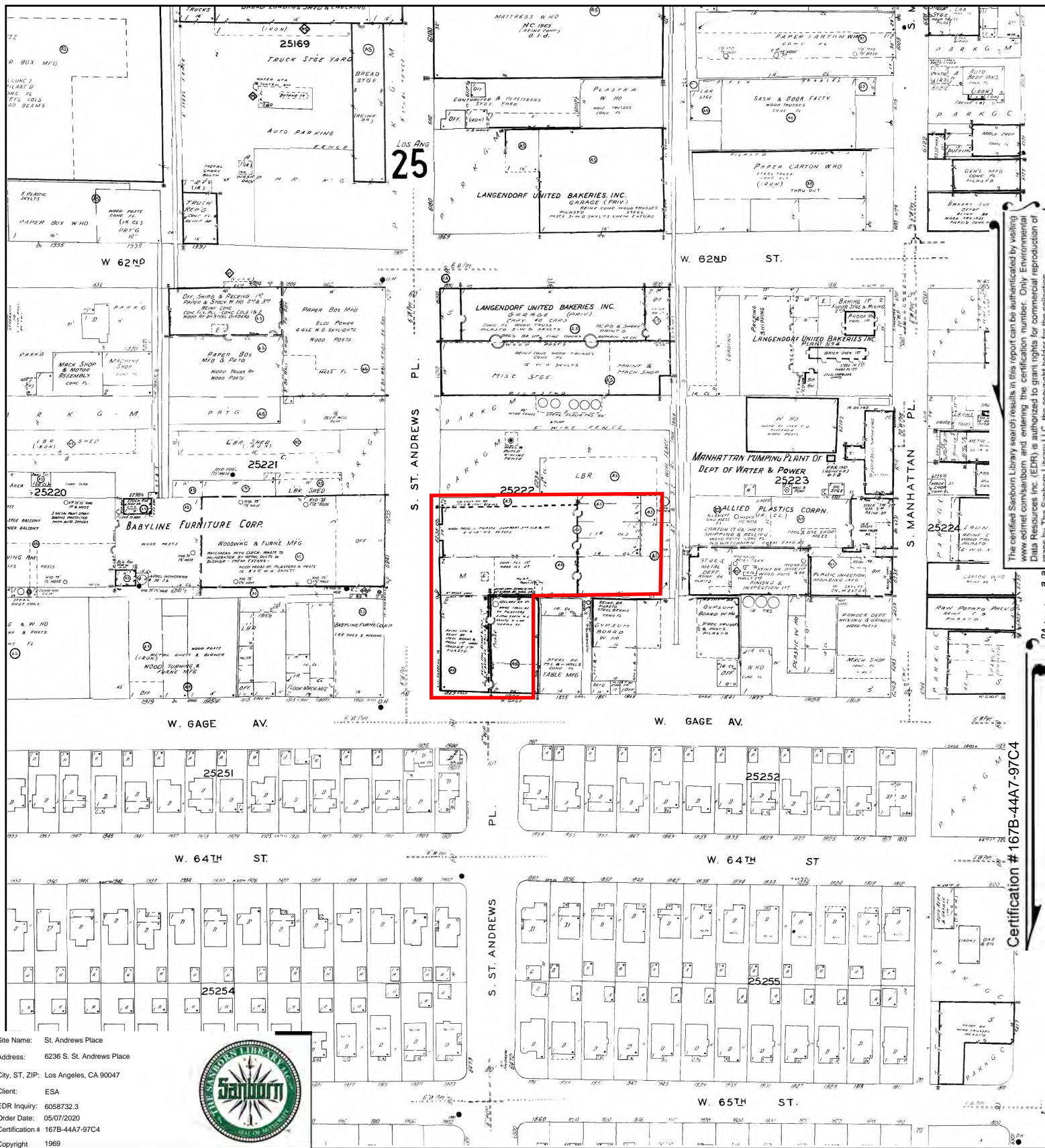
Volume 25, Sheet 2532
1927



Volume 25, Sheet 2534
1927



Volume 25, Sheet 2599d
1927



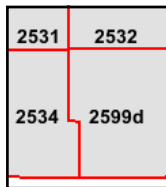
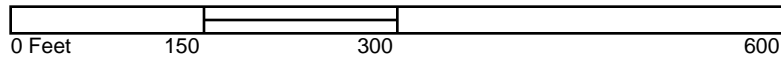
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Certification # 167B-44A7-97C4

Site Name: St. Andrews Place
 Address: 6236 S. St. Andrews Place
 City, ST, ZIP: Los Angeles, CA 90047
 Client: ESA
 EDR Inquiry: 6058732.3
 Order Date: 05/07/2020
 Certification # 167B-44A7-97C4
 Copyright 1969

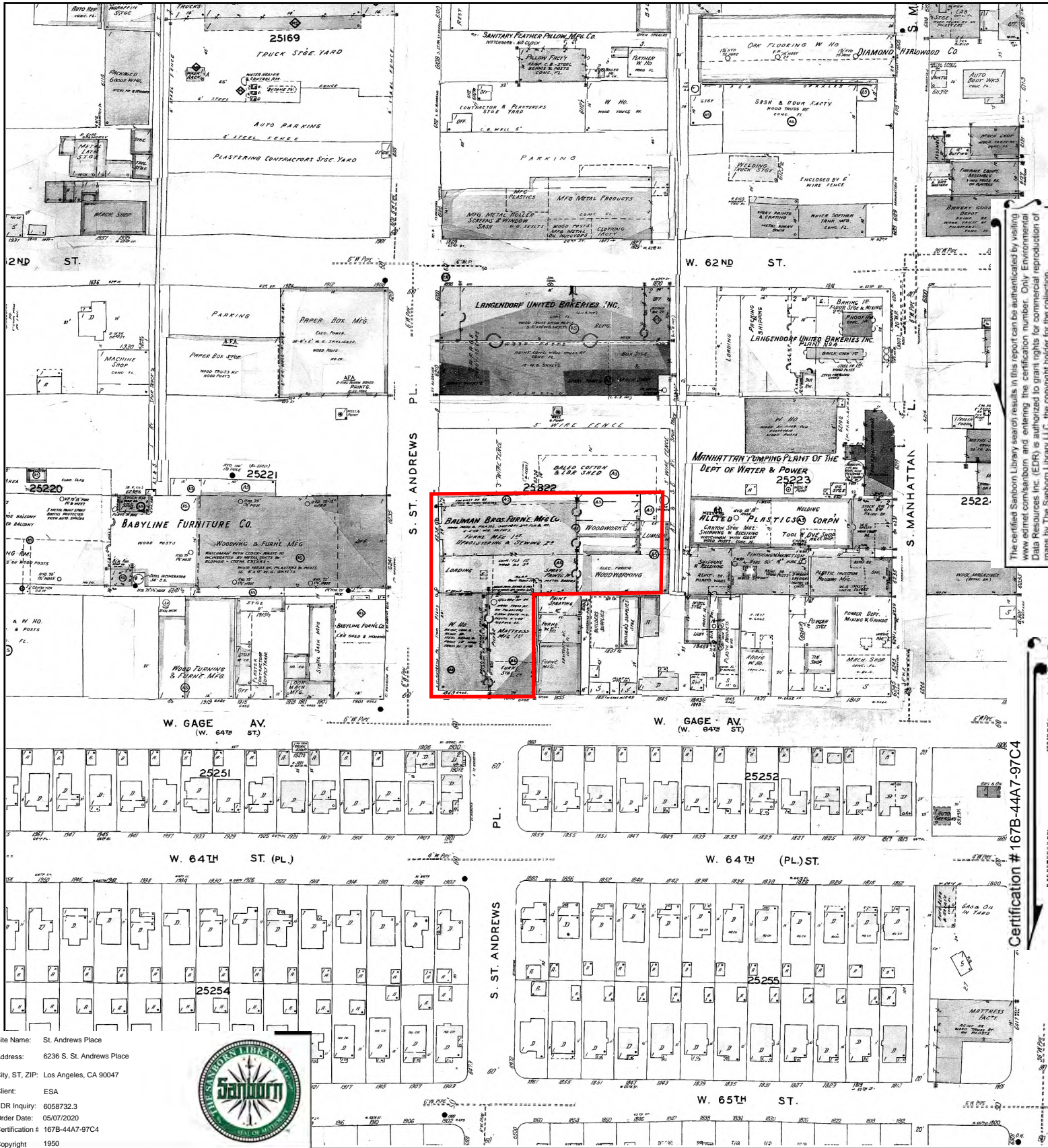


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Volume 25, Sheet 2599d
 Volume 25, Sheet 2534
 Volume 25, Sheet 2532
 Volume 25, Sheet 2531





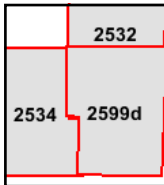
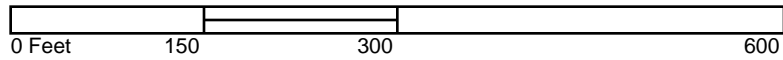
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 Certification # 167B-44A7-97C4
 Copyright 1950

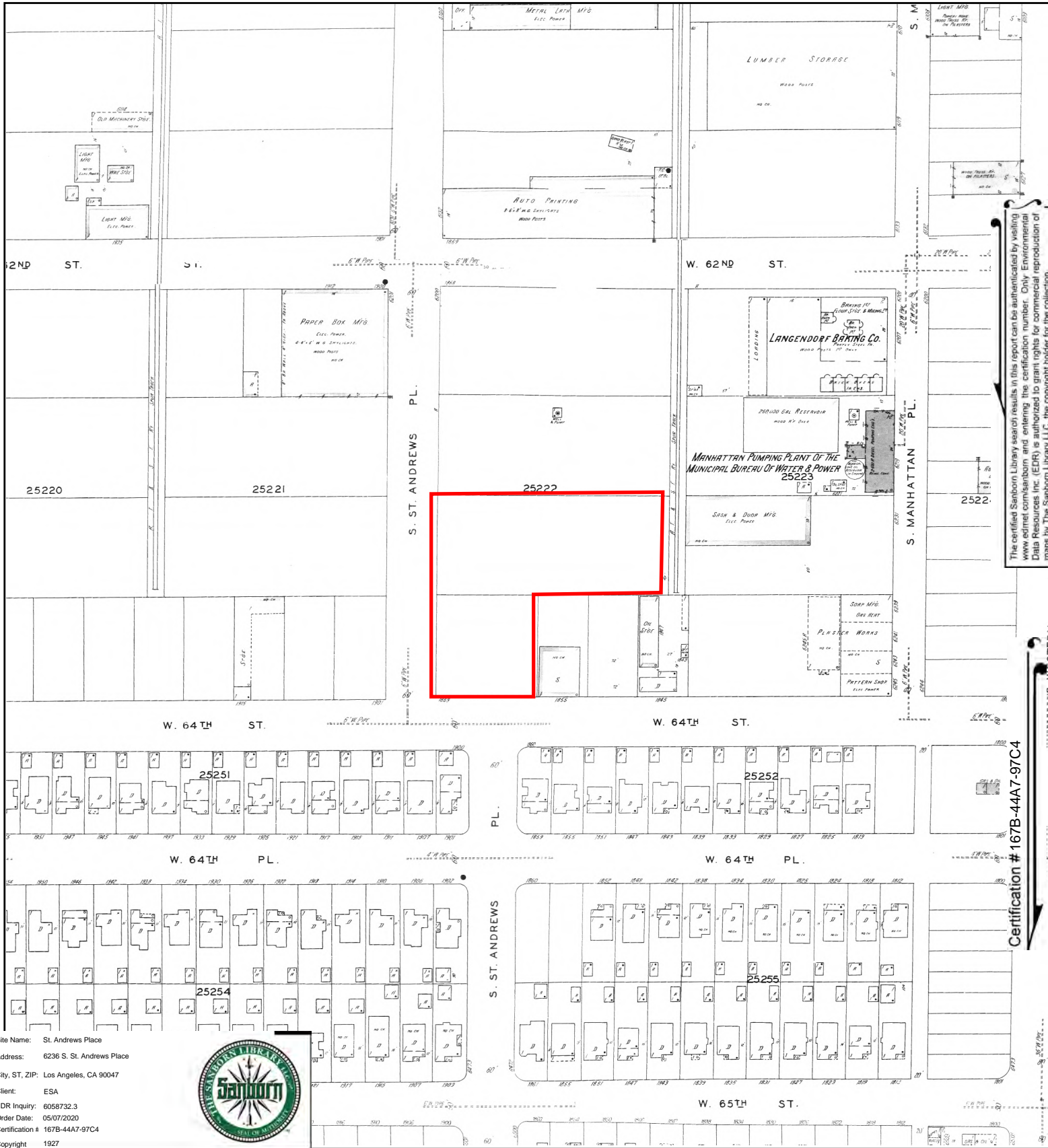


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 Volume 25, Sheet 2534
 Volume 25, Sheet 2532





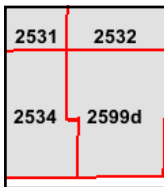
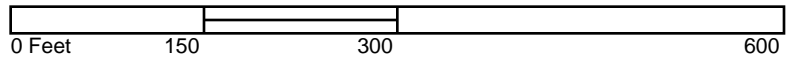
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Certification # 167B-44A7-97C4

Site Name: St. Andrews Place
 Address: 6236 S. St. Andrews Place
 City, ST, ZIP: Los Angeles, CA 90047
 Client: ESA
 EDR Inquiry: 6058732.3
 Order Date: 05/07/2020
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Volume 25, Sheet 2599d
 Volume 25, Sheet 2534
 Volume 25, Sheet 2532
 Volume 25, Sheet 2531



Appendix D

Building Permits

All Applications Must be Filled Out by Applicant

Bldg. Form 1

PLANS AND SPECIFICATIONS
and other data must also be filed

BUILDING DIVISION

1

DEPARTMENT OF BUILDING AND SAFETY

Application for the Erection of Buildings

CLASS ~~1~~ ~~2~~ "C"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO
ROOM No. 6
REAR OF
NORTH
ANNEX
1st Floor
CITY CLERK
PLEASE
VERIFY

Lot No. 44 Block _____
(Description of Property)
TRACT No. 5999

TAKE TO
FIRST FLOOR
242 SO.
BROADWAY

District No. 221 M. B. Page 7 F. B. Page 195
No. 6236 So. ST ANDREWS PLACE Street
(Location of Job)

ENGINEER
PLEASE
VERIFY

BETWEEN 62ND & 64TH 123.33 No of 64TH

USE INK OR INDELIBLE PENCIL

O. K. City Clerk
By _____ Deputy
O. K. City Engineer
By _____ Deputy

1. Purpose of Building FURNITURE FACTORY No. of Rooms --- No. of Families ---
2. Owner's name BAUMAN BROS. Phone TH 1409
3. Owner's address (6527 MCKINLEY) FUTURE 6236 ST ANDREWS PL.
4. Architect's name JOHN M. COOPER CO. Phone TR 5288
5. Contractor's name " " " " Phone " "
6. Contractor's address 301 RIVES-STRONG BLDG.
7. TOTAL VALUATION OF BUILDING (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.) \$ 43,000.00
8. Any other building or permit for a building on lot at present? NO How used? ---
9. Size of proposed building 60' x 164'6" Size of lot 120 x 286.33' feet
10. Number of stories in height 3 Height to highest point 42'
11. Material of foundation CONCRETE Character of soil CLAY
12. Material of exterior walls BRICK
13. Material of interior construction WOOD POST & GIRDER & TRUSSES
14. Material of floors WOOD & ASBESTOS
15. Material of roof COMPO. ON WOOD

What Zone is Property In? D

I have carefully examined and read the above application and know the same is true and correct, and hereby certify and agree, if a permit is issued, that all of the provisions of the Building Ordinances will be complied with, whether herein specified or not; also certify that plans and specifications herewith filed conform to all of the provisions of the Building Ordinances and State Laws.

1/8/28 1110 (Sign here) John M. Cooper Co
FOR DEPARTMENT USE ONLY (Owner or Authorized Agent) John M. Cooper

PERMIT NO. <u>718</u> SPRINGFIELD ED	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. <u>Consecration</u> Plan Examiner	Application checked and found O. K. <u>30</u> Clerk	Stamp here when permit is issued JAN 9 1928 TO
--	---	---	--

PLANS

All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATIONS and other data must also be filed

Bldg. Form 2

BUILDING DIVISION

2 DEPARTMENT OF BUILDING AND SAFETY
Application for the Erection of Frame Buildings
CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles:
Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:
First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st Floor
CITY CLERK PLEASE VERIFY
TAKE TO FIRST FLOOR 242 SO. BROADWAY ENGINEER PLEASE VERIFY

Lot No. 44 Tr. No. 5999
(Description of Property)

District No. 22 1/2 M. B. Page 7 F. B. Page 195

No. 6236 S-St Andrews Street
bet 62nd St + 64 Pl
(Location of Job)

(USE INK OR INDELIBLE PENCIL)

1. Purpose of Building: Lumber Storage Shed, Lumber No. of Rooms 2 No. of Families No.

2. Owner's name: Bauman Bros Phone: Tr. 1409

3. Owner's address: 6527 N. Kirtley Ave. Pl.

4. Architect's name: John M. Cooper Co. Phone: Tr. 5288

5. Contractor's name: " " " " Phone: " "

6. Contractor's address: 321 Eves. Strong Bldg. \$ 1,000

7. VALUATION OF PROPOSED WORK (Including Plumbing, Gas-fitting, Sewers, Ceaspoons, Elevators, Painting, Finishing, all Labor, etc.) \$ 1,000.00

8. Is there any existing building or permit for a building on lot? Yes How used? furniture factory

9. Size of proposed building: 24 x 124 Height to highest point: 17'0" feet

10. Number of Stories in height: 1 Character of ground: Redwood

11. Material of foundation: Redwood Size of footings: --- Size of wall: --- Depth below ground: ---

12. Material of chimneys: No. Number of inlets to flue: No. Interior size of flues: X X X

13. Material of exterior walls: Corrugated Iron on Studs

14. Give sizes of following materials: REDWOOD MUDSILLS 3 x 4 Girders: X X X
EXTERIOR studs: 2 x 4 INTERIOR BEARING studs: 2 x 4 Interior Non-Bearing studs: ---
Ceiling joists: --- Roof rafters: 2 x 12 FIRST FLOOR JOISTS: ---
Second floor joists: --- Specify material of roof: Composition on wood

15. Will all provisions of State/Housing Act be Complied with? Yes

What Zone is Property In? D
I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER (Sign Here) John M. Cooper
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

PERMIT NO. 6155	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. <u>[Signature]</u> Plan Examiner	Application checked and found O. K. <u>3-1-28</u> <u>[Signature]</u> Clerk	Stamp here when permit is issued RECEIVED MAR 2 1928 ISSUED <u>31</u>
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All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATIONS
and other data must also be filed

Bldg. Form 2

BUILDING DIVISION

2

DEPARTMENT OF BUILDING AND SAFETY

Application for the Erection of Frame Buildings

CLASS "D" *Steel & Brick*

To the Board of Building and Safety Commissioners of the City of Los Angeles:
Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:
First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st Floor
CITY CLERK PLEASE VERIFY
TAKE TO FIRST FLOOR 242 SO. BROADWAY
ENGINEER PLEASE VERIFY

Lot No. _____ Block _____
(Description of Property) _____
District No. _____ M. B. Page _____ F. B. Page _____
No. *6236 S. S. + Andrews* Street _____
(Location of Job) *Bed. 62nd + 64th*
(USE INK OR INDELIBLE PENCIL)

O. K. City Clerk
By _____ Deputy
O. K. City Engineer
By _____ Deputy

1. Purpose of Building *Incinerator* No. of Rooms _____ No. of Families _____
2. Owner's name *Bauman Bros Furniture Co* Phone _____
3. Owner's address *6236 So. St Andrews St.*
4. Architect's name _____ Phone _____
5. Contractor's name *Archer Blower & Spill* Phone *Humboldt 4433*
6. Contractor's address *641 East 61 St.*
7. VALUATION OF PROPOSED WORK [Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.] \$ *500.00*
8. Is there any existing building or permit for a building on lot? *Yes* How used? *Factory*
9. Size of proposed building *7 ft dia* Height to highest point *27* feet
10. Number of Stories in height _____ Character of ground *Sandy*
11. Material of foundation *concrete* Size of footings *18" x 16"* Size of wall *16"* Depth below ground *12"*
12. Material of chimney *steel* Number of inlets to flue _____ Interior size of flues _____
13. Material of exterior walls *steel*
14. Give sizes of following materials: REDWOOD MUDSILLS _____ Girders _____
EXTERIOR studs _____ INTERIOR BEARING studs _____ Interior Non-Bearing studs _____
Ceiling joist _____ Roof rafters _____ FIRST FLOOR JOISTS _____
Second floor joists _____ Specify material of roof _____
15. Will all provisions of State Housing Act be complied with? _____

Has Zero (0) Property In? *Yes*
I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER *4/14/28* (Sign Here) *Archer Blower Spill*
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

PERMIT NO. 11532	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. <i>Katzenbach</i> Plan Examiner	Application checked and found O. K. <i>W. H. Spill</i> Clerk	RECEIVED APR 20 1928 TODD
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4-20
PLANS
33

All Applications Must be Filled Out by Applicant

Buildg. Form 1

PLANS AND SPECIFICATIONS and other data must also be filed

BUILDING DIVISION

3

DEPARTMENT OF BUILDING AND SAFETY

Application to Alter, Repair or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:
 Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:
 First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
 Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
 Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM

REMOVED TO

TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st Floor CITY CLERK PLEASE VERIFY TAKE TO FIRST FLOOR 242 SO. BROADWAY ENGINEER PLEASE VERIFY	Lot <u>44</u> Block _____ Tract <u>5999</u> _____ _____ _____ Book _____ Page _____ F. B. Page _____ From No. <u>6236</u> So. <u>ST. ANDREWS PLACE</u> Street To No. <u>BET. 62nd & 64th</u> Street	Lot _____ Block _____ Tract _____ _____ _____ Book _____ Page _____ F. B. Page _____ _____ Street _____ Street	O. K. City Clerk Deputy O. K. City Engineer Deputy
	(USE INK OR INDELIBLE PENCIL)		

- What purpose is the present Building now used for? UNDER PROTECTION
- What purpose will Building be used for hereafter? FURNITURE FACTORY
- Owner's name BAUMAN BROS. Phone TH 1409
- Owner's address 6527 McKinley
- Architect's name JOHN M. COOPER CO. Phone TR 5288
- Contractor's name " " " " Phone _____
- Contractor's address 301 RIVES ST
- VALUATION OF PROPOSED WORK [Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.] \$ 500.00
- Class of present Building C. PRESENT ERECTION No. of rooms at present _____
- Number of stories in height 3 Size of present Building 60 x 164+
- State how many buildings are on this lot 1
- State purpose buildings on lot are used for _____
 What Zone is Property In? D (Apartment House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

ERECT 1 STORY & PART OF 2ND STORY OF 3 STORY "C" BRICK SHOWN ON PLANS UNDER PERMIT #718-U-1928. PRESENT CONSTRUCTION TO BE CLASS D ALL WALLS BRICK EXCEPT REAR 2ND FLOOR WALL

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER 1/10/28 1050 (Sign here) John M. Cooper Co (Owner or Authorized Agent) J.B. Chambers

FOR DEPARTMENT USE ONLY

PERMIT NO. <u>805</u>	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. <u>[Signature]</u> Plan Examiner	Application checked and found O. K. <u>1/10/28</u> <u>[Signature]</u> Clerk	Stamp here JAN 10 1928 [Seal]
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718-U-1928 FOR PLANS SEE 250

All Applications Must be Filled Out by Applicant

Reg. Form 3

PLANS AND SPECIFICATIONS and other data must also be filed

BUILDING DIVISION

3

DEPARTMENT OF BUILDING AND SAFETY

Application to Alter, Repair or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:
 Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be binding conditions entering into the exercise of the permit:
 First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
 Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
 Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM

REMOVED TO

TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st Floor CITY CLERK PLEASE VERIFY TAKE TO FIRST FLOOR 242 SO. BROADWAY ENGINEER PLEASE VERIFY	Lot.....Block..... Tract..... Book.....Page.....F. B. Page..... From No. <u>6236</u> <u>So. St Andrews Pl.</u> Street To No. " " " " " " Street	Lot.....Block..... Tract..... Book.....Page.....F. B. Page..... From No. " " " " " " Street To No. " " " " " " Street	O. K. City Clerk BY Deputy O. K. City Engineer BY Deputy
	GEE PERMIT # 6135		

(USE INK OR INDELIBLE PENCIL)

- What purpose is the present Building now used for? Shed
- What purpose will Building be used for hereafter? Finishing Room and Garage (Shed)
- Owner's name: Bauman Bros Furniture Mfg. Co. Phone Yo 1186
- Owner's address: 6236 S. St. Andrews Place
- Architect's name: John M. Cooper Co. Phone Tr 5287
- Contractor's name: Owner Phone -
- Contractor's address: above
- VALUATION OF PROPOSED WORK [Including Plumbing, Gas Fitting, Sewers, Ceaspoils, Elevators, Painting, Finishing, all Labor, etc.] \$ 7500
- Class of present Building: D No. of rooms at present: 2
- Number of stories in height: one Size of present Building: 24 x 57
- State how many buildings are on this lot: 2
- State purpose buildings on lot are used for: Furniture Mfg. Co.
 (Apartment House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

Permit was taken out for shed as shown.
Owner wishes to omit section of bldg and use for Garage and Finishing rooms.
Construction same as original permit.

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER Bauman Bros (Sign here) L. Jones (Owner or Authorized Agent.)

PERMIT NO. 17491	Plans and Specifications checked and found to conform to Ordinance State Laws, etc. <u>Hastings</u> Plan Examiner	Application checked and found O. K. <u>[Signature]</u> Clerk	Stamp here when permitted RECEIVED JUN 20 1928 INDULU A. S. S. DEPT.
	FOR DEPARTMENT USE ONLY		100

All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATIONS and other data must also be filed

Std. Form 3

BUILDING DIVISION

3

DEPARTMENT OF BUILDING AND SAFETY

Application to Alter, Repair or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:
 Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:
 First: That this permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
 Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
 Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM

REMOVED TO

TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st Floor CITY CLERK PLEASE VERIFY TAKE TO FIRST FLOOR 242 SO. BROADWAY ENGINEER PLEASE VERIFY	Lot..... Block..... Tract..... Book..... Page..... F. B. Page..... From No. <u>6236 So. St. Andrews Place</u> Street..... To No. <u>60th & 64th</u> Street.....	Lot..... Block..... Tract..... Book..... Page..... F. B. Page..... From No. Street..... To No. Street.....	O. K. City Clerk By: <i>[Signature]</i> Deputy O. K. City Engineer By: <i>[Signature]</i> Deputy
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(USE INK OR INDELIBLE PENCIL)

1. What purpose is the present Building now used for? LUMBER SHED
2. What purpose will Building be used for hereafter? " " "
3. Owner's name BRUMAN BROS. FURNITURE MFG. Co. Phone.....
4. Owner's address 6236 So. ST. ANDREWS PLACE
5. Architect's name JOHN M. COOPER CO. INC. Phone TR 5287
6. Contractor's name..... Phone.....
7. Contractor's address 301 RIVES STRONG BLDG
8. VALUATION OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Ceaspoils, Elevators, Painting, Finishing, all Labor, etc.) \$4000.00
9. Class of present Building "D" No. of rooms at present ONE
10. Number of stories in height ONE Size of present Building 60' x 112'
11. State how many buildings are on this lot TWO
12. State purpose buildings on lot are used for Lumber Shed & Furniture Mfg. Plant.
(Apartment House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

Class "D" additions see Plans.

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER 3/19/34 1000 (Sign here) John M. Cooper, Inc.
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

PERMIT NO. <u>7361</u>	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. <i>[Signature]</i> Plan Examiner	Application checked and found correct <u>3/19-25 30</u> <i>[Signature]</i> Clerk	Stamp here when permit is issued RECEIVED MAR 20 1934 DIVISION OF BUILDING
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[Handwritten notes and signatures]
925
3950

All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATIONS and other data must also be filed

Std. Form 3

BUILDING DIVISION

3

DEPARTMENT OF BUILDING AND SAFETY

Application to Alter, Repair or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:
 Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:
 First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
 Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
 Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM

REMOVED TO

TAKE TO ROOM NO. 248 CITY CLERK PLEASE VERIFY
TAKE TO ROOM NO. 6 FIRST FLOOR 242 SO. DADWAY ENGINEER PLEASE VERIFY

Lot.....	Block.....	Lot.....	Block.....
Tract.....		Tract.....	
Book.....	Page.....	F. B. Page.....	Book.....
Page.....			Page.....
From No. <u>6236 - S. O. St. Andrew</u>			Street.....
To No. <u>between 6246 & 64</u>			Street.....

(USE INK OR INDELIBLE PENCIL)

BY O. K. City Clerk Deputy
BY O. K. City Engineer Deputy

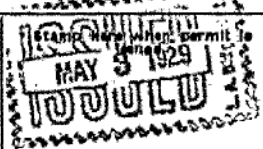
1. What purpose is the present Building now used for? Furniture Mfg
2. What purpose will Building be used for hereafter? do do
3. Owner's name: Bowman Furniture Phone.....
4. Owner's address: 6236 So. Standrew
5. Architect's name: J. M. Cooper Phone.....
6. Contractor's name: Curtis Automatic Sprinkler Co. Phone.....
7. Contractor's address: 6627 M. S. Kennedy Ave.
8. VALUATION OF PROPOSED WORK [Including all Material, Labor, Finishing Equipment and Appliances in Completed Building] \$ 1400.00
9. Class of present Building: C No. of rooms at present.....
10. Number of stories in height: 1 1/2 Size of present Building: 60 x 123-6 3/4
11. State how many buildings are on this lot: 1
12. State purpose buildings on lot are used for..... (Apartment House, Hotel, Residence, or any other purpose.)
13. What Zone is Property in?.....

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:
installing Automatic fire Sprinkler System

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER (Sign here) Curtis Automatic Sprinkler Co. J. M. Cooper (Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

PERMIT NO. 12059	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. <u>E. Longley</u> City Engineer	Application checked and found O. K. <u>5-3-29 ZD</u> <u>L. H. K. No. 56</u> Clerk	
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Plans file with 2/3/60 29
 FOR PLANS USE
 No. _____
Clerk
 7/55

• All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATIONS and other data must also be filed

Std. Form 3

BUILDING DIVISION

3

DEPARTMENT OF BUILDING AND SAFETY

Application to Alter, Repair or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:
 Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:
 First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
 Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
 Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO ROOM No. 248 (MAIN FLOOR) CITY CLERK PLEASE VERIFY
 TAKE TO ROOM No. 5 (1ST FLOOR) 242 SO. BROADWAY ENGINEER PLEASE VERIFY

REMOVED FROM

Lot.....	Block.....	Tract.....
Book.....	Page.....	F. B. Page.....

REMOVED TO

Lot.....	Block.....	Tract.....
Book.....	Page.....	F. B. Page.....

To No. lot 62-64 st Street

O. K. City Clerk
 Deputy
 O. K. City Engineer
 Deputy

(USE INK OR INDELEBIL PENCIL)

- What purpose is the present Building now used for? Furniture factory
- What purpose will Building be used for hereafter? do
- Owner's name Dawson Bros Phone
- Owner's address 6226 So St Andrews Place
- Architect's name..... Phone.....
- Contractor's name Curtis Automatic Sprinkler Co Phone.....
- Contractor's address 6627 M.S. Vinland
- VALUATION OF PROPOSED WORK [including all Material, Labor, Finishing Equipment and Appliances in Completed Building] \$ 836.00
- Class of present Building C No. of rooms at present.....
- Number of stories in height 1 Size of present Building 47.3 x 112-6
- State how many buildings are on this lot one
- State purpose buildings on lot are used for Furniture Factory
(Apartment House, Hotel, Residence, or any other purpose.)
- What Zone is Property in?.....

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

installing automatic fire sprinkler system

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER (Sign here) Geo. M. Crawford (Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

PERMIT NO. 15078	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc. <u>[Signature]</u> Plan Examiner	Application checked and found O. K. <u>6/5/29</u> <u>[Signature]</u> Clerk	Stamp here when permit is received RECEIVED JUN 5 1929 WORK
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Plans
Two additional to City
3/6/29

Clark

3

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles: Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit: First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof. Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles. Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM

REMOVED TO

Lot..... Lot.....

Tract..... Tract.....

Present location of building } 6236 So. St. Andrews Place (House Number and Street) Approved by City Engineer. New location of building } (House Number and Street) Deputy. Between what cross streets } (House Number and Street)

1. Purpose of PRESENT building } Factory & Furniture Finishing Rooms Families..... Rooms..... Store, Residence, Apartment House, or any other purpose.

2. Use of building AFTER alteration or moving..... Families..... Rooms.....

3. OWNER (Print Name)..... BAYMAN BROS. FURN. MFG. CO. Phone.....

4. Owner's address..... 6236 So. St. Andrews Place

5. Certificated Architect..... State License No..... Phone.....

6. Licensed Engineer..... State License No..... Phone.....

7. Contractor..... State License No..... Phone.....

8. Contractor's address.....

9. VALUATION OF PROPOSED WORK } \$ 200 (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.)

10. State how many buildings NOW } 4 - Factory & Finishing Rooms on lot and give use of each. Residence, Hotel, Apartment House, or any other purpose.

11. Size of existing building 24 x 24 Number of stories high 1 Height to highest point 14 ft.

12. Class of building D Material of existing walls brick Exterior framework wood Wood or Steel

Describe briefly and fully all proposed construction and work: Roof over front yard and close the two ends.

Fill in Application on other Side and Sign Statement (OVER)

PERMIT NO. 333 FOR DEPARTMENT USE ONLY Fee 2.00 Stamp here when Permit is issued JAN -7 1935

3

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles: Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth.

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof. Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles. Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM

REMOVED TO

Lot... Tract... (Form fields for location details)

Present location of building } 6236 ST. ANDREWS PLACE (House Number and Street) New location of building } SAME (House Number and Street) Between what cross streets } 62ND & 63RD STS. Approved by City Engineer Deputy.

- 1. Purpose of PRESENT building. FURNITURE FACTORY Families — Rooms — (Store, Residence, Apartment House, Hotel, or any other purpose) 2. Use of building AFTER alteration or moving. SAME Families — Rooms — 3. Owner (Print Name)... BAUMAN BROS FUR. CO Phone... 4. Owner's Address... 6236 ST. ANDREWS PLACE 5. Certificated Architect... State License No. Phone 6. Licensed Engineer... State License No. Phone 7. Contractor GRINHELL CO State License No. 1292 Phone M05151 8. Contractor's Address... 9. VALUATION OF PROPOSED WORK {including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon} \$ 700.00 10. State how many buildings NOW } ONE on lot and give use of each. (Residence, Hotel, Apartment House, or any other purpose) 11. Size of existing building 40' x 50' Number of stories high ONE Height to highest point 14' 12. Class of building D. Material of existing walls WOOD Exterior framework WOOD (Wood or Steel)

Describe briefly and fully all proposed construction and work: Installation of an automatic Spr. System

Fill in Application on other Side and Sign Statement (OVER)

FOR DEPARTMENT USE ONLY PERMIT NO. 18145 PLANS Rec'd 5/19/39 [Table with columns for Plans checked, Corrections verified, Application checked and approved, and other administrative details. Includes date MAY 19 1939 and signature R.J. Morris.]

3

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles: Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth: This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit: First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof. Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles. Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM Lot 44 Tract 5999 DM 5241 REMOVED TO

Present location of building } 6236 South St. Andrew's (House Number and Street) New location of building } 6236 So. St. Andrew's (House Number and Street) Between what cross streets } 62 & West Gage Approved by City Engineer Deputy.

1. Purpose of PRESENT building Furniture Mfg Co Families X Rooms 3 (Store, Residence, Apartment House, Hotel, or any other purpose)

2. Use of building AFTER alteration or moving lt stor & furn Families X Rooms 1

3. Owner (Print Name) Bauman Bros Mfg Co Phone TW 1186

4. Owner's Address 6236 So. St. Andrew's

5. Certificated Architect State License No. Phone

6. Licensed Engineer H. Sage Webster State License No. 803 Phone ME 4-2475

7. Contractor Paul Wagner State License No. 14886 Phone TW 5716

8. Contractor's Address 335 East 95 Street

9. VALUATION OF PROPOSED WORK (including all labor and material and all permanent lighting, heating, ventilation, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon) \$ 3000.00

10. State how many buildings NOW 3 all used for Furn Mfg on lot and give use of each (Residence, Hotel, Apartment House, or any other purpose)

11. Size of existing building 60 x 164 Number of stories high 2 Height to highest point 26'

12. Class of building C Material of existing walls brick Exterior framework Describe briefly and fully all proposed construction and work: (Wood or Steel)

A new wood frame building 2 stories high and 164' long and one storey high 75' long each 12' wide to be used for shipping furniture and crating on first floor second floor to be used for light mfg such as fabrication of seats and cushions padding etc.

addition

Fill in Application on other Side and Sign Statement (OVER)

FOR DEPARTMENT USE ONLY PERMIT NO. 24689 PLANS OCT 20 1941 Plans and Specifications checked, Corrections verified, Plans, Specifications, and Applications rechecked and approved, For Plans See, Filed with, SPRINKLER Required Valuation Included, Specified Yes-No, Inspector, Fee 15.00, Stamp here when Permit Issued, OCT 30 1941

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition 12 x 239 Size of Lot 120 x 286 Number of Stories when complete 2
Material of Foundation concrete Width of Footing 14" Depth of footing below ground 24"
Width Foundation Wall 14" Size of Redwood Sill 3 x 6 Material Exterior Walls stucco
Size of Exterior Studs 2 x 4 Size of Interior Bearing Studs none x
Joists: First Floor none Second Floor 2 10 Rafters 2 x 6 Roofing Material compo

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here (Owner or Authorized Agent)

By [Signature]

FOR DEPARTMENT USE ONLY
Application Fire District Bldg. Line Termite Inspection
Construction Zoning Street Widening Forced Draft Ventil.
(1) REINFORCED CONCRETE
Barrels of Cement 3
Tons of Reinforcing Steel 1/4
(2) The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from Street
Sign Here (Owner or Authorized Agent)
(3) No required windows will be obstructed.
(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.
Sign Here (Owner or Authorized Agent)

REMARKS: No ALLEY therefore no loading zone required. Zone & OK Footings

PLAN CHECKING RECEIPT NO. 4883 VALUATION \$ 5000 FEE PAID \$ 5
OCT 29 1941
PLAN CHECKING RECEIPT NO. 4999 VALUATION \$ 1000 FEE PAID \$ 2.50
New Nat \$4000

3

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

APPLICATION TO ALTER, REPAIR, MOVE OR DEMOLISH A BUILDING OF TYPE

REMOVED FROM		REMOVED TO	
Lot		Lot	
Tract		Tract	
Present location of building	6236 SO. ST ANDREWS PL. <small>(House Number and Street)</small>		Approved by City Engineer. Deputy.
New location of building			
Between what cross streets	62 + Sage Ave		

USE INK OR INDELIBLE PENCIL

1. Purpose of building FACTORY Families _____ Rooms _____
(Store, Dwelling, Apartment House, Hotel or other purpose)

2. State how long building has been used for present occupancy 16 years

3. Use of building AFTER alteration or moving FACTORY Families _____ Rooms _____

4. Owner (Print Name) BAUMAN BROS FURNITURE MFG. CO. Phone Twinsaks 1186

5. Owner's Address _____ P. O. _____

6. Certificated Architect _____ State License No. _____ Phone _____

7. Licensed Engineer _____ State License No. _____ Phone _____

8. Contractor BAUMAN BROS. State License No. _____ Phone TX. 1186

9. Contractor's Address 6236 SO. ST ANDREWS PL.

10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon) \$ 500.00

11. State how many buildings NOW on lot and give use of each. FACTORY (Store, Dwelling, Apartment House, Hotel or other purpose)

12. Size of existing building: Number of stories high 9 Height to highest point _____

13. Material Exterior Walls MASONRY (Wood, Steel or Masonry) Exterior framework MASONRY (Wood or Steel)

14. Describe briefly all proposed construction and work: GENERAL REPAIRS & CONSTRUCTION OF OFFICE FACILITIES & CONVEYOR SYSTEMS.
All interior work
No structural changes
No plumbing
consists of stationary pipe about 12" off floor and not extending to floor

Fill in Application on other Side and Sign Statement

(Over)

FOR DEPARTMENT USE ONLY						
PERMIT No. <u>22174</u>	Inside Lot	Key Lot	Lot Size	FL rear alley	Close	Fee <u>350</u>
	Corner Lot	Corner Lot Kept		FL side alley		
	Plans and Specifications checked		Name <u>M. J. Tarrant</u>	Fire District	No. <u>2</u>	Stamp here when Permit is issued: <u>12-28-46</u>
	Corrections verified		City Time <u>None</u>	Street Widening	FL	
	Plans, Specifications and Application checked and approved		Application checked and approved	Inspector	<u>Hill</u>	
PLANS	For Plans Fee	Filed with	Continued Inspection	SPRINKLER Specified Required	Valuation Included Yes - No	

3

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

APPLICATION TO ALTER, REPAIR, MOVE OR DEMOLISH A BUILDING OF TYPE 5

REMOVED FROM	REMOVED TO
Lot 44	Lot
Tract 5999	Tract
Present location of building } 6236 So. ST ANDREWS Place (House Number and Street)	Approved by City Engineer Deputy
New location of building } Same (House Number and Street)	
Between what cross streets } 62nd St & Gage Ave	

USE INK OR INDELIBLE PENCIL.

- Use of existing building ~~Paint Shop~~ - Furniture Mfg. Families. Rooms.
- State how long building has been used for present occupancy 17 Years
- Use of building AFTER alteration or moving (Shop & Paint Shop). Families. Rooms.
- Owner (Print Name) BAUMAN BROTHERS FURNITURE MFG. Co. Phone TW 1186
- Owner's Address 6236 So. St. Andrews Pl. P.O. LA 44 Calif.
- Certificated Architect State License No. Phone.
- Licensed Engineer A. KARL LEATHERWOOD State License No. 4228 Phone OL 9259
- Contractor Owner State License No. Phone TW 1186
- Contractor's Address As Above OKWMT
- VALUATION OF PROPOSED WORK (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon) \$360.00
- State how many buildings NOW Three - Upholstering, Woodwork, Paint Shop on lot and give use of each. (State, Dwelling, Apartment house, Hotel or other purpose)
- Size of existing building 48 x 47 1/2 - Number of stories high 1 - Height to highest point 17 1/2
- Material Exterior Walls Galv. Iron Exterior framework Wood (Wood, Steel or Masonry) (Wood or Steel)
- Describe briefly all proposed construction and work:
Construct room 8' x 15' for storage of paint, partly inside & partly outside existing frame building. Conc. foundation & floor; wood frame walls & roof structure; walls plastered inside & out; plastered ceiling; compo roof. Metal covered interior door; Metal vent cent & louver vents.

Fill in Application on other Side and Sign Statement (Over)

FOR DEPARTMENT USE ONLY		5241	
PERMIT No. 6439	Inside Lot	Key Lot	Let Size
	Corner Lot	Corner Lot Keyed	70x70
PLANS	Plans and Specifications checked	Zone	Fire District
	Corrections verified	W.M. Toppitt	No. 2
	Plans, Specifications and Application checked and approved	W.M. Toppitt	Street Widening
	For Plans file	Filed with	Application checked and approved
		Inspector	Stamp here when Permit is issued
		SPRINKLER Specified & Required	
		Valuation Included	

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

13. Size of Addition... 8 x 15 Size of Lot 120 x 276 Number of Stories when complete 1

16. Type of Roofing Composition

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Baumman Bros Farm Mfg Co
(Owner or Authorized Agent)
By Harry Baumman

FOR DEPARTMENT USE ONLY		
(a) Footing: Width	Depth in Ground	Width of Wall
(b) Size of Studs	Material of Floor	
(c) Size of Floor Joists	Size of Rafters	
(1) PLAN CHECKING	(2) REINFORCED CONCRETE	(3) The building referred to in this Application will be more than 100 feet from Street
Receipt No. <u>2822</u>	Barrels of Cement	Sign here
Valuation \$ <u>360</u>	Tons of Reinforcing Steel	<small>(Owner or Authorized Agent)</small>
Fee Paid \$ <u>100</u>		

REMARKS:

3

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

APPLICATION TO ALTER, REPAIR, MOVE OR DEMOLISH
A BUILDING OF TYPE

REMOVED FROM		REMOVED TO	
Lot		Lot	
Tract		Tract	
Present location of building	6236 So. ST. ANDREWS PLACE <small>(House Number and Street)</small>		Approved by City Engineer Deputy
New location of building			
Between what cross streets	GAGE & 62ND ST <small>(House Number and Street)</small>		

USE INK OR INDELIBLE PENCIL

1. Use of existing building FURNITURE MFG. Families _____ Rooms _____
(Store, Dwelling, Apartment House, Hotel or other purpose)

2. State how long building has been used for present occupancy _____

3. Use of building AFTER alteration or moving SAME. Families _____ Rooms _____

4. Owner (Print Name) BAUMAN BROS Phone _____

5. Owner's Address 6236 So. ST. ANDREWS

6. Certificated Architect _____ State License No. _____ Phone _____

7. Licensed Engineer _____ State License No. _____ Phone _____

8. Contractor GRINNELL CO State License No. 1292 Phone MO 5151

9. Contractor's Address 520 MATED, ST.

10. VALUATION OF PROPOSED WORK (Including all labor and material and all preliminary lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon) \$ 1289.00

11. State how many buildings NOW ONE on lot and give use of each (Store, Dwelling, Apartment House, Hotel or other purpose)

12. Size of existing building 117 x 12 Number of stories high 2 Height to highest point 30'-0"

13. Material Exterior Walls BRICK Exterior framework (Wood, Steel or Masonry) _____ (Wood or Steel) _____

14. Describe briefly all proposed construction and work:
INSTALLATION AUTOMATIC FIRE SPRINKLERS

Fill in Application on other Side and Sign Statement

(Over)

PERMIT NO. 16200	FOR DEPARTMENT USE ONLY				Clerk No. _____ Stamp here when Permit is issued
	Inside Lot	Key Lot	Lot Size	FL rear alley	
	Corner Lot	Corner Lot Keved	Zone	Fire District	
	Plans and Specifications checked		Bldg. Line	Street Widening	
PLANS	Corrections verified		Application checked and approved	PL	Inspector Valuation Included Yes - No
	Plans, Specifications and Application rechecked and approved		SPRINKLER Specified Required		
	For Plans See	Filed with	Inspection		

3

APPLICATION TO ALTER, REPAIR MOVE OR DEMOLISH

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

From Lot 43 To Lot Same Tract 5999 Tract

Present location of building 6236 So. St. Andrews Place (Home Number and Street) New location of building Same (Home Number and Street) Between what cross streets 62nd St. & 609th Ave

Approved by City Engineer [Signature] Deputy

USE INK OR INDELIBLE PENCIL

- 1. Present use of building Manuf. (Manufacturing - Furn. Mfg) Families Rooms
2. State how long building has been used for present occupancy 18 yrs
3. Use of building AFTER alteration or moving Same + STORAGE Rooms
4. Owner Bowen Bros. Furniture Mfg. Co. Phone TW 4186
5. Owner's Address 6236 So. St. Andrews Pl. O. LA. 44
6. Certificated Architect State License No. Phone
7. Licensed Engineer A. Karl Leatherwood State License No. 4228 Phone OL 9259
8. Contractor C. Case State License No. Phone TW 4186
9. Contractor's Address 42nd Ave 9000
10. VALUATION OF PROPOSED WORK \$7000
11. State how many buildings NOW on lot and give use of each None on this lot (1 on adjacent lot - 400 sq ft)
12. Size of existing building 7x27 1/2 Number of stories high One Height to highest point 20'
13. Material Exterior Walls Wood Exterior framework
14. Describe briefly all proposed construction and work: Add 1st city addition to Furniture factory. This addition on adjacent lot. Tensard Roof

NEW CONSTRUCTION

- 15. Size of Addition 5 x 14 7 Size of Lot 29 x 27 1/2 Number of Stories when complete 1
16. Footing: Width 2 1/2 Depth in Ground 1 1/2 Width of Wall 6 Size of Floor Joists x
17. Size of Studs 2 x 4 Material of Floor Hvy Size of Rafters 2 x 10 Type of Roofing Comp

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Bowen Bros. Furniture Mfg Co (Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY. Receipt No. 1259 Valuation \$7000 Fee Paid \$15.00 PLAN CHECKED 5007 REINFORCED CONCRETE Ebb. Cement Tons of Reinforcing Steel (3) The building referred to in this Application will be more than 100 ft. from Street Sign here Owner or Authorized Agent TYPE GROUP Maximum No. Occupants Inside Lot Outside Lot Key Lot Corner Lot Survey Lot Size Feet rear alley Feet side alley PERMIT No. 9885 Plans and Specifications checked Date Fire District District MAP No. Corrections checked Date City Engineer's Office Stamp here when permit is issued Date 5 1955 For Plans See Inspector

3

APPLICATION TO ALTER, REPAIR MOVE OR DEMOLISH

Form B-3
CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY
BUILDING DIVISION

From Lot Lot 44, Tract 5799 To Lot Same
Tract Lot 9, Tract 7106 Tract _____

Present location of building 6236 So. St. Andrews Place (House Number and Street)
New location of building Same (House Number and Street)
Between what cross streets 62nd St. & Gage Ave.
Approved by City Engineer _____ Deputy _____

USE INK OR INDELIBLE PENCIL.

1. Present use of building Furniture Factory Families _____ Rooms _____
(Store, Dwelling, Apartment House, Hotel or other purpose)
2. State how long building has been used for present occupancy 10 Years
3. Use of building AFTER alteration or moving Same Families _____ Rooms _____
4. Owner BAUMAN BROS FURNITURE MFG CO Phone TW 1186
5. Owner's Address 6236 So. St. Andrews Pl. P. O. L.A. 44 Calif.
6. Certified Architect _____ State License No. _____ Phone _____
7. Licensed Engineer A. KARL LEATREKWOOD State License No. 4220 Phone OL 9259
8. Contractor Owner State License No. _____ Phone TW 1186
9. Contractor's Address As Above
10. VALUATION OF PROPOSED WORK \$100,000.00
(Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkling, electric wiring and elevator equipment located thereon)

11. State how many buildings NOW on lot and give use of each. Two Furniture Factory (Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 5000 sq ft Number of stories high 2 1/2 Height to highest point 34'
13. Material Exterior Walls Masonry Exterior framework _____ (Wood or Steel)
14. Describe briefly all proposed construction and work:
Erect 2 1/2 story factory addition, joining existing brick bldgs. & frame mill building. Roof concrete, steel, structural steel, wood trusses, copper roof, freight elevator, fire sprinklers.

6236-123-7 NEW CONSTRUCTION

15. Size of Addition 48'-0" x 16'-0" Size of Lot 47'-0" x 125'-0" Number of Stories when complete 2
16. Footing: Width 48'-0" Depth in Ground _____ Width of Wall _____ Size of Floor Joists _____
17. Size of Studs _____ Material of Floor _____ Size of Rafters _____ Type of Roofing Comp.

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Bauman Bros Furniture Mfg Co
Owner or Authorized Agent

FOR DEPARTMENT USE ONLY							
(1) PLAN CHECKING				(2) REINFORCED CONCRETE		(3) The building referred to in this Application will be more than 100 ft. from Street	
Receipt No. _____				Bbls. Cement _____		Sign here _____	
Valuation <u>\$100,000.00</u>				Tons of Reinforcing Steel _____		Owner or Authorized Agent	
Fee Paid <u>\$102.00</u>						Foot rear alley _____	
TYPE GROUP				Key Lot		Lot Size	
V A				Corner Lot Keyed _____		Foot side alley _____	
Maximum No. Occupants <u>331</u>				Zone <u>M2</u>		Fire District No. <u>2</u>	
Inside Lot				Dist. Line <u>100</u> ft. <u>100</u> ft.		District Map No. <u>5241</u>	
Other Lot				Street Widening _____		Fire _____	
Plans and Specifications checked _____				Application checked and approved _____		Stamp here when Permit is issued _____	
Correction Verified _____				Checked _____		Inspector _____	
PERMIT No. <u>25855</u>				Specified _____		_____	
Plans Specifications and Application rechecked and approved _____				_____		_____	
PLANS				_____		_____	
Fee Plans See _____				_____		_____	
Filed with _____				_____		_____	

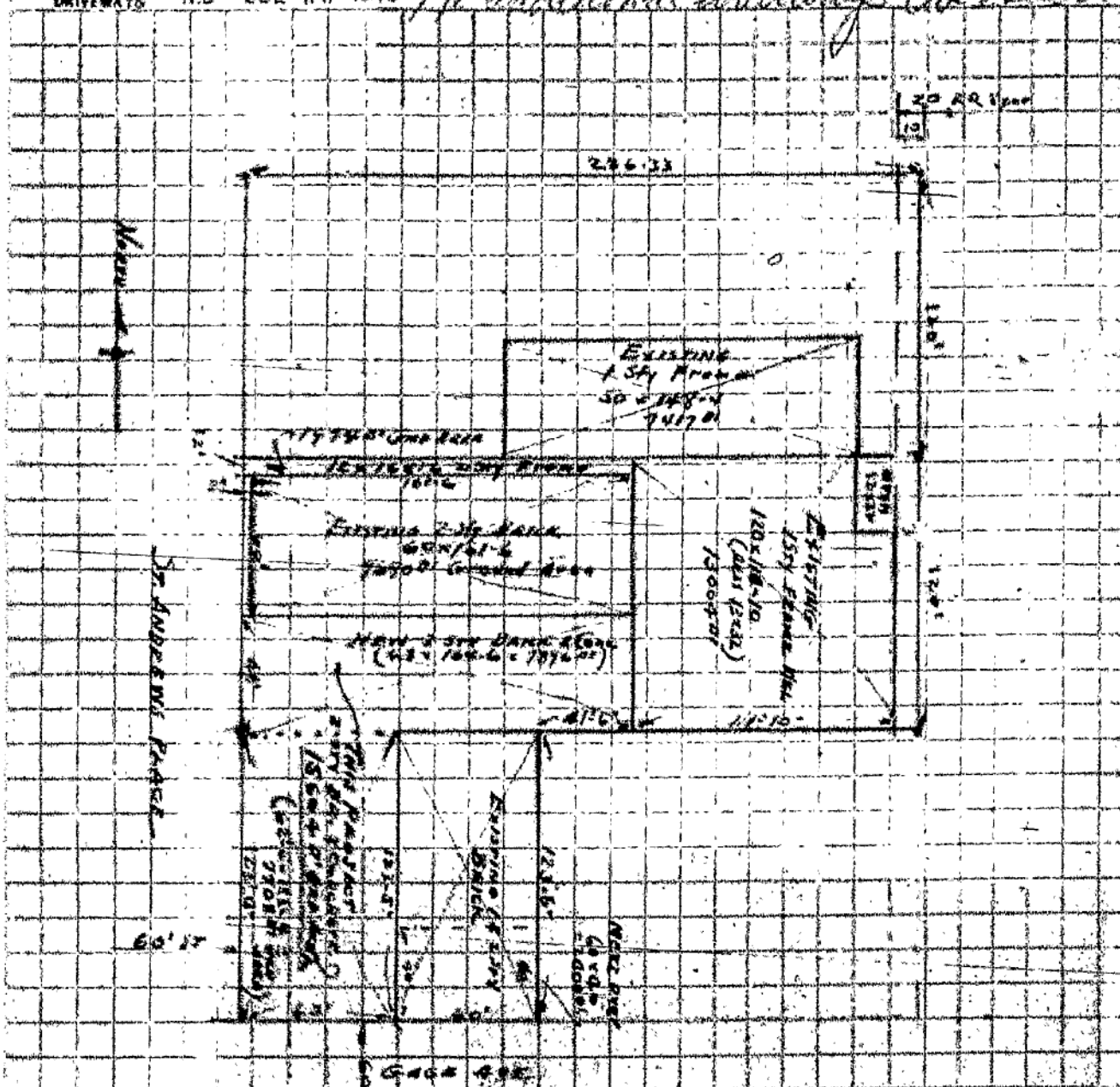
9150

Blitt

APPROVED FOR DRIVEWAYS

H.D.T. JUL 30 1946

No additional driveways to be built.



331 PERSONS

33008

16529

16529

48 X 164 = 7872

48 X 128 = 6144

248

24799

16529

8700

24799

EXIT

7-30

NO

OK

3

APPLICATION TO ALTER, REPAIR MOVE OR DEMOLISH

Form B-4
CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY
BUILDING DIVISION

From Lot 43 To Lot _____
 Tract 5999 Tract _____
 Present location of building } 6236 So. St. Andrews Place } Approved by
 (House Number and Street) } City Engineer
 New location of building } Same }
 (House Number and Street) }
 Between what cross streets } 62nd St & Gage Ave } Deputy.

USE INK OR INDELIBLE PENCIL

- Present use of building Furniture Factory Families _____ Rooms _____
(Store, Dwelling, Apartment House, Hotel or other purpose)
- State how long building has been used for present occupancy 18 years
- Use of building AFTER alteration or moving Families _____ Rooms _____
- Owner BAUMAN BROTHERS FURNITURE MFG. CO. Phone _____
(Print Name)
- Owner's Address 6236 So. St. Andrews Pl. P. O. L. A. 44.
- Certificated Architect _____ State License No. _____ Phone _____
- Licensed Engineer A. KARL LEATHERWOOD State License No. 4228 Phone OL 9259
- Contractor Owner State License No. _____ Phone _____
- Contractor's Address As above
- VALUATION OF PROPOSED WORK including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon. \$ 1000.00
- State how many buildings NOW } on lot and give use of each. } (Store, Dwelling, Apartment House, Hotel or other purpose)
- Size of existing building x Number of stories high 1 1/2 Height to highest point _____
- Material Exterior Walls _____ Exterior framework _____
(Wood, Steel or Masonry) (Wood or Steel)
- Describe briefly all proposed construction and work:

NEW CONSTRUCTION

- Size of Addition x Size of Lot x Number of Stories when complete _____
- Footing: Width _____ Depth in Ground _____ Width of Wall _____ Size of Floor Joists x
- Size of Studs x Material of Floor _____ Size of Rafters x Type of Roofing _____

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Bauman Bros Furniture Mfg Co
(Owner or Authorized Agent)
 By A. Karl Leatherwood

FOR DEPARTMENT USE ONLY							
(1) PLAN CHECKING		(2) REINFORCED CONCRETE		(3) The building referred to in this Application will be more than 100 ft. from _____ Street			
Receipt No. <u>1259-F</u>		Bbls. Cement _____		Sign here _____			
Valuation \$ <u>7000.00</u>		Tons of Reinforcing Steel _____		Owner or Authorized Agent _____			
Fee Paid \$ <u>15.00</u>							
TYPE	GROUP	Maximum No. Occupants	Inside Lot Corner Lot	Key Lot	Lot Size	Feet rear Alley	Feet side Alley
				Corner Lot Keyed	<u>120x86.3</u>	<u>X</u>	<u>X</u>
PERMIT No.		Plans and Specifications checked	Zone	Fire District		District Map No.	
<u>5174</u>		Correction Verified	<u>M2</u>	No. <u>2</u>		<u>5241</u>	
		Plans, Specifications and Application rechecked and approved.	Blk. Line	Street Widening		Fee	
		<u>Markoe</u>	<u>NO</u> Ft. <u>NO</u> Ft.			<u>16.00</u>	
PLANS		For Plans See	Filed with	Application checked and approved		Stamp here when Permit is issued	
				<u>F. J. Jensen</u> Clerk		<u>FEB 26 1946</u>	
				Continuous Inspection	SPRINKLER Specified—Required	Inspector	
					Valuation Included Yes—No		

3

APPLICATION TO ALTER, REPAIR OR DEMOLISH

Form 77-B
CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY
BUILDING DIVISION

Lot No. _____

Tract _____

Location of Building 931 Bixel Street Los Angeles Calif. } Approved by
(House Number and Street) City Engineer

Between what cross streets Olympic Blvd. and 9th Street Deputy

USE INK OR INDELIBLE PENCIL

1. Present use of building Residence Dwelling Families _____ Rooms _____
(Store, Dwelling, Apartment House, Hotel or other purpose)

2. State how long building has been used for present occupancy _____

3. Use of building AFTER alteration or moving _____ Families _____ Rooms _____

4. Owner Paulina Griffin Phone _____

5. Owner's Address 931 Bixel Street (Print Name) P. O. Los Angeles California

6. Certificated Architect _____ State License No. _____ Phone _____

7. Licensed Engineer _____ State License No. _____ Phone _____

8. Contractor _____ State License No. _____ Phone _____

9. Contractor's Address _____

10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) \$ 51

11. State how many buildings NOW on lot and give use of each. (Store, Dwelling, Apartment House, Hotel or other purpose)

12. Size of existing building _____ Number of stories high _____ Height to highest point _____

13. Material Exterior Walls _____ (Wood, Steel or Masonry) Exterior framework _____ (Wood or Steel)

14. Describe briefly all proposed construction and work:

Owner desires to glass in front of front porch remove
2 each 16' x 58" Lumber 6-8' x 12-8'
2 - 25' x 58" Lumber 1 pc 12' x 14' 345
1 - 26' x 58" 1 - 2X3X12
1 - 34' x 58" 4 - X10

NEW CONSTRUCTION

15. Size of Addition _____ x _____ Size of Lot _____ x _____ Number of Stories when complete _____

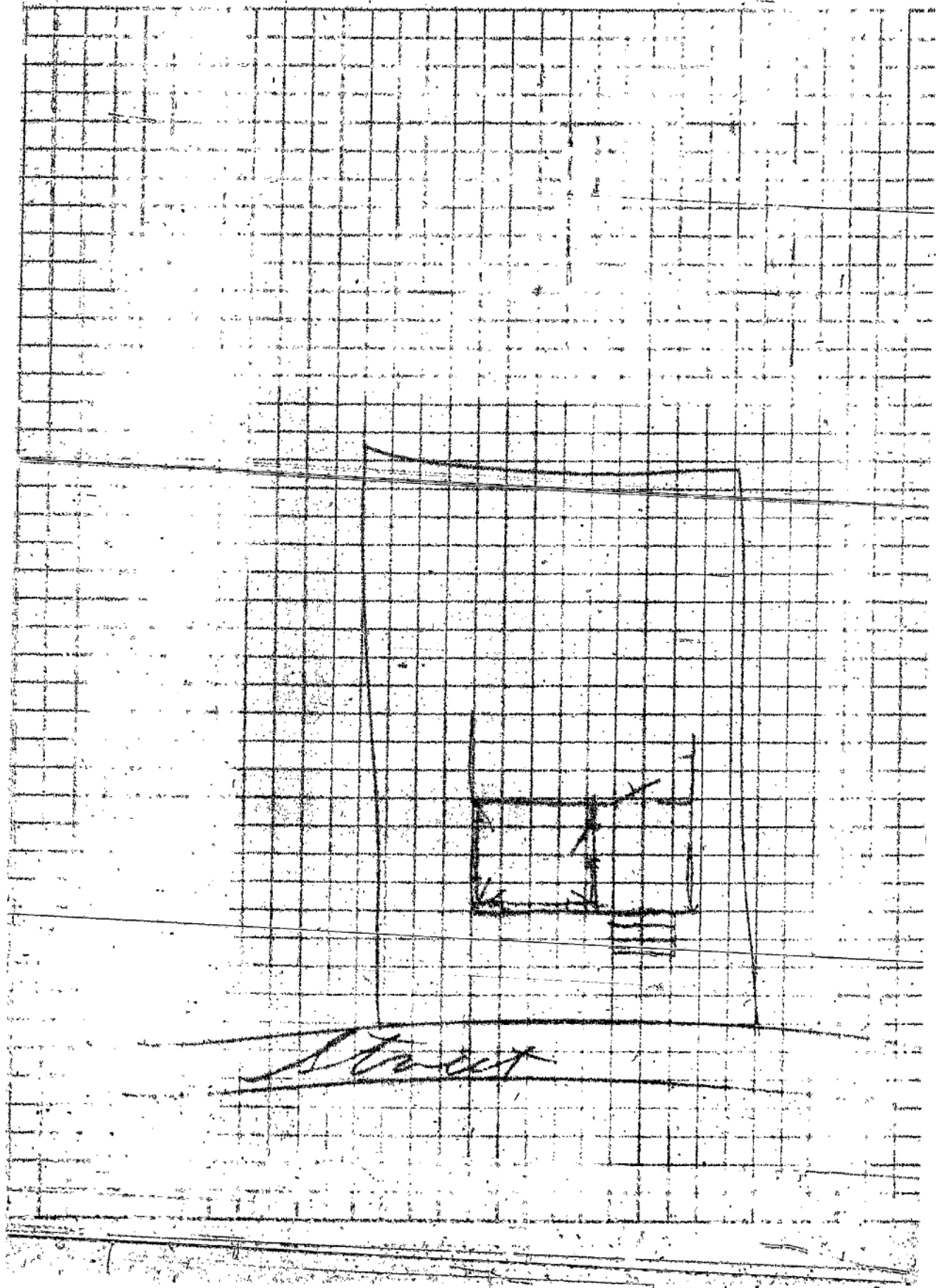
16. Footing: Width _____ Depth in Ground _____ Width of Wall _____ Size of Floor Joists _____

17. Size of Studs _____ x _____ Material of Floor _____ Size of Rafters _____ x _____ Type of Roofing _____

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

X Sign here Paulina Griffin
By _____ (Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY					
(1) PLAN CHECKING		(2) REINFORCED CONCRETE		(3) The building referred to in this Application will be more than 100 ft. from _____ Street	
Election No. _____		Bbls. _____		Sign here _____	
Valuation \$ <u>51</u>		Cement _____		Owner or Authorized Agent	
Exp. Paid \$ _____		Tons of Reinforcing Steel _____		_____	
TYPE	GROUP	Mechanically No. Occupants	Inside Lot Corner Lot	Key Lot Corner Lot Keyed	Lot Size
					50 x 121
PERMIT No. <u>111144</u>		Plans and Specifications checked <u>V. J. Carter</u>		Zone <u>A-4</u>	Fire District No. <u>1</u>
		Corrections Verified <u>V. J. Carter</u>		Hdg. Line <u>300</u> ft.	Street Widening _____ ft.
PLANS		Plans, Specifications and Application reviewed and approved <u>V. J. Carter</u>		Application checked and approved _____	
		For Plans See _____		Continued Inspection _____	SPRINKLER Specified-Required _____
		Filed with _____		Clerk _____	Inspector _____



3

APPLICATION TO ALTER, REPAIR MOVE OR DEMOLISH

W.M. Tarrant
Form B-3
CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY
BUILDING DIVISION

From Lot 44 To Lot _____
 Tract 5999 Tract _____
 Present location of building } 6236 So. St. Andrews Place (House Number and Street)
 New location of building } SAME (House Number and Street)
 Between what cross streets } 62nd St. & Gage Ave
 Approved by City Engineer _____
 Deputy _____

USE INK OR INDELIBLE PENCIL

1. Present use of building Furniture Factory Families _____ Rooms _____
(Store, Dwelling, Apartment House, Hotel or other purpose)
2. State how long building has been used for present occupancy 18 years
3. Use of building AFTER alteration or moving Same Families _____ Rooms _____
4. Owner BAUMAN BEOS. FURNITURE MFG. Co. Phone TW 1186
(Print Name)
5. Owner's Address 6236 So. St. Andrews Pl. P. O. L.A. 44
6. Certificated Architect _____ State License No. _____ Phone _____
7. Licensed Engineer A. Karl Leatherwood State License No. 1228 Phone OL 9259
(Print Name)
8. Contractor Owner State License No. _____ Phone _____
9. Contractor's Address As Above
10. VALUATION OF PROPOSED WORK 350.00
Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.
11. State how many buildings NOW on lot and give use of each. One - Furniture Factory
(Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 12x12 Number of stories high 1 1/2 Height to highest point 30'
13. Material Exterior Walls Concrete (The portion) Exterior framework wood
(Wood, Steel or Masonry) (Wood or Steel)
14. Describe briefly all proposed construction and work:

Also 8 1/2" of Existing stud & corrug. Iron exterior wall. Place new concrete footing along same with top 6" above existing grade.

NEW CONSTRUCTION

15. Size of Addition 6' x 40' Size of Lot _____ x _____ Number of Stories when complete _____
16. Footing: Width 14" Depth in Ground 12" Width of Wall 8" Size of Floor Joists _____ x _____
17. Size of Studs _____ x _____ Material of Floor _____ Size of Rafters _____ x _____ Type of Roofing _____

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Dawson Beos Furniture Mfg Co (Owner or Authorized Agent)
 By A. Karl Leatherwood

FOR DEPARTMENT USE ONLY							
(1) PLAN CHECKING			(2) REINFORCED CONCRETE		(3)		
Receipt No. <u>12551</u>			Ebls. _____ Cement _____		The building referred to in this Application will be more than 100 ft. from _____ Street Sign here _____ Owner or Authorized Agent _____		
Valuation \$ <u>350.00</u>			Tons of Reinforcing Steel _____				
Fee Paid \$ <u>1.00</u>							
TYPE	GROUP	Maximum No. Occupants	Inside Lot Corner Lot	Key Lot Corner Lot Keyed	Lot Size	Foot rear alley	Clerk
						_____ Ft. side alley	<u>5</u>
PERMIT No. <u>12551</u>		Plans and Specifications checked <u>W.M. Tarrant</u>		Zone <u>A-2</u>	Fire District No. <u>2</u>	District Map No. _____	
		Correction Verified <u>W.M. Tarrant</u>		Hdg. Line _____ Ft.	Street Widening _____ Ft.	Fee <u>3.00</u>	
PLANS		Plans, Specifications and Application rechecked and approved <u>W.M. Tarrant</u>		Application checked and approved <u>A. Karl Leatherwood</u>		Stamp here when Permit is issued	
		For Plans See _____ Filed with _____		Continued Inspection _____	Sprinkler Specified - Required _____ Valuation Included _____ Yes - No	Inspector <u>W.M. Tarrant</u>	

4836

3

APPLICATION TO ALTER, REPAIR MOVE OR DEMOLISH

Form B-3
CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

From Lot 44 To Lot _____
 Tract 5999 Tract _____
 Present location of building 6236 So. St. Andrews Place (House Number and Street)
 New location of building Same (House Number and Street)
 Between what cross streets 62nd St. & Gage Ave
 Approved by City Engineer _____
 Deputy _____

USE INK OR INDELIBLE PENCIL.

1. Present use of building FURNITURE FACTORY Families _____ Rooms _____
 (Store, Dwelling, Apartment House, Hotel or other purpose)
 2. State how long building has been used for present occupancy 18 yrs
 3. Use of building AFTER alteration or moving SAME Families _____ Rooms _____
 4. Owner BARMAN BROS. FURNITURE MFG CO. Phone TU 1186
 (Print Name)
 5. Owner's Address 6236 So. St. Andrews Pl. P. O. LA. 44
 6. Certificated Architect _____ State License No. _____ Phone _____
 7. Licensed Engineer A. KARL LEATHERWOOD State License No. 4222 Phone OL 9289
 8. Contractor Calnet State License No. _____ Phone _____
 9. Contractor's Address As Above
 10. VALUATION OF PROPOSED WORK {Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.} \$ 1000.00
 11. State how many buildings NOW on lot and give use of each. One (See Plans) Furniture Factory
 12. Size of existing building 120 x 112 Number of stories high 1 1/2 Height to highest point _____
 13. Material Exterior Walls Conc. Jam + Stone Exterior framework Wood
 (Wood, Steel or Masonry) (Wood or Steel)
 14. Describe briefly all proposed construction and work:

Addition of approx 22' x 32' to existing frame & concrete wall; foot & column construction; concrete joist; concrete roof

NEW CONSTRUCTION

15. Size of Addition 22 x 32 Size of Lot 120 x 276 1/2 Number of Stories when complete 1 1/2
 16. Footing: Width 12 Depth in Ground 12 Width of Wall 2 Size of Floor Joists _____
 17. Size of Studs 2 x 4 Material of Floor Conc Size of Rafters 2 x 6 Type of Roofing Comp

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Barmen Bros Furniture Mfg Co
 By A. Karl Leatherwood
 Licensed Professional Engineer

FOR DEPARTMENT USE ONLY

(1) PLAN CHECKING		(2) REINFORCED CONCRETE		(3) _____	
Receipt No. _____	Valuation \$ <u>1000.00</u>	Bbls. Cement _____	Tons of Reinforcing Steel _____	The building referred to in this Application will be more than 100 ft. from _____ Street	
Fee Paid \$ <u>2.00</u>				Sign here _____ Owner or Authorized Agent	
TYPE _____	GROUP _____	Maximum No. Occupants _____	Inside Lot _____	Key Lot _____	Lot Size _____
			Corner Lot _____	Corner Lot Kept _____	Fee rear alley _____
PERMIT No. _____	Plans and Specifications checked _____	Edge _____	Fire District No. <u>2</u>	Street Widening _____	District May No. <u>27511</u>
<u>100933</u>	Construction Verified _____	Mar. Line _____	Application checked and approved _____	Stamp here when Permit is issued	Fee _____
PLANS _____	Plans, Specifications and Application checked and approved _____	_____	_____	_____	_____
<u>2</u>	For Plans See _____	Filed with _____	Continual Inspection _____	Specified - Required _____	Inspector _____
				Valuation Included _____	

45542

3

APPLICATION TO ALTER, REPAIR OR DEMOLISH AND FOR A Certificate of Occupancy

Form B-3-323-0-0 CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

Lot No.
Tract
Location of Building 6236 So. St. Andrews Pl.
Approved by City Engineer
Between what cross streets

USE INK OR INDELIBLE PENCIL

- 1. Present use of building WOODWORKING
2. State how long building has been used for present occupancy
3. Use of building AFTER alteration or moving 2071
4. Owner BAUMAN BROS
5. Owner's Address 6236 So. St. Andrews P. O.
6. Certificated Architect
7. Licensed Engineer
8. Contractor GRINNELL CO
9. Contractor's Address 530 MATEO ST. L.A.
10. VALUATION OF PROPOSED WORK 3000.00
11. State how many buildings NOW on lot and give use of each
12. Size of existing building 14' x 14' Number of stories high 1 Height to highest point 25'
13. Material Exterior Walls Wood Exterior framework Wood
14. Describe briefly all proposed construction and work:

METAL SPRINKLER EQUIPMENT

NEW CONSTRUCTION

- 15. Size of Addition
16. Footing: Width Depth in Ground Width of Wall Size of Floor Joists
17. Size of Studs Material of Floor Size of Rafters Type of Roofing

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Signature GRINNELL CO
By

FOR DEPARTMENT USE ONLY

Form with sections: PLAN CHECKING, REINFORCED CONCRETE, FEES, PERMITS No. 31291, PLANS, and various checkboxes and fields for department use.

3

APPLICATION TO ALTER, REPAIR OR DEMOLISH AND FOR A Certificate of Occupancy

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

Lot No. 1/2 Lot 14, TRACT 5999
Tract Lot 9, TRACT 7106
Location of Building 6236 So. ST. ANDREWS PLACE
Between what cross streets 62nd St & GARR AVE

USE INK OR INDELIBLE PENCIL

- 1. Present use of building FURNITURE FACTORY Families Rooms
2. State how long building has been used for present occupancy Under construction
3. Use of building AFTER alteration or moving None Families Rooms
4. Owner BAUMAN BOSS FURNITURE MET. Co Phone Tol 1181
5. Owner's Address 6236 So. ST. ANDREWS PL. P. O. L.A. 44
6. Certificated Architect None State License No. Phone
7. Licensed Engineer AXEL LEATHERWOOD State License No. 4228 Phone OL 7259
8. Contractor OWNER State License No. Phone Tol 1111
9. Contractor's Address As Above

10 VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire apparatus, electrical wiring and elevator equipment therein or thereon) \$ 7500

- 11. State how many buildings NOW on lot and give use of each Two Furniture Factory
12. Size of existing building 6 x 173 Number of stories high 7 Height to highest point
13. Material Exterior Walls WOOD Steel or Iron Exterior framework Wood
14. Describe briefly all proposed construction and work: Change in plans, - building under construction. Out of brick blocks + brick block lead. Add Truck doors, steel roof + flashing. Add 2'-6" architectural projection with doors.

NEW CONSTRUCTION

- 15. Size of Addition None Size of Lot x Number of Stories when complete
16. Footing: Width Depth in Ground Width of Wall Size of Floor Joists x
17. Size of Studs x Material of Floor Size of Rafters x Type of Roofing

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign by Dan Ross (Owner or Authorized Agent)
By Axel Leatherwood

DISTRICT OFFICE

FOR DEPARTMENT USE ONLY

Form with sections: PLAN CHECKING (Date APR 28 1948, Receipt No. 2654, Valuation \$ 3000, Fee Paid \$ 3.00), REINFORCED CONCRETE (Blks, Cement, Tons of Reinforcing Steel), FEES (Edge Per, Cert of Occupancy, Total 11.50), PERMIT No. 11944, and various signature and stamp areas.

1

ELECT. DIV.
Per. Oct 1941
Appr. Oct 1941
1-16-5

APPLICATION TO ERECT A NEW BUILDING AND FOR A Certificate of Occupancy

Form B-1
CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY
BUILDING DIVISION

Lot No. 97

Tract 5999

Location of Building 6236 So. St. Andrews Pl.
(House Number and Street)

Approved by
City Engineer
[Signature]
Deputy.

Between what cross streets? Craft + W. 1st St.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Sandust bin Families Rooms
(Store, Dwelling, Apartment House, Hotel or other purpose)

2. Owner Bowman Bros Furniture Mfg Co Phone
(Print Name)

3. Owner's Address 6236 So. St. Andrews Pl. P. O. L.A.

4. Certificated Architect None State License No. Phone

5. Licensed Engineer Niles Werner State License No. 355 Phone FI 2723

6. Contractor Keez Blow Pipe Mfg Co State License No. Phone LA 0191

7. Contractor's Address 4714 Morgan Ave. L.A.

8. VALUATION OF PROPOSED WORK 1125.00
(Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment, interest or charges)

9. State how many buildings NOW on lot and give use of each one - fire factory
(Store, Dwelling, Apartment House, Hotel or other purpose)

10. Size of new building 12' x 12' No. Stories 1 Height to highest point 22' Size lot 120 x 286

11. Material Exterior Walls Steel Type of Roofing Steel

12. Buildings and similar structures

(a) Footing: Width See plan Depth in Ground Width of Wall

(b) Size of Studs See plan Material of Floor

(c) Size of Floor Joists See plan Size of Rafters

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Bowman Bros Furniture Mfg Co
(Owner or Authorized Agent)
By Niles Werner

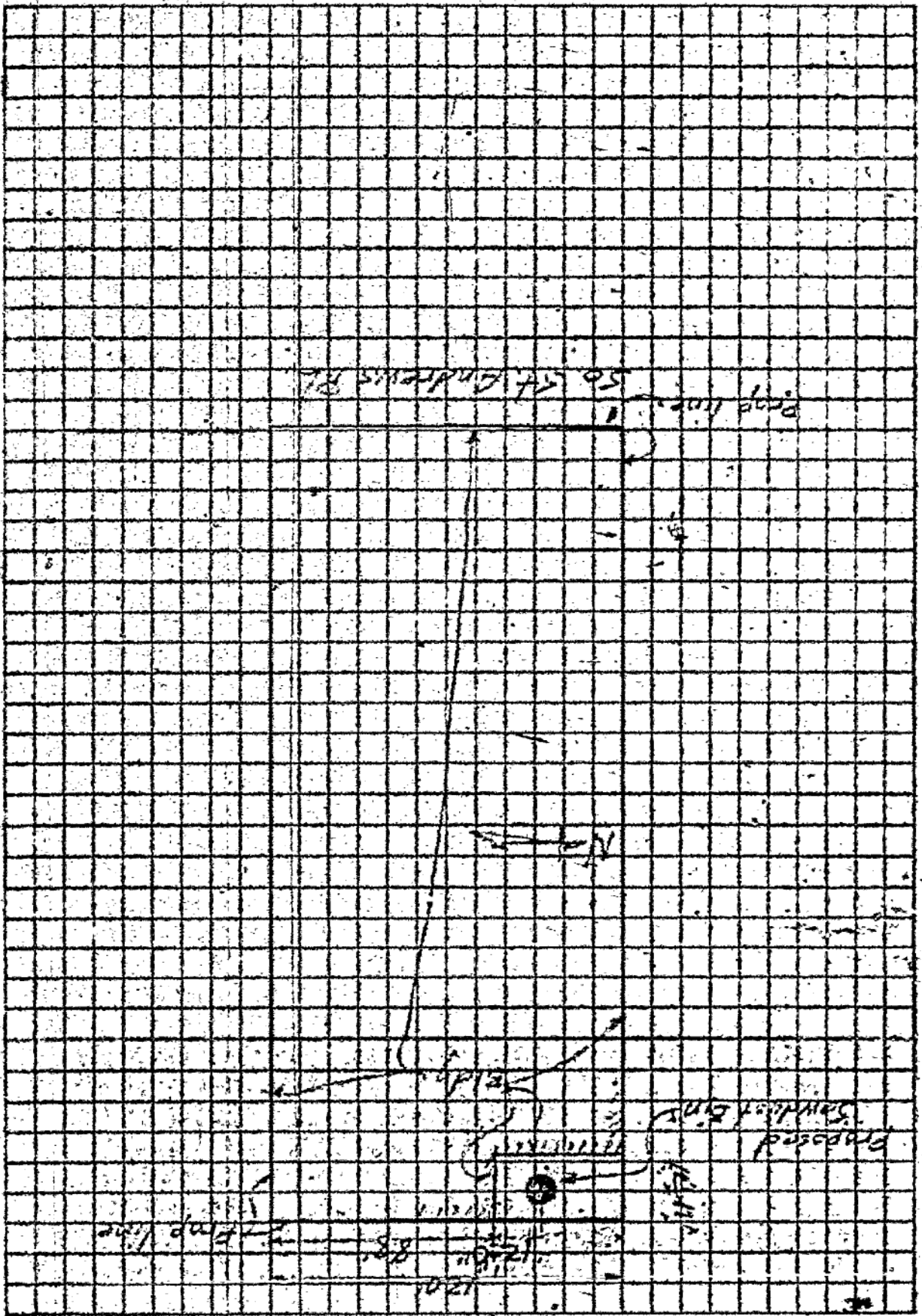
DISTRICT OFFICE

FOR DEPARTMENT USE ONLY						
PLAN CHECKING						
Valuation \$ <u>1125</u>						Investigation Fee \$ <u> </u>
Fee \$ <u>3.00</u>						Bldg. Permit Fee \$ <u>1.50</u>
						Total \$ <u>4.50</u>
TYPE <u>FF</u>	Maximum No. Occupants	Load on Floor	Key Lot	Lot Area	Fire District	City
GROUP <u>G-1</u>	Plans and Specifications checked	Corner Lot	Corner (or Keyed) Lots	<u>120 x 286.53</u>	<u>60</u>	<u>5241</u>
For Plans See	Correction Verified		Bldg. Line	Street Widening	Application checked and approved	<u>5241</u>
Filed with	Plans, Specifications and Apparatus inspected and approved		Consensus Inspection	SPARKER Specified - Required	Valuation Included	<u>Yes - No</u>

61248

DO NOT WRITE BELOW THIS LINE

TYPE OF RECEIPT	DATE ISSUED	TRACER NO. (IN)	RECEIPT NO.	CODE	FEE PAID
Plan Checking	<u>SEP-14-59</u>		<u>LA10525</u>		
Supplemental Plan Checking					
Building Permit	<u>SEP 30 1959</u>		<u>LA24149</u>		



3
ELECT. DIV.
ELVIN E. YOAKUM
ELECTRICAL INSPECTOR

APPLICATION TO
ALTER, REPAIR, or DEMOLISH
AND FOR A
Certificate of Occupancy

CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY
BUILDING DIVISION

Lot No. 44
 Tract 5999
 Location of Building 6236 So. St. Andrews Pl.
 (House Number and Street)
 Between what cross streets? 62nd & Gage
 Approved by City Engineer _____
 Deputy _____

USE INK OR INDELIBLE PENCIL

- Present use of building Sandust Bin Families _____ Rooms _____
Store Dwelling Apartment House Hotel or other purpose.
- State how long building has been used for present occupancy 6 months
- Use of building AFTER alteration or moving. Sandust Bin Families _____ Rooms _____
- Owner Bayman Bros Furniture Mfg Co Phone _____
- Owner's Address 6236 So St Andrews Pl. O. L.A.
- Certificated Architect None State License No _____ Phone _____
- Licensed Engineer Niles Werner State License No 355 Phone TU 2723
- Contractor Rees Blow Pipe Mfg Co State License No _____ Phone LA 0191
- Contractor's Address 5714 Morgan Ave. L.A.
- VALUATION OF PROPOSED WORK 600
(including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment, in or on thereon.)
- State how many buildings NOW One - furniture factory on lot and give use of each
(Store Dwelling Apartment House Hotel or other purpose.)
- Size of existing building 12' x 4' x 22' Number of stories high _____ Height to highest point _____
- Material Exterior Walls Steel Exterior framework Steel
(Wood, Steel or Masonry) (Wood or Steel)

14. Describe briefly all proposed construction and work:
Non sheet metal sandust cyclone set on top of existing sandust bin

TYPE OF RECEIPT
 DATE ISSUED
 TRACER NO. (M)
 RECEIPT NO.
 CODE
 FEE PAID

Permit issued subject to maintenance survey for compliance with Dangerous Chemical Code at time of issue.
SEE PLAN **NEW CONSTRUCTION** (No. increase in height)
 15. Size of Addition: x Size of Lot x Number of Stories when complete.
 16. Footing: Width _____ Depth in Ground _____ Width of Wall _____ Size of Floor Joists x
 17. Size of Studs: x Material of Floor _____ Size of Rafters x Type of Roofing _____

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

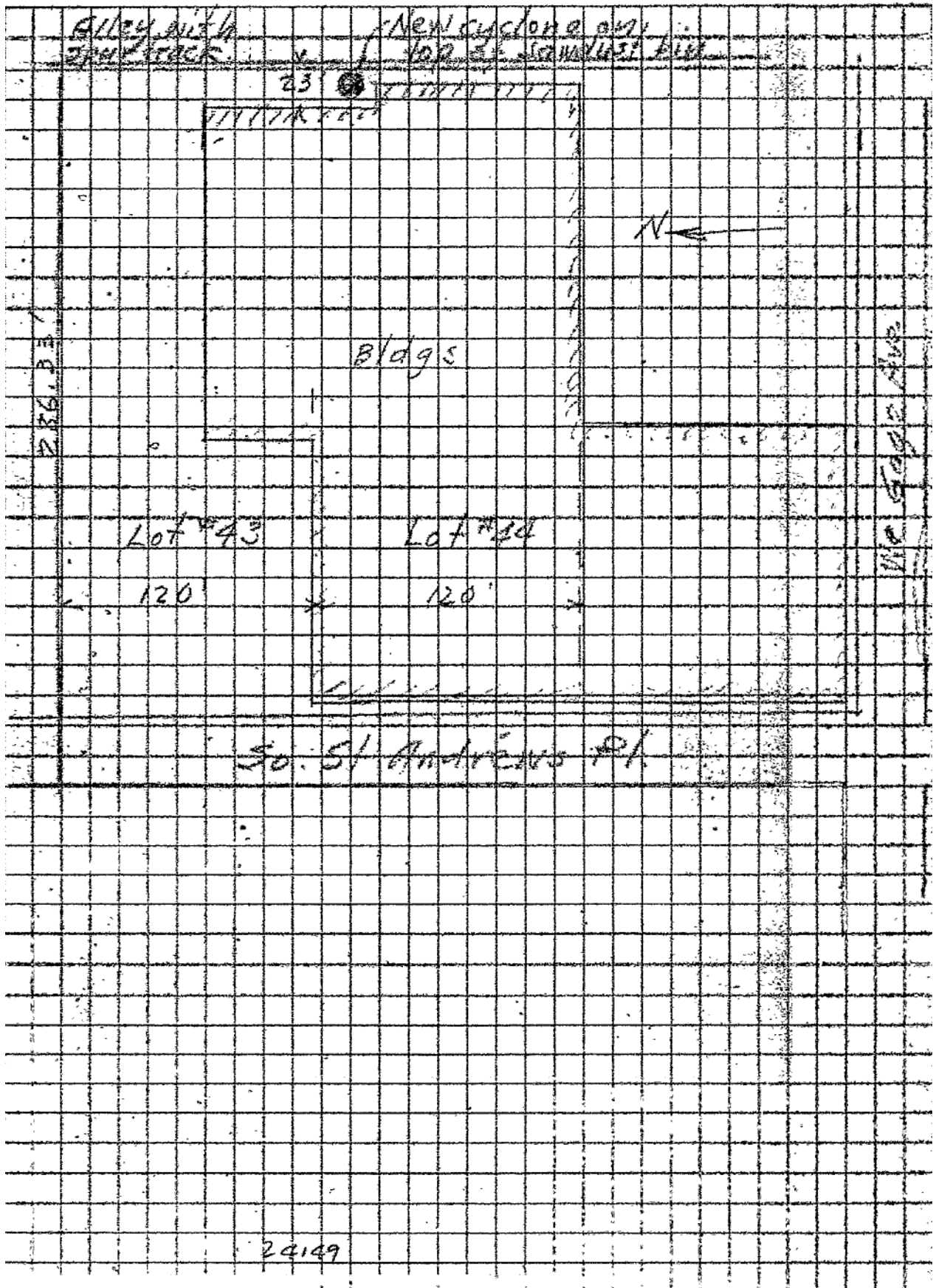
Sign here Rees Blow Pipe Mfg Co
 By Niles Werner
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

PLAN CHECKING				OCCUPANCY SURVEY		Investigation Fee \$	
Valuation \$	<u>600</u>	Area of Bldg.	Sq. Ft.	Cert of Occupancy Fee \$		Bldg. Permit Fee \$	<u>4.00</u>
Fee \$	<u>2.00</u>	Investigation Fee \$		Total			
TYPE	Maximum No. Occupants	Inside Lot	Key Lot	Lot Size	Ft. Alley	Side Alley	Dist. Clerk
<u>IV</u>	<u>None</u>	Corner Lot	Corner Lot Keyed	<u>120x46.33</u>			<u>5241</u>
GROUP	Plans and Specifications checked	Fire District	Zone	No.	Application checked and approved		
<u>G-1</u>	<u>Alban</u>	<u>M-2</u>	Blgd. Line	<u>260</u>	<u>Alban</u>		
For Plans See	Correction Verified	Street Widening	Ft.	Ft.	Inspector		
<u>X</u>	<u>Alban</u>				<u>Alban</u>		
Filed with	Plans, Specifications and Application rechecked and approved.	Continuous Inspection	SPRINKLER	Specified - Required	Valuation Included		
<u>X</u>	<u>W. H. L. Lott</u>	<u>X</u>	<u>X</u>	<u>Yes</u>	<u>Yes</u>		

DO NOT WRITE BELOW THIS LINE

TYPE OF RECEIPT	DATE ISSUED	TRACER NO. (M)	RECEIPT NO.	CODE	FEE PAID
Plan Checking	<u>MAR 13 51</u>		<u>LA 10790</u>		
Supplemental Plan Checking					
Building Permit	<u>APR - 4 51</u>		<u>LA 5781</u>		



24149

3

APPLICATION TO ALTER, REPAIR, or DEMOLISH AND FOR A Certificate of Occupancy

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

Lot No.

Tract.

Location of Building 6236-46 - So. St Andrews Pl. L.A. (House Number and Street) Approved by City Engineer

Between what cross streets? 62nd & 63rd Sts. Deputy.

USE INK OR INDELIBLE PENCIL

1. Present use of building Manufacturing Families. Rooms. (Store, Dwelling, Apartment House, Hotel or other purpose)

2. State how long building has been used for present occupancy.

3. Use of building AFTER alteration or moving Same Families. Rooms.

4. Owner Bauman Furniture Co. (Print Name) Phone.

5. Owner's Address. P. O.

6. Certificated Architect None State License No. Phone.

7. Licensed Engineer None State License No. Phone.

8. Contractor G.R. Pollack State License No. Phone.

9. Contractor's Address.

10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) \$1200.00

11. State how many buildings NOW on lot and give use of each. (Store, Dwelling, Apartment House, Hotel or other purpose)

12. Size of existing building 100 x 200 Number of stories high 1 Height to highest point.

13. Material Exterior Walls Masonry Exterior framework Steel (Wood, Steel or Masonry) (Wood or Steel)

14. Describe briefly all proposed construction and work:

Repair Fire Damage Less than 1% LESS THAN 1% WITH SMALL ROOF DAMAGE.

NO NEW CONSTRUCTION

15. Size of Addition x Size of Lot x Number of Stories when complete.

16. Footing: Width Depth in Ground Width of Wall Size of Floor Joists x

17. Size of Studs x Material of Floor Size of Rafters x Type of Roofing

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here G.R. Pollack (Owner or Authorized Agent)

By Harold Tansley

DISTRICT OFFICE FOR DEPARTMENT USE ONLY

Table with columns: PLAN CHECKING, OCCUPANCY SURVEY, Investigation Fee, Cert. of Occupancy Fee, Bldg. Permit Fee, Total.

Table with columns: TYPE, Maximum No. Occupants, Inside Lot, Key Lot, Lot Size, Ft. rear alley, Clerk.

Table with columns: GROUP, Plans and Specifications checked, Zone, Fire District, District Map No., Application checked and approved.

Table with columns: Filed with, Plans, Specifications and Application rechecked and approved, Continuous Inspection, SPINKLER, APR 13 1952, Clerk.

DO NOT WRITE BELOW THIS LINE

Table with columns: TYPE OF RECEIPT, DATE ISSUED, TRACER NO. (M), RECEIPT NO., CODE, FEE PAID.

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

DIST. MAP S241	1. LEGAL LOT	BLK.	TRACT 7106 - Lots 8 & 9 5999 Lot 44
ZONE M-2	2. BLDG. ADDRESS 6236 S. St. Andrews Pl.		APPROVED
FIRE DIST. 60 #2	3. BETWEEN CROSS STS. 62nd		AND Gage Ave.
INSIDE KEY	4. PRESENT USE OF BLDG. Furn. Manufacturing	NEW USE OF BLDG.	
COR. LOT	5. OWNER Bauman Bros. Furniture 6236 S. St. Andrews Pl.		PL 91186
REV. COR LOT SIZE irreg	6. OWNER'S ADDRESS		
REAR ALLEY	7. CERT. ARCH.	STATE LICENSE NUMBER	
SIDE ALLEY	8. LIC. ENG.	STATE LICENSE NUMBER	
BLDG LINE	9. CONTRACTOR Owner	STATE LICENSE NUMBER	
AFFIDAVITS	10. SIZE OF EX. BLDG. 243' x 286' STORIES 2 HEIGHT		
SPRINKLERS X REQ'D SPECIFIED	11. MATERIAL EXT. WALLS: <input type="checkbox"/> WOOD <input type="checkbox"/> METAL <input type="checkbox"/> CONC. BLOCK <input type="checkbox"/> STUCCO <input type="checkbox"/> BRICK <input type="checkbox"/> CONCRETE		ROOF CONST: <input type="checkbox"/> WOOD <input type="checkbox"/> STEEL <input type="checkbox"/> CONC. <input type="checkbox"/> OTHER

3

6236 S. St. Andrews Pl.

VALIDATION LA30915			
TYPE V	GROUP	MAX. OCC.	DEC--155 22031 A - 1 CS - 6.00

DIST. OFFICE			
C. OF O. ISSUED	No PC		BP 600

DWELL. UNITS	12. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BLDG. \$1000.00	VALUATION APPROVED <i>M. Palacios H-10</i>
PARKING SPACES	13. SIZE OF ADDITION all to comply to req to M-10 file 138938 - install fire doors-temp partitions	APPLICATION CHECKED <i>[Signature]</i>
GUEST ROOMS	14. NEW WORK: 100 lin ft-toilet vents patch MATERIAL plaster MATERIAL ROOF	PLANS CHECKED <i>[Signature]</i>
FILE WITH	<p>I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.</p> <p><i>Bauman Bros Furniture</i> SIGNED <i>Cletus J. Hanger</i></p> <p>This form when properly validated is a permit to the work described.</p>	CORRECTIONS VERIFIED
CONT. INSP.		PLANS APPROVED <i>M. Palacios H-10</i>
		APPLICATION APPROVED <i>[Signature]</i>

COMMERCIAL M-10
GREGORY #7
Form B-3-75M Sets-11-54

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.
2. Plot Plan Required on Back of Original.

**APPLICATION TO CONSTRUCT NEW BUILDING
AND FOR CERTIFICATE OF OCCUPANCY**

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

1. LEGAL LOT 44	BLK.	TRACT 5999	DIST. MAP 3241
JOB ADDRESS 6236 So. Saint Andrews Place			APPROVED RB
2. BETWEEN CROSS STREETS 62nd St. AND Gage Ave			FIRE DIST. 2-60'
3. PURPOSE OF BUILDING Manufacturing CLASS I INCINERATOR			INSIDE KEY
4. OWNER Bauman Bros.		PHONE PL 91186	COR. LOT
5. OWNER'S ADDRESS 6236 S. St. Andrews Pl		P.O.	ZONE
6. CERT. ARCH.		STATE LICENSE	PHONE
7. LIC. ENGR. Sheldon Pollack		STATE LICENSE CE 8598	PHONE
8. CONTRACTOR Bilt Rite Engineering		STATE LICENSE 114045 WE	PHONE 62202
9. CONTRACTOR'S ADDRESS 5812 Venice Blvd.		P.O. L.A.	ZONE 35
10. SIZE OF NEW BLDG. 11' x 10'	STORIES 1	HEIGHT 8'	NO. OF EXISTING BLDGS ON LOT AND USE 1 furniture mfg.
11. MATERIAL EXT. WALLS: <input type="checkbox"/> WOOD <input type="checkbox"/> METAL <input type="checkbox"/> CONC. BLOCK <input type="checkbox"/> ROOF <input type="checkbox"/> WOOD <input type="checkbox"/> STEEL <input type="checkbox"/> STUCCO <input checked="" type="checkbox"/> BRICK <input type="checkbox"/> CONCRETE <input type="checkbox"/> CONST. <input type="checkbox"/> CONC. <input type="checkbox"/> OTHER			ROOFING SPRINKLERS REQ'D. SPECIFIED

120X286

90 sq

DISTRICT OFFICE
LA.

1. VALIDATION LAB4166	CASHIER'S USE ONLY		
TYPE CLASS I MCMV.	GROUP MCMV.	MAX. OCC.	
AUG--6-57 44852		B - 2 OC	15.00
OCT--8-57 57762		B - 1 CS	22.20
C. OF O. ISSUED			
INSPECTOR	P.C. \$15.00	S.P.C. NONE	S.P. 22.20

12. VALIDATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. \$ 64.00	DWELL. UNITS —
X 38938	PARKING SPACES —

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

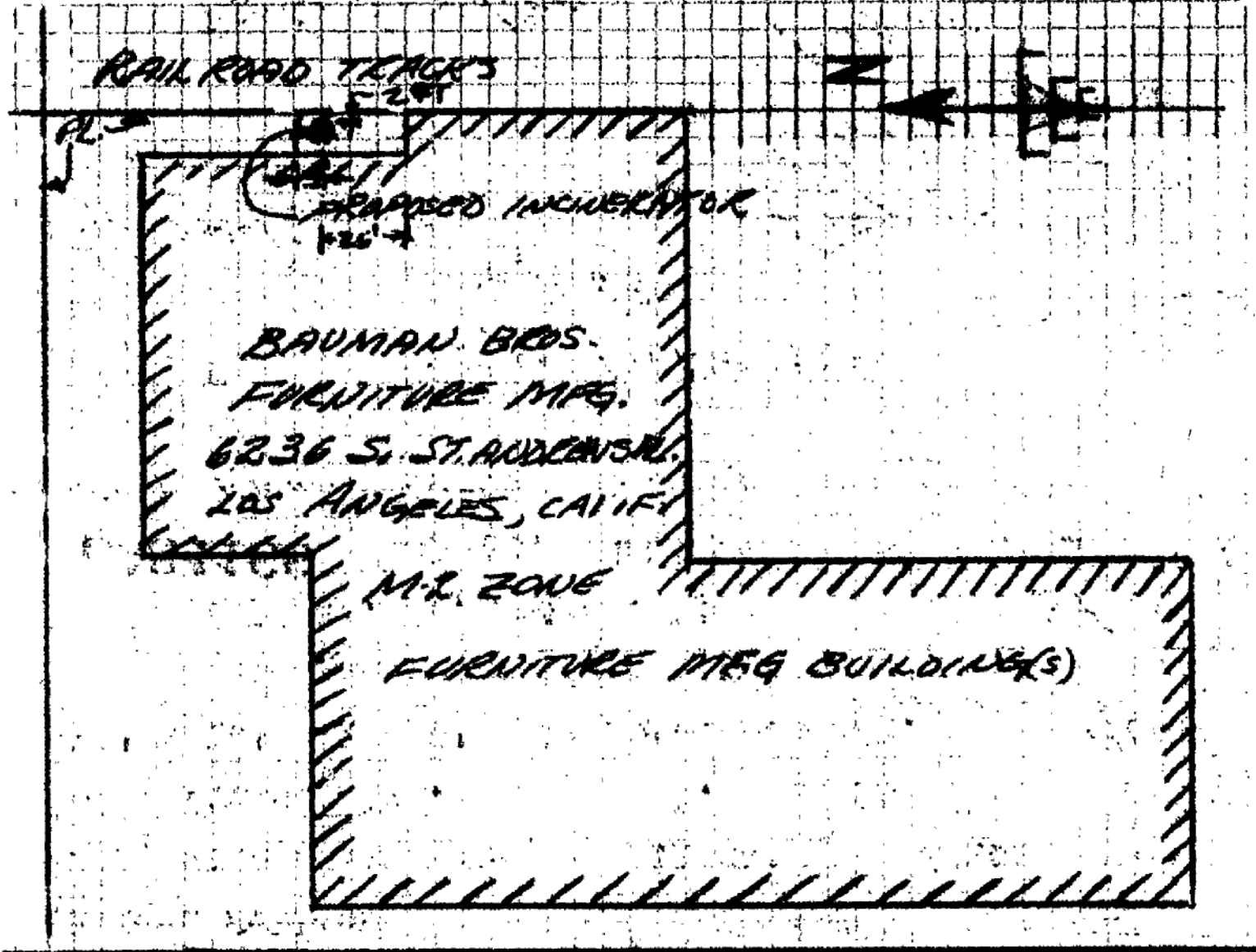
Mark Ed. ...
SIGNED

VALUATION APPROVED Nakao	DWELL. UNITS —
APPLICATION CHECKED M. ...	PARKING SPACES —
PLANS CHECKED Nakao	GUEST ROOMS —
CORRECTIONS VERIFIED Nakao	FILE WITH —
PLANS APPROVED 2	CONT. INSP. —
APPLICATION APPROVED Nakao	N-20

This Form When Properly Validated is a Permit to Do the Work Described. *OK to issue with ...*

PUBLIC SEWER AVAILABLE

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



SCALE: 1 SQUARE = 10'-0"

3

APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

Form B-3

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.
2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT 44	BLK.	TRACT 5999	ADDRESS APPROVED
2. BUILDING ADDRESS	Building "D" 6236 S. St. Andrews Pl. (1865-69 Gage Ave.)			DIST. MAP
3. BETWEEN CROSS STREETS	62nd St. AND Gage Ave.			ZONE
4. PRESENT USE OF BUILDING	Manufacturing		NEW USE OF BUILDING Same	FIRE DIST.
5. OWNER'S NAME	Leo Bauman		PHONE	INSIDE KEY
6. OWNER'S ADDRESS	6236 S. St. Andrews Place		P. O. L. A. 47	ZONE 47
7. CERT. ARCH.	STATE LICENSE		PHONE	COR. LOT REV. COR. LOT SIZE
8. LIC. ENGR.	STATE LICENSE		PHONE	
9. CONTRACTOR	The Dennis Company		STATE LICENSE RE 13168	PHONE
10. CONTRACTOR'S ADDRESS	2701 West Pico Blvd.		P. O.	ZONE
11. SIZE OF EXISTING BLDG.	STORIES 1	HEIGHT 24'	NO. OF EXISTING BUILDINGS ON LOT AND USE	BLDG. AREA
3 6236 S. St. Andrews Pl. (1865-69 Gage Ave.)				DISTRICT OFFICE L.A.
12. MATERIAL	<input checked="" type="checkbox"/> WOOD	<input type="checkbox"/> METAL	<input type="checkbox"/> CONC. BLOCK	ROOF <input checked="" type="checkbox"/> WOOD
EXT. WALLS:	<input type="checkbox"/> STUCCO	<input checked="" type="checkbox"/> BRICK	<input type="checkbox"/> CONCRETE	CONST. <input type="checkbox"/> CONC. <input type="checkbox"/> OTHER
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING.	\$ 700.00		VALUATION APPROVED	SPRINKLERS REQ'D. SPECIFIED
14. SIZE OF ADDITION	STORIES	HEIGHT	APPLICATION CHECKED	AFFIDAVITS
15. NEW WORK: (Describe)	EXT. WALLS	ROOFING	PLANS CHECKED	DWELL. UNITS
Parapet adjacent to St. Andrews Place.			CORRECTIONS VERIFIED	SPACES PARKING
I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.			PLANS APPROVED	GUEST ROOMS
Signed <i>R. Holder</i>			APPLICATION APPROVED	FILE WITH PARAPETS RM. 225
This Form When Properly Validated is a Permit to Do the Work Described.			INSPECTOR	CONT. INSP.

SEWER (Available) (Not Available)

CRITICAL SOIL

TYPE III-A	GROUP G-1	MAX. OCC. N.C.	P.C. 2.25	S.P.C.	G.P.I.	B.P. 4.50	I.F.	O.S.	C/O
------------	-----------	----------------	-----------	--------	--------	-----------	------	------	-----

JUN-29-61 46067 C - 2 CK 2.25
 JUN-29-61 46068 C - 1 CK 4.50

CASHIER'S USE ONLY

LA 92000

P.C. No. GRADING CRIT. SOIL CONS.

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

Form B-3

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

Form with 15 numbered sections containing details like LEGAL DESCR., BUILDING ADDRESS, OWNER'S NAME, CONTRACTOR, etc. Includes handwritten entries like '44 Building "A" 5999' and 'The Dennis Company'.

SEWER (Available) (Not Available)

CRITICAL SOIL

Parapet correction adjacent to Gage Avenue. I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

Signed [Signature] This Form When Properly Validated is a Permit to Do the Work Described.

Table with columns: TYPE, GROUP, MAX. OCC., P.C., S.P.C., G.P.I., B.F., I.F., O.S., C/O. Handwritten values include III-A, G-1, N.C., 1.75, 3.50.

CASHIER'S USE ONLY section with stamps: JUN-29-61 46065 C-2 OK 1.75, JUN-29-61 46066 C-1 OK 3.50, P.C. No., GRADING, CRIT. SOIL, CONS.

3

APPLICATION TO ADD-ALTER-REPAIR-DEMOLISH

MS B-3-112-70

CITY OF LOS ANGELES

AND FOR CERTIFICATE OF OCCUPANCY

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: Applicant to Complete Numbered Items Only.

1. LEGAL DESCR.	LOT	BLK.	TRACT	CENSUS TRACT
	44		5999	2373
2. PRESENT USE OF BUILDING		NEW USE OF BUILDING		DIST. MAP
(12 furniture mfg.		() same		5241
3. JOB ADDRESS				ZONE
6236 So. St. Andrews Place				M2-1
4. BETWEEN CROSS STREETS				FIRE DIST.
Gage AND 62nd St.				2
5. OWNER'S NAME		PHONE		LOT (TYPE)
Babyline Company		759-9191		key
6. OWNER'S ADDRESS		CITY	ZIP	LOT SIZE
6222 So. Wilton Place		LA	90047	120x286.
7. ARCHITECT OR DESIGNER				STATE LICENSE No. PHONE
/				
8. ENGINEER				STATE LICENSE No. PHONE
/				
9. CONTRACTOR				STATE LICENSE No. PHONE
Miller-Slade Constr. Co. 105 So. Ontario L.A.				
10. LENDER				ADDRESS
/				
11. SIZE OF EXISTING BLDG.		STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE
LENGTH	WIDTH	1&2	30	One (1) fur mfg.
12. MATERIAL OF CONSTRUCTION OF EXISTING BLDG.		EXT. WALLS	ROOF	FLOOR
/		brick-frame	comp	wood&concrete
13. JOB ADDRESS				DISTRICT OFFICE
3 6236 St. Andrews Place				LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING				GRADING
\$ 6368.00				/
15. NEW WORK:				CRIT. SOIL
(Describe)				HIGHWAY DED.
Build two walls interior-Stucco plaster exter. and 5/8" drywall interior walls (new BM)				/
NEW USE OF BUILDING		SIZE OF ADDITION	STORIES	HEIGHT
same				
TYPE	GROUP	SPRINKLERS REQ'D SPECIFICS	INSPECTION ACTIVITY	
V/IIIA	G-1	yes	COMB. GEN. MAJ. S. CONS.	CONS.
BLDG. AREA	MAX. OCC.	TOTAL	PLANS CHECKED	ZONED BY
NC				Jacobs
DWELL. UNITS	GUEST ROOMS	PARKING REQ'D SPACES	PROVIDED	FILE WITH
0	0	NC		
P.C. No.	CONT. INSP.	APPLICATION APPROVED		INSPECTOR
P.C.	S.P.C.	G.P.I.	B.P.	I.F.
2502			385	/
				O.S.
				C/O
				TYPIST
				SAS

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY	JUN--5-72	3 2 0 3 2 5	•52030	V - 6 CK	25.02
	JUN--5-72	3 2 0 3 3 5	•52030	V - 2 CK	38.50

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed Albert H. Lee (Owner or Agent)

Name	Date
Rodriguez	6-5-72
Bureau of Engineering	
ADDRESS APPROVED	
SEWERS AVAILABLE	
NOT AVAILABLE	
DRIVEWAY APPROVED	
HIGHWAY DEDICATION REQUIRED COMPLETED	
FLOOD CLEARANCE APPROVED	
Conservation	
APPROVED FOR ISSUE	
FILE #	
Plumbing	
PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED	
Planning	
APPROVED UNDER	
CASE #	
Fire	
APPROVED (TITLE 19) (L.A.M.C.-5700)	
Traffic	
APPROVED FOR	

3

APPLICATION TO ADD-ALTER-REPAIR-DEMOLISH

B.S. 8-3-712-74

CITY OF LOS ANGELES

AND FOR CERTIFICATE OF OCCUPANCY

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: Applicant to Complete Numbered Items Only.

1. LEGAL DESCR.	LOT	BLK.	TRACT	CENSUS TRACT
	44		5999	2373
2. PRESENT USE OF BUILDING		NEW USE OF BUILDING		DIST. MAP
E (12) Manufacturing		(12) same		5241
3. JOB ADDRESS				ZONE
6236 S St Andrews Place				M2-1
4. BETWEEN CROSS STREETS				FIRE DIST.
6th St AND Gage Ave				II
5. OWNER'S NAME		PHONE		LOT (TYPE)
Nat Malterstien		778 7000		int
6. OWNER'S ADDRESS		CITY	ZIP	LOT SIZE
6236 S St Andrews Place				120x286.3
7. ARCHITECT OR DESIGNER				STATE LICENSE No. PHONE
/				
8. ENGINEER		STATE LICENSE No. PHONE		ALLEY
Philip R Weary		SE1137 254 5191		/
9. CONTRACTOR		STATE LICENSE No. PHONE		BLDG. LINE
/		/		/
10. LENDER				AFFIDAVITS
/				/
11. SIZE OF EXISTING BLDG.		STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE
LENGTH 64	WIDTH 60	2		
12. MATERIAL OF CONSTRUCTION OF EXISTING BLDG. =>		EXT. WALLS	ROOF	FLOOR
/		brick	wd	wd/conc
13. JOB ADDRESS				DISTRICT OFFICE
3 6236 S St Andrews Place				IA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING		\$	1000	(EARTHQUAKE DAMAGE)
15. NEW WORK: (Describe)				GRADING
Anchoring roof to wall and replacement of bricks at cracks of south wall earthquake damage				CRIT. SOIL
/				/
NEW USE OF BUILDING				HIGHWAY DED.
E (12) same				/
TYPE	GROUP	SPRINKLERS REQ'D SPECIFIED	INSPECTION ACTIVITY	FLOOD
n/c	n/c	n/c	COMB REN MAJ. S. CONS	/
BLDG. AREA	MAX. OCC.	TOTAL	PLANS CHECKED	CONS.
n/x	n/c			/
ENWELL. ENITS	GUEST ROOMS	PARKING SPACES	REQ'D PROVIDED	PLANS APPROVED
0	0	n/c		
P.C. No.	CONT. INSP.	APPLICATION APPROVED		INSPECTOR
V 8423				I
P.C.	S.P.C.	G.P.I.	B.P.	I.F.
7-47			U.S.	/
				O.S.
				C/O
				TYPIST
				lc

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY	MAR-28-72	17249	E	•47859	U = 6 CK	7.47
	MAR-28-72	17250	E	•47859	U = 1 CK	11.50

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed P.R. Weary J.Y.
(Owner or Agent)

	Name	Date
Bureau of Engineering	RIA	3-21-72
ADDRESS APPROVED		
SEWERS AVAILABLE		
NOT AVAILABLE		
DRIVEWAY APPROVED		
HIGHWAY DEDICATION REQUIRED COMPLETED		
FLOOD CLEARANCE APPROVED		
APPROVED FOR ISSUE		
FILE #		
Conservation		
PLUMBING		
PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED		
APPROVED UNDER		
CASE #		
Planning		
APPROVED (TITLE 19) (L.A.M.C.-5700)		
Fire		
APPROVED FOR		
Traffic		

3

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.

Form with fields for LEGAL DESCR., PRESENT USE OF BUILDING, JOB ADDRESS, ENGINEER, ARCHITECT, CONTRACTOR, VALUATION, NEW WORK, etc. Includes handwritten notes like 'SEE ATTACHED' and 'Map #'. A table of charges is also present.

DECLARATIONS AND CERTIFICATIONS LICENSED CONTRACTORS DECLARATION

16. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

OWNER-BUILDER DECLARATION

17. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code): Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).;

WORKERS' COMPENSATION DECLARATION

18. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

19. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Law of California.

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

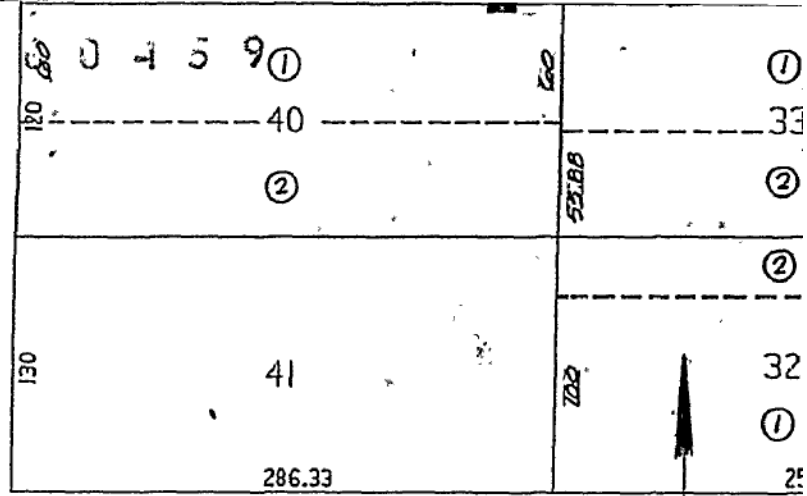
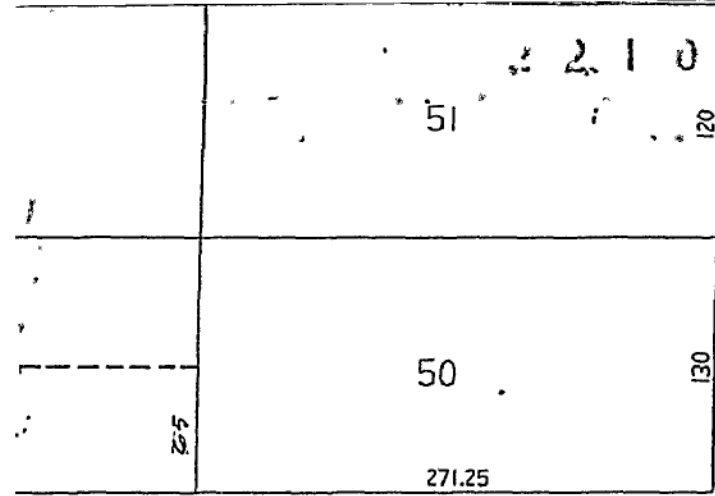
CONSTRUCTION LENDING AGENCY

20. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

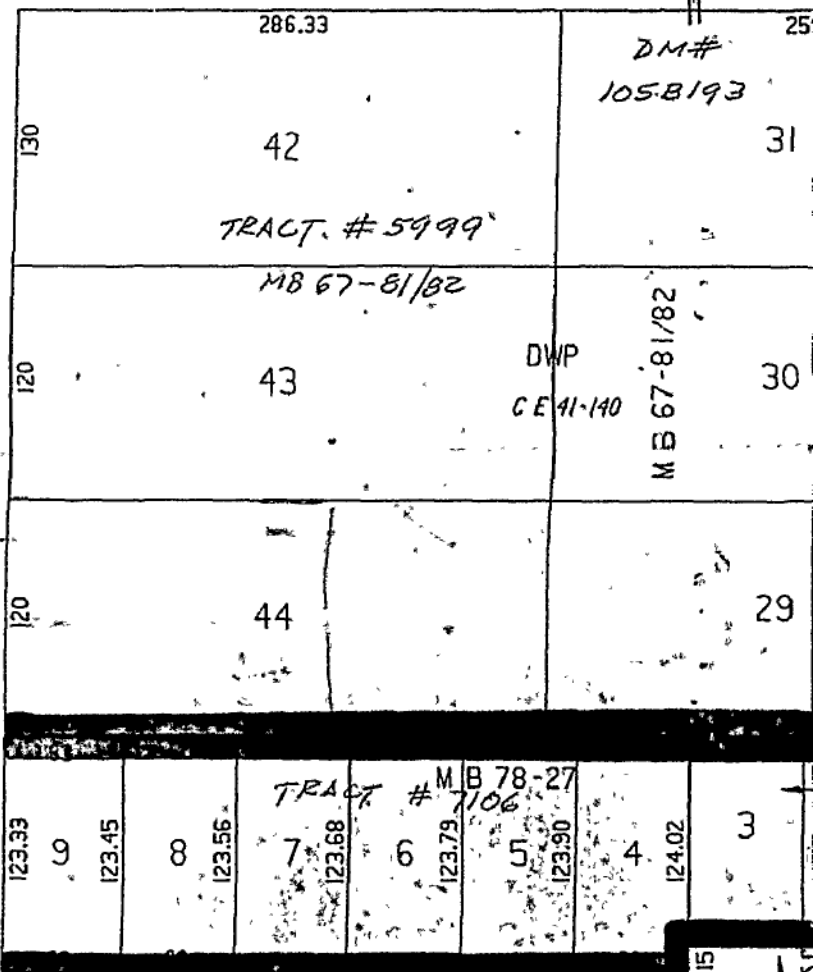
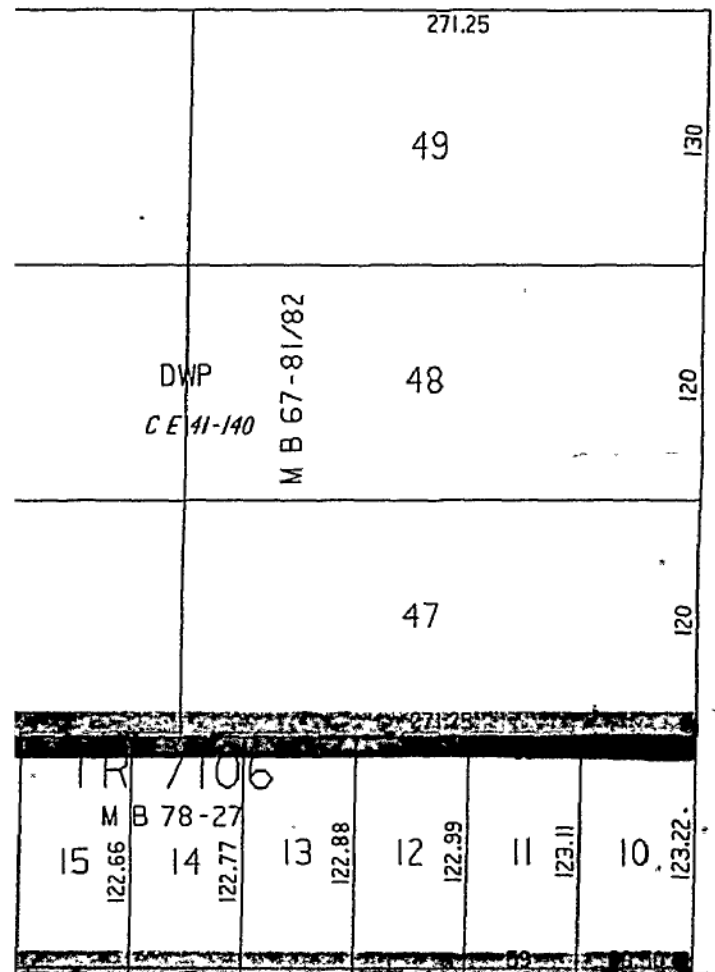
21. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

I realize that this permit is an application for inspection, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the city of Los Angeles nor any board, department, officer or employee thereof makes any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property or soil upon which such work is performed. (See Sec. 91.0002 LAMC)

Signed [Signature] Vice President Date 11, 1989



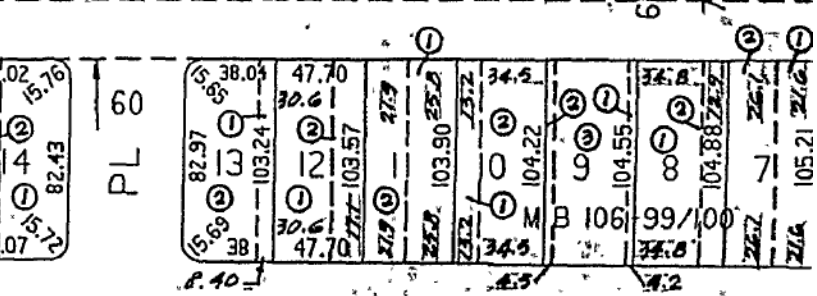
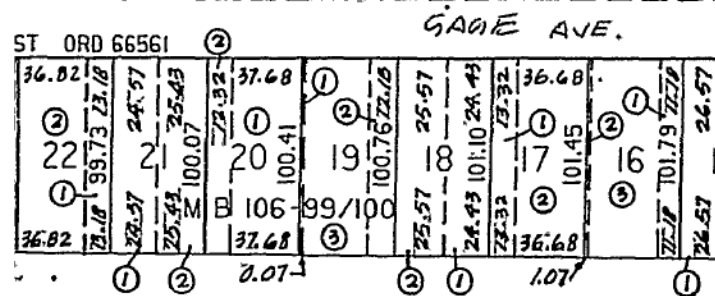
62nd ST.



ST ANDREWS

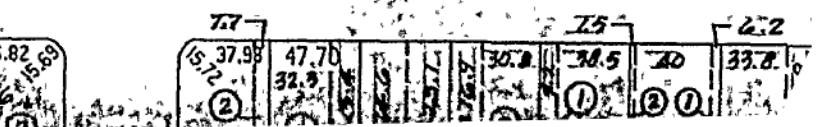
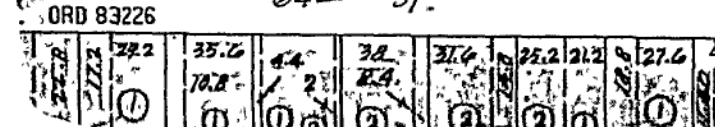
PL ORD 47649 M B 67-81/82

OR D5214-362



GAGE AVE.

64th ST.



ORD 83226

3

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.

105 B 103

1. LEGAL DESCR.	LOT OF Parts 8/11	BLOCK	TRACT	COUNCIL DISTRICT NO.	DIST. MAP
			5999/7106	8	5241
2. PRESENT USE OF BUILDING	NEW USE OF BUILDING				
() MFG.	Same				
3. JOB ADDRESS	6236 S. St. Andrews Pl. #A AND 1800 GAGE Ave				
4. BETWEEN CROSS STREETS	62nd St. GAGE Av.				
5. OWNER'S NAME	Evenflo Juvenile Furniture Co.				PHONE
					(213) 759-2101
6. OWNER'S ADDRESS	6235 S. St. Andrews Pl.				CITY
					LA
7. ENGINEER	BUS. LIC. NO.	ACTIVE STATE LIC. NO.	PHONE	ALLEY	
CE Group	RCE 24061	(213) 381-3865			
8. ARCHITECT OR DESIGNER	BUS. LIC. NO.	ACTIVE STATE LIC. NO.	PHONE	BLDG. LINE	
9. ARCHITECT OR ENGINEER'S ADDRESS	611 S. Catalina St. #216				CITY
					LA
10. CONTRACTOR	BUS. LIC. NO.	ACTIVE STATE LIC. NO.	PHONE	AFFIDAVITS	
N/S				ZI 1231	
11. SIZE OF EXISTING BLDG.	WIDTH	LENGTH	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE
	16	44	2	24	1
12. CONST. MATERIAL OF EXISTING BLDG.	EXT. WALLS	ROOF	FLOOR		
	URM	Wood	Conc.		
13. JOB ADDRESS	6236 S. St. Andrews Pl. #A				
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	\$ 73,000.00				
15. NEW WORK (Describe)	Full Compliance with Div. #88				
	CLASS #				
NEW USE OF BUILDING	SIZE OF ADDITION	STORIES	HEIGHT	ZONED BY	
				C. Yee	
TYPE	GROUP OCC.	FLOOR AREA	PLANS CHECKED		
NC	NC	NC	M. ENAM		
DWELL UNITS	MAX OCC.	TOTAL	APPLICATION APPROVED		
No	NC		M. ENAM		
GUEST ROOMS	PARKING REQ'D	PARKING PROVIDED	INSPECTION ACTIVITY		
NC	NC	NO	COMB GEN. MAJ.S. CONS. E.C.		
P.C.	G.P.I.	CONT. INSP.	B & S 9-3 (R. 2/87)		
300.98					
S.P.C.	P.M.				
	7.08				
B.P.	EL.		300.98 EOPC		
394.10	10.95		6.02 OSS		
LF.	FL.		56726 4 10/21/88 307.00 CHTD		
354.10	160.60		554.10 EOBP		
			2.08 PL-M		
S.D.	D.S.		10.95 E1-P		
	6.02		160.60 FIRE		
DIST OFFICE	S.O.S.S.	SPRINKLERS REQ'D SPEC.	10.65 OSS		
LA	10.65		210.04 CHTD		
P.C. NO.	C/D	ENERGY	H933 R 07/13/88 543398 CHTD		
D9177					

DECLARATIONS AND CERTIFICATIONS
LICENSED CONTRACTORS DECLARATION

16. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.
Date _____ Lic. Class _____ Lic. Number _____ Contractor _____ (Signature)

OWNER-BUILDER DECLARATION

17. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code): Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).
 I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code); The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.
 I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code); The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.
 I am exempt under Sec. _____ B. & P. C. for this reason.
Date Dec 27, 1988 Owner's Signature [Signature]

WORKERS' COMPENSATION DECLARATION

18. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.).
 Certified copy is hereby furnished.
 Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.
Date _____ Applicant's Signature _____

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

19. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.
Date Dec 27, 1988 Applicant's Signature [Signature]

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.
CONSTRUCTION LENDING AGENCY
20. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).
Lender's Name _____ Lender's Address _____

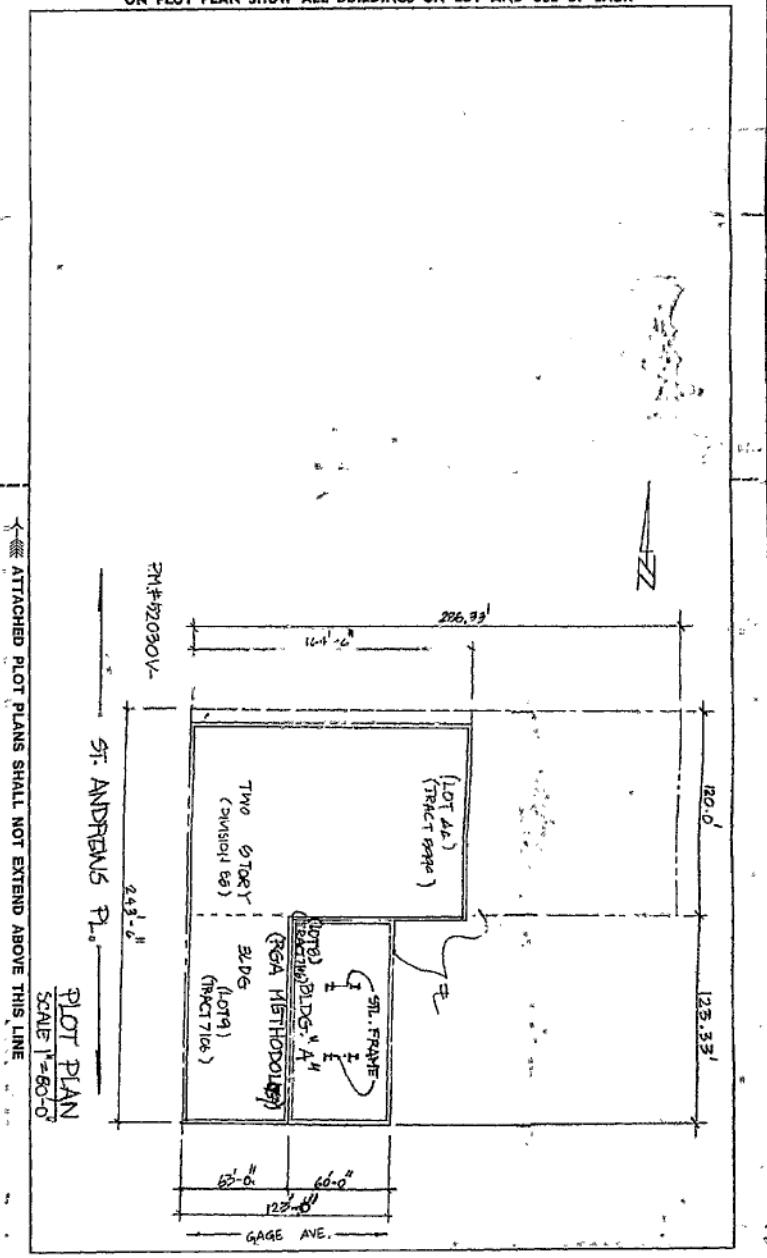
21. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.
I realize that this permit is an application for inspection, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the City of Los Angeles nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property or soil upon which such work is performed. (Sec. 91.0202 LAMC)
Signed [Signature] U.P. Dec 27, 1988
Position _____ Date _____
(Officer or agent having properly sworn to content)

Bureau of Engineering 2 2 1 0 0 5 0

ADDRESS APPROVED		<i>Pal 6/3-89</i>
DRIVEWAY		
HIGHWAY	REQUIRED	
DEDICATION	COMPLETED	
FLOOD CLEARANCE		
SEWERS AVAILABLE		
NOT AVAILABLE		
SFC PAID		
SFC DUE		
SFC NOT APPLICABLE		
PRIVATE SEWAGE SYSTEM APPROVED		
APPROVED FOR ISSUE <input type="checkbox"/> NO FILE <input type="checkbox"/> FILE CLOSED <input type="checkbox"/>		
APPROVED (TITLE 10) (L.A.M.C.-5700)		
HOUSING AUTHORITY APPROVAL		
APPROVED UNDER CASE #		
RECEIPT NO.		
DWELLING UNITS		

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



ATTACHED PLOT PLANS SHALL NOT EXTEND ABOVE THIS LINE

PLOT PLAN
SCALE 1"=50'-0"



Nonbldg-New Commercial Regular Plan Check Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Last Status: Ready to Issue Status Date: 09/04/2007
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1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 5999		44		M B 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congre Community Plan Area - South Los Angeles	Census Tract - 2373.00 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - A0 D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 1.5 Thomas Brothers Map Grid - 673-H6
--	---	--

ZONE(S): M2-1 /

4. DOCUMENTS

ZI - ZI-2173 Western / Slauson Redevelc SPA - South Los Angeles Alcohol Sales ORD - ORD-162128 ORD - ORD-171682	CRA - ZI 2173 WESTERN/SLSN CPC - CPC-1983-506-SP CDBG - LARZ-Central City
--	---

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s)
 Casasola, Rodolfo And Teresa Et Al 244 St Andrews Pl LOS ANGELES CA 90004

Tenant:
 Applicant: (Relationship: Agent for Owner)
 - Bruce Miller & Assoc 354 S Spring St 415 LOS ANGELES, CA 90013

7. EXISTING USE PROPOSED USE (23) Fence Wall	8. DESCRIPTION OF WORK NEW 6' X 318' LONG MASONRY WALL FENCE ALONG PORTION OF SIDE AND REAR PROPERTY LINES.
---	---

9. # Bldgs on Site & Use: 4 OF 4: 6 FOOT WALL

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Ricardo Tres DAS PC By: Eddie Griffin
 OK for Cashier: Ricardo Tres Coord. OK:
 Signature: *[Signature]* Date: 9/5/07

For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD (524-2845)
 Outside LA County, call (213) 482-0000 or visit www.ladbs.org

For Cashier's Use Only W/O #: 72002927

COMMERCIAL	\$100.00
ONE STOP SURCH	\$6.00
SYSTEMS DEV	\$18.94
CITY PLANNING SURCH	\$18.31
MISCELLANEOUS	\$5.00
BUILDING PLAN CHECK	\$0.00

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: \$10,000	PC Valuation:
----------------------------	---------------

FINAL TOTAL Nonbldg-New	364.66
Permit Fee Subtotal Nonbldg-New	165.00
Plan Check Subtotal Nonbldg-New	148.50
Fire Hydrant Refuse-To-Pay	
E.Q. Instrumentation	2.10
O.S. Surcharge	6.31
Sys. Surcharge	18.94
Planning Surcharge	18.81
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	0.00

Sewer Cap ID: *[Signature]* Total Bond(s) Due:

12. ATTACHMENTS

Plot Plan *[Signature]*

PC70207000002927FN

Total Due: \$364.66

000PLA13645



14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS	CLASS	LICENSE#	PHONE #
(A) Volk, Michael W (O) , Owner-Builder	27070 S Ridge Drive, Mission Viejo, CA 92692		C19344 0	

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors' State License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).):

I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code. The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale).

OR
 I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91 0106.4.3.4 LAMC).

By signing below, I certify that:

- I accept all the declarations above namely the Owner-Builder Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning and Final Declaration; and
- This permit is being obtained with the consent of the legal owner of the property.

Print Name: Belinda Morales

Sign: Belinda Morales

Date: 9/4/07

Owner

Authorized Agent

Nonbldg-New

City of Los Angeles - Department of Building and Safety

Plan Check #: B07SL01929

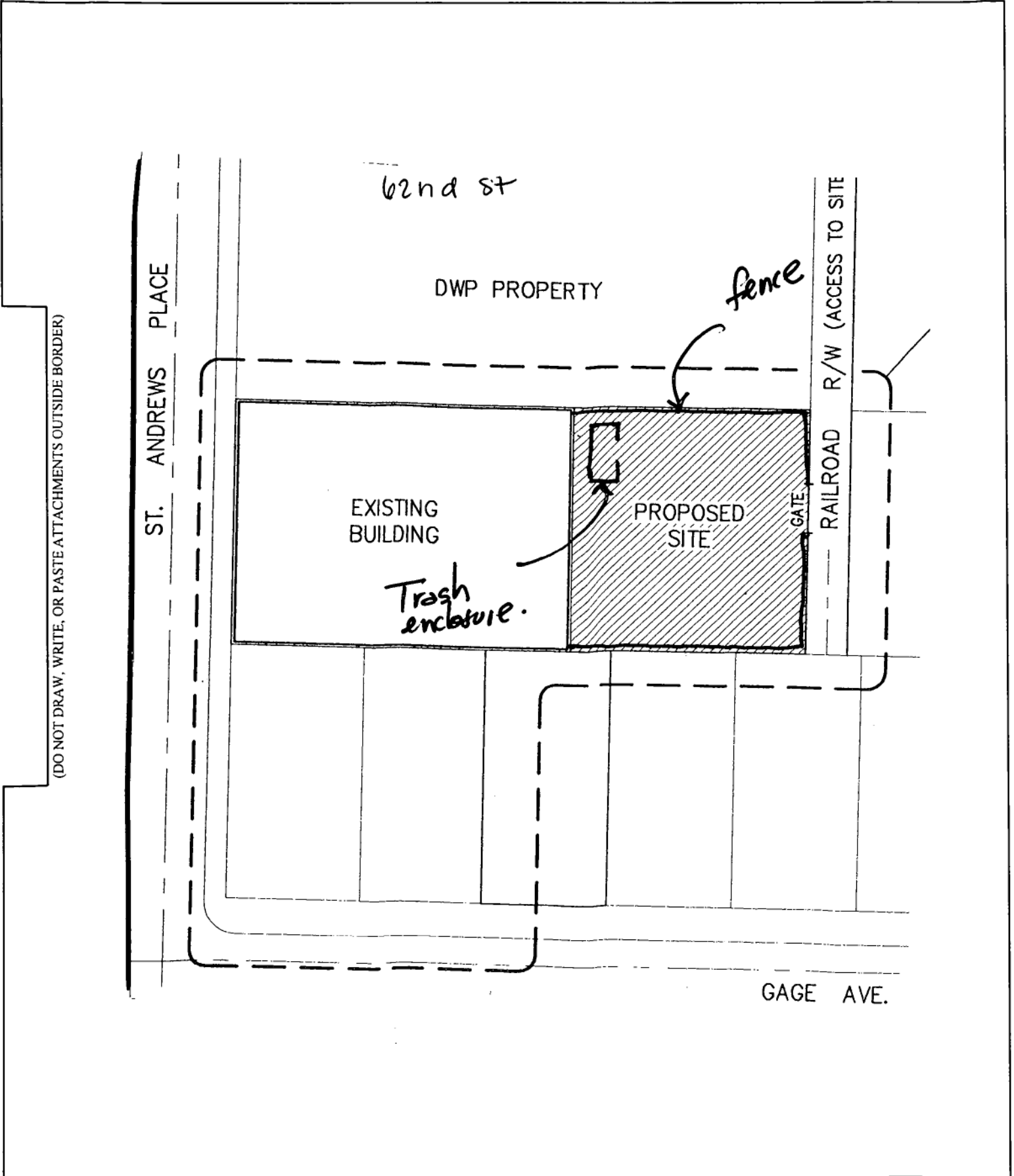
Commercial

Initiating Office: SOUTH LA

Plan Check

Printed on: 09/04/07 14:34:24

PLOT PLAN ATTACHMENT





Bldg-Alter/Repair Commercial Plan Check at Counter Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Last Status: Ready to Issue Status Date: 04/06/2007
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1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 5999		44		M B 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congre Community Plan Area - South Los Angeles	Census Tract - 2373.00 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - A0 D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 1.5 Thomas Brothers Map Grid - 673-H6
--	---	--

ZONE(S): M2-1 /

4. DOCUMENTS

ZI - ZI-2128 Mid-Alameda Corridor Stat ZI - ZI-2173 Western / Slauson Redevelc SPA - South Los Angeles Alcohol Sales ORD - ORD-162128	ORD - ORD-171682 CRA - ZI 2173 WESTERN/SLSN CPC - CPC-1983-506-SP CDBG - LARZ-Central City	CDBG - SEZ-Mid-Alameda Corridor St
--	---	------------------------------------

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
 Rodolfo & Teresa Casasola 244 St. Andrews Pl LOS ANGELES CA 90004

Tenant:
 Applicant: (Relationship: Architect)
 Marta Perlas - 669 W 8th St CLAREMONT, CA 91711 (909) 603-9332

7. EXISTING USE	PROPOSED USE	8. DESCRIPTION OF WORK
(12) Manufacturing	(16) Wholesale Business	Change of use from Furniture Factory to Pre-packed food wholesale. No change in parking due to enterprise zone location.

9. # Bldgs on Site & Use: MANUFACTURING

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Ricardo Tres DAS PC By:
 OK for Cashier: Shun Yu Zhang Coord. OK: *[Signature]*
 Signature: *[Signature]* Date: 04/06/2007

For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD (524-2845)
 Outside LA County, call (213) 482-0000 or visit www.ladbs.org

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: \$5,000 PC Valuation:	FINAL TOTAL Bldg-Alter/Repair 291.16 Permit Fee Subtotal Bldg-Alter/Repe 146.25 Handicapped Access Plan Check Subtotal Bldg-Alter/Rep 103.78 Fire Hydrant Refuse-To-Pay E.Q. Instrumentation 1.05 O.S. Surcharge 5.02 Sys. Surcharge 15.06 Planning Surcharge 15.00 Planning Surcharge Misc Fee 5.00 Permit Issuing Fee 0.00
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Sewer Cap ID: Total Bond(s) Due:

For Cashier's Use Only
 LA Department of Building and Safety
 LA 01 26 182749 04/06/07 12:04 PM W/O # 61624327

BUILDING PERMIT COMM \$146.25 BUILDING PLAN CHECK \$103.78 EI COMMERCIAL \$1.05 ONE STOP SURCH \$5.02 SYSTEMS DEVT FEE \$15.06 CITY PLANNING SURCH \$15.00 MISCELLANEOUS \$5.00	Total Due: \$291.16 Credit Card: \$291.16
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07LA 06952

12. ATTACHMENTS



* P 0 6 0 1 6 1 0 0 0 0 2 4 3 2 7 F N *

101041220074724E

(P) Floor Area (ZC): +34370 Sqft / Sqft
 (P) Stories: +2 Stories / Stories
 (P) M Occ. Group: +34370 Sqft / Sqft
 (P) Parking Req'd for Bldg (Auto+Bicycle): 0 Stalls / Sta
 (P) Provided Standard for Bldg: 0 Stalls / Stalls
 (P) Total Provided Parking for Site: 0 Stalls / Stalls

14. APPLICATION COMMENTS

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15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME ADDRESS

CLASS LICENSE# PHONE#

(O) , Owner-Builder

0

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

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I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale).

OR

I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

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I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

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19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Owner-Builder Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning and Final Declaration; and
- (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: DODOLFO CASASOLA Sign: 

Date: 04/08/07

Owner Authorized Agent

Bldg-Alter/Repair

City of Los Angeles - Department of Building and Safety

Plan Check #: B06LA12599

Commercial

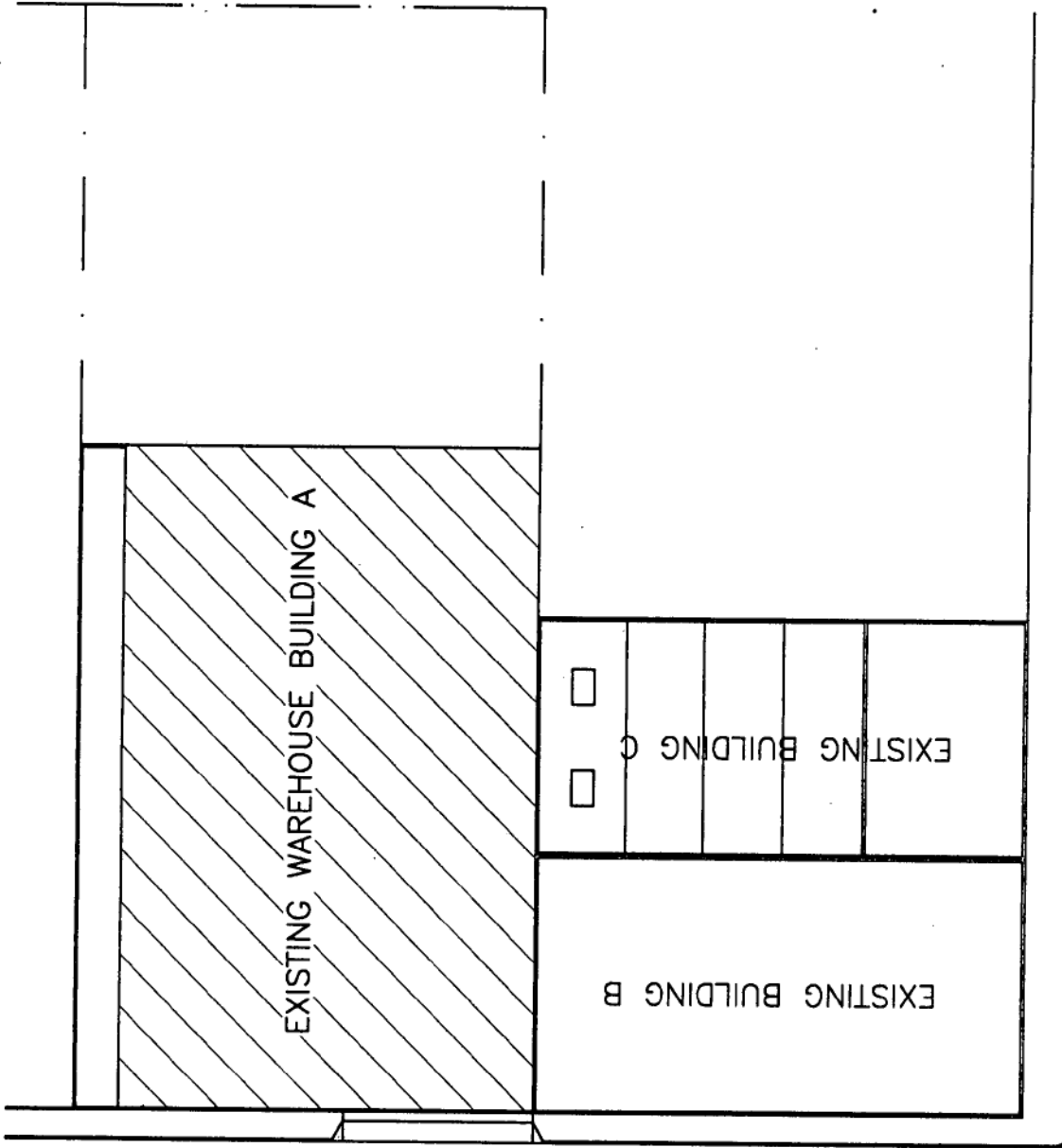
Initiating Office: METRO

Plan Check

PLOT PLAN ATTACHMENT

Printed on: 04/06/07 11:31:27

1010412200747243



1

GAGE AVENUE

ST. ANDREWS PLACE

SITE PLAN

Los Angeles Department of Building and Safety

Certificate Information: 6236 S ST ANDREWS PL 90047

Application / Permit 07019-10000-00116
Plan Check / Job No. B07LA00486
Group Building
Type Bldg-Demolition
Sub-Type Commercial
Primary Use ()
Work Description DEMOLISH EXISTING BUILDING IN REAR
Permit Issued No
Current Status Application Submittal on 1/18/2007

Permit Application Status History

No Data Available.

Permit Application Clearance Information

No Data Available.

Contact Information

Contractor	Castillo Juan Sanchez; Lic. No.: 807048-B	420 ISABEL ST LOS ANGELES, CA 90065
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Inspector Information

No Data Available.

Pending Inspections

No Data Available.

Inspection Request History

No Data Available.



Bldg-New
 Commercial
 Regular Plan Check
 Plan Check

City of Los Angeles - Department of Building and Safety
**APPLICATION FOR BUILDING PERMIT
 AND CERTIFICATE OF OCCUPANCY**

Last Status: Ready to Issue
 Status Date: 09/17/2007

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 5999		44		MB 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles	Census Tract - 2373.00	Earthquake-Induced Liquefaction Area - Yes
LADBS Branch Office - LA	District Map - 105B193	Near Source Zone Distance - 1.5
Council District - 8	Energy Zone - 8	Thomas Brothers Map Grid - 673-H6
Certified Neighborhood Council - Empowerment Congr	Fire District - 2	
Community Plan Area - South Los Angeles	Flood Haz. Zone - A0 D=1 E=N/A IN	

ZONE(S): M2-1 /

4. DOCUMENTS

ZI - ZI-2173 Western / Slauson Redevelk CRA - ZI 2173 WESTERN/SLSN
 SPA - South Los Angeles Alcohol Sales CPC - CPC-1983-506-SP
 ORD - ORD-162128 CDBG - LARZ-Central City
 ORD - ORD-171682

5. CHECKLIST ITEMS

Flood Certif. - Flood Elevation Certif. Req'd
 Flood Certif. - Flood Proofing Certif. Req'd

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
 Casasola, Rodolfo And Teresa Et Al 244 St Andrews Pl LOS ANGELES CA 90004

Tenant:
 Applicant: (Relationship: Agent for Owner)
 - Bruce Miller & Assoc 354 S Spring St 415 LOS ANGELES, CA 90013

7. EXISTING USE	PROPOSED USE	8. DESCRIPTION OF WORK
	(22) Storage Building	12'-0" x 38'-0" x 18'-0" HIGH BUILDING FOR ICE MACHINE (456 SF)

9. # Bldgs on Site & Use: 1 OF 4: ICE MACHINE BUILDING

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Ricardo Tres DAS PC By: Eddie Garcia
 OK for Cashier: Ricardo Tres Coord. OK: [Signature]
 Signature: [Signature] Date: 9/17/07

For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD (524-2845)
 Outside LA County, call (213) 482-0000 or visit www.ladbs.org

LA Department of Building and Safety
 For Cashier's Use: LA 03 08 202528 09/17/07 02:01PM

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation:	PC Valuation:	Final Fee Period
\$20,976		
FINAL TOTAL Bldg-New	592.29	Permit Issuing Fee 0.00
Permit Fee Subtotal Bldg-New	333.00	
Handicapped Access		
Plan Check Subtotal Bldg-New	0.00	
Off-hour Plan Check	0.00	
Plan Maintenance	10.00	
Fire Hydrant Refuse-To-Pay		
E.O. Instrumentation	4.40	
O.S. Surcharge	6.95	
Svs. Surcharge	20.84	
Planning Surcharge	20.58	
Planning Surcharge Misc Fee	5.00	
School District Commercial Area	191.52	
Sewer Cap ID:		Total Bond(s) Due:

BUILDING PERMIT COMM	\$333.00
PLAN MAINTENANCE	\$10.00
EI COMMERCIAL	\$4.40
ONE STOP SURCH	\$6.95
SYSTEMS DEVT FEE	\$20.84
CITY PLANNING SURCH	\$20.58
MISCELLANEOUS	\$5.00
SCHOOL D-COMM	\$191.52
BUILDING PLAN CHECK	\$0.00
BUILDING PLAN CHECK	\$0.00

P070107000003182FN

Total Due: \$592.29
 Credit Card: \$592.29

2007LA14193

12. ATTACHMENTS

Plot Plan [Signature]



13. STRUCTURE INVENTORY (Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value")

07010 - 70000 - 03182

- (P) Floor Area (ZC): +456 Sqft / 456 Sqft
- (P) Height (BC): +18 Feet / 18 Feet
- (P) Height (ZC): +18 Feet / 18 Feet
- (P) Length: +38 Feet / 38 Feet
- (P) Stories: +1 Stories / 1 Stories
- (P) Width: +12 Feet / 12 Feet
- (P) S2 Occ. Group: +456 Sqft / 456 Sqft
- (P) S2 Occ. Load: +2 Max Occ. / 2 Max Occ.
- (P) Parking Req'd for Bldg (Auto+Bicycle): 0 Stalls / 0 S
- (P) Type V-N Construction

14. APPLICATION COMMENTS

** Approved Seismic Gas Shut-Off Valve may be required. **

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS	CLASS	LICENSE#	PHONE #
(A) Volk, Michael W	27070 S Ridge Drive,	Mission Viejo, CA 92692	C19344	
(E) Plump, Richard Adam	914 E Katella Ave,	Anaheim, CA 92805	C52696	
(O) , Owner-Builder			0	

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

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I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code). The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale).

OR

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18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead

20. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Owner-Builder Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning and Final Declaration; and
- (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: X BELINDA NOBALES Sign: X [Signature] Date: X Owner Authorized Agent

Bldg-New
Commercial
Plan Check

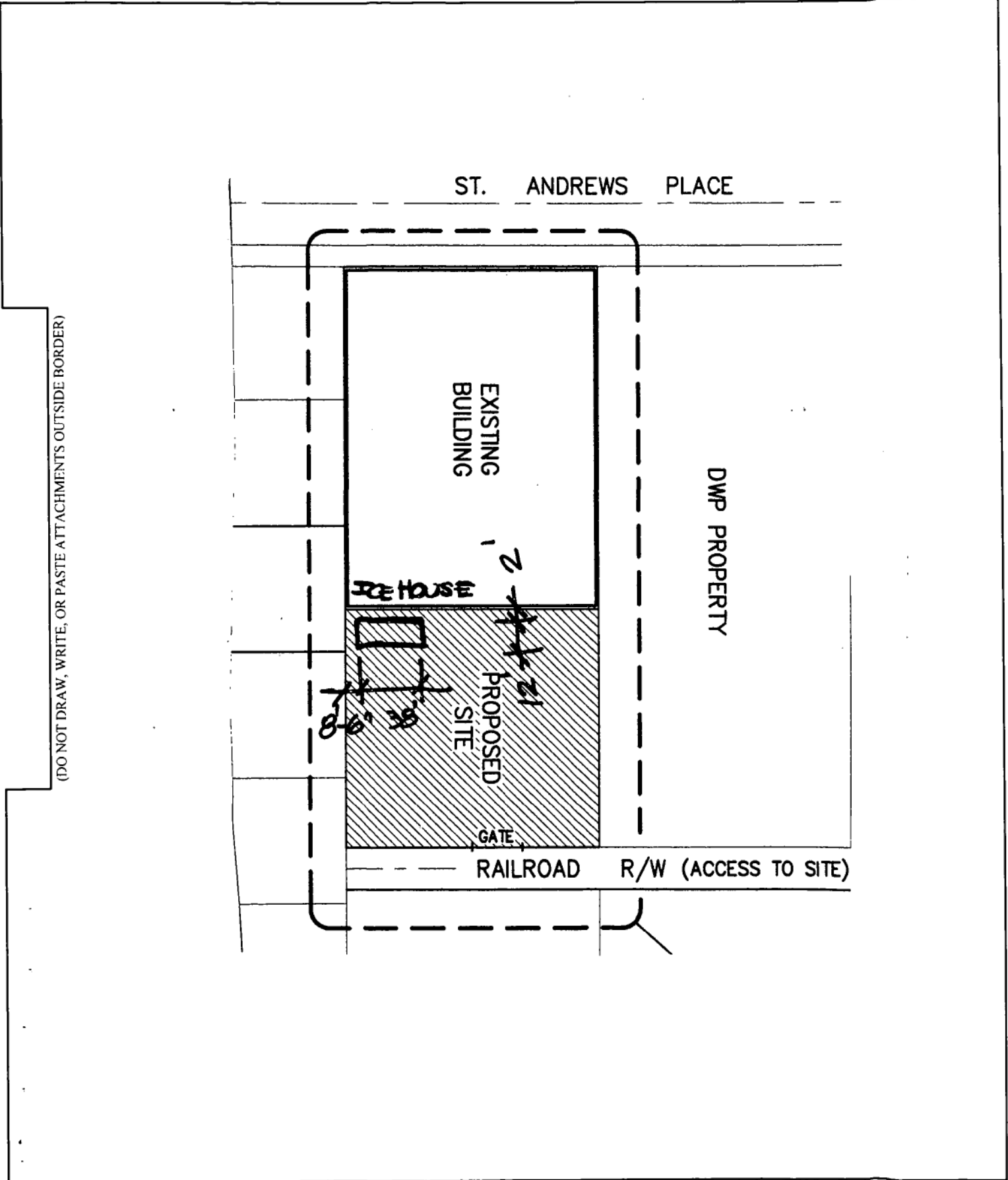
City of Los Angeles - Department of Building and Safety

Plan Check #: B07SL01929FO

Initiating Office: SOUTH LA

Printed on: 08/10/07 19:51:01

PLOT PLAN ATTACHMENT



(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)



Nonbldg-New Commercial Regular Plan Check Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Last Status: Ready to Issue Status Date: 10/02/2007
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1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 5999		44		M B 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congre Community Plan Area - South Los Angeles	Census Tract - 2373.00 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - A0 D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 1.5 Thomas Brothers Map Grid - 673-H6
--	---	--

ZONE(S): M2-1 /

4. DOCUMENTS

ZI - ZI-2173 Western / Slauson Redevelc CRA - ZI 2173 WESTERN/SLSN
 SPA - South Los Angeles Alcohol Sales CPC - CPC-1983-506-SP
 ORD - ORD-162128 CDBG - LARZ-Central City
 ORD - ORD-171682

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s)
 Casola, Rodolfo And Teresa Et Al 244 St Andrews Pl LOS ANGELES CA 90004

Tenant:
 Applicant: (Relationship: Agent for Owner)
 - Bruce Miller & Assoc 354 S Spring St 415 LOS ANGELES, CA 90013

7. EXISTING USE

PROPOSED USE

(61) Use of Land

8. DESCRIPTION OF WORK

USE OF LAND FOR CATERING TRUCK STORAGE (13,440 sq. ft.)

9. # Bldgs on Site & Use: 2 OF 4: CATERING TRUCK PARKING LOT

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Ricardo Tres DAS PC By: Eddie Quinn
 OK for Cashier: Ricardo Tres Coord. OK: [Signature]
 Signature: [Signature] Date: 10/2/07

For information and/or inspection requests originating within LA County, call toll-free (888) LA4BUILD (524-2845)

Outside LA County, call (213) 482-0000, or visit www.ladbs.org

For Cashier's Use Only
 BUILDING PLAN CHECK W/O #: 71003184
 COMMERCIAL \$2.10
 ONE STOP SURCH \$6.31
 SYSTEMS DEVT FEE \$28.94
 CITY PLANNING SURCH \$18.81
 MISCELLANEOUS \$5.00
 BUILDING PLAN CHECK \$0.00

PC70107000003184FN

Total Due: \$364.66
 Credit Card: \$364.66

20071014952

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: \$10,000	PC Valuation:
FINAL TOTAL Nonbldg-New	364.66
Permit Fee Subtotal Nonbldg-New	165.00
Plan Check Subtotal Nonbldg-New	148.50
Fire Hydrant Refuse-To-Pay	
E.Q. Instrumentation	2.10
O.S. Surcharge	6.31
Sys. Surcharge	18.94
Planning Surcharge	18.81
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	0.00

Sewer Cap ID: [Signature] Total Bond(s) Due:

12. ATTACHMENTS

Plot Plan [Signature]



* P 0 7 0 1 0 7 0 0 0 0 0 3 1 8 4 F N *

1021116200757410

(P) Length: +120 Feet / 120 Feet
 (P) Width: +112 Feet / 112 Feet
 (P) Misc. Occ. Group: +13440 Sqft / 13440 Sqft
 (P) Misc. Occ. Load: +27 Max Occ. / 27 Max Occ.
 (P) Parking Req'd for Bldg (Auto+Bicycle): 0 Stalls / 0 Stalls
 (P) Type V-N Construction

14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS	CLASS	LICENSE#	PHONE#
(A) Volk, Michael W (O) , Owner-Builder	27070 S Ridge Drive, Mission Viejo, CA 92692		C19344 0	

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors' State License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).):

I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale).

OR I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

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20. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- I accept all the declarations above namely the Owner-Builder Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning and Final Declaration; and
- This permit is being obtained with the consent of the legal owner of the property.

Print Name: Belinda Morales Sign: [Signature] Date: xx Owner Authorized Agent

Nonbldg-New

City of Los Angeles - Department of Building and Safety

Plan Check #: B07SI.01929

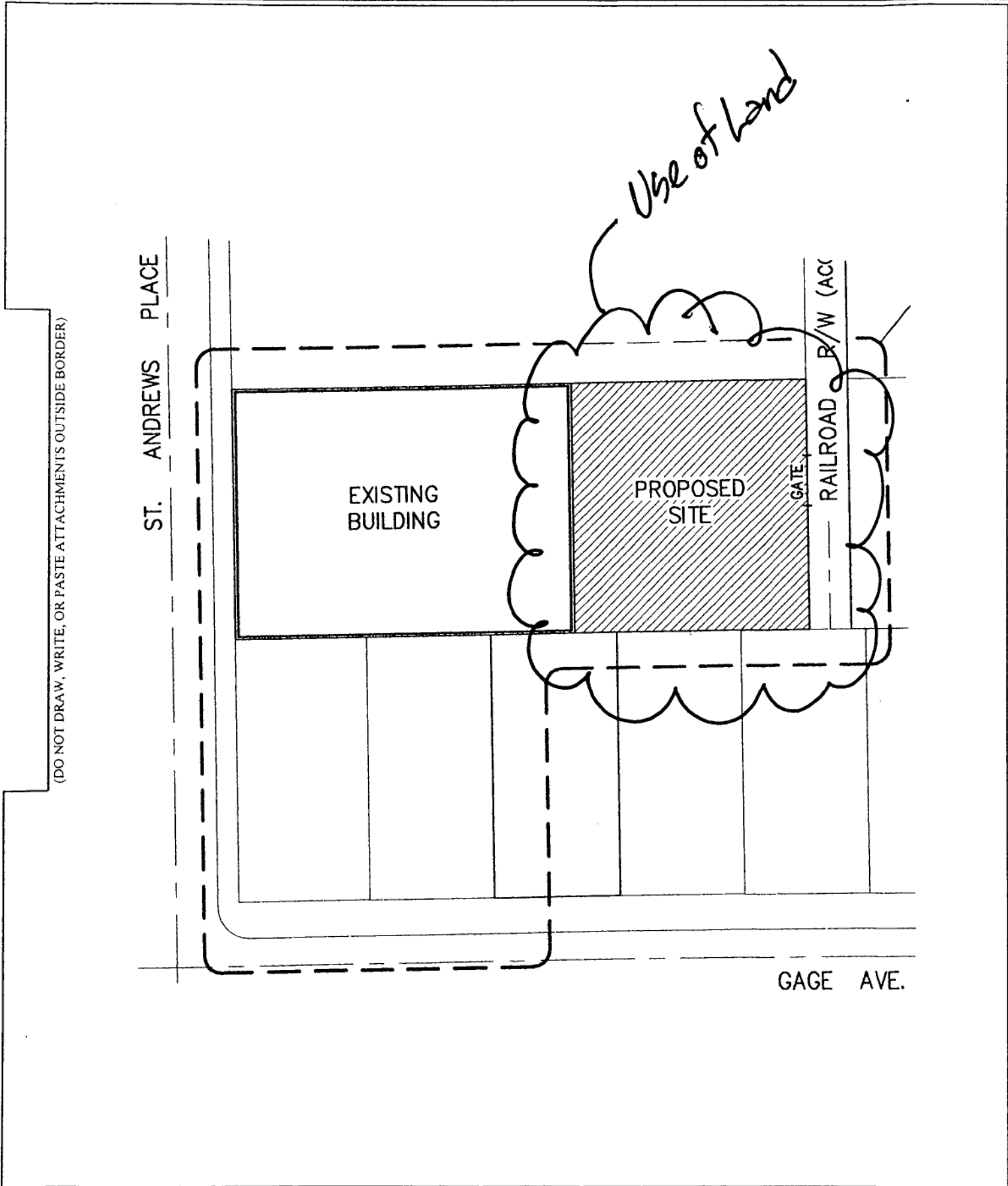
Commercial

Initiating Office: SOUTH LA

Plan Check

PLOT PLAN ATTACHMENT

Printed on: 08/13/07 07:25:50





Permit #:

06016 - 10001 - 23822

Plan Check #: B07LA00491

Printed: 01/22/07 09:24 AM

Event Code:

Bldg-Alter/Repair Commercial Plan Check at Counter Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Last Status: Ready to Issue Status Date: 01/22/2007
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1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 5999		44		M B 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congre Community Plan Area - South Los Angeles	Census Tract - 2373.00 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - A0 D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 1.5 Thomas Brothers Map Grid - 673-H6
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ZONE(S): M2-1 /

4. DOCUMENTS

ZI - ZI-2128 Mid-Alameda Corridor Stat ZI - ZI-2173 Western / Slauson Redevelc SPA - South Los Angeles Alcohol Sales ORD - ORD-162128	ORD - ORD-171682 CRA - ZI 2173 WESTERN/SLSN CPC - CPC-1983-506-SP CDBG - LARZ-Central City	CDBG - SEZ-Mid-Alameda Corridor St
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5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s): Garcia, Hector S	4823 Jefferson Blvd	LOS ANGELES CA 90016
Tenant: Applicant (Relationship: Architect) Marta Perlas -	669 W 8th St	CLAREMONT, CA 91711 (909) 603-9332

7. EXISTING USE

(12) Manufacturing

8. DESCRIPTION OF WORK

REMOVE REAR ONE STORY PORTION OF (E) TWO STORY WOOD WAREHOUSE (104' X 102'). SEE COMMENTS.

9. # Bldgs on Site & Use: MANUFACTURING

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Theresa Vu OK for Cashier: Theresa Vu Signature: <i>[Signature]</i>	DAS PC By: Coord. OK: Date: 01/22/07
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For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD (524-2845)
 Outside LA County, call (213) 482-0000 or visit www.ladbs.org

For Cashier's Use Only W/O #: 61623822
 LA Department of Building and Safety
 LA 05 08 190589 01/22/07 11:31AM

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: \$36,000	PC Valuation:
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FINAL TOTAL Bldg-Alter/Repair 953.75 Permit Fee Subtotal Bldg-Alter/Rep: 434.25 Handicapped Access Plan Check Subtotal Bldg-Alter/Rep 390.83 Fire Hydrant Refuse-To-Pay E.Q. Instrumentation 7.56 O.S. Surcharge 16.65 Sys. Surcharge 49.96 Planning Surcharge 49.50 Planning Surcharge Misc Fee 5.00 Permit Issuing Fee 0.00	Sewer Cap ID: Total Bond(s) Due:
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BUILDING PERMIT COMM BUILDING PLAN CHECK EI COMMERCIAL ONE STOP SURCH SYSTEMS DEVT FEE CITY PLANNING SURCH MISCELLANEOUS	\$434.25 \$390.83 \$7.56 \$16.65 \$49.96 \$49.50 \$5.00
--	---

Total Due: \$953.75
 Credit Cards: \$953.75

07LA 03727

12. ATTACHMENTS

Plot Plan *[Signature]*



* P 0 6 0 1 6 1 0 0 0 1 2 3 8 2 2 F N *

(P) S1 Occ. Group: -10608 Sqft / Sqft

14. APPLICATION COMMENTS

** Approved Seismic Gas Shut-Off Valve may be required. ** H/C UPGRADE UNDER ORIGINAL PERMIT #06016-10000-23822.

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15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS	CLASS	LICENSE#	PHONE #
(C) Castillo Juan Sanchez	420 Isabel St,			
	Los Angeles, CA 90065	B	807048	

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: **B** Lic. No.: **807048** Contractor: **CASTILLO JUAN SANCHEZ**

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name (if any): _____ Lender's address: _____

21. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration and Final Declaration; and
- This permit is being obtained with the consent of the legal owner of the property.

Print Name: Juan S Castillo Sign: Juan S Castillo Date: 1-22-07 Contractor Authorized Agent

Bldg-Alter/Repair

City of Los Angeles - Department of Building and Safety

Plan Check #: B07LA00491

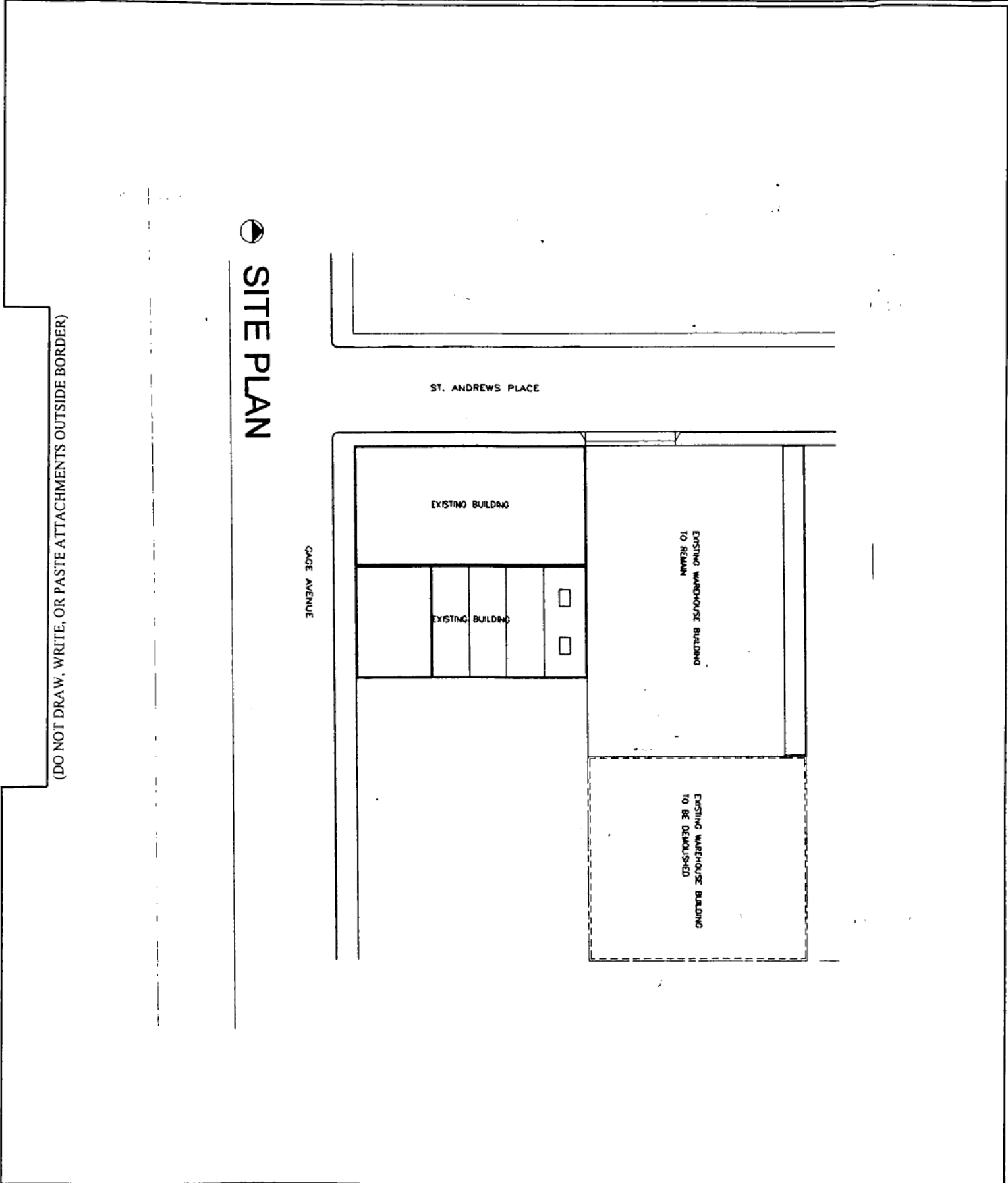
Commercial

Initiating Office: METRO

Plan Check

PLOT PLAN ATTACHMENT

Printed on: 01/22/07 09:24:31





NonBldg-New Commercial Regular Plan Check Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Last Status: Ready to Issue Status Date: 09/04/2007
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1. TRACT	BLOCK	LOT(S)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 5999		44		M B 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congre Community Plan Area - South Los Angeles	Census Tract - 2373.00 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - A0 D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 1.5 Thomas Brothers Map Grid - 673-H6
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ZONE(S): M2-1/

4. DOCUMENTS

ZI - ZI-2173 Western / Slauson Redevelc SPA - South Los Angeles Alcohol Sales ORD - ORD-162128 ORD - ORD-171682	CRA - ZI 2173 WESTERN/SLSN CPC - CPC-1983-506-SP CDBG - LARZ-Central City
--	---

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
 Casasola, Rodolfo And Teresa Et Al 244 St Andrews Pl LOS ANGELES CA 90004

Tenant:
 Applicant (Relationship: Agent for Owner)
 - Bruce Miller & Assoc 354 S Spring St 415 LOS ANGELES, CA 90013

7. EXISTING USE	PROPOSED USE (23) Fence Wall	8. DESCRIPTION OF WORK 10'-8" x 17'-4" TRASH ENCLOSURE
------------------------	--	--

9. # Bldgs on Site & Use: 3 OF 4: TRASH ENCLOSURE

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Ricardo Tres DAS PC By: Eddie G...
 OK for Cashier: Ricardo Tres Coord. OK: *[Signature]*
 Signature: *[Signature]* Date: 9/5/07

For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD (524-2845)
 Outside LA County, call (213) 482-0000, or visit www.ladbs.org
 For Cashier's Use Only: SURCH W/O #: 71003185

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: \$10,000	PC Valuation:
----------------------------	---------------

FINAL TOTAL Bldg-New	364.66
Permit Fee Subtotal Bldg-New	165.00
Plan Check Subtotal Bldg-New	148.50
Fire Hydrant Refuse-To-Pay	
E.Q. Instrumentation	2.10
O.S. Surcharge	6.31
Sys. Surcharge	18.94
Planning Surcharge	18.81
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	0.00

Sewer Cap ID: *[Signature]* Total Bond(s) Due:

SYSTEMS DEVT FEE	\$18.94
CITY PLANNING SURCH	\$18.81
MISCELLANEOUS	\$5.00
BUILDING PLAN CHECK	\$0.00
Subtotal: \$364.66	
Carry Over FROM Tract 676319	\$364.66
Total Due:	\$729.32
Credit Card:	\$729.32

2107LA13546

12. ATTACHMENTS
 Plot Plan *[Signature]*



14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS	CLASS	LICENSE#	PHONE #
(A) Volk, Michael W	27070 S Ridge Drive,		C19344	
(E) Plump, Richard Adam	914 E Katella Ave,		C52696	
(O) , Owner-Builder			0	

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98 0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

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I hereby affirm under penalty of perjury that I am exempt from the Contractors' State License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).):

I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale).

I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

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I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91 0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Owner-Builder Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning and Final Declaration, and
- (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: Belinda Morales

Sign: [Signature]

Date: 9/4/07

Owner Authorized Agent

Nonbldg-New

City of Los Angeles - Department of Building and Safety

Plan Check #: B07SL01929

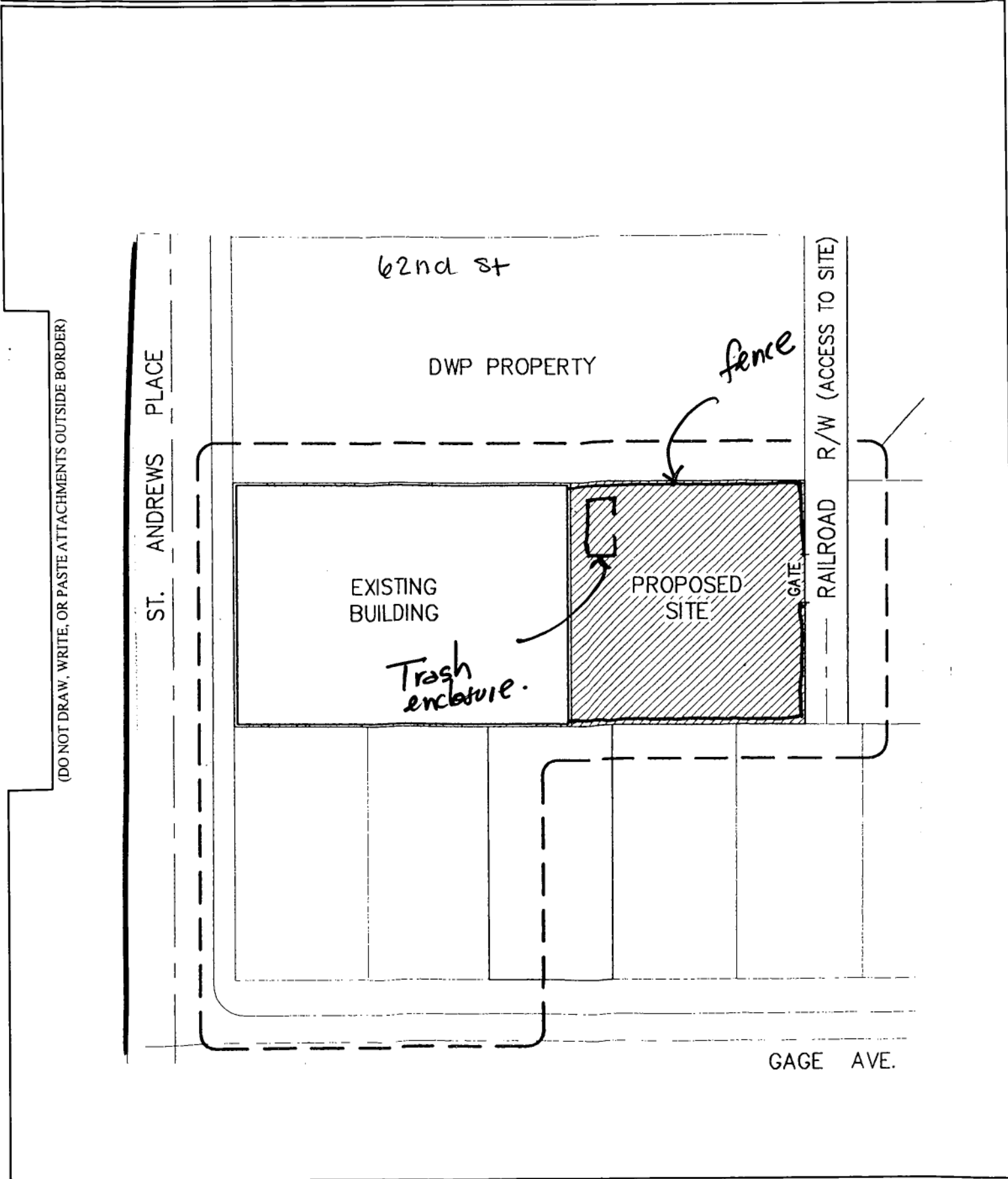
Commercial

Initiating Office: SOUTH LA

Plan Check

PLOT PLAN ATTACHMENT

Printed on: 09/04/07 15:01:17



(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)



Bldg-Alter/Repair Commercial Plan Check at Counter Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Last Status: Ready to Issue Status Date: 03/06/2008
--	--	--

1. TRACT	BLOCK	LOT(s)	ARR	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 5999		44		M B 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congre Community Plan Area - South Los Angeles	Census Tract - 2373 00 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - A0 D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 1.5 Thomas Brothers Map Grid - 673-H6
--	---	--

ZONE(S): M2-1 /

4. DOCUMENTS

Z1 - ZI-2173 Western / Slauson Redevelc CRA - ZI 2173 WESTERN/SLSN
 SPA - South Los Angeles Alcohol Sales CPC - CPC-1983-506-SP
 ORD - ORD-162128 CDBG - LARZ-Central City
 ORD - ORD-171682

5. CHECKLIST ITEMS

Flood Certif. - Flood Elevation Certif. Req'd
 Flood Certif. - Flood Proofing Certif. Req'd

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s)
 Casasola, Rodolfo And Teresa Et Al 244 St Andrews Pl LOS ANGELES CA 90004
 Tenant:
 Applicant: (Relationship: Contractor)
 Otto Frommer - (310) 308-8194

7. EXISTING USE

(22) Storage Building

PROPOSED USE

8. DESCRIPTION OF WORK

8'-0" x 24'-0" x 18'-0" HIGH BUILDING FOR ICE MACHINE Building and Safety
 SL 15 04 120420 03/07/08 02:12PM

BUILDING PERMIT COMM	\$73.13
BUILDING PLAN CHECK	\$75.00
FOR COMMERCIAL ONE STOP CHECK	\$0.50
Call toll-free (888) LA4BUILD (524-2845)	\$2.97
SYSTEMS DEVELOPER	\$8.99
Outside LA County call (714) 820-0000 or visit www.ladbs.org	\$8.89
MISCELLANEOUS	\$5.00
For Cashier's Use Only	W/O #: 71003182
BUILDING PLAN CHECK	\$0.00
BUILDING PLAN CHECK	\$0.00

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Ricardo Tres DAS PC By:
 OK for Cashier: Ricardo Tres Coord. OK:
 Signature: *Vicky Herrington* Date: *03/06/08*

11. PROJECT VALUATION & FEE INFORMATION Final/Fee Period

Permit Valuation: \$301 PC Valuation: \$0

FINAL TOTAL Bldg-Alter/Repair	174.41
Permit Fee Subtotal Bldg-Alter/Rep:	73.13
Handicapped Access	
Plan Check Subtotal Bldg-Alter/Rep	0.00
Additional Plan Check	75.00
Fire Hydrant Refuse-To-Pay	
E.O. Instrumentation	0.50
O.S. Surcharge	2.97
Svs. Surcharge	8.92
Planning Surcharge	8.89
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	0.00
Permit Fee-Single Inspection Flag	

Total Due: \$174.41
 Cash: \$3.00
 Check: \$171.41

2008SL51825

12. ATTACHMENTS

Plot Plan *[Signature]*

1020327200863725



* P 0 7 0 1 0 1 0 0 0 2 0 3 1 8 2 F N *

13. STRUCTURE INVENTORY (Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value")

07010 - 10002 - 03182

(P) Floor Area (ZC): +192 Sqft / 192 Sqft
 (P) Height (BC): +18 Feet / 18 Feet
 (P) Height (ZC): +18 Feet / 18 Feet
 (P) Length: +24 Feet / 24 Feet
 (P) Stories: +1 Stories / 1 Stories
 (P) Width: +8 Feet / 8 Feet
 (P) S2 Occ. Group: +192 Sqft / 192 Sqft
 (P) S2 Occ. Load: +1 Max Occ. / 1 Max Occ.
 (P) Parking Req'd for Bldg (Auto+Bicycle): 0 Stalls / Sts
 (P) Type V-N Construction

14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:**16. CONTRACTOR, ARCHITECT, & ENGINEER NAME ADDRESS**

	CLASS	LICENSE#	PHONE#
(C) Museum Royale Ltd A California Limited Pa 14632 Sutton Street,			
(E) Greene, Ronald Ray 2418 Torrance Blvd,	B	607754	310-308-8194
(O) Owner-Builder		C33049	
		0	

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: **B** Lic. No.: **607754** Contractor: **MUSEUM ROYALE LTD A CALIFORNIA LIMITED PARTNERSHIP**

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: **State Comp. Ins. Fund** Policy Number: **1038694**

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

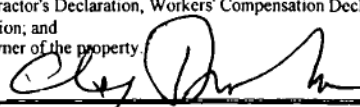
Lender's name (if any): _____ Lender's address: _____

21. FINAL DECLARATION

I certify that I have read this application **INCLUDING THE ABOVE DECLARATIONS** and state that the above information **INCLUDING THE ABOVE DECLARATIONS** is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91 0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration and Final Declaration; and
 (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: **Ollo Frommer** Sign:  Date: **3-6-08** Contractor Authorized Agent

Bldg-Alter/Repair

City of Los Angeles - Department of Building and Safety

Plan Check #: B08LA01503

Commercial

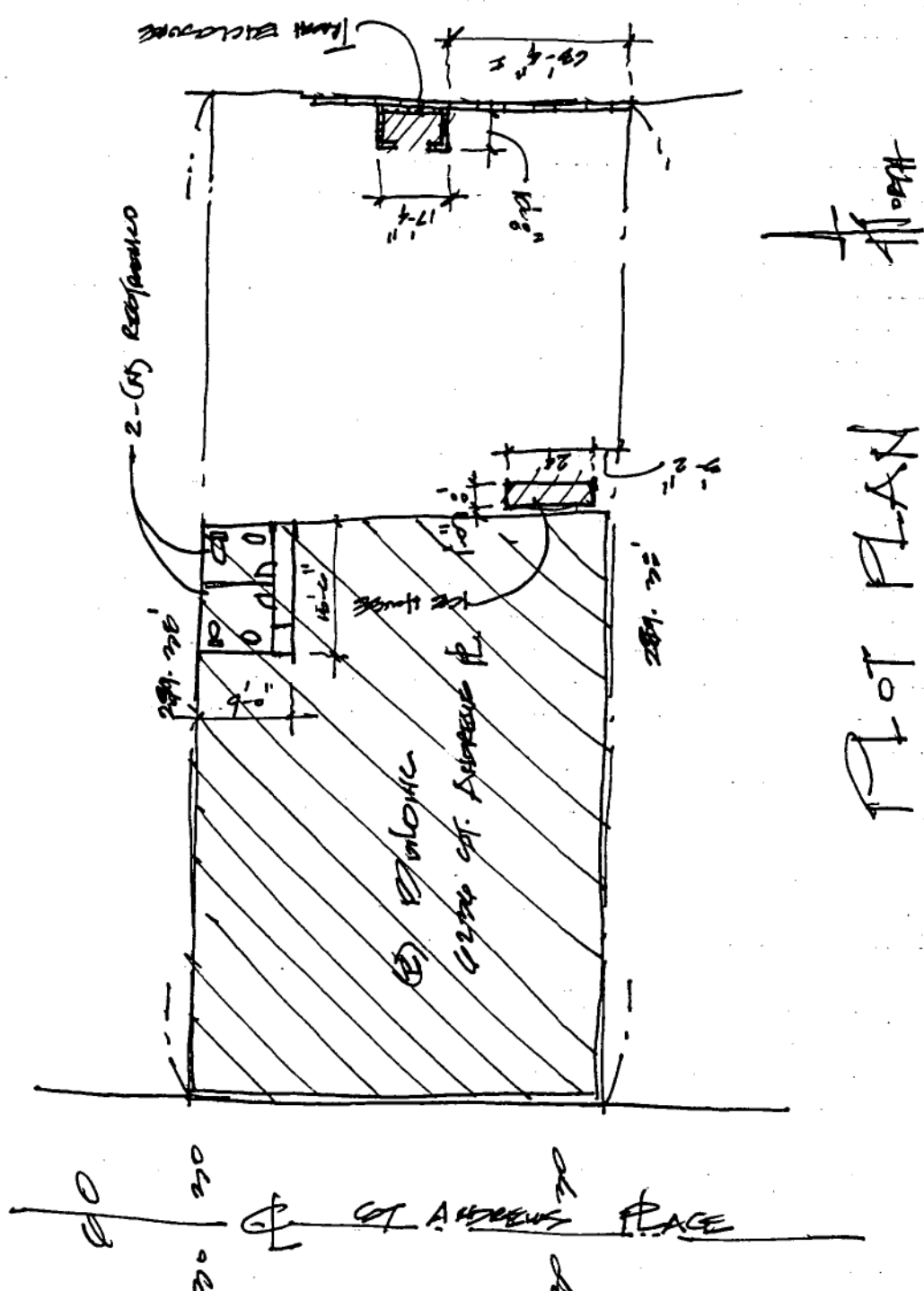
Initiating Office: METRO

Plan Check

PLOT PLAN ATTACHMENT

Printed on: 03/06/08 14:45:29

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)



Plot Plan



HVAC
Commercial
Express Permit
No Plan Check

City of Los Angeles - Department of Building and Safety

Issued On: 06/05/2008

**APPLICATION FOR HVAC
PLAN CHECK AND INSPECTION**

Last Status: Issued

Status Date: 06/05/2008

1. PROPERTY OWNER

Casasola, Rodolfo And Teresa And 244 St Andrews Pl LOS ANGELES CA 90004

2. APPLICANT INFORMATION (Relationship: Net Applicant)

Jesse Saldamando - 1249 S Diamond Bar Blvd DIAMOND BAR, CA 91765 (909) 396-8600

3. TENANT INFORMATION

4. CONTRACTOR, ARCHITECT, & ENGINEER NAME

(C) Ritemp Refrigeration Inc	1249 S Diamond Bar Blvd #3	Diamond Bar, CA 91765	<u>CLASS</u> C38	<u>LICENSE#</u> 880069	<u>PHONE#</u> 9093968600
------------------------------	----------------------------	-----------------------	------------------	------------------------	--------------------------

5. APPLICATION COMMENTS

Structural plan check is required for new or replaced equipment weighing 400 lbs. or more when supported by a building and in case of a replacement, the new equipment exceeds the weight of the old one. LAMC Section 91.1632. E-Permit paid by credit card, fax number-> (909)396-8655.

6. DESCRIPTION OF WORK

installation of refrigeration equipment for walk-in cooler and freezer

7. COUNCIL DISTRICT: 8

For Inspection requests, call toll-free **(888) LA4BUILD (524-2845)**.
LA County, call (213) 482-0000 or request Inspections via
www.ladbs.org. To speak to a Call Center agent, call **311** or
(866) 4LACITY (452-2489). Outside LA County, call (213) 473-3231.

8. APPLICATION PROCESSING INFORMATION

PC OK By:
OK for Cashier:
Signature: _____ Date: _____

For Cashier's Use Only

W/O #: 84405665

NOTICE: The work included in this permit shall not be construed as establishing the legal number of dwelling units or guest rooms. That number is established by a Building Permit or a Certificate of Occupancy.

In the event that any box (i.e. 1-10) is filled to its capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

9. FEE INFORMATION **Inspection Fee Period**

Permit Fee: **135.00**

INSPECTION TOTAL HVAC	135.00
Permit Total	135.00
Permit Fee Subtotal HVAC	108.00
Permit One Stop Surcharge	2.50
Permit Sys. Development Surcharge	7.50
Permit Issuing Fee	17.00

Payment Date: 06/05/08
Receipt No: IN0501137042
Amount: \$135.00

10. FEE ITEM INFORMATION**COMPRESSOR**

Refrigeration <= 25 HP (4) 108.00

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

11. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: C38 Lic. No.: 880069 Contractor: RITEMP REFRIGERATION, INC**12. WORKERS' COMPENSATION DECLARATION**

I hereby affirm, under penalty of perjury, one of the following declarations:

() I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

() I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: STATE FUND Policy Number: 1870472-2007

() I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

13. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

14. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name (if any): _____ Lender's address: _____

15. FINAL DECLARATION

I certify that I have read this application **INCLUDING THE ABOVE DECLARATIONS** and state that the above information **INCLUDING THE ABOVE DECLARATIONS** is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration and Final Declaration; and
- (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: JESSE SALDAMANDO Sign: Internet ePermit System Declaration Date: 06/05/2008 Contractor Authorized Agent



Bldg-Alter/Repair Commercial Plan Check at Counter Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Last Status: Ready to Issue Status Date: 03/06/2008
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1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 5999		44		M B 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congre Community Plan Area - South Los Angeles	Census Tract - 2373.00 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - A0 D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 1.5 Thomas Brothers Map Grid - 673-116
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ZONE(S): M2-1 /

4. DOCUMENTS

Z1 - Z1-2173 Western / Slauson Redevelc SPA - South Los Angeles Alcohol Sales ORD - ORD-162128 ORD - ORD-171682	CRA - Z1 2173 WESTERN/SLSN CPC - CPC-1983-506-SP CDBG - LARZ-Central City	(Empty)
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5. CHECKLIST ITEMS

(Empty)

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s)
 Casasola, Rodolfo And Teresa Et Al 244 St Andrews Pl LOS ANGELES CA 90004

Tenant
 Applicant: (Relationship Contractor)
 Otto Frommer - (310) 308-8194

7. EXISTING USE	PROPOSED USE
(23) Fence Wall	

8. DESCRIPTION OF WORK

RELOCATE WITHIN THE SAME SITE THE 10'-8" x 17'-4" TRASH ENCLOSURE.

LA Department of Buildings and Safety
 SL 15 04 120419 03/07/08 02:10PM

9. # Bldgs on Site & Use:

(Empty)

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Ricardo Tres DAS PC By: *03-07-08*
 OK for Cashier: Ricardo Tres Coord. OK: *03-07-08*
 Signature: *Vijay Sterngold* Date: *03/06/08*

CALLING PERMIT COMM

For information and/or inspection requests originating within LA County, call (213) 482-0000 or visit www.ladbs.org

Call toll-free (888) LA4BUILD (524-2845)

ONE STOP SURCH \$2.97
 VISITORS DEVT FEE \$0.92

For Cashier's Use Only: PLANNING SURCH W/O #: **71003185** \$8.89
 MISCELLANEOUS \$5.00
 BUILDING PLAN CHECK \$0.00
 BUILDING PLAN CHECK \$0.00

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: \$30 PC Valuation: \$0

FINAL TOTAL Bldg-Alter/Repair 174.41 Permit Fee Subtotal Bldg-Alter/Rep 73.13 Handicapped Access Plan Check Subtotal Bldg-Alter/Rep 0.00 Additional Plan Check 75.00 Fire Hydrant Refuse-To-Pay E.O. Instrumentation 0.50 O.S. Surcharge 2.97 Svs. Surcharge 8.92 Planning Surcharge 8.89 Planning Surcharge Misc Fee 5.00 Permit Issuing Fee 0.00 Permit Fee-Single Inspection Flag	Total Bond(s) Due:
--	--------------------

Sewer Cap ID: Total Bond(s) Due:

P070101000203185FN

Total Due: \$174.41 Check: \$171.41 Cash: \$5.00 Change: \$2.00	2008SL51824
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12. ATTACHMENTS

Plot Plan *[Signature]*

1020327800003725



14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME ADDRESS

NAME	ADDRESS	CLASS	LICENSE#	PHONE#
(C) Museum Royale Ltd A California Limited Partnership	14632 Sutton Street, Sherman Oaks, CA 91423	B	607754	310-308-8194
(E) Greene, Ronald Ray	2418 Torrance Blvd, Torrance, CA 90501		C33049	
(O) Owner-Builder			0	

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HIS 17951).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: **B** Lic. No.: **607754** Contractor: **MUSEUM ROYALE LTD A CALIFORNIA LIMITED PARTNERSHIP**

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: **State Comp. Ins. Fund** Policy Number: **1038694**

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

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19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

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20. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

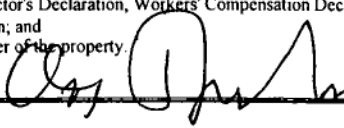
Lender's name (if any): _____ Lender's address: _____

21. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration and Final Declaration; and
 (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: **D. H. Frommer** Sign:  Date: **3.6.08** Contractor Authorized Agent

Bldg-Alter/Repair

City of Los Angeles - Department of Building and Safety

Plan Check #: B08LA01502

Commercial

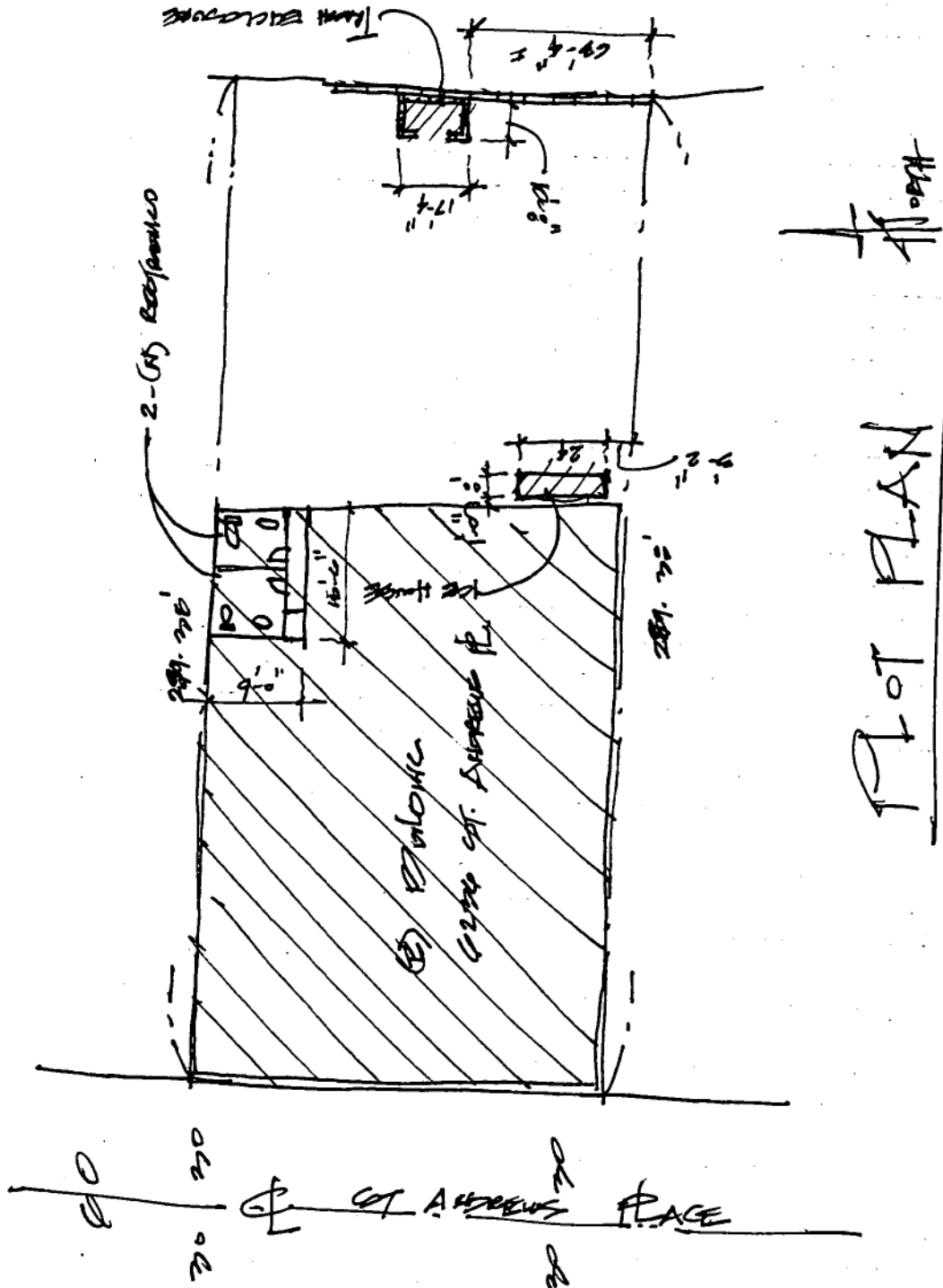
Initiating Office: METRO

Plan Check

PLOT PLAN ATTACHMENT

Printed on: 03/06/08 14:44:07

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)



Plot Plan



Bldg-Alter/Repair Commercial Plan Check at Counter Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Last Status: Ready to Issue Status Date: 03/06/2008
--	---	--

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 5999		44		MB 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congre Community Plan Area - South Los Angeles	Census Tract - 2373.00 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - A0 D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 1.5 Thomas Brothers Map Grid - 673-H6
--	---	--

ZONE(S): M2-1 /

4. DOCUMENTS

ZI - ZI-2173 Western / Slauson Redevel CRA - ZI 2173 WESTERN/SLSN
 SPA - South Los Angeles Alcohol Sales CPC - CPC-1983-506-SP
 ORD - ORD-162128 CDBG - LARZ-Central City
 ORD - ORD-171682

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
 Casasola, Rodolfo And Teresa Et Al 244 St Andrews Pl LOS ANGELES CA 90004
 Tenant:
 Applicant: (Relationship Contractor)
 Otto Frommer - (310) 308-8194

7. EXISTING USE PROPOSED USE

(17) Catering Establishment

8. DESCRIPTION OF WORK

TENANT IMPROVEMENTS TO CREATE TWO RESTROOMS.

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Ricardo Tres DAS PC By:
 OK for Cashier: Ricardo Tres Coord. OK:
 Signature: *Ricardo Tres* Date: *03-07-08*

For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD (524-2845)
 Outside LA County, call (213) 482-0000 or visit www.ladbs.org
 For Cashier's Use: Department of Building and Safety
 SL 15 04 120418 03/07/08 02:08PM

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period	
Permit Valuation:	PC Valuation:
FINAL TOTAL Bldg-Alter/Repair	291.16
Permit Fee Subtotal Bldg-Alter/Rep	146.25
Handicapped Access	
Plan Check Subtotal Bldg-Alter/Rep	103.78
Fire Hydrant Refuse-To-Pav	
E.O. Instrumentation	1.05
O.S. Surcharge	5.02
Svs. Surcharge	15.06
Planning Surcharge	15.00
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	0.00
Sewer Cap ID:	Total Bond(s) Due:

BUILDING PERMIT COMM	\$146.25
BUILDING PLAN CHECK	\$103.78
ET COMMERCIAL	\$1.05
ONE STOP SURCH	\$5.02
SYSTEMS DEVT FEE	\$15.06
CITY PLANNING SURCH	\$15.00
MISCELLANEOUS	\$5.00
BUILDING PLAN CHECK	\$0.00

P08016100002957FN

Total Due: \$291.16
 Check: \$291.16

2008SL51823

12. ATTACHMENTS
 Plan Plans



* P 0 8 0 1 6 1 0 0 0 0 0 2 9 5 7 F N *

102030200863725

14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME ADDRESS

CLASS	LICENSE#	PHONE#
(C) Muscum Royale Ltd A California Limited Pa	14632 Sutton Street,	Sherman Oaks, CA 91423
(E) Greene, Ronald Ray	2418 Torrance Blvd,	Torrance, CA 90501
(O) , Owner-Builder		

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: **B** Lic. No.: **607754** Contractor: **MUSEUM ROYALE LTD A CALIFORNIA LIMITED PARTNERSHIP**

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: **State Comp. Ins. Fund** Policy Number: **1038694**

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name (if any): _____ Lender's address: _____

21. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration and Final Declaration; and
- (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: **OTTO FROMMELT**

Sign: 

Date: **3.6.08**

Contractor Authorized Agent

Original/Repair

City of Los Angeles - Department of Building and Safety

Plan Check #: B08LA01502

Commercial

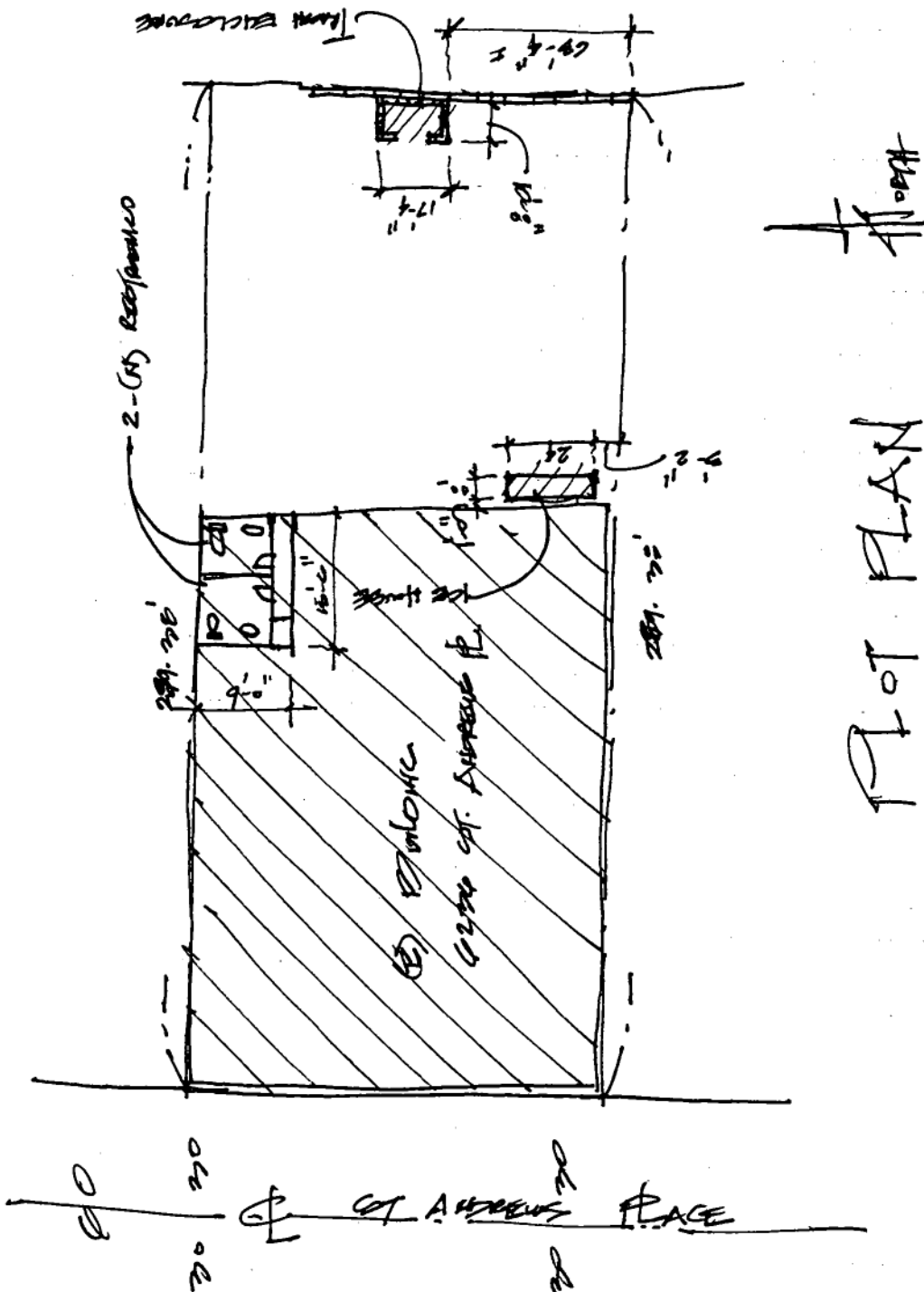
Initiating Office: METRO

Plan Check

PLOT PLAN ATTACHMENT

Printed on: 02/22/08 14:51:49

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)





Plumbing
Commercial
Express Permit
No Plan Check

City of Los Angeles - Department of Building and Safety

Issued On: 03/24/2008
Last Status: Issued
Status Date: 03/24/2008

**APPLICATION FOR PLUMBING
PLAN CHECK AND INSPECTION**

1. PROPERTY OWNER

Casola, Rodolfo And Teresa And 244 St Andrews Pl LOS ANGELES CA 90004

2. APPLICANT INFORMATION (Relationship: Net Applicant)

Armando Lara - 13224 Dorsett Golden St CORONA, CA 92880 (626) 945-8503

3. TENANT INFORMATION

4. CONTRACTOR, ARCHITECT, & ENGINEER NAME

(C) Lara'S Armando Plumbing Service 13224 Dorset Golden Street, Corona, CA 92880 CLASS C36 LICENSE# 510050 PHONE # 6269458503

5. APPLICATION COMMENTS

E-Permit paid by credit card, fax number-> (909)673-0145.

6. DESCRIPTION OF WORK

Tenant improvement

7. COUNCIL DISTRICT: 8

For Inspection requests, call toll-free **(888) LA4BUILD (524-2845)**.
LA County, call (213) 482-0000 or request Inspections via
www.ladbs.org. To speak to a Call Center agent, call **311** or
(866) 4LACITY (452-2489). Outside LA County, call (213) 473-3231.

8. APPLICATION PROCESSING INFORMATION

PC OK By:
OK for Cashier:
Signature: _____ Date: _____

For Cashier's Use Only

W/O #: 84205505

NOTICE: The work included in this permit shall not be construed as establishing the legal number of dwelling units or guest rooms. That number is established by a Building Permit or a Certificate of Occupancy.

In the event that any box (i.e. 1-10) is filled to its capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

9. FEE INFORMATION **Inspection Fee Period**

Permit Fee: **195.48**

INSPECTION TOTAL Plumbing	195.48
Permit Total	195.48
Permit Fee Subtotal Plumbing	164.00
Permit One Stop Surcharge	3.62
Permit Sys. Development Surcharge	10.86
Permit Issuing Fee	17.00

Payment Date: 03/24/08
Receipt No: IN0501132054
Amount: \$195.48

10. FEE ITEM INFORMATION**INSTALL ORIGINAL FIXTURES**

Original Floor Drains/Floor Sinks (3) 48.00 Original Other Sinks/Lavatories (4) 64.00 Original Toilets (2) 32.00

WATER HEATERS AND GAS SYSTEMS

Water Heater and Vent (1) 20.00

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

11. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: C36 Lic. No.: 510050 Contractor: ARMANDO LARA'S PLUMBING SERVICE**12. WORKERS' COMPENSATION DECLARATION**

I hereby affirm, under penalty of perjury, one of the following declarations:

() I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

(X) I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: ENDURANCE Policy Number: 003035601

() I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

13. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

14. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name (if any): _____ Lender's address: _____

15. FINAL DECLARATION

I certify that I have read this application **INCLUDING THE ABOVE DECLARATIONS** and state that the above information **INCLUDING THE ABOVE DECLARATIONS** is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration and Final Declaration; and
- (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: ARMANDO LARA Sign: Internet ePermit System Declaration Date: 03/24/2008 Contractor Authorized Agent



Bldg-Alter/Repair Commercial Plan Check at Counter Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Last Status: Ready to Issue Status Date: 12/15/2006
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1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 5999		44		M B 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congre Community Plan Area - South Los Angeles	Census Tract - 2373.00 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - A0 D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 1.5 Thomas Brothers Map Grid - 673-H6
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ZONE(S): M2-1 /

4. DOCUMENTS

ZI - ZI-2128 Mid-Alameda Corridor Stat ZI - ZI-2173 Western / Slauson Redevel SPA - South Los Angeles Alcohol Sales ORD - ORD-162128	ORD - ORD-171682 CRA - ZI 2173 WESTERN/SLSN CPC - CPC-1983-506-SP CDBG - LARZ-Central City	CDBG - SEZ-Mid-Alameda Corridor St
---	---	------------------------------------

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s): Garcia, Hector S	4823 Jefferson Blvd	LOS ANGELES CA 90016
Tenant: Applicant: (Relationship: Architect) Marta Perlas -	669 W 8th St	CLAREMONT, CA 91711 (909) 603-9332

7. EXISTING USE **PROPOSED USE**

(12) Manufacturing

8. DESCRIPTION OF WORK

TENANT IMPROVEMENT INCLUDING RESTROOM UPGRADES, OFFICE UPGRADE.

9. # Bldgs on Site & Use: MANUFACTURING

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Ricardo Tres	DAS PC By:	
OK for Cashier: Catherine Nuezca	Coord. OK:	
Signature: <i>[Signature]</i>	Date: 12/15/06	

For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD (524-2845)
 Outside LA County, call (213) 482-0000 or visit www.ladbs.org

For Cashier's Use Only W/O #: **61623822**
 LA Department of Building and Safety
 LA 06 24 110102 12/15/06 11:26AM

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: \$50,000	PC Valuation:
----------------------------	---------------

FINAL TOTAL Bldg-Alter/Repair	619.13	FIRE HYDRANT FEE NOTICE	THE CITY OF LOS
Permit Fee Subtotal Bldg-Alter/Reps	528.75	ANGELES MAY AMEND THE FIRE HYDRANT FEE	
Handicapped Access		ORDINANCE (LAMC SECTION 91.0304 (b) 8). THE	
Plan Check Subtotal Bldg-Alter/Rep	0.00	OWNER OF THE PROJECT DESIGNATED IN THIS PERMIT	
Fire Hydrant Refuse-To-Pay		SHALL BE OBLIGATED TO PAY THE DEPARTMENT	
E.Q. Instrumentation	10.50	A FIRE HYDRANT FEE IN THE AMOUNT TO BE CALCU-	
O.S. Surcharge	10.79	LATED PURSUANT TO ANY AMENDMENT TO THE FIRE	
Sys. Surcharge	32.36	HYDRANT FEE ORDINANCE. THIS FEE WILL BE USED	
Planning Surcharge	31.73	TO PROVIDE ADEQUATE FIRE SAFETY FACILITIES AND	
Planning Surcharge Misc Fee	5.00	SERVICES FOR NEW DEVELOPMENT EXCEPTION.	
Permit Issuing Fee	0.00	THIS PARAGRAPH NUMBER 8 SHALL NOT APPLY TO	
		ANY PERMIT FOR DEMOLITION OF A BUILDING OR	
		STRUCTURE	

Sewer Cap ID: Total Bond(s) Due:

BUILDING PERMIT COMM	\$528.75
EI COMMERCIAL	\$10.50
ONE STOP SURCH	\$10.79
SYSTEMS DEVT FEE	\$32.36
CITY PLANNING SURCH	\$31.73
MISCELLANEOUS	\$5.00
Total Due:	\$619.13
Credit Card:	\$619.13

06LA 02426

12. ATTACHMENTS



1011219200642330

14. APPLICATION COMMENTS

** Approved Seismic Gas Shut-Off Valve may be required. **

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME ADDRESS

(C) Castillo Juan Sanchez 420 Isabel St,

Los Angeles, CA 90065

CLASS LICENSE# PHONE#

B 807048

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: **B** Lic. No.: **807048** Contractor: **CASTILLO JUAN SANCHEZ**

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

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20. CONSTRUCTION LENDING AGENCY DECLARATION

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Lender's name (if any): _____ Lender's address: _____

21. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

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- (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name:

Juan Sanchez Castillo

Juan Sanchez Castillo

Date:

12-15-06

Contractor

Authorized Agent

1051116201500879

PERMIT APP. #: 11076-10002-07696 **DATE:** 10/27/15

JOB ADDRESS: 6236 S. ST ANDREWS PL. LOS ANGE, CA

Tract: 5889 **Block:** NONE
Lot: ~~4~~ ~~3~~ 4F

Owner: M&F BUS RUDY CASASOLA **Petitioner:** LEON VALENCA
Address: 244 S. ST ANDREWS PL **Address:** 5220 SANTA MONICA BLVD

City State Zip Phone
LOS ANGE CA 900 (213) 700-1899 **City State Zip Phone**
LOS ANGE CA 900 27 (323) 665-5506

REQUEST (SUBMIT PLANS OR ADDITIONAL SHEETS AS NECESSARY) **CODE SECTIONS:** L.A.M.C 98.0603

To allow an extension of time until ~~4/27/2016~~ 4/27/2016 in which to obtain a building permit for plans filed for checking on 4/29/2014 under plan check number B141A0521

JUSTIFICATION (SUBMIT PLANS OR ADDITIONAL SHEETS AS NECESSARY)

NEED TIME TO LEGALIZE PARKING REQUIREMENTS

LEON VALENCA *Leon Valen* **ENGINEER**
Owner/Petitioner Name (Print) (Signature) Position

FOR CITY DEPARTMENT'S USE ONLY BELOW THIS LINE

Concurrences required from the following Department(s)			Approved	Denied
<input type="checkbox"/>	Los Angeles Fire Department	Print Name _____ Sign _____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Public Works Bureau of Engineering	Print Name _____ Sign _____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Department of City Planning	Print Name _____ Sign _____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Department of County Health	Print Name _____ Sign _____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Other _____	Print Name _____ Sign _____	<input type="checkbox"/>	<input type="checkbox"/>

DEPARTMENT ACTION *Minye Pak* *clia n* 10/27/15
Reviewed by: (Staff) (print) Sign Date
 GRANTED **DENIED**
Minye Pak *clia n* 10/27/15
Action taken by: (Supervisor) (print) Sign Date

NOTE: IN CASE OF DENIAL, SEE PAGE #2 OF THIS FORM FOR APPEAL PROCEDURES

CONDITIONS OF APPROVAL (Continued on Page 2):
1. This extension approval is contingent upon the owner submitting all plans for the proposed work to the Department to recheck and verify its compliance with the current Building, Zoning, Disabled Access (Title 24) and Green Building Code requirements. An additional plan check fee

For Cashiers Use Only	
BOARD APPEAL FEE	\$130.00
SYSTEMS DEV SURCH (WHEN FEES ARE VERIFIED)	\$7.80
ONE STOP SURCH	\$2.60
RESEARCH FEE	\$104.00
SYSTEMS DEV SURCH	\$6.24
ONE STOP SURCH	\$2.08
Sub Total:	\$252.72

FEES

Appeal Processing Fee.. (No. of Items) =	1	X \$130 + \$39/addl	=	130.00
Inspection Fee (No of Insp.) =		X \$ 84.00	=	0.00
Research Fee ... (Total Hours Worked) =	1	X \$104.00	=	104.00
Subtotal.....			=	234.00
Surcharge (One Stop).....		X 2%	=	4.68
Surcharge (Systems Development).....		X 6%	=	14.04
Total Fees			=	252.72

Fees verified by:
Print and Sign *Minye Pak clia n*

Receipt #: 0103505680

CONDITIONS OF APPROVAL (Continued from Page 1)	
1. (Cont.)	based on plan review and correction time will be assessed by the Department.
2.	The date the plans are resubmitted in compliance with condition 1 above shall be construed as the plan check submittal date for the purpose of determining the applicability of laws, regulations and ordinances which are effective prior to the issuance of the permit.
3.	This extension does NOT extend the compliance date of any Order to Comply that any have been issued to this site by LADBS for a code violation.
4.	This extension approval is contingent upon the owner re-obtaining required clearances for any expired agencies' approval plus any additional clearances due to new regulations.

CITY OF LOS ANGELES
BOARD OF BUILDING AND SAFETY/DISABLED ACCESS
COMMISSION APPEAL FORM
 (Must be Attached to the Modification Request Form, Page 1)

AFFIDAVIT – LADBS BOARD OF BUILDING AND SAFETY COMMISSIONERS – RESOLUTION NO. 832-93

I, _____ do state and swear as follows:
(Print or Type Name of the Person Signing this Form)

- The name and mailing address of the owner of the property (as defined in the resolution 832-93) at _____ as shown on the appeal application (LADBS Com 31) are correct, and
- The owner of the property as shown on the appeal application will be made aware of the appeal and will receive a copy of the appeal.

I declare under PENALTY OF PERJURY that the forgoing is true and correct.

Owner's Name(s) _____
(Please Type or Print) Please Type or Print

Owner's Signature(s) _____ (Two Officers' Signatures Required for Corporations)
(Please Sign)

Name of Corporation _____
(Please Print Name of Corporation) (Please Type or Print)

Dated this _____ day of _____ 20_____

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT – SIGNATURE(S) MUST BE NOTARIZED

State of CALIFORNIA County of _____ on _____
 before me, _____ personally appeared _____
Name, Title of Officer (e.g. Jane Doe, Notary Public) Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument in person(s), or the entity upon behalf of which the person(s) acted, executed the instrument. I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing is true and correct.

WITNESS my hand and official seal. _____ Signature

APPEAL OF DEPARTMENT ACTION TO THE BOARD OF BUILDING AND SAFETY COMMISSIONERS/DISABLED ACCESS APPEALS COMMISSION

Applicant's Name _____ Applicant's Title _____
 Signature _____ Date _____

FEES				
Board Fee	(No. of Items)	X	\$130.00	= 0.00
Inspection Fee	(No of Insp.) =	X	\$84.00	= 0.00
Research Fee ... (Total Hours Worked) =		X	\$104.00	= 0.00
Subtotal				= 0.00
Surcharge (One Stop)		X	2%	= 0.00
Surcharge (Systems Development)		X	6%	= 0.00
Total Fees				= 0.00
Fees verified by: _____				
Print and Sign _____				

For Cashiers Use Only
 (PROCESS ONLY WHEN FEES ARE VERIFIED)



Permit #:
Plan Check #: X14LA12064
Event Code:

14016 - 10000 - 13026

Printed: 07/02/14 11:29 AM

Bldg-Alter/Repair Commercial Express Permit No Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Issued on: 07/02/2014 Last Status: Issued Status Date: 07/02/2014
--	--	---

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF#	PARCEL ID# (PIN#)	2. ASSESSOR PARCEL#
TR 5999		44		M B 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congress Centr Community Plan Area - South Los Angeles	Census Tract - 2372.02 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - AO D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 2.5 Thomas Brothers Map Grid - 673-H6
--	---	--

ZONES(S): M2-1

4. DOCUMENTS

ZI - ZI-2173 Western / Slauson Redevelopmer	ORD - ORD-162128	CPC - CPC-1983-506-SP
ZI - ZI-2412 Fast Food Establishments	ORD - ORD-171682	CPC - CPC-2007-3827-ICO
ZA - ZA-2010-2449-CU-ZV	ORD - ORD-180103	CPC - CPC-2010-2278-GPA
SPA - South Los Angeles Alcohol Sales	CRA - ZI 2173 WESTERN/SLSN	CDBG - LARZ-Central City

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
CASASOLA, RODOLFO AND TERESA AND
244 SAINT ANDREWS PL, LOS ANGELES CA 90004 --

Tenant:

Applicant: (Relationship: Owner-Bldr)
RODOLFO CASASOLA - OWNER-BUILDER
-- (213) 700-3254

For Cashier's Use Only W/O #: 41613026

7. EXISTING USE	PROPOSED USE
(16) Wholesale Business	

8. DESCRIPTION OF WORK

Complete work done under previously expired permit. (Work is 90% complete per permit #06016-10000-24327).

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: OK for Cashier: Graciela Cota
Signature: *G Cota* Date: 07/02/2014

DAS PC By: Coord. OK:

11. PROJECT VALUATION Final Fee Period

Permit Valuation: \$501 PC Valuation:

Sewer Cap ID: Total Bond(s) Due:

12. ATTACHMENTS *G/C*

Owner-Builder Declaration

For inspection requests, call toll-free (888) LA4BUILD (524-2845). Outside LA County, call (213) 482-0000 or request inspections via www.ladbs.org. To speak to a Call Center agent, call 311. Outside LA County, call (213) 473-3231.

LA 0033 104043604 7/2/2014 11:29:30 AM	
BUILDING PERMIT COMM	\$130.00
EI COMMERCIAL	\$0.50
ONE STOP SURCH	\$3.15
SYSTEMS DEVT FEE	\$9.45
CITY PLANNING SURCH	\$9.42
MISCELLANEOUS	\$10.00
PLANNING GEN PLAN MAINT SURCH	\$7.85
CA BLDG STD COMMISSION SURCHARGE	\$1.00
BUILDING PLAN CHECK	\$27.00
Sub Total:	\$198.37

Permit #: 140161000013026
Building Card #: 2014LA34173
Receipt #: 0104315940



1010717201402072

13. STRUCTURE INVENTORY

(Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value")

14016 - 10000 - 13026

14. APPLICATION COMMENTS:

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless the information printed exceeds that required by section 19825 of the Health and Safety Code of the State of California.

15. BUILDING RELOCATED FROM:**16. CONTRACTOR, ARCHITECT & ENGINEER NAME****ADDRESS****CLASS****LICENSE #****PHONE #**

(O) OWNER-BUILDER

0

(213) 700-3254

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors' State License Law for the following reason (Section 7031.5, Business and Professions Code). Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500):

I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code). The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale).

OR

I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code). The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Owner-Builder Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, and Final Declaration; and
- (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: RODOLFO CASASOLASign: Date: 07/02/2014

Owner



Authorized Agent



**NOTICE TO PROPERTY OWNER
FOR OWNER-BUILDER PERMITS**

**CHANGES IN STATE LAW (Assembly Bill No. 2335) REGARDING
"OWNER-BUILDER" PERMITS**

Due to a change by the Contractors State Licensing Board (CSLB) regarding Owner-Builder permits, the City of Los Angeles Department of Building and Safety (LADBS) will modify the permit issuing process to comply with State Assembly Bill (AB) No. 2335. Beginning January 2, 2009, a "Notification to Property Owner" with an "Owner's Acknowledgment Verification of Information" form will have to be provided by LADBS to the building owner for all Owner-Builder permits. The building owner will have to read and initial each statement to signify that he/she understands and verifies the information noted and sign at the end of the form. The form must be collected by the permit issuing staff for microfilming, after executing (initialed and signed) by the owner prior to issuing the permit.

1010717201482872

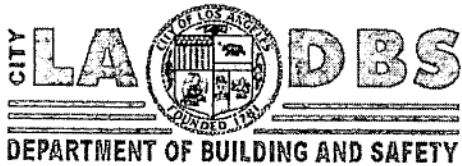


NOTICE TO PROPERTY OWNER

Dear Property Owner:

An application for a building permit has been submitted in your name listing yourself as the builder of the property improvements specified at: 6236 S. St. Andrews Pl.

We are providing you with an Owner-Builder Acknowledgment and Information Verification Form to make you aware of your responsibilities and possible risk you may incur by having this permit issued in your name as the Owner-Builder. We will not issue a building permit until you have read, initialed your understanding of each provision, signed, and returned this form to us at our official address indicated. An agent of the owner cannot execute this notice unless you, the property owner, obtain the prior approval of the permitting authority.



OWNER'S ACKNOWLEDGMENT AND VERIFICATION OF INFORMATION

(OWNER-BUILDER DECLARATION)

Application Number: 14016-10000-13026

Project Address: 6226 S. SAINT ANDREW PL L.A. CA 90047

DIRECTIONS: Read and initial each statement below to signify you understand or verify this information.

- RC 1. I understand a frequent practice of unlicensed persons is to have the property owner obtain an "Owner-Builder" building permit that erroneously implies that the property owner is providing his or her own labor and material personally. I, as an Owner-Builder, may be held liable and subject to serious financial risk for any injuries sustained by an unlicensed person and his or her employees while working on my property. My homeowner's insurance may not provide coverage for those injuries. I am willfully acting as an Owner-Builder and am aware of the limits of my insurance coverage for injuries to workers on my property.
- RC 2. I understand building permits are not required to be signed by property owners unless they are responsible for the construction and are not hiring a licensed Contractor to assume this responsibility.
- RC 3. I understand as an "Owner-Builder" I am the responsible party of record on the permit. I understand that I may protect myself from potential financial risk by hiring a licensed Contractor and having the permit filed in his or her name instead of my own.
- RC 4. I understand Contractors are required by law to be licensed and bonded in California and to list their license numbers on permits and contracts.
- RC 5. I understand if I employ or otherwise engage any persons, other than California licensed Contractors, and the total value of my construction is at least five hundred dollars (\$500), including labor and materials, I may be considered an "employer" under state and federal law.
- RC 6. I understand if I am considered an "employer" under state and federal law, I must register with the state and federal government, withhold payroll taxes, provide workers' compensation disability insurance, and contribute to unemployment compensation for each "employee." I also understand my failure to abide by these laws may subject me to serious financial risk.
- RC 7. I understand under California Contractors' State License Law, an Owner-Builder who builds single-family residential structures cannot legally build them with the intent to offer them for sale, unless all work is performed by licensed subcontractors and the number of structures does not exceed four within any calendar year, or all of the work is performed under contract with a licensed general building Contractor.
- RC 8. I understand as an Owner-Builder if I sell the property for which this permit is issued, I may be held liable for any financial or personal injuries sustained by any subsequent owner(s) that result from any latent construction defects in the workmanship or materials.
- RC 9. I understand I may obtain more information regarding my obligations as an "employer" from the Internal Revenue Service, the United States Small Business Administration, the California Department of Benefit Payments, and the California Division of Industrial Accidents. I also understand I may contact the California Contractors' State License Board (CSLB) at 1-800-321-CSLB (2752) or www.cslb.ca.gov for more information about licensed contractors.

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As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. For efficient handling of information internally and in the internet, conversion to this new format of code related and administrative information bulletins including MGD and RGA that were previously issued will allow flexibility and timely distribution of information to the public.



OWNER'S ACKNOWLEDGMENT AND VERIFICATION OF INFORMATION

(OWNER-BUILDER DECLARATION, cont.)

Application Number: 14016-10000-13026

Project Address: 6236 S. SAINT ANDREWS PL L.A. CA 90047

RC10. I am aware of and consent to an Owner-Builder building permit applied for in my name, and understand that I am the party legally and financially responsible for proposed construction activity at the following address: 6236 S. St. Andrews Pl.

RC11. I agree that, as the party legally and financially responsible for this proposed construction activity, I will abide by all applicable laws and requirements that govern Owner-Builders as well as employers.

RC12. I agree to notify the issuer of this form immediately of any additions, deletions, or changes to any of the information I have provided on this form. Licensed contractors are regulated by laws designed to protect the public. If you contract with someone who does not have a license, the Contractors' State License Board may be unable to assist you with any financial loss you may sustain as a result of a complaint. Your only remedy against unlicensed Contractors may be in civil court. It is also important for you to understand that if an unlicensed Contractor or employee of that individual or firm is injured while working on your property, you may be held liable for damages. If you obtain a permit as Owner-Builder and wish to hire Contractors, you will be responsible for verifying whether or not those Contractors are properly licensed and the status of their workers' compensation insurance coverage. Before a building permit can be issued, this form must be completed and signed by the property owner and returned to the agency responsible for issuing the permit.

Note: A copy of the property owner's driver's license, form notarization, or other verification acceptable to the agency is required to be presented when the permit is issued to verify the property owner's signature.

Owner's Name: RODOLFO CASASOLA

Signature of property owner [Signature] Date: 02/04/14

- SEC. 3. Section 19830 of the Health and Safety Code is repealed.
SEC. 4. Section 19831 of the Health and Safety Code is repealed.
SEC. 5. Section 19832 of the Health and Safety Code is repealed.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.



Grading Commercial Plan Check at Counter Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR GRADING PERMIT AND GRADING CERTIFICATE	Last Status: Ready to Issue Status Date: 10/09/2007
--	--	--

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 5999		44		M B 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congre Community Plan Area - South Los Angeles	Census Tract - 2373.00 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - A0 D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 1.5 Thomas Brothers Map Grid - 673-H6
--	---	--

ZONE(S): M2-1 /

4. DOCUMENTS

Z1 - ZI-2173 Western / Slauson Redevelc SPA - South Los Angeles Alcohol Sales ORD - ORD-162128 ORD - ORD-171682	CRA - ZI 2173 WESTERN/SLSN CPC - CPC-1983-506-SP CDBG - LARZ-Central City
--	---

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s): Casasola, Rodolfo And Teresa Et Al 244 St Andrews Pl LOS ANGELES CA 90004

Tenant:
Applicant: (Relationship: Agent for Owner)
- Bruce Miller & Assoc 354 S Spring St 415 LOS ANGELES, CA 90013

7. EXISTING USE	PROPOSED USE (60) Grading - Non-Hillside	8. DESCRIPTION OF WORK SITE PREPARATION, REMOVAL AND RECOMPACTION, FOR PROPOSED USE OF LAND FOR CATERING TRUCK STORAGE.
------------------------	--	---

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Ricardo Tres DAS PC By: *[Signature]*
 OK for Cashier: Ricardo Tres Coord. OK: *[Signature]*
 Signature: *[Signature]* Date: 10/9/07

For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD (524-2845)
 Outside LA County, call (213) 482-0000 or visit www.ladbs.org

For Cashier's Use Only
 LA 04 08 239008 10/09/07 11:47AM

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: 656 cu yd	PC Valuation: 50 cu yd
-----------------------------	------------------------

FINAL TOTAL Grading	1,274.96
Permit Fee Subtotal Grading	970.00
Plan Check Subtotal Grading	144.00
O.S. Surcharge	22.28
Sys. Surcharge	66.84
Planning Surcharge	66.84
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	0.00

Sewer Cap ID: Total Bond(s) Due:

GRADING PERMIT	\$970.00
GRADING PLAN CHECK	\$144.00
ONE STOP SURCH	\$22.28
SYSTEMS DEVT FEE	\$66.84
CITY PLANNING SURCH	\$66.84
MISCELLANEOUS	\$5.00
GRADING PLAN CHECK	\$0.00

P070301000003393FN

Total Due: \$1,274.96
 Check: \$1,274.96

2007LA15212

12. ATTACHMENTS



* P 0 7 0 3 0 1 0 0 0 0 0 3 3 9 3 F N *

(P) Cut: 656 Cuyd
 (P) Export: 654 Cuyd
 (P) Fill: 2 Cuyd

14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS	CLASS	LICENSE#	PHONE #
(A) Volk, Michael W	27070 S Ridge Drive,		C19344	Mission Viejo, CA 92692
(E) Younis, Warner Paul	Po Box 802168,		C37445	Santa Clarita, CA 91380
(O) , Owner-Builder	,		0	,

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98 0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors' State License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).):

I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code; The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale).

OR

I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code; The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Owner-Builder Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning and Final Declaration; and
- (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: Belinda Morales Sign: [Signature] Date: 10/9/07 Owner Authorized Agent

REQUEST FOR MODIFICATION OF BUILDING ORDINANCES
 UNDER AUTHORITY OF L.A.M.C. SECTION 98.0403

1051109201621055

PERMIT APP. #: <u>11016-1000-07696</u>		DATE: <u>10/25/16</u>	
JOB ADDRESS: <u>6236 S. St Andrews PL</u>			
Tract: <u>TR 5999</u>		Block: <u>---</u>	
Owner: <u>RODOLFO CASASOCA</u>		Lot: <u>44</u>	
Address: <u>6236 ST ANDREWS ST</u>		Petitioner: <u>LEON VALENCIA</u>	
City: <u>LOS ANGELES</u> State: <u>CA</u> Zip: <u>90047</u> Phone: <u>---</u>		Address: <u>5220 SANTA MONICA BLVD</u>	
City: <u>LOS ANGELES</u> State: <u>CA</u> Zip: <u>90027</u> Phone: <u>(323) 665-5506</u>		City: <u>LOS ANGELES</u> State: <u>CA</u> Zip: <u>90027</u> Phone: <u>(323) 665-5506</u>	

REQUEST (SUBMIT PLANS OR ADDITIONAL SHEETS AS NECESSARY) CODE SECTIONS: L.A.M.C 98.0603

To allow an extension of time until 4/27/17 in which to obtain a building permit for plans filed for checking on 4/27/11 under plan check number B114A04352 and B144A05521

JUSTIFICATION (SUBMIT PLANS OR ADDITIONAL SHEETS AS NECESSARY)

NEED TO LEGALIZE PARKING LOT & CLOSE EXISTING PERMITS

Owner/Petitioner Name (Print): LEON VALENCIA Signature: Leon Valencia Position: STRUCTURAL ENGR

FOR CITY DEPARTMENT'S USE ONLY BELOW THIS LINE

Concurrences required from the following Department(s)	Print Name	Sign	Approved	Denied
<input type="checkbox"/> Los Angeles Fire Department	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Public Works Bureau of Engineering	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Department of City Planning	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Department of County Health	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Other _____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>

DEPARTMENT ACTION

GRANTED DENIED

Reviewed by: (Staff) (print) Bill Stotsman Sign: Bill Stotsman Date: 10/25/16

Action taken by: (Supervisor) (print) Bill Stotsman Sign: Bill Stotsman Date: 10/25/16

NOTE: IN CASE OF DENIAL, SEE PAGE #2 OF THIS FORM FOR APPEAL PROCEDURES

CONDITIONS OF APPROVAL (Continued on Page 2):

- This extension approval is contingent upon the owner submitting all plans for the proposed work to the Department to recheck and verify its compliance with the current Building, Zoning, Disabled Access (Title 24) and Green Building Code requirements. An additional plan check fee

FEES

Appeal Processing Fee.. (No. of Items) =	1	X \$130 + \$39/addl	=	130.00
Inspection Fee (No of Insp.) =		X \$ 84.00	=	0.00
Research Fee ... (Total Hours Worked) =	1	X \$104.00	=	104.00
Subtotal.....			=	234.00
Surcharge (One Stop).....		X 2%	=	4.68
Surcharge (Systems Development).....		X 6%	=	14.04
Total Fees.....			=	252.72

Fees verified by: _____

Print and Sign Bill Stotsman 10/25/16

LA Dep For Cashiers Use Only and Safety
 LA (PROCESS ONLY WHEN FEES ARE VERIFIED) 45-15 PM

BOARD APPLIC FEE	\$130.00
SYSTEMS DEV SURCH	\$7.80
ONE STOP SURCH	\$2.60
RESEARCH FEE	\$104.00
SYSTEMS DEV SURCH	\$6.24
ONE STOP SURCH	\$2.08
Sub Total:	\$252.72

Receipt #: 0104649686

Permit App #: 11016-1000-07696

Job Address: 6736 W. St Andrews Pl

CONDITIONS OF APPROVAL (Continued from Page 1)

- 1. (Cont.) based on plan review and correction time will be assessed by the Department.
- 2. The date the plans are resubmitted in compliance with condition 1 above shall be construed as the plan check submittal date for the purpose of determining the applicability of laws, regulations and ordinances which are effective prior to the issuance of the permit.
- 3. This extension does NOT extend the compliance date of any Order to Comply that any have been issued to this site by LADBS for a code violation.
- 4. This extension approval is contingent upon the owner re-obtaining required clearances for any expired agencies' approval plus any additional clearances due to new regulations.

**CITY OF LOS ANGELES
BOARD OF BUILDING AND SAFETY/DISABLED ACCESS
COMMISSION APPEAL FORM**

(Must be Attached to the Modification Request Form, Page 1)

AFFIDAVIT – LADBS BOARD OF BUILDING AND SAFETY COMMISSIONERS – RESOLUTION NO. 832-93

I, _____ do state and swear as follows:

(Print or Type Name of the Person Signing this Form)

- 1. The name and mailing address of the owner of the property (as defined in the resolution 832-93) at _____ as shown on the appeal application (LADBS Com 31) are correct, and
- 2. The owner of the property as shown on the appeal application will be made aware of the appeal and will receive a copy of the appeal.

I declare under PENALTY OF PERJURY that the forgoing is true and correct.

Owner's Name(s) _____ (Please Type or Print) _____ (Please Type or Print)

Owner's Signature(s) _____ (Please Sign) _____ (Two Officers' Signatures Required for Corporations)

Name of Corporation _____ (Please Print Name of Corporation) _____ (Please Type or Print)

Dated this _____ day of _____ 20_____

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT-----SIGNATURE(S) MUST BE NOTARIZED

State of CALIFORNIA County of _____ on _____
before me, _____, personally appeared _____
Name, Title of Officer (e.g. Jane Doe, Notary Public) Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument in person(s), or the entity upon behalf of which the person(s) acted, executed the instrument. I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing is true and correct.

WITNESS my hand and official seal. _____ Signature

**APPEAL OF DEPARTMENT ACTION TO THE BOARD OF BUILDING AND SAFETY
COMMISSIONERS/DISABLED ACCESS APPEALS COMMISSION**

Applicant's Name _____ Applicant's Title _____
Signature _____ Date _____

FEEES

Board Fee	(No. of Items)	X	\$130.00	=	0.00
Inspection Fee	(No of Insp.) =	X	\$84.00	=	0.00
Research Fee ...	(Total Hours Worked) =	X	\$104.00	=	0.00
Subtotal				=	0.00
Surcharge (One Stop)		X	2%	=	0.00
Surcharge (Systems Development)		X	6%	=	0.00
Total Fees				=	0.00

Fees verified by: _____

Print and Sign _____

For Cashiers Use Only
(PROCESS ONLY WHEN FEES ARE VERIFIED)



Permit #:
Plan Check #: B16LA12952
Event Code:

Bldg-Alter/Repair Commercial Expanded Counter Plan Check Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Issued on: 09/22/2016 Last Status: Issued Status Date: 09/22/2016
--	--	---

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF#	PARCEL ID# (PIN#)	2. ASSESSOR PARCEL#
TR 5999		44		M B 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles	Census Tract - 2373.00	Earthquake-Induced Liquefaction Area - Yes
LADBS Branch Office - LA	District Map - 105B193	Near Source Zone Distance - 1.5
Council District - 8	Energy Zone - 8	Thomas Brothers Map Grid - 673-H6
Certified Neighborhood Council - Empowerment Congress Centr	Fire District - 2	
Community Plan Area - South Los Angeles	Flood Haz. Zone - A0 D=1 E=N/A IN	

ZONES(S): M2-1

4. DOCUMENTS

ZI - ZI-2128 Mid-Alameda Corridor State Ent ORD - ORD-171682	CDBG - SEZ-Mid-Alameda Corridor State En
ZI - ZI-2173 Western / Slauson Redevelopmer CRA - ZI 2173 WESTERN/SLSN	
SPA - South Los Angeles Alcohol Sales CPC - CPC-1983-506-SP	
ORD - ORD-162128	CDBG - LARZ-Central City

5. CHECKLIST ITEMS

Permit Flag - Fire Life Safety by LADBS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
RODOLFO & TERESA CASASOLA
244 ST. ANDREWS PL, LOS ANGELES CA 90004 --

Tenant:

Applicant: (Relationship: Agent for Owner)
ARIEL GUTIERREZ -
1301 W 2ND ST #105, LA, CA 90026 -- (213) 909-3335

For Cashier's Use Only W/O #: 61624327

7. EXISTING USE PROPOSED USE

(22) Warehouse

8. DESCRIPTION OF WORK

SUPPLEMENTAL TO 06016-10000-24327 TO REPLACE MISSING APPROVED PLANS.

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Yaqub Mirza	DAS PC By:	
OK for Cashier: Yaqub Mirza	Coord. OK:	
Signature:	Date: 09/22/2016	

LA DAVI 104093493 9/22/2016 9:16:36 AM	
BUILDING PERMIT COMM	\$73.13
BUILDING PLAN CHECK	\$65.81
EI COMMERCIAL	\$0.50
ONE STOP SURCH	\$2.79
SYSTEMS DEVT FEE	\$8.37
CITY PLANNING SURCH	\$8.34
MISCELLANEOUS	\$10.00
PLANNING GEN PLAN MAINT SURCH	\$6.95
CA BLDG STD COMMISSION SURCHARGE	\$1.00
BUILDING PLAN CHECK	\$0.00

11. PROJECT VALUATION Final Fee Period

Permit Valuation: \$501	PC Valuation:
Sewer Cap ID:	Total Bond(s) Due:

12. ATTACHMENTS

Owner-Builder Declaration
Plot Plan

For inspection requests, call toll-free (888) LA4BUILD (524-2845). Outside LA County, call (213) 482-0000 or request inspections via www.ladbs.org. To speak to a Call Center agent, call 311. Outside LA County, call (213) 473-3231.

Sub Total: \$176.89

Permit #: 060161000124327
Building Card #: 2016LA70002
Receipt #: 0104635735



* P 0 6 0 1 6 1 0 0 0 1 2 4 3 2 7 F N *

1060930201619055

13. STRUCTURE INVENTORY

(Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value")

06016 - 10001 - 24327

14. APPLICATION COMMENTS:

REFERENCE INSPECTION CONFIRM. # 17467519; "THE BUILDING IS 90% COMPLETE". BY INSPECTOR JAMES POWERS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless the information printed exceeds that required by section 19825 of the Health and Safety Code of the State of California.

15. BUILDING RELOCATED FROM:**16. CONTRACTOR, ARCHITECT & ENGINEER NAME****ADDRESS****CLASS****LICENSE #****PHONE #**

(A) PERLAS, MARTA

669 W EIGHTH STREET,

CLAREMONT, CA 917114213

C25474

(O) OWNER-BUILDER

0

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors' State License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500):

I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code). The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale).

OR

I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code). The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Owner-Builder Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, and Final Declaration; and
- (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: ARIEL GUTIERREZSign: Date: 09/22/2016 Owner Authorized Agent

Bldg-Alter/Repair

City of Los Angeles - Department of Building and Safety

Plan Check #: B16LA12952

Commercial

Initiating Office: METRO

Plan Check

PLOT PLAN ATTACHMENT

Printed on: 09/22/16 07:56:23

ST. ANDREWS PLACE

GAGE AVENUE

EXISTING BUILDING B

EXISTING BUILDING C

EXISTING WAREHOUSE BUILDING A

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)

1060930201619055

Jed
9/22/2016



OWNER'S ACKNOWLEDGMENT AND VERIFICATION OF INFORMATION

(OWNER-BUILDER DECLARATION)

Application Number: 06016-10001-24327

Project Address: 6236 S. ST ANDREWS PL

DIRECTIONS: Read and initial each statement below to signify you understand or verify this information.

APB 1. I understand a frequent practice of unlicensed persons is to have the property owner obtain an "Owner-Builder" building permit that erroneously implies that the property owner is providing his or her own labor and material personally. I, as an Owner-Builder, may be held liable and subject to serious financial risk for any injuries sustained by an unlicensed person and his or her employees while working on my property. My homeowner's insurance may not provide coverage for those injuries. I am willfully acting as an Owner-Builder and am aware of the limits of my insurance coverage for injuries to workers on my property.

APB 2. I understand building permits are not required to be signed by property owners unless they are responsible for the construction and are not hiring a licensed Contractor to assume this responsibility.

APB 3. I understand as an "Owner-Builder" I am the responsible party of record on the permit. I understand that I may protect myself from potential financial risk by hiring a licensed Contractor and having the permit filed in his or her name instead of my own.

APB 4. I understand Contractors are required by law to be licensed and bonded in California and to list their license numbers on permits and contracts.

APB 5. I understand if I employ or otherwise engage any persons, other than California licensed Contractors, and the total value of my construction is at least five hundred dollars (\$500), including labor and materials, I may be considered an "employer" under state and federal law.

APB 6. I understand if I am considered an "employer" under state and federal law, I must register with the state and federal government, withhold payroll taxes, provide workers' compensation disability insurance, and contribute to unemployment compensation for each "employee." I also understand my failure to abide by these laws may subject me to serious financial risk.

APB 7. I understand under California Contractors' State License Law, an Owner-Builder who builds single-family residential structures cannot legally build them with the intent to offer them for sale, unless all work is performed by licensed subcontractors and the number of structures does not exceed four within any calendar year, or all of the work is performed under contract with a licensed general building Contractor.

APB 8. I understand as an Owner-Builder if I sell the property for which this permit is issued, I may be held liable for any financial or personal injuries sustained by any subsequent owner(s) that result from any latent construction defects in the workmanship or materials.

APB 9. I understand I may obtain more information regarding my obligations as an "employer" from the Internal Revenue Service, the United States Small Business Administration, the California Department of Benefit Payments, and the California Division of Industrial Accidents. I also understand I may contact the California Contractors' State License Board (CSLB) at 1-800-321-CSLB (2752) or www.cslb.ca.gov for more information about licensed contractors.

10660930201619055

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. For efficient handling of information internally and in the internet, conversion to this new format of code related and administrative information bulletins including MGD and RGA that were previously issued will allow flexibility and timely distribution of information to the public.



OWNER'S ACKNOWLEDGMENT AND VERIFICATION
OF INFORMATION

(OWNER-BUILDER DECLARATION, cont.)

Application Number: 06016-10001-24327

Project Address: 6236 S. ST ANDREWS PL.

ARG 10. I am aware of and consent to an Owner-Builder building permit applied for in my name, and understand that I am the party legally and financially responsible for proposed construction activity at the following address: 6236 S. ST ANDREWS PL.

ARG 11. I agree that, as the party legally and financially responsible for this proposed construction activity, I will abide by all applicable laws and requirements that govern Owner-Builders as well as employers.

ARG 12. I agree to notify the issuer of this form immediately of any additions, deletions, or changes to any of the information I have provided on this form. Licensed contractors are regulated by laws designed to protect the public. If you contract with someone who does not have a license, the Contractors' State License Board may be unable to assist you with any financial loss you may sustain as a result of a complaint. Your only remedy against unlicensed Contractors may be in civil court. It is also important for you to understand that if an unlicensed Contractor or employee of that individual or firm is injured while working on your property, you may be held liable for damages. If you obtain a permit as Owner-Builder and wish to hire Contractors, you will be responsible for verifying whether or not those Contractors are properly licensed and the status of their workers' compensation insurance coverage. Before a building permit can be issued, this form must be completed and signed by the property owner and returned to the agency responsible for issuing the permit.

Note: A copy of the property owner's driver's license, form notarization, or other verification acceptable to the agency is required to be presented when the permit is issued to verify the property owner's signature.

Owner's Name: ANA APRI GARCIA

Signature of property owner: [Signature] Date: 9-22-16

SEC. 3. Section 19830 of the Health and Safety Code is repealed.
SEC. 4. Section 19831 of the Health and Safety Code is repealed.
SEC. 5. Section 19832 of the Health and Safety Code is repealed.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. For efficient handling of information internally and in the internet, conversion to this new format of code related and administrative information bulletins including MGD and RGA that were previously issued will allow flexibility and timely distribution of information to the public.



City of Los Angeles - Department of Building and Safety
**APPLICATION FOR BUILDING PERMIT
 AND CERTIFICATE OF OCCUPANCY**

Bldg-Alter/Repair
 Commercial
 Plan Check at Counter
 Plan Check

Last Status: Ready to Issue
 Status Date: 04/19/2012

L TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2 ASSESSOR PARCEL #
TR 5999		44		M B 67-81/82	105B193 905	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles
 LADBS Branch Office - LA
 Council District - 8
 Certified Neighborhood Council - Empowerment Congre:
 Community Plan Area - South Los Angeles

Census Tract - 2373.00
 District Map - 105B193
 Energy Zone - 8
 Fire District - 2
 Flood Haz. Zone - AO D=1 E=N/A IN

Earthquake-Induced Liquefaction Area - Yes
 Near Source Zone Distance - 2.5
 Thomas Brothers Map Grid - 673-H6

ZONES(S): M2-1

4. DOCUMENTS

ZI - ZI-2173 Western / Slauson Redevelc ORD - ORD-162128
 ZI - ZI-2412 Fast Food Establishments ORD - ORD-171682
 ZA - ZA-2010-2449-CU-ZV ORD - ORD-180103
 SPA - South Los Angeles Alcohol Sales CRA - ZI 2173 WESTERN/SLSN

CPC - CPC-1983-506-SP
 CPC - CPC-2007-3827-ICO
 CPC - CPC-2010-2278-GPA
 CDBG - LARZ-Central City

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
 Casasola, Rodolfo And Teresa And 244 St Andrews Pl LOS ANGELES CA 90004

Tenant:

Applicant (Relationship: Agent for Owner)
 Lorenzo Varela- 4667 W Ave 40 LA, CA 90065 (310) 428-5286

7. EXISTING USE	PROPOSED USE	8. DESCRIPTION OF WORK
(22) Warehouse		Remove and reconstruct EXISTING STAIR inside THE REAR PORTION OF the 2-STORY industrial BUILDING. Add 4' wall to close off portion of the stair to the first floor. U.R.M BUILDING NO IMPACT POOLS SHALL BE USED. No cross walls to be removed. LA 03 17 330050 04/19/12 01:51PM

2. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Sai Khum
 OK for Cashier: Eric Cabrera
 Signature: *[Signature]*

DAS PC By: *[Signature]*
 Coord. OK: *[Signature]*
 Date: 4/19/12

For inspection requests, call toll-free (888) LA4BUILD (524-2845).
 Outside LA County, call (213) 462-0000 or request inspections via
www.ladbs.org. To speak to a Call Center agent, call 311 or
 (866) 4LACITY (452-2480). Outside LA County, call (213) 473-3231.

For Cashier's Use Only

PERMIT FEE	0185.63
PLANNING SURCH	010.00
ONE STOP SURCH	02.00
SYSTEMS DEVT FEE	03.00
PLANNING SURCH	011.86
MISCELLANEOUS	010.00
PLANNING GEN PLAN MAINT	05.07
CA BLDG STD COMMISSION S	01.00

W/O #: 21607017

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: \$10,000	PC Valuation:
FINAL TOTAL Bldg-Alter/Repair	242.15
Permit Fee Subtotal Bldg-Alter/Re	185.63
Handicapped Access	
Plan Maintenance	10.00
Fire Hydrant Refuse-To-Pay	
E.Q. Instrumentation	2.10
O.S. Surcharge	3.95
Sys. Surcharge	11.86
Planning Surcharge	11.74
Planning Surcharge Misc Fee	10.00
Planning Gen Plan Maint Surchar	5.87
CA Bldg Std Commission Surchar	1.00

Sewer Cap ID: Total Bond(s) Due:

12. ATTACHMENTS

Plot Plan *[Signature]*

P120161000007017FN

Total Due: 0262.05
 Credit Card: 0262.05
 202322

20121976934

* P 1 2 0 1 6 1 0 0 0 0 0 7 0 1 7 F N *

14. APPLICATION COMMENTS:

O.K to check OTC per supervisor Quan

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless the information printed exceeds that required by section 19825 of the Health and Safety Code of the State of California

15. BUILDING RELOCATED FROM:

16. CONTRACTOR, ARCHITECT & ENGINEER NAME	ADDRESS	CLASS	LICENSE #	PHONE #
(E) Chavez, Eduardo	437 Arcadia Way,	Walnut, CA 91789	C76372	
(O) Owner-Builder			0	

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors' State License Law for the following reason (Section 7031.5, Business and Professions Code. Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).):

I, as the owner of the property, or my employees with wages as their sole compensation will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code). The Contractors License Law does not apply to an owner of property who builds or improves thereon and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale.

OR

I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code). The Contractors License Law does not apply to an owner of property who builds or improves thereon and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are

Carrier: _____ Policy Number: _____

I certify that in the performance of the work for which this permit is issued I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the abovementioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Owner-Builder Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration/ Lead Hazard Warning, and Final Declaration; and
- (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: TERESA CASASOLA Sign:  Date: 5/19/12 Owner Authorized Agent

Bldg-Alter/Repair

City of Los Angeles - Department of Building and Safety

Plan Check #: B12LA04005

Commercial

EC

Plan Check

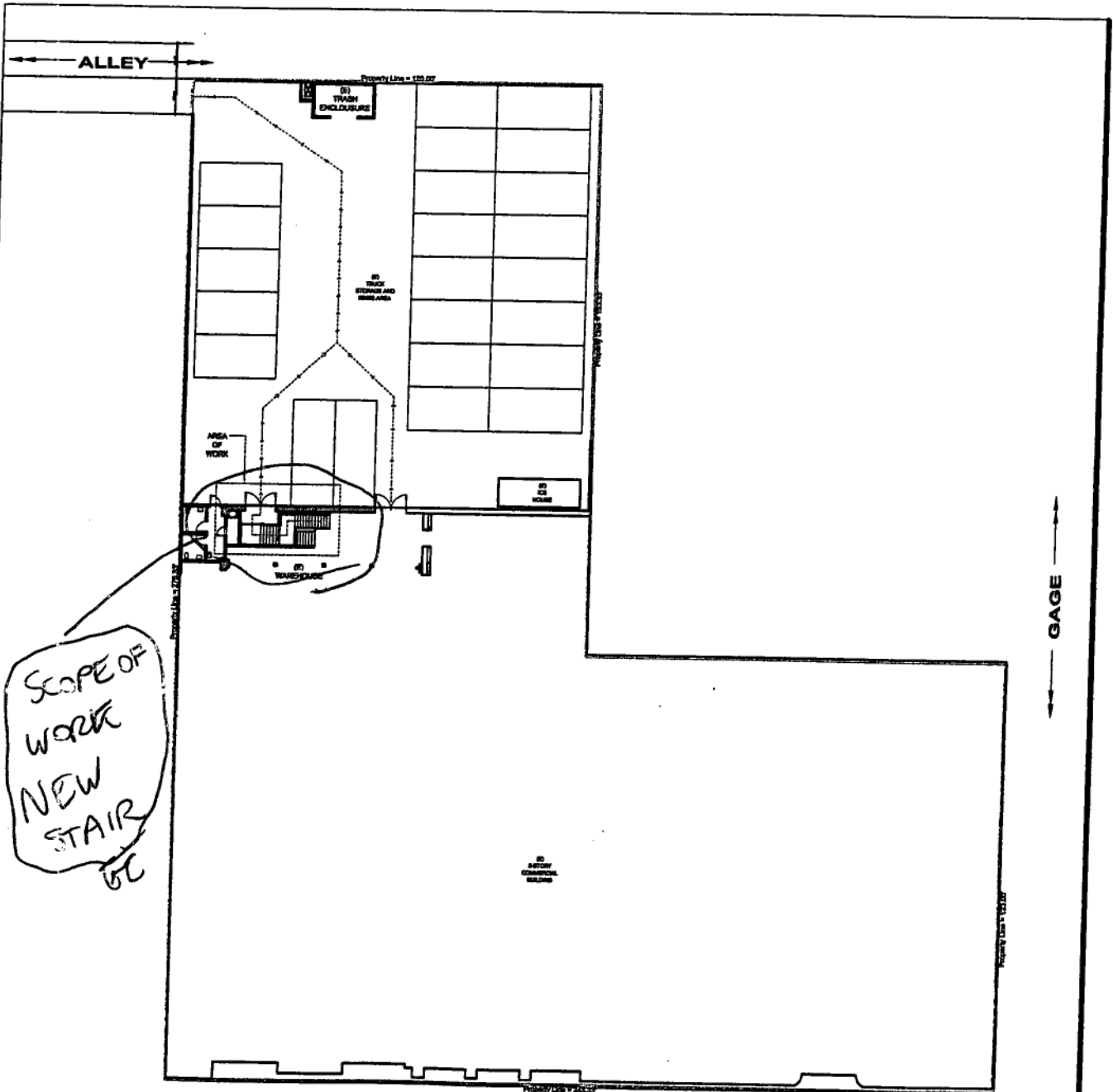
PLOT PLAN ATTACHMENT

Initiating Office: METRO

Printed on: 04/10/12 11:52:06

DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER

(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)



ST. ANDREWS

10 SITE PLAN
SCALE: 1/8"=1'-0"



6236 S. St. Andrews Pl.

~~XXXX~~ Bauman Bros. Furniture Mfg. Co.

6236 S. St. Andrews Pl.

Los Angeles, California

13838

1946

FEB 25 1947

11 Story Type V 22 x 32 Addition to
Furniture Factory G-1 Occupancy

**CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY**

CERTIFICATE OF OCCUPANCY

Date Certificate Issued:

1-29, 1948

Address of Building

6230 So. St. Andrews

Owner

Bauman Bros

Owner's Address

Same

Los Angeles, Calif.

9885 Number 1946 Year

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Chapter 1, as to permitted uses of said property; Chapter 9, Articles 1, 33, 4, and 5; and with the applicable requirements of the State Housing Act,—for the following occupancies:

1 story, Type V, Addition to existing woodworking mill, 50' x 147', G occupancy.

Exempt for deviations from construction requirements as approved by Bd. of Bldg. & Safety Commissioners.

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

G. E. MORRIS
Superintendent of Building

By.....

L. S. M. Clary

6236 S. St. Andrews Pl. Address of Building

Bauman Bros. Furn. Co. Owner

Same Owner's Address

Los Angeles 44, Calif. (Post Office) (Zone) (State)

25855 Permit Number 1946 Year

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY

CERTIFICATE OF OCCUPANCY

Date Certificate Issued:

Oct. 11, 1948, 19

11944

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Chapter 1, as to permitted uses of said property; Chapter 9, Articles 1, 3, 4, and 5, and with the applicable requirements of the State Housing Act,—for the following occupancies:

2 Story, Type IIIB, 62'6"x123'4" & 48'x164'6", Additions to Furniture Factory, G Occupancy.

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

G. E. MORRIS Superintendent of Building

By [Signature]

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

Address of Building 6236 So. St. Andrews Place

Permit No. and Year LA 24149 - 1950

Certificate Issued June 22, 1951

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. II, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

1 Story, Type IV, 12' x 12' Saw Dust Bin,
G-1 Occupancy

Owner Bauman Bros. Furniture Manufacturing Co.,
Owner's Address 6236 So. St. Andrews Place,
Los Angeles 47, California

Form B-105a-20M-5-50 G. E. MORRIS, Superintendent of Building By JOHN D. MILLER



PERMIT INFORMATION: 1969 W GAGE AVE 90047

ADDRESS	PERMIT #	PERMIT TYPE	STATUS	STATUS DATE	CERTIFICATE OF OCCUPANCY	DESCRIPTION
1969 W GAGE AVE 90047	11410-10000-02497	TEMPORARY SPECIAL EVENT	PERMIT FINALED	11/07/2011		QUINCEANERA / Temporary Change of Use for the event dates 11/12/2011, 11/19/2011, 11/26/2011. Approval is provisional - subject to concurrent LAFD approval.
1969 W GAGE AVE 90047	11410-10000-02498	TEMPORARY SPECIAL EVENT	PERMIT FINALED	11/07/2011		Quinceanera / Temporary Change of Use for event dates 12/3/2011, 12/10/2011, 12/17/2011, 12/31/2011. Conditional approval subject to concurrent LAFD approval.
1969 W GAGE AVE 90047	12410-10000-00012	TEMPORARY SPECIAL EVENT	PERMIT FINALED	01/04/2012		EVENT 1/7/12 QUINCEANERA.
1969 W GAGE AVE 90047	12410-91000-00081	TEMPORARY SPECIAL EVENT	PERMIT FINALED	01/13/2012		Temporary change of use on Jan. 21, 2012 and Jan. 28, 2012 for assembly uses,(quincenearas). Approvals subject to Fire Department approval.
1969 W GAGE AVE 90047	12410-91000-00186	TEMPORARY SPECIAL EVENT	PERMIT FINALED	02/03/2012		FEB 04, 2012. FEB 11, 2012. AND FEB 18, 2012. CHANGE OF USE OF SECOND FLOOR FOR QUINCENIERAS



City of Los Angeles
Department of Building and Safety



CODE ENFORCEMENT INFORMATION: 1969 W GAGE AVE 90047

DATE	PROBLEM DESCRIPTION	STATUS	DETAILS
02/15/2017	PRO-ACTIVE CODE ENFORCEMENT	Closed	



PERMIT INFORMATION: 1861 W GAGE AVE 90047

ADDRESS	PERMIT #	PERMIT TYPE	STATUS	STATUS DATE	CERTIFICATE OF OCCUPANCY	DESCRIPTION
1861 W GAGE AVE 90047	15016-70001-23387	BUILDING PERMIT BLDG- ALTER/REPAIR	ISSUED	11/16/2015		Supplemental permit to 15016 90000 23387 for extra trip.
1861 W GAGE AVE 90047	15016-90000-23387	BUILDING PERMIT BLDG- ALTER/REPAIR	PERMIT FINALED	11/19/2015		Reroof with 80 sqrs BUILT UP roofing. Existing solid sheathing. Re-roof with Class A or B material weighing less than 6 pounds per sq. ft. For residential roof replacement > 50% of the total roof area, apply Cool Roof Product labeled and certified by Cool Roof Rating Council (CRRC). Cool Roof may be required for non-residential buildings per Title 24, Part 6, Section 149(b).
1861 W GAGE AVE 90047	1989LA21502	BUILDING PERMIT BLDG- ALTER/REPAIR	ISSUED	01/13/1989		FULL COMPLIANCE WITH DIV 88 CLASS II.

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. LOS B 103

1.	LOT OF PARTS OF	BLOCK	TRACT	COUNCIL DISTRICT NO.	DIST. MAP
LEGAL DESCR.	5999/7106-27		8	5241	
2.	PRESENT USE OF BUILDING () MFG. () Same				CENSUS TRACT
	6236 S. St. Andrews Pl. #A AND 1500 GAGE AVE				2377
3.	JOB ADDRESS				ZONE
	6236 S. St. Andrews Pl. #A AND 1500 GAGE AVE				M2-1
4.	BETWEEN CROSS STREETS				FIRE DIST.
	62nd St. AND GAGE AV.				TWO
5.	OWNER'S NAME				LOT SIZE
	Evenflo Juvenile Furniture Co. (213) 759-2201				186.33
6.	OWNER'S ADDRESS				CITY
	6235 S. St. Andrews Pl.				LA
7.	ENGINEER				PHONE
	CE Group RCE 24061 (213) 381-3865				ALLEY
8.	ARCHITECT OR DESIGNER				BLDG. LINE
9.	ARCHITECT OR ENGINEER'S ADDRESS				AFFIDAVITS
	611 S. Catalina St. #216 LA 90005				ZI 1231
10.	CONTRACTOR				ZIP
	N/S				ZI 1343
11.	SIZE OF EXISTING BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE	
	WIDTH 164 LENGTH 44	2	24	1	
12.	CONST. MATERIAL OF EXISTING BLDG.		EXT. WALLS	ROOF	FLOOR
	URM		Wood	Wood	COND.
13.	JOB ADDRESS				DISTRICT OFFICE
	6236 S. St. Andrews Pl. #A				L.A.
14.	VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING				SEISMIC STUDY ZONE
	\$ 73,000.00				
15.	NEW WORK (Describe)				GRADING
	Full Compliance with Div. #88				Flood Yes
	CLASS #				HWY. DED. COLL.
	NEW USE OF BUILDING				CONC.
	TYPE NC GROUP OCC. NC FLOOR AREA NC				STREET GUIDE
	DWELL UNITS NO MAX OCC. NC TOTAL				INSPECTION ACTIVITY
	GUEST ROOMS NC PARKING REQ'D NC				COMB GEN. MAJ.S. CONS. E.O.
	P.C. 300.98 G.P.I. CONT. INSP.				B & S B-3 (R.2/B7)
	S.P.C. P.M. 7.08				
	B.P. 300.98 10.95				
	L.F. 35410 160660				
	S.D. 6.02				
	DIST. OFFICE LA 10.65				
	P.C. NO. D9177 C/D ENERGY				
	Unless a shorter period of time has been established by an official action, plan check approval expires one year after the fee is paid and this permit expires two years after the fee is paid or 180 days after the fee is paid if construction is not commenced.				
	307-				
	CASHIERS USE ONLY				
	300.98 EOPC				
	6.02 OSS				
	56726 4 10/21/88 307.00 CHTD				
	594.10 EOPB				
	7.08 PL-M				
	10.96 E1-C				
	160.60 FIRE				
	10.65 OSS				
	210.02 CHTD				
	5933 2 07/13/88 54389 CHTD				
	LA 21502				

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

16. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Date _____ Lic. Class _____ Lic. Number _____ Contractor (Signature) _____

OWNER-BUILDER DECLARATION

17. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code): Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).:

I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code); The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.

I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code); The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.

I am exempt under Sec. _____, B. & P. C. for this reason _____

Date Dec 27, 1988 Owner's Signature _____

WORKERS' COMPENSATION DECLARATION

18. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

Policy No. _____ Insurance Company _____

Certified copy is hereby furnished.

Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date _____ Applicant's Signature _____

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

19. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date Dec 27, 1988 Applicant's Signature _____

CONSTRUCTION LENDING AGENCY

20. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

Lender's Name _____ Lender's Address _____

21. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

I realize that this permit is an application for inspection, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the city of Los Angeles nor any board, department, officer, or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed. (Sec. sec. 91.02(a) LAMC)

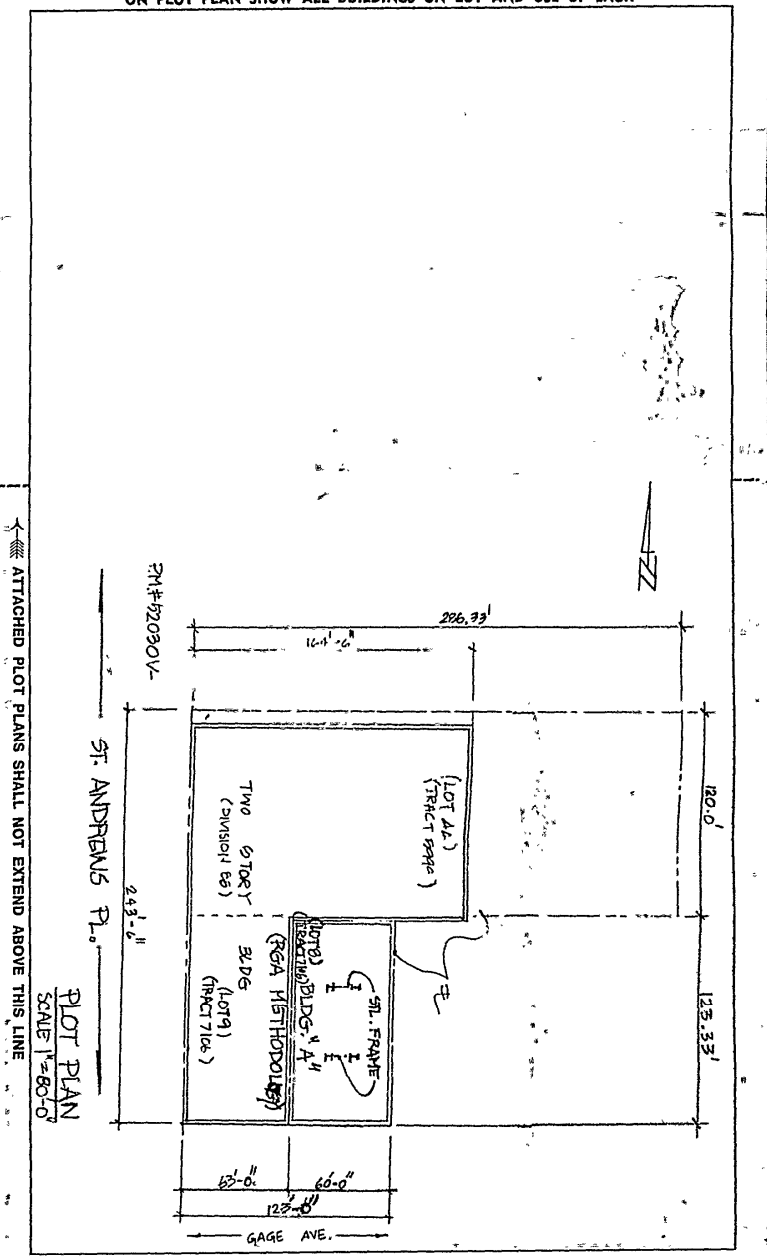
Signed _____ Position _____ Date Dec 27, 1988

(Owner or agent having properly owned consent)

ADDRESS APPROVED	<i>Feb 13-89</i>	
DRIVEWAY		
HIGHWAY DEDICATION	REQUIRED	COMPLETED
FLOOD CLEARANCE		
SEWERS	SEWERS AVAILABLE	
	NOT AVAILABLE	
	SFC PAID	
	SFC DUE	
Grading	PRIVATE SEWAGE SYSTEM APPROVED	
Conservation	APPROVED FOR ISSUE <input type="checkbox"/> NO FILE <input type="checkbox"/> FILE CLOSED <input type="checkbox"/>	
Fire	APPROVED (TITLE 19) (L.A.M.C.-S700)	
Housing	HOUSING AUTHORITY APPROVAL	
Planning	APPROVED UNDER CASE #	
Traffic	APPROVED FOR	
Construction Tax	RECEIPT NO.	DWELLING UNITS

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



ATTACHED PLOT PLANS SHALL NOT EXTEND ABOVE THIS LINE

PLOT PLAN
SCALE 1" = 80'-0"



Bldg-Alter/Repair Commercial Express Permit No Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Issued On: 10/26/2015 Last Status: Issued Status Date: 10/26/2015
--	--	---

1. TRACT TR 7106	BLOCK	LOT(s) 8	ARB	COUNTY MAP REF # M B 78-27	PARCEL ID # (PIN #) 105B193 924	2. ASSESSOR PARCEL # 6001 - 016 - 015
---------------------	-------	-------------	-----	-------------------------------	------------------------------------	--

3. PARCEL INFORMATION Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congress Community Plan Area - South Los Angeles	Census Tract - 2372.02 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - AO D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 2.5 Thomas Brothers Map Grid - 673-H6
---	---	--

ZONE(S): M2-1

4. DOCUMENTS			
ZI - ZI-2173 Western / Slauson	SPA - South Los Angeles Alcohol Sales	ORD - ORD-180103	CPC - CPC-2007-3827-ICO
ZI - ZI-2412 Fast Food Establishments	ORD - ORD-162128	CRA - ZI 2173 WESTERN/SLSN	CPC - CPC-2010-2278-GPA
ZA - ZA-2010-2449-CU-ZV	ORD - ORD-171681	CPC - CPC-1983-506-SP	CDBG - LARZ-Central City
ZA - ZA-2014-2917-CU-ZV	ORD - ORD-171682	CPC - CPC-1990-346-CA	

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION			
Owner(s):			
CASASOLA, RODOLFO AND TERESA AND	244 SAINT ANDREWS PL	LOS ANGELES CA 90004	
Tenant:			
Applicant: (Relationship: Net Applicant)			
CARLOS ARANA	731 E 90 TH ST	LOS ANGELES, CA 90002	(323) 376-0624

7. EXISTING USE	PROPOSED USE
(23) Miscellaneous Bldg/Structure	

8. DESCRIPTION OF WORK
Reroof with 80 sqrs BUILT UP roofing. Existing solid sheathing.
Re-roof with Class A or B material weighing less than 6 pounds per sq. ft. For residential roof replacement > 50% of the total roof area, apply Cool Roof Product labeled and certified by Cool Roof Rating Council (CRRC). Cool Roof may be required for non-residential buildings per Title 24, Part 6, Section 149(b).

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION	
BLDG. PC By:	DAS PC By :
OK for Cashier:	Coord. OK :
Signature:	Date :

For inspection requests, call toll-free (888) LA4BUILD (524-2845). Outside LA County, call (213) 473-3231 or request inspections via www.ladbs.org. To speak to a Call Center agent, call 311 or (866) 4LACITY (452-2489). Outside LA County, call (213) 473-3231.

For Cashier's Use Only W/O #: 51623387

11. PROJECT VALUATION & FEE INFORMATION		Final Fee Period
Permit Valuation: \$16,000.00		PC Valuation:
FINAL TOTAL Bldg-Alter/Repair	333.57	
Permit Fee Subtotal Bldg-Alter/Repair	240.00	
E.Q. Instrumentation	4.48	
O.S. Surcharge	5.43	
Sys. Surcharge	16.29	
Planning Surcharge	16.02	
Planning Surcharge Misc Fee	10.00	
Planning Gen Plan Maint Surcharge	13.35	
CA Bldg Std Commission Surcharge	1.00	
Permit Issuing Fee	27.00	
Sewer Cap ID:	Total Bond(s) Due:	

Payment Date: 10/26/15
Receipt No: ON104213
Amount: \$333.57

2015OL10190

12. ATTACHMENTS

14. APPLICATION COMMENTS:

E-Permit paid by credit card, fax number-> (323)920-2557. Approved Seismic Gas Shut-Off Valve May Be Required.

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless the information printed exceeds that required by section 19825 of the Health and Safety Code of the State of California.

15. BUILDING RELOCATED FROM:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME

ADDRESS

CLASS LICENSE

PHONE

(C) ARANA ROOFING

731 EAST 90TH

LOS ANGELES, CA 90002

C39 953146

(323) 376-0624

PERMIT EXPIRATION/REFUNDS : This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: C39 License No.: 953146 Contractor: ARANA ROOFING

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

- I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
- I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
- Carrier: STATE COMP. INS. FUND Policy Number: 9141051-15
- I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead www.aqmd.gov (909) 396-2336 and the notification form at per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead

20. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's Name (If Any): _____ Lender's Address: _____

21. FINAL DECLARATION

I certify that I have read this application **INCLUDING THE ABOVE DECLARATIONS** and state that the above information **INCLUDING THE ABOVE DECLARATIONS** is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration, and Final Declaration; and
- (2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: CARLOS ARANA

Sign: Internet e-Permit System Declaration

Date: 10/26/2015



Contractor



Authorized Agent

EXPRESS PERMIT INSPECTION RECORD



Your feedback is important. Please visit our website to complete a Customer Survey at www.ladbs.org/LADBSWeb/customer-survey.jsf. If you would like to provide additional feedback, need clarification, or have any questions regarding plan check or inspection matters, please call our Customer Hotline at (213) 482-0056.

For use by cashier only

Payment Date: 10/26/15
 Receipt No: ON104213
 Amount: \$333.57
 Method: Credit Card

PERMIT #: 15016 - 90000 - 23387
ADDRESS: 1861 W Gage Ave
OWNER: CASASOLA, RODOLFO AND TERESA AND
 244 SAINT ANDREWS PL
 LOS ANGELES CA 90004

Bldg-Alter/Repair
 Commercial
 Express Permit
 No Plan Check

JOB DESCRIPTION: Reroof with 80 sqrs BUILT UP roofing. Existing solid sheathing.
 Re-roof with Class A or B material weighing less than 6 pounds per sq. ft. For residential roof replacement > 50% of the total roof area, apply Cool Roof Product labeled and certified by Cool Roof Rating Council (CRRC). Cool Roof may be required for non-

INSPECTION RECORDS AND PLANS MUST BE AVAILABLE DURING INSPECTION

GRADING INSPECTIONS		
TYPE	DATE	INSPECTOR
Initial Grading		
Toe or Bottom		
Soils Report Approved		
DO NOT PLACE FILL UNTIL ABOVE IS SIGNED		
Backfill		
Fill		
Excavation		
Drainage Devices		
Rough Grading		
Approved Compaction Report		
FOOTING INSPECTIONS		
Footing Excavation		
Forms		
Reinforcing Steel		
OK to Place Concrete		
GROUNDWORK INSPECTIONS		
Electrical		
Plumbing		
Plumbing Methane		
Gas Piping		
Heating & Refrigeration		
Fire Sprinklers		
Disabled Access		
Methane		
OK to Place Floor		
DO NOT PLACE FLOOR UNTIL ABOVE IS SIGNED		
ROUGH INSPECTIONS		
Green Code		
Electrical		
Plumbing		
Fire Sprinkler		
Heating & Refrigeration		
Roof Sheathing		
Disabled Access		
Framing		
Insulation		
Suspended Ceiling		
OK to Cover		

DO NOT COVER UNTIL PREVIOUS IS SIGNED		
TYPE	DATE	INSPECTOR
Exterior Lathing		
Interior Lathing		
Drywall		
DO NOT COVER UNTIL ABOVE IS SIGNED		
WORK OUTSIDE OF THE BUILDING		
Electrical Underground		
Gas		
Heating & Refrigeration		
Sewer		
Disabled Access		
POOL INSPECTIONS		
Excavation		
Reinforcing Steel		
Bonding		
Piping		
Pre-Gunite		
Deck		
Enclosure/Fence		
Pool/Spa Cover		
DO NOT FILL POOL UNTIL ABOVE IS SIGNED		
FINAL INSPECTIONS		
Grading		
Electrical		
Plumbing		
Gas Test		
Gas		
Heating & Refrigeration		
Pressure Vessels		
Elevator		
Fire Sprinkler		
Disabled Access		
Green Building		
LAFD (Title 19 only)		
LAFD Fire Life Safety		
Pool Final		
AQMD Sign-off Provided		
Public Works		
Building		
PROJECT FINAL		

FOR INSPECTION REQUESTS, PLEASE CALL
3-1-1 OR OUTSIDE CITY OF LOS ANGELES
888-LA4-BUILD (888)524-2845 or www.ladbs.org

Certificate of Occupancy Required YES NO

SUPPLEMENTAL NOTES:

IMPORTANT NOTICE

- * **Prior to the start of any construction work adjacent to any public way, pedestrian protection shall be provided (Sec. 91.3303 L.A.M.C.).**
- * Inspection(s) may be requested anytime via the internet or touch tone phone. To request an inspection via the internet, go to www.ladbs.org and click on "Request an Inspection" under Online Services. To request an inspection via touch tone phone, call toll free (888) LA4BUILD (888-524-2845) and select option 1 for Automated Request System. To request an inspection via the Customer Call Center, call 3-1-1 within the City of Los Angeles or (213) 473-3231 outside the City of Los Angeles between 7:00 a.m. and 10:00 p.m. When requesting an inspection, the following are required: (1)The job address, (2)Type of inspection, (3)Use of building, (4)Permit number, (5)Phone number of a contact person should the department need to reach someone.
- * Inspection requests received before 4:00 p.m. Monday through Friday (excluding holidays) will normally be made the next business day. Requests received after 4:00 p.m. will be made following the next business day. The Automated Inspection Call Back System (AICBS) will attempt to telephone the contact phone number to confirm the inspection.
- * Permit fees provide for a limited number of inspections. A reinspection fee may be assessed when the work for which an inspection was requested is not complete, when the inspection record or plans are not available, or when there is failure to provide site access to department staff.
- * No person shall perform any construction or repair work between the hours of 9:00 p.m.(6:00 p.m. grading) and 7:00 a.m. the following day which results in loud noises to the disturbance of persons occupying sleeping quarters in any dwelling , hotel, motel, apartment, or other place of residence (Sec. 41.40 L.A. M.C.).
- * No person, other than an individual homeowner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind upon any building or structure located on land developed with residential buildings or perform work within 500 feet of land so occupied, before 8:00 a.m. or after 6:00 p.m. on any Saturday or at any time on Sunday (Sec. 41.40 L.A.M.C.).
- * Dust control measures to prevent dust from being blown or deposited over or upon any private property in any residential area must be implemented during any excavation or earth-moving phase of construction, sand blasting , or demolition.
- * A separate permit from the State of California Division of Industrial Safety is required prior to starting certain work involving substantial risk to workers such as: construction or demolition exceeding 3 stories or 36 feet in height, or excavations or trenches over 5 feet in depth involving entry by workers.
- * Building permits are valid for two years or expire on the 180th day from the date of issuance if the work permitted has not commenced. The department reserves the right to expire any permit where work has been suspended for a period of 180 days or more.
- * Inspection services will not be provided when there is an unleashed dog on the premises.

BUILDING AND SAFETY PERMIT AND PLAN CHECK OFFICE LOCATIONS

Downtown Los Angeles
201 N. Figueroa St., 4th Fl.
Los Angeles, CA 90012

Van Nuys
6262 Van Nuys Blvd., 2nd Fl.
Van Nuys, CA 91401

West Los Angeles
1828 Sawtelle Blvd., 2nd Fl.
Los Angeles, CA 90025

San Pedro
638 S. Beacon St., 2nd Fl.
San Pedro, CA 90731

South Los Angeles
8475 S. Vermont Ave., 2nd Fl.
Los Angeles, CA 90044



Bldg-Alter/Repair Commercial Express Permit No Plan Check	City of Los Angeles - Department of Building and Safety APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY	Issued on: 11/16/2015 Last Status: Issued Status Date: 11/16/2015
--	--	---

1. TRACT	BLOCK	LOT(n)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN#)	2. ASSESSOR PARCEL #
TR 7106		8		M B 78-27	105B193 924	6001 - 016 - 015

3. PARCEL INFORMATION

Area Planning Commission - South Los Angeles LADBS Branch Office - LA Council District - 8 Certified Neighborhood Council - Empowerment Congress Centr Community Plan Area - South Los Angeles	Census Tract - 2372.02 District Map - 105B193 Energy Zone - 8 Fire District - 2 Flood Haz. Zone - AO D=1 E=N/A IN	Earthquake-Induced Liquefaction Area - Yes Near Source Zone Distance - 2.5 Thomas Brothers Map Grid - 673-H6
--	---	--

ZONES(S): M2-1

4. DOCUMENTS

ZI - ZI-2173 Western / Slauson Redevelopmer SPA - South Los Angeles Alcohol Sales ZI - ZI-2412 Fast Food Establishments ZA - ZA-2010-2449-CU-ZV ZA - ZA-2014-2917-CU-ZV	ORD - ORD-180103 ORD - ORD-162128 ORD - ORD-171681 ORD - ORD-171682	CRA - ZI 2173 WESTERN/SLSN CPC - CPC-1983-506-SP CPC - CPC-1990-346-CA CPC - CPC-2007-3827-ICO CPC - CPC-2010-2278-GPA CDBG - LARZ-Central City
--	--	--

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
CASASOLA, RODOLFO AND TERESA AND
244 SAINT ANDREWS PL, LOS ANGELES CA 90004 --

Tenant:

Applicant: (Relationship: Net Applicant)
CARLOS ARANA -
731 E 90 TH ST, LOS ANGELES, CA 90002 -- (323) 376-0624

For Cashier's Use Only W/O #: 51623387

7. EXISTING USE	PROPOSED USE
(12) Manufacturing	

8. DESCRIPTION OF WORK

Supplemental permit to 15016 90000 23387 for extra trip.

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: _____ DAS PC By: _____
 OK for Cashier: Nedra Journigan Coord. OK: _____
 Signature: *Nedra Journigan* Date: 11/16/2015

11. PROJECT VALUATION Final Fee Period

Permit Valuation: \$0	PC Valuation: _____	
Sewer Cap ID: _____	Total Bond(s) Due: _____	

12. ATTACHMENTS

For inspection requests, call toll-free (888) LA4BUILD (524-2845). Outside LA County, call (213) 482-0000 or request inspections via www.ladbs.org. To speak to a Call Center agent, call 311. Outside LA County, call (213) 473-3231.

SL JACK 501029122 11/16/2015 9:09:59 AM	
BUILDING PERMIT COMM	\$0.00
EI COMMERCIAL	\$0.00
BUILDING PERMIT COMM	\$90.00
ONE STOP SURCH	\$1.80
SYSTEMS DEVT FEE	\$5.40
CA BLDG STD COMMISSION SURCHARGE	\$0.00
Sub Total:	\$97.20



Permit #: 150167000123387
 Building Card #: 2015SL57244
 Receipt #: 0501034615

13. STRUCTURE INVENTORY

(Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value")

15016 - 70001 - 23387**14. APPLICATION COMMENTS:**

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless the information printed exceeds that required by section 19825 of the Health and Safety Code of the State of California.

15. BUILDING RELOCATED FROM:**16. CONTRACTOR, ARCHITECT & ENGINEER NAME**

(C) ARANA ROOFING

ADDRESS

731 EAST 90TH STREET,

LOS ANGELES, CA 90002

CLASS

C39

LICENSE #

953146

PHONE #

(323) 376-0624

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: C39 License No.: 953146 Contractor: ARANA ROOFING

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

- I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
- I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: STATE COMP. INS. FUND Policy Number: 040506702

- I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's Name (If Any): _____ Lender's Address: _____

21. FINAL DECLARATION

I certify that I have read this application **INCLUDING THE ABOVE DECLARATIONS** and state that the above information **INCLUDING THE ABOVE DECLARATIONS** is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration, and Final Declaration; and
- This permit is being obtained with the consent of the legal owner of the property.

Print Name: CARLOS ARANA

Sign: _____

Date: 11/16/2015 Contractor Authorized Agent

Appendix E

DPR Forms



PRIMARY RECORD

HRI # _____

Trinomial _____

NRHP Status Code 6Z

Other _____

Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 13 *Resource Name or #: (Assigned by recorder) 6236 S. St. Andrews Place

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Date T __; R __; W of __ of Sec __; B.M.

c. Address 6236 S. St. Andrews Place City Los Angeles Zip 90062

d. UTM: (Give more than one for large and/or linear resources) Zone __, __ mE/ __ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 6001-016-901

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The existing factory is presently comprised of four attached buildings A, B, C, and D. The original buildings (Building A and D) located at 6236 S. St. Andrews Place were constructed in 1928 by Bauman Brothers for use as a furniture factory. Plans were prepared by John M. Cooper Company, a prominent industrial and theater architect in early 20th-century Los Angeles and Building A was designed in the Mediterranean Revival style with Italianate decorative elements and Building D was designed in a vernacular industrial style. More utilitarian Late Moderne-style additions were constructed by 1941 (Buildings B) and 1943 (Building C). Of the four structures on the subject property, three buildings (Buildings A, B, and C) are oriented west toward S. St. Andrews Place and one building is oriented south toward West Gage Avenue (Building D).

Building A is the original 1928 Bauman Brothers factory building constructed in the Mediterranean Revival style with Italianate detailing. Buildings B, C, and D are constructed in a utilitarian late Streamline Moderne style. Buildings A, B, and C are two stories high, while Building D is a single story with a second story on the south (front) portion of the building. All of the structures have stucco exteriors, flat or arched truss roofs, and industrial metal windows. The interiors of all four of the buildings are mostly characterized by large open industrial spaces with some smaller office rooms. There is a large empty lot on the northeastern portion of the subject property. [See Continuation Sheets]

*P3b. **Resource Attributes:** (List attributes and codes) HP8 (Industrial Building)

*P4. **Resources Present:**

- Building Structure Object
- Site District Element of District
- Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) View of the primary (west) façade (view facing southeast)

*P6. **Date Constructed/Age and Source:** Historic Prehistoric Both

1928/Los Angeles County Assessor

*P7. **Owner and Address:**

Los Angeles Department of Water and Power

*P8. **Recorded by:** (Name, affiliation, and address) Hanna Winzenried
ESA

626 Wilshire Blvd., Suite 1100
Los Angeles, CA 90017

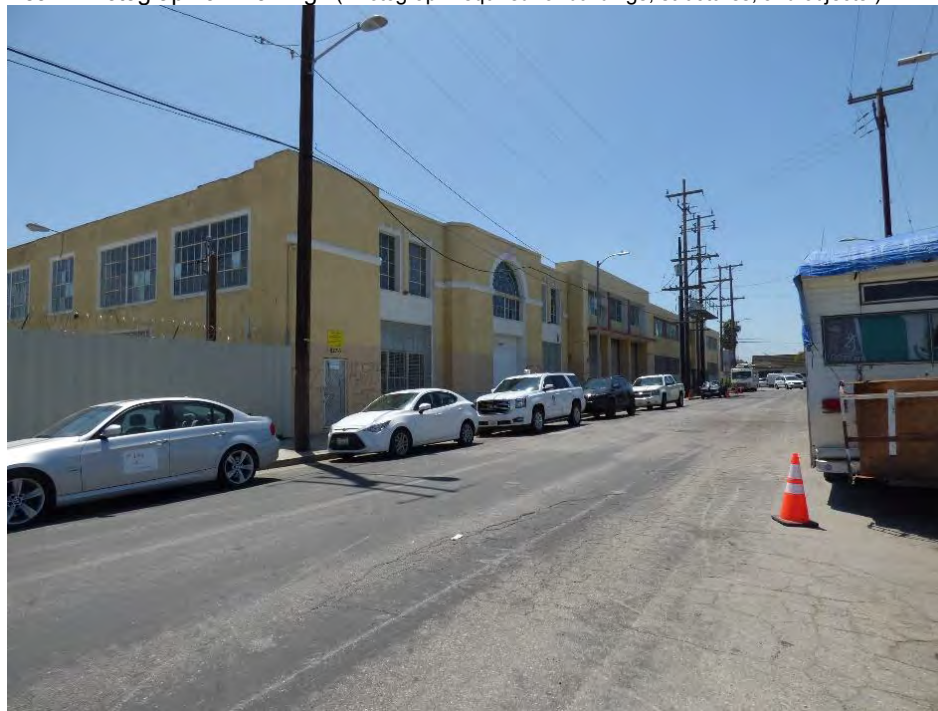
*P9. **Date Recorded:** June 2020

*P10. **Survey Type:** (Describe)

Intensive Pedestrian

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.")
ESA, 6236 S. St. Andrews Place,

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



Los Angeles, California Historic Resources Assessment, June, 2020.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

*Resource Name or # (Assigned by recorder) 815 Superba Avenue *NRHP Status Code 6Z
 Page 2 of 13

B1. Historic Name: _____
 B2. Common Name: _____
 B3. Original Use: Industrial Building B4. Present Use: Vacant

*B5. Architectural Style: Mediterranean Revival

*B6. Construction History: (Construction date, alterations, and date of alterations)

Records from the Los Angeles County Assessor and building permits on file with the Los Angeles Department of Building and Safety were used to create a construction history for the subject property as well as Sanborn maps and historic aerials. [See Continuation Sheets]

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: John M. Cooper Co. b. Builder: John M. Cooper Co.

*B10. Significance: Theme Context: Industrial Development (1850-1980), Sub-Context: Manufacturing for the Masses (1883-1989), Theme: Factories (1887-1980); Context: Architecture and Engineering, 1850-1980, Theme: Mediterranean & Indigenous Revival Architecture (1893-1948), Sub-Theme: Mediterranean Revival (1918-1942) and Sub-Context: L.A. Modernism (1919-1980), Theme: Related Responses to Modernism (1924-1970), Sub-Theme: Late Moderne (1937-1960), Furniture Industry in Los Angeles Area South Los Angeles
 Period of Significance 1928-1968 Property Type Industrial Building Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

6236 S. St. Andrews Place was evaluated under the historical and architectural themes as described above in accordance with SurveyLA evaluation methods. ESA conducted research and developed a Sub-Theme on Furniture Manufacturing in Los Angeles. ESA also conducted research on the subject property's construction and occupancy history. ESA evaluated the subject property under the criteria for listing in the National Register, California Register, and as a Los Angeles Historic Cultural Monument (LAHCM). [See Continuation Sheets]

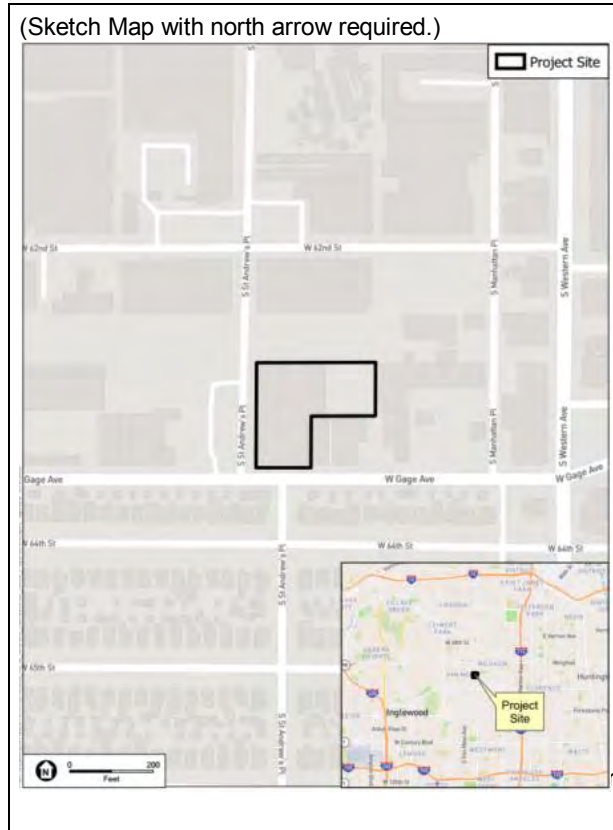
B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:
 [See Continuation Sheets]

B13. Remarks:

*B14. Evaluator: Hanna Winzenried
 *Date of Evaluation: June, 2020

(This space reserved for official comments.)



The long and narrow addition on the north side of Building A encompasses the original exterior brick wall of Building A which has been opened up with large rectangular openings supported by steel reinforcing beams. The original north elevation of Building A has been entirely altered and any original fenestration removed. The area is now lighted by the new windows on the north elevation of the addition. However, original windows on the south elevation of Building A are visible at the narrow gap between Building A and Building B where they are covered up by the new north wall of Building B; there is an access space on the north wall of the second-floor office space in Building B where the original windows of Building A are still visible.

Building B

Exterior

Building B is the Late Moderne-style building constructed directly south of Building A with a wood frame and stucco exterior constructed in 1941 and designed by Engineer A. Karl Leatherwood to be used for shipping furniture and crating on the first floor and light manufacturing on the second floor. The new addition was built of reinforced concrete, brick, and structural steel, with wood trusses, a composition roof, freight elevator, and fire sprinklers. On the first floor, there appears to have been three loading doors underneath an overhanging concrete awning. On the second story, there are three structural bays filled with large metal multi-lite industrial windows that are recessed in the bays. Streamline Moderne-style horizontal lines decorate the spandrels underneath the second-floor windows. The south and north (side) elevations directly abut Building A to the north and Buildings C and D to the south and are therefore not visible. The east (rear) elevation has one industrial window on the top story and an addition of an ice machine constructed of concrete block.

Interior

On the interior, Building B shares a first story with Building A. The second floor of Building B is also divided into two distinct areas by a horizontal corridor, separating the offices on the west side of the building overlooking S. St. Andrews Place, from the large open workroom to the east that consists of a wood floor, concrete walls, and an and an arched ceiling supported by an exposed wood truss roof structure. On the east side of the second story, there is a north-south corridor leading to a number of smaller rooms (alteration).

Building C

Exterior

Building C is another Late Moderne-style building that faces S. St. Andrews Place. It was built in 1946 in a utilitarian Late Moderne style and was designed by Engineer A. Karl Leatherwood and was used as a warehouse. There is a central projecting entrance pavilion with a large set of windows and a recessed entrance on the first floor that has been altered. The north façade has two rows of slightly recessed ribbon windows on the first and second stories. The ribbon windows consist of multiple metal industrial multi-lite windows set in the horizontal window openings. There is a high concrete wainscot below the

first-floor windows. Streamline Moderne-style horizontal lines decorate the spandrel between the first and second floors. There is a simple horizontal parapet that crowns the building above. The south façade fronts West Gage Avenue and is similar to the west façade; however, the industrial windows at the first story have been covered by security bars (alteration). In between the first- and second-story windows, there is corrugated metal siding (alteration). It appears that the wainscot under the first-floor windows has been repaired and/or repainted recently. The north and east elevations of Building B are not visible because they abut other buildings (Building B to the north, and Building D to the east. It appears that planters were constructed along the front of Buildings A and C at some point and palm trees were planted, which were later cut down leaving the trunks of the trees behind.

Interior

Building C is accessed from the street through a recessed entrance with double doors that open into an entrance lobby. Stairs from the entrance lobby provide access to the second floor. The entrance lobby and staircase have been altered and updated with new tile floors and architectural detailing similar to the altered ground-floor office space in Building A which must have been updated around the same time. The large first-floor workroom has altered flooring, wood posts, concrete walls, and an exposed wood-frame ceiling. The second floor has a wood floor and an exposed arched truss ceiling. The south end of the second floor overlooking West Gage Avenue has also been altered with the construction of a warren of partition walls that form a series of small offices.

Building D

Exterior

Building D is the only building that is oriented south toward West Gage Avenue. It was constructed in 1928 and was used as a store front and mattress manufacturing. It was designed in a simple brick vernacular style. The front portion of the building is two stories and has a flat roof and the rear portion of the building is a single story. The roof of the single-story portion has a sawtooth roof. The building has a painted brick façade and is constructed in a much simpler utilitarian industrial style than the other buildings. There is an exterior entrance door on the west side of the first floor flanked by small rectangular window openings with metal industrial windows. There are two large bays of multi-lite metal industrial windows on the first floor in the center and eastern bays of the façade. The second floor is also divided into three bays; the east and west bays are filled with similar metal industrial windows, while the center bay appears to be blocked(altered) and has a painted wall sign (alteration). Evidence of previous seismic strengthening/retrofit is visible on the façade. The building has a corbeled brick cornice on the south elevation and a stepped brick parapet on the east end. The east end is a solid brick wall. None of the other facades were visible.

Interior

The first floor is a large open workroom with a concrete slab floor, wood posts, and exposed wood-frame roofing system with a saw-tooth roof over the one-story portion. The brick walls have brick interior pilasters that support the wide wood joists. There are later steel I-beam moment frames added

(alteration). The second floor is smaller, two structural bays in width and runs the length of the Gage Avenue facade. It appears to have non-original flooring and a non-original drop-down ceiling (alteration).

***B6. Construction History (continued):**

The first permit on file was issued on January 9, 1928, for the construction of a brick building with a concrete foundation proposed to be 60 feet by 164 feet, 6 inches in size and three stories in height (Building A), valued at \$43,000. The material of the interior construction was wood posts, girders and trusses, wood and asbestos floors, and a composition on wood roof. The building was both designed and built by John M. Cooper Co., who is listed on the permit as both architect and contractor. On March 2, 1928, a permit was issued for a lumber storage shed (demolished in 2007 as per permit 07019-10000-00116). A second permit, issued January 10, 1928, stated that the building was “under erection”, and that alterations to the original plans were being made, to “erect 1 story & part of 2nd story” of what was originally intended to be a three-story “C” brick building with “all walls brick except rear 2nd floor wall.” However, it does not appear that the third story was ever completed. On March 20, 1928, a permit was issued for a 48-foot by 113-foot one-story addition to the existing 60-foot by 112-foot brick building, also designed and built by John M. Cooper Co., Inc. The following month on June 20, another permit was issued to John M. Cooper Co. for construction of a shed addition valued at \$75.00; the owner wished to omit a section of the building and use it for a garage and finishing room. According to the June 20 permit, there were two buildings on the lot at the time, a Lumber Shed and a Furniture Manufacturing Plant. A permit for a concrete incinerator was issued on April 20, 1928. Two consecutive permits for installation of an automatic fire sprinkler system in 1929 stated that existing structures on the lot at the time were a one-story 47-foot 3-inch by 112-foot, 6-inch structure, and a one-story plus mezzanine deck furniture factory building that was 60 feet by 123 feet, 6.75 inches.

According to a building permit issued on October 30, 1941, there were three buildings on the lot at that time, all used for furniture manufacturing, including a 60-foot by 164-foot two-story brick building (Building A) which had been enlarged in length by 50 feet since 1929. According to the permit, a new 12-foot wide two-story 164-foot-long addition was proposed (to the north side of Building A). There was also a permit for a one-story, 75-foot-long, 12-foot-wide addition to the rear of Building A. Built of wood frame, the additions were proposed to be used for shipping furniture and crating on the first floor and for light manufacturing, such as fabrication of seats and cushions padding, etc., on the second floor. On April 5, 1946, a one-story wood-frame 50-foot by 147-foot addition with a truss roof was erected on the adjacent lot (likely the lumber shed shown north of Building A on The 1950 Sanborn map). At that time the use of the existing buildings was stated as a Mill (Woodworking and Furniture Manufacturing) by Bauman Brothers. On July 30, 1946, a permit was issued for the erection of a two-story factory addition (Buildings B and C), joining the existing brick buildings and 2 frame mill buildings designed by Engineer A. Karl Leatherwood. The new addition was to be built of reinforced concrete, brick, and structural steel, with wood trusses, a composition roof, freight elevator, and fire sprinklers. A sketch map was attached to the permit that showed the plot plan and layout of the building on the site at the time and the location of the proposed construction. The sketch map shows that Building D, a brick building, was already existing at that time. Judging from the sketch map it appears that the one-story structure shown

as existing north of Building A (no longer extant), and the one-story warehouse structure shown existing rear (east) of Buildings A and B (no longer extant), have both been demolished since then. Later alterations including a 1948 addition, various tenant improvements over the years, demolition of a shed, removal of a 104-foot by 102-foot warehouse structure from the rear of Buildings A and B in 2007, earthquake repairs and seismic improvements in 1972, 1988 and 1989, and construction of new storage building in 2008 are among the many changes that have since been completed.

Building A has a number of observable alterations. The two-story brick building was later stuccoed. The projecting center entrance pavilion was later blocked in. The original design also included a hipped barrel-tile roof crowning the central pavilion and barrel-tile coping on the symmetrical parapets to each side but was later removed. Most of these changes appear to have happened per a permit issued in 1972.

Furthermore, there are a number of additions to the structure which impact the original design intent of the building. Significant alterations to later buildings (Buildings B, C, and D) include changes to the entranceway to Building C facing toward S. St. Andrews Place. Other visible changes include evidence of seismic structural retrofit. Otherwise, no other major exterior changes to later buildings were evident on the exterior.

Interior alterations include enclosure/blockage of several interior staircases in 1972 and 2012, construction of interior partitions/reconfiguration of spaces in 1972, and 2006, and construction of additional bathrooms in 2008. Within the west part of Building A, new tile flooring, new lighting, partitions, and a reception area had been added. Where additions were constructed, original openings and windows were enclosed. However, much of the interior materials and structural characteristics remain extant.

***B10. Significance (continued):**

National Register and California Register

a. Broad Patterns of History

With regard to broad patterns of history, the following are the relevant criteria:

National Register Criterion A: Is associated with events that have made a significant contribution to the broad patterns of our history.

California Register Criterion 1: Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

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

While SurveyLA found the subject property eligible under A/1/1 as an excellent and rare example of a 1920s industrial development as well as for being associated with the Bauman Brothers, ESA does not concur with this finding for a variety of reasons.

The furniture industry was an important industry in Los Angeles. The industry began in 1880s, and expanded dramatically in the 1920s with the construction of numerous manufacturing plants in Downtown Los Angeles. By 1923, annual furniture output was \$25,000,000,000, and Los Angeles was the leading furniture manufacturing city west of Chicago. By 1956, there were 500 furniture manufacturing companies located in Los Angeles.¹ Research shows that the Bauman Brothers was not a particularly important furniture company in Los Angeles; it was a relatively small enterprise and was not mentioned in any of the published economic or industrial reviews of the furniture manufacturing industry. In fact, it is scarcely mentioned in the local newspapers of the time, only in 1928 when the original factory was constructed at the subject property, once in 1949 due to union activity, and in 1968 when the factory was closed and sold.² Furthermore, it was not among the earliest furniture factories in Los Angeles having opened the plant at the subject property in 1929, at the end of the 1920s industrial boom.

There were no significant events associated with the subject property. The furniture industry as a whole was strongly associated with the 1920s and 1930s unionism and thousands of employees at the far larger more important furniture factories participated in these activities. Although there was one minor incident associated with the Bauman Brothers factory, it was not a significant incident and did not contribute to any change in labor practices or rises in wages.

Although the subject property's original building is an example of an industrial building from the 1920s, it is substantially altered and none of the elevations of the building remain intact. The primary façade of Building A is substantially changed from its original appearance; the original entrance has been blocked, the original brick façade has been stuccoed, and the barrel tile roof detailing has been removed. There are multiple large additions, including a long and narrow two-story addition to the north side of the building that entirely altered encompasses the original north elevation that was entirely obscured and is no longer visible. Likewise, the construction of Building B entirely obscures the south elevation of Building A. During the historic period there were also rear additions to Building A that have since been removed. All of these changes severely detract from the integrity of Building A and substantially change the integrity of the 1920s industrial building, thereby diminishing its ability to convey its association with 1920s industrial development in the area such that it does not meet the threshold of eligibility under Criterion A/1/1 at either the national, state, or local levels.

The subject property is not a rare example of a 1920s industrial building in the area as there are other examples of industrial buildings in the vicinity that were also constructed in the 1920s, including 2023 West Gage Avenue, J&J Cash, Inc., Hostess Bakery, Los Angeles Biscuit Company, 6525 S. Western Avenue, and Los Angeles Art Glass Company, all identified by SurveyLA in Tract 5999 as shown in Table 1, Nearby Historic Resources on page 14.

¹ "2,000 Retailers Attend L.A. Furniture Market," *Los Angeles Times* (Los Angeles, CA), July 10, 1956, B28.

² "New Buildings Help Industry," *Los Angeles Times* (Los Angeles, CA), April 1, 1928, 91; "Violent Acts Bring Three Court Cases," *Los Angeles Times* (Los Angeles, CA), October 11, 1949, 6; *Los Angeles Times* (Los Angeles, CA), September 22, 1968, 321.

Bauman Brothers Manufacturing Company was not an important furniture manufacturing company in the history of the Furniture industry of Los Angeles, nor is it a rare example in the area. Furthermore, 6326 S. St. Andrews Place does not retain integrity from its original construction to convey its association with the 1920s industrial development of Los Angeles. Therefore, 6326 S. St. Andrews Place does not meet the eligibility requirements under National Register Criterion A, California Register Criterion 1 or the LAHCM Criterion 1.

b. Significant Persons

With regard to associations with important persons, the following are the relevant criteria:

National Register Criterion B: Is associated with the lives of persons significant in our past.

California Register Criterion 2: Is associated with the lives of persons important in our past.

Los Angeles Historic Cultural Monument Criterion 2: Is associated with the lives of historic personages important to national, state, city or local history.

The occupancy and ownership history for the subject property was researched by reviewing City directories, building permits, and the U.S. Census. This research effort revealed no persons important to local, state, or national history were associated with the subject property.

Therefore, 6326 S. St. Andrews Place does not meet the eligibility requirements under National Register Criterion B, California Register Criterion 2 or the LAHCM Criterion 2.

c. Architecture

With regard to architecture, design, or construction, the following are the relevant criteria:

National Register Criterion C: Embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

California Register Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Los Angeles Historic Cultural Monument Criterion 3: Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age

The subject property was originally designed by notable architect, John M. Cooper in the Mediterranean Revival style with Italianate decorative features. However, due to the integrity issues discovered during the survey, it is clear that the original design by Cooper has been substantially altered and no longer conveys its original appearance as Cooper designed it. The primary façade of Building A is substantially changed from its original appearance; the original entrance has been blocked, the original brick façade has been stuccoed, and the barrel tile roof detailing has been removed. There are multiple large

additions including a long and narrow two-story addition to the north side of the building that entirely altered encompasses the original north elevation that was entirely obscured and is no longer visible. Likewise, the construction of Building B entirely obscures the south elevation of Building A. During the historic period there were also rear additions to Building A that have since been removed. All of these changes severely detract from the integrity of Building A. Furthermore, Cooper has many other better architectural examples, including the Roxie Theatre, an LAHCM. 819 S. Santee Street (Maxfield Building) was also nominated as an HCM, but it does not appear that it was registered. Therefore, because of the lack of integrity and the fact that better examples by Cooper exist, this building is not eligible under C/3/3.

Additionally, the subject property is not a significant example of a Late Moderne-style factory. Buildings B and C are the only buildings in the complex that are designed in the Late Moderne style, but they are not distinctive examples as they were 1940s additions to an earlier 1920s furniture factory. Furthermore, there were numerous much more important and much larger furniture factories built in Los Angeles during the 1940s, many of which are depicted in the Los Angeles Times in articles announcing their construction.

Therefore, 6236 S. St. Andrews Place does not meet the integrity or eligibility requirements for significance under National Register Criterion C, California Register Criterion 3 or LAHCM Criterion 3.

d. Data

National Register Criterion D. It yields, or may be likely to yield, information important in prehistory or history.

California Register Criterion 4. Has yielded, or may be likely to yield, information important in prehistory or history.

While most often applied to archaeological districts and sites, Criterion D/4 can also apply to buildings, structures, and objects that contain important information. For these types of properties to be eligible under Criterion D/4, they themselves must be, or must have been, the principal source of the important information. None of the buildings on the subject property appear to yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known about the period in which they were constructed, their method of construction, or their design. The building reflects common building practices and materials of the early twentieth century, which have already been well documented. **Therefore, 6236 S. St. Andrews Place does not meet the eligibility requirements under National Register Criterion D and California Register Criterion 4.**

***B12. References (continued):**

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Appendix C
Noise and Vibration
Technical Report

Final

ST. ANDREWS DEMOLITION PROJECT

Noise and Vibration Technical Report

Prepared for
Los Angeles Department of Water & Power
Environmental Affairs
111 North Hope Street, Room 1044
Los Angeles, CA 90012

November 2020



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November 2020

2121 Alton Parkway
Suite 100
Irvine, CA 92606
949.753.7001
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ACRONYMS AND ABBREVIATIONS

Acronym	Description
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Los Angeles
CNEL	Community Noise Equivalent Level
dB	decibel
dBA	A-weighted dB scale
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
LADWP	Los Angeles Department of Water and Power
L_{eq}	Equivalent Sound Level
L_{max}	Maximum Noise Level
L_{min}	Minimum Noise Level
PPV	peak particle velocity
Project	St. Andrews Demolition Project
TeNS	Technical Noise Supplement
USEPA	U.S. Environmental Protection Agency

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EXECUTIVE SUMMARY

The purpose of this Noise Technical Report is to assess and discuss the impacts of potential noise and vibration impacts that may occur with the implementation of the proposed St. Andrews Demolition Project (proposed project) located in the City of Los Angeles (City). The project site is comprised of one parcel (Assessor's Parcel No. 600101) with a two-story structure along the western portion of the property. In addition to the two-story structure, the project site is developed with an accessory structure, and a paved area used for parking along the eastern side of the property. Currently a concrete wall separates the paved parking area from the property to the north. LADWP would like expand the available storage area currently used along the northern side of the proposed project area.

The analysis describes the existing noise environment in the vicinity of the project limits, estimates future noise and vibration levels at surrounding land uses resulting from construction and operation of the project, and identifies the potential for significant noise impacts based on applicable noise and vibration threshold of significance. Noise worksheets and technical data used in this analysis are provided in Appendices A through C of this report. The findings of the analyses are as follows:

- Construction activities would be required to comply with the City's allowable construction hours of between the hours of 7:00 A.M. to 9:00 P.M. Mondays through Fridays, and 9:00 A.M. to 6:00 P.M. on Saturdays. With implementation of mitigation measures NOI-1 through NOI-4, noise levels from the construction site would be reduced to below the City of Los Angeles Municipal Code Section 112.05 requirement of 75 dBA at 50 feet when within 500 feet of a residential area. Therefore, construction noise impacts generated by the proposed project would be less than significant with mitigation.
- Off-site haul truck trips and vendor deliveries would occur only during daytime hours within the allowable hours specified in the City's Municipal Code. Therefore, noise impacts from off-site construction traffic would be less than significant, and no mitigation measures are required.
- Project operational traffic would not increase perceptibly from existing conditions; therefore, noise levels at off-site noise-sensitive uses in the project area would not noticeably increase with the operation of the project. Operational traffic-related noise impacts would be less than significant.
- Temporary construction-related vibration would not exceed the established threshold for building damage and human annoyance to the adjacent residential uses adjacent to the project area. Vibration generated by on-site construction activities would have a less than significant impact.
- The project area is not located within the vicinity of a private airstrip. The project is also not located within an airport land use plan or within 2 miles of a public airport or public use

airport. Therefore, the project would have no impact related to public or private airport/airstrip noise levels.

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SECTION 1

Introduction

The Los Angeles Department of Water and Power (LADWP) proposes to implement the St. Andrews Building Demolition Project (proposed project). The proposed project would demolish a two-story structure, and some additional structures on a 1.1-acre lot owned by LADWP. Once the site is cleared, the proposed project site would be used by LADWP as open air storage. The property is located adjacent to an existing LADWP well field property which is currently used for open air storage.

An acoustical study has been conducted with respect to potential noise and vibration impacts from construction activities that are noise and vibration intensive and that have the potential to impact existing off-site noise sensitive land uses and existing on- and off-site vibration-sensitive land uses. The objectives of this noise study are to:

1. Evaluate construction-related noise and vibration impacts to noise sensitive receptors;
2. Provide noise mitigation measures, as required, to meet applicable noise regulations and standards including interior sound level standards as specified by the City.

1.1 Project Location

The project site is located south of downtown Los Angeles, at 6236 St. Andrews Place in the City of Los Angeles. The project site is bound by an existing LADWP well field property to the north, West Gage Avenue to the south, St. Andrews Place to the west, and existing industrial uses to the east. The site can be accessed from by a gate on St. Andrews Place. Regional access to the project site is provided by Interstate 110 (I-110) approximately 1.7 miles east.

1.2 Existing Site Conditions

The project site is composed of one parcel (Assessor's Parcel No. 6001 016 901), owned by LADWP, with a two-story structure along the western portion of the property. In addition to the two-story structure, the project site is developed with an auxiliary structure and a paved area used for parking along the eastern side of the property. A concrete wall separates the paved parking area from the property to the north. LADWP would like to expand the available storage area currently used along the northern side of the project site. The two-story structure that will be demolished as part of the proposed project was constructed in 1928 and originally served as Bauman Bros. Furniture Manufacturing Co. facilities. The existing structure consists of various

materials with an exterior that is mostly unreinforced masonry and includes floors that are made of wood framing.

1.3 Project Description

The proposed project would include the demolition of a 64,434-square-foot, 26-foot-tall, two-story structure. The structure's footprint is approximately 38,484 feet. In addition, the proposed project would remove a 456-square-foot auxiliary structure, a concrete wall along the northern property line, and 10 posts located on the paved portion of the site, which were previously used as truck charging stations. Once the site is demolished and cleared of debris, a new chain-link fence with privacy slats or other privacy cover would be constructed along the perimeter of the property. The fence would be 8 feet tall and similar to the existing chain-link fence that surrounds the adjacent LADWP well field. The fence would include posts every 10 feet and barbed wire along the top. Once all structures and posts have been removed, the existing paved parking along the eastern side of the property would remain in place and the rest of the site would be slightly graded. No additional improvements to the site would occur. The proposed project would result in a new open air storage area to supplement the adjacent storage area at the LADWP well field property.

1.4 Project Construction

Prior to proposed demolition activities, utilities related to the existing structure would be capped, and hazardous materials remediation would be implemented at the project site to limit exposure to potentially toxic materials, such as asbestos-containing materials and lead-based paint, during demolition activities. Prior to the start of demolition activities, a Hazardous Materials Survey would be conducted to assess the types and quantities of hazardous material that may be encountered during the demolition work. After the assessment, hazardous waste would be removed and disposed of in compliance with and all federal, state, and local laws. The demolition work would commence after the hazardous waste has been properly assessed and safely removed and disposed of.

Because of the two-story structure's proximity to the sidewalk along St. Andrews Place and West Gage Avenue, barricades, protection fences, and/or canopies will be provided along the sidewalk to protect pedestrians from construction activities. No sidewalk or road closures are anticipated.

The proposed project would include mobilization and capping of utilities, hazardous materials remediation, installation of pedestrian protection and fencing, salvaging of construction materials, removal of wood framing, removal of walls, removal of foundation, backfilling and minor grading, and cleanup and removal of construction fencing.

Construction demolition waste required to be exported off-site would include approximately 1,280 cubic yards (CY) of concrete, 1,670 CY of unreinforced masonry, and approximately 1,300 CY of wood. Minor excavation would be required to remove a concrete slab and perimeter footings. The maximum depth of excavation for the footings would be no deeper than 60 inches.

All demolition debris and excavation material would be sent to either 25th Street Recycling (2121 East 25th Street, Los Angeles, CA) or California Waste Services (621 West 152nd Street, Gardena, CA). Approximately 75 percent of the haul trips would go to California Waste Services and 25 percent would go to 25th Street Recycling. All hazardous materials would be disposed of at an appropriate facility that accepts such waste. Several S.A.F.E. Centers located throughout Los Angeles County accept hazardous waste, such as Gaffey Street S.A.F.E. Center (1400 N. Gaffey Street, San Pedro, CA 90731), Washington Boulevard S.A.F.E. Center (2649 E. Washington Boulevard, Los Angeles, CA 90021), Hyperion S.A.F.E. Center (7660 West Imperial Highway, Gate B, Playa Del Rey, CA 90293), and Randall Street S.A.F.E. Center (11025 Randall Street, Sun Valley, CA 91352).

Site access would occur via a gate located along the north side of the project site along St. Andrews Place. On average, approximately 10 workers per day would be at the project site, and up to 20 workers per day during the peak construction period, which would last approximately 3 weeks. This would result in a total of 20 worker trips per day on average and 40 worker trips per day during peak construction. Approximately 25 truck haul trips per day would occur during the heaviest period of construction.

The proposed project would take approximately 4.5 months to complete, which would include approximately 2 months of hazardous material remediation and 2.5 months of demolition work. Construction of the proposed project is anticipated to start in August 2021.

Construction for the proposed project would occur Monday through Friday, between the hours of 6:00 A.M. and 5:00 P.M. No nighttime construction would occur as part of the proposed project.

1.5 Project Operation

Once construction is completed, the project site would be used for open air storage similar, to the existing adjacent property. It is anticipated that existing LADWP staff would operate and maintain the new open air storage area similar to the current adjacent well field property. It is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site.

1.6 Noise and Vibration Fundamentals

1.6.1 Noise

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). Acoustics is defined as the physics of sound. In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. Acoustics primarily addresses the propagation and control of sound.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of feeling and pain, respectively. Pressure waves traveling through air exert a force registered by the human ear as sound.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude, with audible frequencies of the sound spectrum ranging from 20 to 20,000 Hz. The typical human ear is not equally sensitive to this frequency range. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and extremely high frequencies. This method of frequency filtering or weighting is referred to as A-weighting, expressed in units of A-weighted decibels (dBA), which is typically applied to community noise measurements.

Noise Exposure and Community Noise

An individual's noise exposure is a measure of noise over a period of time; a noise level is a measure of noise at a given instant in time. However, noise levels rarely persist at that level over a long period of time. Rather, community noise varies continuously over a period of time with respect to the sound sources contributing to the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with many of the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources, such as changes in traffic volume. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.

These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the noise exposure to be measured over periods of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. The following noise descriptors are used to characterize environmental noise levels over time, which are applicable to the Project.

L_{eq}: The equivalent sound level over a specified period of time, typically, 1 hour ($L_{eq}(1)$). The L_{eq} may also be referred to as the average sound level.

L_{max}: The maximum, instantaneous noise level experienced during a given period of time.

L_{min}: The minimum, instantaneous noise level experienced during a given period of time.

CNEL: The Community Noise Equivalent Level (CNEL) is the average A-weighted noise level during a 24-hour day that includes an addition of 5 dB to measured noise levels between the hours of 7:00 a.m. to 10:00 p.m. and an addition of 10 dB to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical, psychological, and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep.

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur (Caltrans 2013):

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived.
- Outside of the laboratory, a 3 dBA change in ambient noise levels is considered to be a barely perceivable difference.
- A change in ambient noise levels of 5 dBA is considered to be a readily perceivable difference.

- A change in ambient noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

These relationships occur in part because of the logarithmic nature of sound and the decibel scale. The human ear perceives sound in a non-linear fashion; therefore, the dBA scale was developed. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Under the dBA scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and ten sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source (Caltrans 2013).

Noise Attenuation

When noise propagates over a distance, the noise level reduces with distance depending on the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, referred to as “spherical spreading.” Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (i.e., reduce) at a rate of between 6 dBA for acoustically “hard” sites and 7.5 dBA for “soft” sites for each doubling of distance from the reference measurement, as their energy is continuously spread out over a spherical surface (e.g., for hard surfaces, 80 dBA at 50 feet attenuates to 74 at 100 feet, 68 dBA at 200 feet, etc.). Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the reduction in noise levels with distance (i.e., distance loss) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees, which in addition to geometric spreading, provides an excess ground attenuation value of 1.5 dBA (per doubling distance) (Caltrans 2013). Most sites are a combination of both hard and soft surfaces; therefore, using the hard site criteria of 6 dBA is the more conservative approach.

Roadways and highways consist of several localized noise sources on a defined path, and hence are treated as “line” sources, which approximate the effect of several point sources. Noise from a line source propagates over a cylindrical surface, often referred to as “cylindrical spreading.” Line sources (e.g., traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement (Caltrans 2013). Therefore, noise due to a line source attenuates less with distance than that of a point source with increased distance.

Additionally, receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Atmospheric temperature inversion (i.e., increasing temperature with elevation) can increase

sound levels at long distances (e.g., more than 500 feet). Other factors such as air temperature, humidity, and turbulence can also have significant effects on noise levels (Caltrans 2013).

1.6.2 Vibration

Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures, which generally dissipate with distance from the vibration source. Because energy is lost during the transfer of energy from one particle to another, vibration becomes less perceptible with increasing distance from the source.

As described in the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment*, groundborne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard (FTA 2018). In contrast to airborne noise, groundborne vibration is not a common environmental problem, as it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, heavy trucks traveling on rough roads, and construction activities, such as blasting, pile-driving, and operation of heavy earth-moving equipment.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal in inches per second (in/sec), and is most frequently used to describe vibration impacts to buildings.

Groundborne noise is a result of groundborne vibration and specifically refers to the rumbling noise emanating from the motion of building room surfaces due to the vibration of floors and walls; it is perceptible only inside buildings (FTA 2018). The relationship between groundborne vibration and groundborne noise depends on the frequency content of the vibration and the acoustical absorption characteristics of the receiving room. For typical buildings, groundborne vibration that causes low frequency noise (i.e., the vibration spectrum peak is less than 30 Hz) results in a groundborne noise level that is approximately 50 decibels lower than the velocity level. For groundborne vibration that causes mid-frequency noise (i.e., the vibration spectrum peak is 30 to 60 Hz), the groundborne noise level will be approximately 35 to 37 decibels lower than the velocity level (FTA 2018). Therefore, for typical buildings, the groundborne noise decibel level is lower than the groundborne vibration velocity level.

1.7 Regulatory Framework

Many government agencies have established noise standards and guidelines to protect citizens from potential hearing damage and various other adverse physiological and social effects associated with noise and ground-borne vibration. Federal and local policies and/or standards such as those of FTA, U.S. Environmental Protection Agency (USEPA), and regulations in the City General Plan Noise Element, and Municipal Code would be applicable to the project, as summarized below.

1.7.1 Federal

Federal Noise Standards

Under the authority of the Noise Control Act of 1972, the United States Environmental Protection Agency (USEPA) established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations (CFR) that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, the USEPA issued guidance levels for the protection of public health and welfare in residential land use areas of an outdoor L_{dn} of 55 dBA and an indoor L_{dn} of 45 dBA (USEPA 1974). These guidance levels are not considered as standards or regulations and were developed without consideration of technical or economic feasibility (USEPA 1974). There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the project.

Federal Groundborne Vibration and Noise Standards

There are no federal vibration standards or regulations adopted by an agency that are applicable to evaluating potential groundborne vibration and groundborne noise impacts from land use development projects such as the project. However, the FTA has adopted criteria for use in evaluating groundborne vibration impacts from construction activities (FTA 2018). The groundborne vibration damage criteria adopted by the FTA are shown in **Table 1, Construction Groundborne Vibration Damage Criteria**.

**TABLE 1
CONSTRUCTION GROUNDBORNE VIBRATION DAMAGE CRITERIA**

Building Category	PPV (in/sec)	Approximate Vibration Level (VdB)^a
I. Reinforced-concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

^a RMS velocity in decibels, VdB re 1 micro-in/sec

SOURCE: FTA 2018.

The FTA has also adopted criteria for assessing potential human annoyance impacts caused by groundborne vibration for the following three land-use category receptors: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional (FTA 2018). The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations (FTA 2018). Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and optical microscopes (FTA 2018). Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals (FTA 2018). Category 3 refers to institutions and offices that have vibration-sensitive equipment and

have the potential for activity interference such as schools, churches, doctors' offices. Commercial or industrial locations including office buildings are not included in this category unless there is vibration-sensitive activity or equipment within the building (FTA 2018). The groundborne vibration thresholds associated with human annoyance for these three land-use categories are shown in **Table 2**, *Groundborne Vibration Impact Criteria for General Assessment*. As discussed previously, groundborne noise is a result of groundborne vibration. The FTA criteria for groundborne noise is based on the equivalent groundborne vibration level; therefore, an assessment of the FTA groundborne vibration criteria is also an equivalent assessment of the FTA groundborne noise criteria.

TABLE 2
GROUNDBORNE VIBRATION IMPACT CRITERIA FOR GENERAL ASSESSMENT

Land Use Category	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB ^d	65 VdB ^d	65 VdB ^d
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

^a "Frequent Events" is defined as more than 70 vibration events of the same source per day.

^b "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.

^c "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.

^d This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.

SOURCE: FTA 2018.

1.7.2 State

California Noise Standards

The State of California has established noise insulation standards for new multi-family residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations, Part 2). The noise insulation standards set an interior standard of 45 dBA CNEL in any habitable room. Title 24 standards are typically enforced by local jurisdictions through the building permit application process. These standards do not apply to the project as the project does not include building construction.

California Groundborne Vibration and Noise Standards

The State of California has not adopted statewide standards or regulations for evaluating groundborne vibration or groundborne noise impacts from land use development projects such as the project.

1.7.3 Local

City of Los Angeles Municipal Code

The City of Los Angeles Noise Regulations are provided in Chapter XI of the Los Angeles Municipal Code (LAMC). Section 111.02 of the LAMC provides procedures and criteria for the measurement of the sound level of “offending” noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line is considered to create a noise violation. To account for people’s greater tolerance for short-duration noise events, the Noise Regulations provide a 5 dBA allowance for a noise source that causes noise lasting more than five minutes but less than 15 minutes in any one-hour period, and an additional 5 dBA allowance (total of 10 dBA) for a noise source that causes noise lasting five minutes or less in any one-hour period (Los Angeles 2020)

The LAMC provides that in cases where the actual ambient conditions are not known, the City’s presumed daytime (7:00 A.M. to 10:00 P.M.) and nighttime (10:00 P.M. to 7:00 A.M.) minimum ambient noise levels as defined in Section 111.03 of the LAMC should be used. The presumed ambient noise levels for such areas as set forth in the LAMC Sections 111.03 are provided in **Table 3**. For example, for residential-zoned areas, the presumed ambient noise level is 50 dBA during the daytime and 40 dBA during the nighttime.

TABLE 3
CITY OF LOS ANGELES PRESUMED AMBIENT NOISE LEVELS

Zone	Daytime Hours (7 A.M. to 10 P.M.) dBA (L_{eq})	Nighttime Hours (10 P.M. to 7 A.M.) dBA (L_{eq})
Residential	50	40
Commercial	60	55
Manufacturing (M1, MR1 and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65

Source: LAMC, Section 111.03.

Section 112.02 limits increases in noise levels from air conditioning, refrigeration, heating, pumping and filtering equipment. Such equipment may not be operated in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

Section 112.05 of the LAMC sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this

standard is required only where “technically feasible.”¹ Section 41.40 of the LAMC prohibits construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 A.M. to 9:00 P.M.; and Saturdays and National Holidays between 8:00 A.M. to 6:00 P.M.). In general, the City’s Department of Building and Safety enforces noise ordinance provisions relative to equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people.

Section 113.01 of the LAMC prohibits collecting or disposing of rubbish or garbage, operating any refuse disposal truck, or collecting, loading, picking up, transferring, unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in Section 66.00 of LAMC, within 200 feet of any residential building between the hours of 9:00 P.M. and 6:00 A.M. of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners.

Section 91.1207.14.2 prohibits interior noise levels attributable to exterior sources from exceeding 45 dBA in any habitable room. The noise metric shall be either the day-night average sound level (Ldn) or the community noise equivalent (CNEL), consistent with the noise element of the local general plan.

City of Los Angeles Noise Element

The overall purpose of the Noise Element of the General Plan is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of people to excessive noise levels. The following policies and objectives from the Noise Element of the General Plan are applicable to the project (City of Los Angeles 1999):

Objective 2 (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise-sensitive uses.

Policy 2.1: Enforce and/or implement applicable City, State, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

The City’s noise compatibility guidelines are provided in **Table 4**.

¹ In accordance with the City’s Noise Ordinances, “technically feasible” means that the established noise limitations can be complied with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

TABLE 4
CITY OF LOS ANGELES LAND USE COMPATIBILITY FOR COMMUNITY NOISE

Land Use	Community Noise Exposure CNEL (dBA)			
	Normally Acceptable ^a	Conditionally Acceptable ^b	Normally Unacceptable ^c	Clearly Unacceptable ^d
Single-Family, Duplex, Mobile Homes	50 to 60	55 to 70	70 to 75	Above 70
Multi-Family Homes	50 to 65	60 to 70	70 to 75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 to 70	60 to 70	70 to 80	Above 80
Transient Lodging—Motels, Hotels	50 to 65	60 to 70	70 to 80	Above 80
Auditoriums, Concert Halls, Amphitheatres	—	50 to 70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50 to 75	—	Above 70
Playgrounds, Neighborhood Parks	50 to 70	—	67 to 75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 to 75	—	70 to 80	Above 80
Office Buildings, Business and Professional Commercial	50 to 70	67 to 77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50 to 75	70 to 80	Above 75	—

^a Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

^b Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

^c Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

^d Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: City of L.A. 2006.

Guidelines for Noise Compatibility Land Use

The City has adopted local guidelines based, in part, on the community noise compatibility guidelines established by the Governor’s Office of Planning and Research for use in assessing the compatibility of various land use types within a range of noise levels. These guidelines are set forth in the 2006 L.A. CEQA Thresholds Guide (Thresholds Guide) in terms of CNEL levels. As explained above, these CNEL guidelines for specific land uses are classified into four categories: (1) “normally acceptable,” (2) “conditionally acceptable,” (3) “normally unacceptable,” and (4) “clearly unacceptable.” As shown in **Table 4**, the categories overlap to some degree. For example, a CNEL value of 60 dBA is the lower limit of what is considered a “conditionally acceptable” noise environment for multi-family residential uses, although the upper limit of what is considered “normally acceptable” for multi-family residential uses is set at 65 dBA CNEL (City of Los Angeles 2006). New development should generally be discouraged within the “normally unacceptable” or “clearly unacceptable” categories. However, if new development

does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Ground-Borne Vibration

The City of Los Angeles has not adopted standards or regulations addressing groundborne vibration or groundborne noise impacts from land use development projects such as the project. As such, available guidelines from the FTA are utilized to assess impacts due to groundborne vibration and noise. As discussed above, in most circumstances common groundborne vibrations related to roadway traffic and construction activities pose no threat to buildings or structures.

1.8 Environmental Setting

1.8.1 Noise-Sensitive Receptor Locations

Some land uses are considered more sensitive to noise than others due to the amount of noise exposure and the types of activities typically involved at the receptor location. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and parks are generally more sensitive to noise than commercial and industrial land uses. The nearest sensitive receptors would be single family and multi-family residential uses located south of the project site across West Gage Avenue.

1.8.2 Ambient Noise Levels

The existing noise environment within the project area is comprised primarily of vehicle traffic including trucks, buses, etc. St. Andrews and the adjacent streets. Secondary noise sources include nearby residential activities and activities associated with nearby schools. The Noise Element of the City of Los Angeles's General Plan provides estimated vehicular traffic noise levels for areas throughout the City. The General Plan does not have estimated traffic noise levels for the local roadways directly adjacent to the project site. The closest roadway segment with estimated traffic noise levels is Normandie Avenue between Manchester Avenue and 92nd Street. Similar to the project vicinity, this area consists primarily of residential land uses, where the noise environment is comprised primarily from vehicular traffic. The estimated traffic noise levels for this area is 61.7 dBA CNEL, 100 feet from the centerline of the roadway.

1.8.3 Vibration-Sensitive Receptor Locations

Activities associated with implementation of the proposed project have the potential to generate low levels of groundborne vibration due to the operation of equipment (i.e., rubber-tired dozer, drill rigs, and haul trucks). Groundborne vibrations propagate through the ground and rapidly diminish in intensity with increasing distance from the source. No high-impact activities, such as pile driving or blasting, would be used during demolition activities. The nearest off-site buildings to the project site that could be exposed to vibration levels generated from project activities include residential uses located on the south of the site across West Gage Avenue.

SECTION 2

Thresholds of Significance

The significance thresholds below are derived from the Environmental Checklist questions in Appendix G of the State CEQA Guidelines. Accordingly, a significant impact associated with noise would occur based on the following thresholds described below:

NOI-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

NOI-2: Generation of excessive groundborne vibration or groundborne noise levels?

NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

In assessing the project's potential impacts related to noise and groundborne vibration and noise in this section, the City has determined to use Appendix G of the State CEQA Guidelines as its thresholds of significance. The factors below from the City's Noise Ordinance and the FTA's groundborne vibration and noise criteria for assessing potential impacts relating to building damage and human annoyance will be used where applicable and relevant to assist in analyzing the Appendix G questions.

The project Site is not located within the vicinity of a private airstrip or an airport land use plan or within two miles of a public airport or public land use airport. The airports nearest to the project Site are the Los Angeles International Airport and Santa Monica Airport at more than 12 miles to the southwest. The project would not expose people residing or working in the project Site area to excessive noise levels for a project within the vicinity of a private airstrip or an airport land use plan or within two miles of a public airport or public land use airport, and no impact would occur with respect to Threshold NOI-3. No further analysis is required for Threshold NOI-3.

2.1 Noise Levels

2.1.1 Construction Noise

The City of Los Angeles has established requirements for preparing a noise analysis for a Class 32 Categorical Exemption under CEQA (City of Los Angeles 2016). The requirements state that LAMC Chapter XI, Article 2, Section 112.05 on construction noise may be used to demonstrate

that the project will not result in a significant impact. Under this standard, the applicant must at minimum demonstrate compliance with LAMC Section 112.05. As discussed above, Section 112.05 of the LAMC sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone.

In accordance with City requirements for a Class 32 Categorical Exemption, the criteria used in the construction noise analysis presented in this technical report is a noise level exceeding 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone.

2.1.2 Operation Noise

The following criteria are applied to the project, as set forth in the Thresholds Guide and the City's Noise Regulations, with the more restrictive provisions applied, to evaluate operational noise. The Project would have a significant impact from operations if:

- The project causes the ambient noise levels measured at the property line of affected uses to increase by 3 dBA CNEL to or within the “normally unacceptable” or “clearly unacceptable” categories; or
- The project causes the ambient noise levels measured at the property line of affected uses to increase by 5 dBA CNEL or more increase in noise level; or
- Project-related operational on-site (i.e., non-roadway) noise sources such as outdoor building mechanical/electrical equipment, outdoor activities, or parking facilities increase the ambient noise level (L_{eq}) at noise sensitive uses by 5 dBA L_{eq} .

In summary, for operational noise, the criteria for off-site operational noise is an increase in the ambient noise level of 3 dBA or 5 dBA CNEL, depending on the existing noise conditions at the affected noise-sensitive land use category. On-site operational noise is an increase in the ambient noise level of 5 dBA L_{eq} at an adjacent property line, in accordance with the LAMC.²

2.1.3 Groundborne Vibration and Groundborne Noise

The City has not adopted criteria to assess vibration impacts during construction. Thus, for this project, the City has determined to use the FTA's criteria for structural damage and human annoyance, as described in **Table 1** and **Table 2**, respectively, above, to evaluate potential impacts related to project construction and operation.

- Potential Building Damage – project construction activities that cause groundborne vibration levels to exceed the potential structural damage threshold of 0.5-in/sec PPV at the nearest off-site buildings or structures of Building Category I, Reinforced-concrete, steel, or timber (no plaster).

² Since the noise levels are measured at exterior locations at property lines, the noise levels inside buildings would be less than the values used for determining impacts. With windows closed, the minimum exterior-to-interior noise attenuation for typical structures in California is approximately 25 to 30 dBA or potentially more with improved noise abatement materials or techniques. See: Gordon 1971.

- Potential Building Damage – project construction activities that cause groundborne vibration levels to exceed the potential structural damage threshold of 0.3-in/sec PPV at the nearest off-site buildings of Building Category II, Engineered concrete and masonry (no plaster).
- Potential Building Damage – project construction activities that cause groundborne vibration levels to exceed the potential structural damage threshold of 0.2-in/sec PPV at the nearest off-site buildings of Building Category III, Non-engineered timber and masonry buildings.
- Potential Building Damage – project construction activities that cause groundborne vibration levels to exceed the potential structural damage threshold of 0.12-in/sec PPV at the nearest off-site buildings of Building Category IV, Buildings extremely susceptible to building damage.

Based on FTA guidelines, construction and operational vibration impacts associated with human annoyance would be significant if the following were to occur:

- Project construction and operational activities cause ground-borne vibration levels to exceed the following at off-site residential uses:
 - 72 VdB for frequent events (more than 70 events per day);
 - 75 VdB for occasional events (30 to 70 events per day); or
 - 80 VdB for infrequent events (fewer than 30 events per day).
- Project construction and operational activities cause ground-borne vibration levels to exceed the following at off-site institutional uses with primarily daytime use:
 - 75 VdB for frequent events (more than 70 events per day);
 - 78 VdB for occasional events (30 to 70 events per day); or
 - 83 VdB for infrequent events (fewer than 30 events per day).

SECTION 3

Impact Analysis

3.1 Methodology

3.1.1 On-Site Construction Noise

On-site construction noise impacts were evaluated by determining the noise levels generated by the different types of construction activity anticipated, calculating the construction-related noise level at nearby sensitive receptor locations, and comparing these construction-related noise levels to existing ambient noise levels (i.e., noise levels without construction noise) at those receptors. On-Site Roadway Noise calculations are provided in Appendix A of this report. More, specifically, the following steps were undertaken to assess construction-period noise impacts:

1. Typical noise levels for each type of construction equipment were obtained from the FHWA's Construction Noise Handbook (FHWA 2006);
2. Distances between construction site locations (noise sources) and surrounding sensitive receptors were measured using project architectural drawings and site plans and aerial imagery;
3. The construction noise level was then calculated, in terms of hourly L_{eq} , for sensitive receptor locations based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance.

3.1.2 Off-Site Roadway Noise (Construction)

Roadway noise impacts have been evaluated using the Caltrans Technical Noise Supplement (TeNS) method based on the traffic data provided by the applicant. The Caltrans TeNS method allows for the definition of roadway configurations, barrier information (if any), and receiver locations. Off-Site Roadway Noise calculations are provided in Appendix B of this report.

3.1.3 Ground-Borne Vibration (Construction and Operations)

Ground-borne vibration impacts were evaluated by identifying potential vibration sources, measuring the distance between vibration sources and surrounding structure locations, and making a significance determination based on the significance thresholds described above. Ground-borne Vibration calculations are provided in Appendix C of this report.

3.2 Noise Impacts

Threshold NOI-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact NOI-1: Implementation of the proposed project would not generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Less than Significant).

3.2.1 Construction Noise

On-Site Construction Noise

Noise from on-site construction activities would be generated by the use of equipment involved during various stages of the demolition activities. The noise levels generated by construction equipment would vary depending on factors such as the type and number of equipment, the specific model (horsepower rating), the construction activities being performed, and the maintenance condition of the equipment. Individual pieces of construction equipment anticipated to be used during project construction could produce maximum noise levels of 78 dBA to 89 dBA L_{max} at a reference distance of 50 feet from the noise source, as shown in **Table 5**. These maximum noise levels would occur when equipment is operating under full power conditions. The estimated usage factor for the equipment is also shown in Table 2-6. The usage factors are based on the Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide (FHWA 2006).

TABLE 5
CONSTRUCTION EQUIPMENT NOISE LEVELS

Construction Equipment	Estimated Usage Factor, %	Noise Level at 50 Feet (dBA, L _{max})
Air Compressor	40%	78
Auger Drill Rig	20%	84
Generator Set	50%	81
Jackhammer	20%	89
Roller	20%	80
Loader	40%	79

SOURCE: FHWA 2006

To characterize construction-period noise levels, the hourly Leq noise level associated with each construction phase is estimated based on the quantity, type, and usage factors for each type of

equipment used during each construction phase and are typically attributable to multiple pieces of equipment operating simultaneously. Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently.

The estimated noise levels at noise sensitive receptors were calculated based on a maximum concurrent operation of construction equipment, which is considered a worst-case evaluation because the project would typically use less equipment simultaneously, and as such would generate lower noise levels. See Appendix A for the noise calculation worksheets. The nearest sensitive receptors to the construction areas would be single family and multi-family residential uses located south of the project site across West Gage Avenue in the City of Los Angeles. **Table 6**, shows the estimated maximum construction noise levels that would occur at the nearest off-site sensitive uses during a peak day of construction activity. As shown, construction noise levels were estimated to reach a maximum of 91 dBA L_{eq} at 50 feet during the Removal of Foundation, 79 dBA L_{eq} at 50 feet during the combined Installation of Pedestrian Protection and Fencing and Salvaging of Construction Materials, and 78 dBA L_{eq} at 50 feet during the combined Removing of Wood Frame and Removal of Walls, which would exceed the standard for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone.

TABLE 6
ESTIMATE OF UNMITIGATED CONSTRUCTION NOISE LEVELS (L_{eq}) AT EXISTING OFF-SITE SENSITIVE RECEIVER LOCATIONS

Construction Phase	Distance (ft)	dBA, L_{eq}
Mobilization and Capping of Utilities	50	78
Hazardous Materials Remediation	50	78
Installation of Pedestrian Protection and Fencing	50	77
Salvaging of Construction Materials	50	75
Removal of Wood Framing	50	75
Removal of Walls	50	75
Removal of Foundation	50	91
Backfilling and Minor Grading	50	79
Cleanup and Removal of Fencing	50	77
Demolition Finish	50	0
Overlap of Installation of Pedestrian Protection and Fencing and Salvaging of Construction Materials	50	79
Overlap of Removal of Wood Framing and Removal of Walls	50	78
Maximum Combined Noise Levels	50	91
Significance Threshold	50	75

Notes:

- A) Construction schedule provided by the project applicant.
- B) Detailed construction noise calculations are provided in Appendix A.

Source: ESA 2020

As shown in **Table 7**, with the incorporation of mitigation measures NOI-1 through NOI-4 (see Mitigation Measure descriptions below), construction noise levels were estimated to reach a maximum of 71 dBA L_{eq} at 50 feet during the Removal of Foundation phase, which would not exceed the standard set forth in LAMC Section 112.05, which sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone

TABLE 7
ESTIMATE OF MITIGATED CONSTRUCTION NOISE LEVELS (L_{eq}) AT EXISTING OFF-SITE SENSITIVE RECEIVER LOCATIONS

Construction Phase	Distance (ft)	dBA, L_{eq}
Mobilization and Capping of Utilities	50	58
Hazardous Materials Remediation	50	58
Installation of Pedestrian Protection and Fencing	50	57
Salvaging of Construction Materials	50	55
Removal of Wood Framing	50	55
Removal of Walls	50	55
Removal of Foundation	50	71
Backfilling and Minor Grading	50	59
Cleanup and Removal of Fencing	50	57
Demolition Finish	50	0
Overlap of Installation of Pedestrian Protection and Fencing and Salvaging of Construction Materials	50	59
Overlap of Removal of Wood Framing and Removal of Walls	50	58
Maximum Combined Noise Levels	50	71
Significance Threshold	50	75

Notes:

- A) Construction schedule provided by the project applicant.
- B) Detailed construction noise calculations are provided in Appendix A.

Source: ESA 2020

As mentioned above, Section 41.40 of the LAMC prohibits construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 A.M. to 9:00 P.M.; and Saturdays and National Holidays between 8:00 A.M. to 6:00 P.M.). The project construction workday would start at 6:00 A.M. and end at 5:00 P.M. Monday through Friday and no construction would occur on the weekends. However, no noise generating construction activities would occur on-site between 6:00 A.M. and 7:00 A.M. as the initial hour of the workday would be used for setup activities, planning and personnel meetings, and other similar activities and no operation of off-road equipment and truck loading activities would occur until 7:00 A.M. Therefore, as the project would be in compliance with applicable noise standards established in the LAMC, construction noise impacts would be considered less than significant.

Off-Site Construction Noise

On-road trucks would be used to transport materials to and from the construction areas. Trucks would travel past noise-sensitive residential uses along West Gage Avenue in the City of Los Angeles. However, the number of trucks would be minimal at approximately 25 trucks per day (3 trucks during a peak hour is assumed in the analysis). The temporary addition of this number of trucks per day during construction activities would result in a peak hour noise level of 53.6 dBA Leq and CNEL of 54.1 dBA at 20 feet from the roadway (or approximately 35 feet from the centerline based on a 30-foot roadway width typical of roadways in the vicinity of the project site). The ambient at the roadways around the project site analyzed in the City of Los Angeles Citywide General Plan Framework FEIR is 55.0 dBA CNEL at 20 feet from the roadway (City of Los Angeles 1996). At 54.1 dBA CNEL, the project's temporary noise from truck travel would contribute to increase noise levels to 57.6 dBA Leq on any given roadway around the parks during construction, which would not exceed the threshold of 60.0 dBA Leq. Therefore, the off-site construction traffic noise impacts would be less than significant.

3.2.2 Operational Noise

The existing noise environment in the project area is dominated by traffic noise from nearby roadways. As the project is an infrastructure project that involves demolition of a two-story structure and some additional structures where once the site is cleared, the proposed project site would be used by LADWP as open air storage, operation of the project would not result in a net increase in operational noise levels. The project would require infrequent truck trips and minimal usage of equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week would occur at the project site. Given the infrequent truck trips and minimal usage of equipment, project operation would not result in an audible increase in noise levels. As such, operation of the project would result in a less than significant impact.

Mitigation:

NOI-1: For construction activities adjacent to noise-sensitive receptors (e.g., residences), the contractor shall ensure that all construction equipment, fixed or mobile, are equipped with properly operating and maintained noise shielding and muffling devices, consistent with manufacturers' standards. The contractor shall use muffler systems (e.g. absorptive mufflers) that provide a minimum reduction of 5 dBA compared to the same equipment without an installed muffler system, reducing maximum construction noise levels. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications. The contractor shall also keep documentation on-site verifying compliance with this measure.

NOI-2: For construction activities adjacent to noise-sensitive receptors (e.g., residences) along West Gage Avenue, where physically and technically feasible, the contractor shall provide a temporary fence or other barrier with a performance standard of achieving a 15 dBA noise level reduction at the residential receptors to the south. A 16-foot tall

temporary fence or other barrier shall be used along West Gage Avenue extending approximately 100 feet from the South St Andrews Place intersection. A minimum 8-foot tall temporary fence or other barrier shall be used in all other areas along the project site's southern boundary along West Gage Avenue. The temporary fence or barrier shall be used during peak noise-generating construction phases when the use of heavy equipment is prevalent. A noise barrier is not required if it would pose a safety risk or unreasonably prevent access to the construction area as deemed by the on-site construction manager such as in areas that have limited equipment maneuvering space or access.

NOI-3: Limit engine idling of construction equipment (e.g. haul trucks, loaders, etc.) to a minimum of 200 feet from any boundary of the nearest sensitive receptors.

NOI-4: Prior to commencement of construction activities, LADWP shall notify in writing adjacent residents and businesses near the project site, including the residents along Gage Avenue south of the project site, of proposed construction activities and the tentative schedule. The notices shall also provide a contact person and hotline where local residents or business owners can call during active construction with questions or comments. LADWP shall respond to inquiries regarding construction noise and vibration.

In addition, LADWP shall provide a construction site notice that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. **Significance after Mitigation:** Less Than Significant with mitigation.

3.3 Vibration Impacts

Threshold NOI-2: Generation of excessive groundborne vibration or groundborne noise levels.

Impact NOI-2: **Implementation of the proposed project would not generate excessive groundborne vibration or groundborne noise levels. (Less than Significant).**

3.3.1 Construction Vibration

According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level that can damage structures. A possible exception is the case of old, fragile buildings of historical significance where special care must be taken to avoid damage (FTA 2006). The construction activities that typically generate the most severe vibrations are blasting and impact pile driving, which would not be utilized for the project. The project would utilize construction equipment such as use of loaded trucks and jackhammers, which would generate ground-borne vibration during construction activities. The vibration velocities at various distances for several types of construction equipment that can generate perceptible vibration levels are identified in **Table 8**. Based on the information presented in Table 8,

vibration velocities could range from 0.035 to 0.089 in/sec PPV at 25 feet from the source of activity.

Proposed construction activities would occur throughout the project area and would not be concentrated at the point closest to the nearest structure. Based on the vibration levels presented in Table 8, at a distance of 10 feet from the project area, the maximum vibration level would be up to approximately 0.352 in/sec PPV for a drill rig, which would not exceed the significance threshold of 0.5 in/sec PPV. Therefore, the use of all construction equipment would not result in a groundborne vibration velocity level above 0.5 inches per second at the nearest off-site structure and impacts would be less than significant.

With respect to human annoyance, the nearest residential building are located approximately 50 feet from the project site would be exposed to vibration levels at approximately 78 VdB which is not above the 80 VdB threshold for human annoyance.³ Therefore, impacts would be less than significant.

TABLE 8
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Approximate PPV (in/sec)						
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	200 Feet	300 Feet
Bore/Drill Rig	0.0890	0.0361	0.0285	0.0213	0.0147	0.0060	0.0035
Loaded Trucks	0.0760	0.0309	0.0244	0.0182	0.0125	0.0060	0.0035
Jackhammer	0.0350	0.0142	0.0112	0.0084	0.0058	0.0051	0.0030
Small Bulldozer	0.0030	0.0012	0.0010	0.0007	0.0005	0.0023	0.0014

SOURCE: FTA 2018; ESA 2020.

3.3.2 Operational Vibration

Once construction activities have been completed, there would be no substantial sources of vibration activities from operation of the project. The project would not include new stationary sources of vibration. The infrequent truck trips and minimal usage of equipment, as it is estimated that approximately three truck trips per week would enter/exit the storage area and 3 hours of forklift usage per week that would occur at the project site during project operations would not generate perceptible vibration levels that would cause structural damage or human annoyance. Therefore, vibration impacts during project operation would be less than significant.

Mitigation: None required.

³ The commercial building 10 feet from the project site was not considered a sensitive receptor with respect to human annoyance since it does not have vibration-sensitive activity or equipment within the building.

Significance after Mitigation: Less Than Significant.

3.4 Airport and Airstrip Noise Impacts

Threshold NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Impact NOI-3: **The project is not located within the vicinity of a private airstrip or an airport. (No Impact).**

The project area is not located within the vicinity of a private airstrip. Further, the nearest airport to the project area is the Los Angeles International Airport, located approximately 4 miles to the southwest of the project area. The proposed project is not located within an airport land use plan or within 2 miles of a public airport or public use airport. Therefore, the project would have no impact related to public or private airport/airstrip noise levels.

Mitigation: None required.

Significance after Mitigation: No Impact.

3.5 Cumulative Impacts

CEQA Guidelines require a discussion of cumulative impacts of a project “when the project’s incremental effect is cumulatively considerable” (2011 CEQA Guidelines, Section 15130). As defined by Section 15065 (a)(3) “cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (2011 CEQA Guidelines, Section 15065 (a)(3)). These cumulative impacts are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (CEQA Guidelines Section 15355).

There is the potential for other nearby projects to undergo construction at the same time as the proposed project. Should this occur, all projects would be required to comply with the construction hours allowed by the City or comply with City restrictions imposed if a variance to the allowable construction hours for either project is issued. As described in Section 3, the proposed project construction and operation would comply with the City’s noise standard, and impacts would be less than significant. Therefore, the proposed project, when combined with potential cumulative projects, would not cause a cumulatively considerable noise impact. With regard to groundborne vibration, the construction vibration levels generated by the project would be below the FTA thresholds. Vibration levels diminish rapidly from the source and the range of vibration concern is usually limited to 50 feet from the vibration source; thus, the proposed

project, when combined with potential cumulative projects, would not cause a cumulatively considerable vibration impact. As a result, cumulative impacts would be less than significant.

Mitigation: None required.

Significance after Mitigation: Less Than Significant.

SECTION 4

References

4.1 References

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Appendix A

Construction Equipment Noise



Project: St Andrews Demolition

Construction Noise Impact on Sensitive Receptors

Parameters

Construction Hours:	9	Daytime hours (7 am to 7 pm)
	0	Evening hours (7 pm to 10 pm)
	0	Nighttime hours (10 pm to 7 am)
Leq to L10 factor	3	

				Residences Along West Gage Avenue				
Construction Phase Equipment Type	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance (ft)	Lmax	Leq	L10	Estimated Noise Shielding, dBA
Mobilize and Cap Utilities					81	78		
Generator Sets	1	81	50%	50	81	78	81	0
Hazmat Remediation					81	78		
Generator Sets	1	81	50%	50	81	78	81	0
Install Pedestrian Protection and Fencing					84	77		
Auger Drill Rig	1	84	20%	50	84	77	80	0
Salvage Materials					79	75		
Front End Loader	1	79	40%	50	79	75	78	0
Remove Wood Framing					79	75		
Front End Loader	1	79	40%	50	79	75	78	0
Remove Walls					79	75		
Front End Loader	1	79	40%	50	79	75	78	0
Remove Foundation					95	91		
Air Compressor	1	78	40%	50	78	74	77	0
Jackhammer	2	89	20%	50	92	85	88	0
Front End Loader	1	79	40%	50	79	75	78	0
Backfill and Minor Regarding					88	79		
Roller	4	80	20%	50	86	79	82	0
Clean up/remove Pedestrian Protection					84	77		
Auger Drill Rig	1	84	20%	50	84	77	80	0
Demolition Finish					0	0		0

Overlapping Phase Noise Levels

Demolition Task 3 + Demolition Task 4	85.2	79.1
Demolition Task 5 + Demolition Task 6	82.0	78.0
Remove Foundation	94.6	90.5
Maximum Combined Noise Levels	94.6	90.5

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: St Andrews Demolition

Mitigated Construction Noise Impact on Sensitive Receptors

Parameters

Construction Hours:	9 Daytime hours (7 am to 7 pm)
	0 Evening hours (7 pm to 10 pm)
	0 Nighttime hours (10 pm to 7 am)
Leq to L10 factor	3

				Residences Along West Gage Avenue				
Construction Phase Equipment Type	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance (ft)	Lmax	Leq	L10	Estimated Noise Shielding, dBA
Mobilize and Cap Utilities					61	58		
Generator Sets	1	81	50%	50	61	58	61	20
Hazmat Remediation					61	58		
Generator Sets	1	81	50%	50	61	58	61	20
Install Pedestrian Protection and Fencing					64	57		
Auger Drill Rig	1	84	20%	50	64	57	60	20
Salvage Materials					59	55		
Front End Loader	1	79	40%	50	59	55	58	20
Remove Wood Framing					59	55		
Front End Loader	1	79	40%	50	59	55	58	20
Remove Walls					59	55		
Front End Loader	1	79	40%	50	59	55	58	20
Remove Foundation					75	71		
Air Compressor	1	78	40%	50	58	54	57	20
Jackhammer	2	89	20%	50	72	65	68	20
Front End Loader	1	79	40%	50	59	55	58	20
Backfill and Minor Regarding					68	59		
Roller	4	80	20%	50	66	59	62	20
Clean up/remove Pedestrian Protection					64	57		
Auger Drill Rig	1	84	20%	50	64	57	60	20
Demolition Finish					0	0		

Overlapping Phase Noise Levels

Demolition Task 3 + Demolition Task 4	65.2	59.1
Demolition Task 5 + Demolition Task 6	62.0	58.0
Remove Foundation	74.6	70.5
Maximum Combined Noise Levels	74.6	70.5

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Appendix B

Construction Traffic Noise



TRAFFIC NOISE ANALYSIS TOOL

Project Name: St Andrews Demolition
Project Number: D160626.40
Analysis Scenario: Trucks
Source of Traffic Volumes: Construction Assumptions

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (dBA Leq(h))	Noise Level dBA CNEL
			Auto	MT	HT	Auto	MT	HT		
West Gage Avenue	Hard	35	35	35	35	20	0	3	53.6	54.1

Model Notes:

The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998).

The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.

Accuracy of the calculation is within ± 0.1 dB when comparing to TNM results.

Noise propagation greater than 50 feet is based on the following assumptions:

For hard ground, the propagation rate is 3 dB per doubling the distance.

For soft ground, the propagation rate is 4.5 dB per doubling the distance.

Vehicles are assumed to be on a long straight roadway with cruise speed.

Roadway grade is less than 1.5%.

CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

Appendix C

Construction Ground-borne Vibration



St Andrews Demolition

Table I. Off-Site Structural Vibration Impacts

Receptor	Type of Building	Equipment	Reference Distance	Reference Level ^a	Distance to Receptor (ft) ^b	Impact Level	Threshold	Exceeds Threshold?
				PPV (in/sec)		PPV (in/sec)	PPV (in/sec)	
Residences to the south	Category II	Large Bulldozer or Bore/Drill Rig	25	0.089	50	0.031	0.3	No
		Loaded Trucks	25	0.076	50	0.027	0.3	No
		Jackhammer	25	0.035	50	0.012	0.3	No
Non-historic building to the west	Category I	Large Bulldozer or Bore/Drill Rig	25	0.089	10	0.352	0.5	No
		Loaded Trucks	25	0.076	10	0.300	0.5	No
		Jackhammer	25	0.035	10	0.138	0.5	No

Notes:

a. Vibration reference levels and impact criteria taken from FTA Noise and Vibration Impact Assessment (2006), Tables 8-1, 12-2, and 12-3

b. Distances represent the closest measurement from project building footprint to closest building footprint in each direction

St Andrews Demolition

Vibration Level Calculations

Based on Federal Transit Administration, Office of Planning and Environment

Residences to the south

N =	1.5
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Construction Equipment	Project Equipment	Equipment Peak Particle Velocity @ 25 Feet* (inches/second)	Distance to Receptor for < 0.5 PPV (Feet)	Estimated Velocity Decibels @ Distance** (VdB)	Estimated Peak Particle Velocity @ Distance*** (inches/second)
Unmitigated Vibration Levels					
V1					
Large Bulldozer or Bore/Drill Rig	Yes	0.089	10	98.9	0.352
Loaded Trucks	Yes	0.076	10	97.5	0.300
Jackhammer	Yes	0.035	10	90.8	0.138
V2					
Large Bulldozer or Bore/Drill Rig	Yes	0.089	50	77.9	0.031
Loaded Trucks	Yes	0.076	50	76.5	0.027
Jackhammer	Yes	0.035	50	69.8	0.012

Source:

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

Notes:

* Values taken from Table 7-4.

** Based on the formula $VdB = 20 \times \text{LOG}_{10}(v/v_{ref})$, where v_{ref} is equal to 1×10^{-6} in/sec (see page 111).

The approximate rms vibration velocity level (v) is calculated from PPV using a crest factor of 4 (see page 184).

*** Based on the formula $PPV(D) = PPV(25 \text{ ft}) \times (25/D)^N$, where D is equal to the distance (see page 185).

N = soil type classification factor (typically ranges from 1 to 1.5)