

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

WHITEMAN AIRPORT MASTER PLAN UPDATE

Prepared for:



County of Los Angeles Department of Public Works

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PREFACE

This submittal comprises the environmental documentation under the California Environmental Quality Act (CEQA) for the *Whiteman Airport Master Plan Update*, which was prepared by the County of Los Angeles Department of Public Works through a planning grant from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP). A series of improvements needed to accommodate future aviation demand at Whiteman Airport are planned in a 20-year program. All development improvements would occur within airport property (project site) and would not necessitate any additional land outside the airport. The proposed project includes at-grade improvements such as improvements to the airport runways, reconfiguration of existing roadways within airport property, and construction of a new automobile parking lot and a new non-airworthy aircraft tie-down parking area. The program also includes above grade improvements such as the construction of a new two-story terminal facility and demolition of the existing one-story terminal facility, and construction of new conventional and portable hangars among existing hangars. The proposed project would also remove and replace two rows of hangars.

A draft Initial Study/Mitigated Negative Declaration (IS/MND) for the master plan update was circulated for a period of 30 days beginning on August 22, 2011 and ending on September 20, 2011. Public comments were received and a comment response document was prepared.

In 2012 and 2013 the IS/MND was revised to include:

- Analysis of a slightly revised set of near-term “projects” identified in the Whiteman Airport Master Plan Update, with a new construction timeline developed by the County of Los Angeles Department of Public Works.
- Use of the Notice to Proceed (NTP) date (June 2, 2010) of the executed contract between the County and the CEQA contractor, UltraSystems Environmental Inc., as the baseline for analysis.
- Use of a new, more up-to-date, software package to estimate air pollutant emissions.
- Additional supporting information in various technical areas.
- Miscellaneous changes to wording to improve clarity.

Some of the impact designations were changed from “no impact” to “less than significant impact.” No new potentially significant impacts were identified, and no impacts were changed from “less than significant impact” to “less than significant with mitigation incorporated.”

The County, as lead agency, has determined that, under the provisions of §15073.5 of the CEQA Guidelines, it is not necessary to recirculate the document prior to certification of the Mitigated Negative Declaration.

1.0 INTRODUCTION

The project site (Whiteman Airport) is located in the Pacoima area of the City of Los Angeles, in the central western portion of the County of Los Angeles (County) in California. Whiteman Airport is approximately 187 acres, and is owned by the County of Los Angeles (County). It is contained in the National Plan of Integrated Airport Systems (NPIAS) and is classified as a Reliever Airport. Reliever airports are defined as general aviation airports that provide general aviation access to the surrounding area and have 100 or more based aircraft or 25,000 annual itinerant operations. Whiteman Airport is operated by a private management company under an agreement with the County.

The County of Los Angeles Department of Public Works has prepared the *Whiteman Airport Master Plan Update*, through a planning grant from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP). A series of improvements needed to accommodate future aviation demand at Whiteman Airport are planned in a 20-year program. All development improvements would occur within airport property (project site) and would not necessitate any additional land outside the airport. The proposed project includes at-grade improvements such as improvements to the airport runways, reconfiguration of existing roadways within airport property, and construction of a new automobile parking lot and a new non-airworthy aircraft tie-down parking area. The program also includes above grade improvements such as the construction of a new two-story terminal facility and demolition of the existing one-story terminal facility, and construction of new conventional and portable hangars among existing hangars. The proposed project would also remove and replace two rows of hangars.

The following elements comprise the environmental documentation under the California Environmental Quality Act (CEQA) for the *Whiteman Airport Master Plan Update*:

- Mitigated negative declaration
- Initial study, including an environmental checklist form
- Mitigation monitoring and reporting program
- List of preparers
- Distribution list for public circulation
- Response to comments during the public circulation period
- Errata
- Technical appendices

2.0 MITIGATED NEGATIVE DECLARATION

2.1 Location and Brief Description

The project site (Whiteman Airport) is located in the Pacoima area of the City of Los Angeles, in the central western portion of the County of Los Angeles (County) in California. The project site is located east of the I-5 Freeway and west of the I-210 Freeway. At its closest point, the project site is approximately 17 miles northeast of the Pacific Ocean. The regional location of the project site is shown on **Figure 1, Regional Vicinity Map**. The local vicinity of the project site is shown on **Figure 2, Local Vicinity Map**.

Whiteman Airport is approximately 187 acres, and is owned by the County of Los Angeles (County). It is contained in the National Plan of Integrated Airport Systems (NPIAS) and is classified as a Reliever Airport. Reliever airports are defined as general aviation airports that provide general aviation access to the surrounding area and have 100 or more based aircraft or 25,000 annual itinerant operations. Whiteman Airport is operated by a private management company under an agreement with the County.

The Whiteman Airport Master Plan (proposed project) is sponsored by the County through a planning grant from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP). A series of improvements needed to accommodate future aviation demand at Whiteman Airport are planned in a 20-year program and phased in three planning periods. All development improvements would occur within airport property (project site) and would not necessitate any additional land outside the airport. The proposed project includes at-grade improvements such as improvements to the airport runways, reconfiguration of existing roadways within airport property, and construction of a new automobile parking lot and a new non-airworthy aircraft tie-down parking area. Improvements also include above grade improvements such as the construction of a new two-story terminal facility and demolition of the existing one-story terminal facility, and construction of new conventional and portable hangars among existing hangars. The proposed project would also remove and replace two rows of hangars. Construction of the new terminal facility near the center of the property will require the grading of a portion of the hill facing southwest towards the runways. Approximately 2.6 acres of the undeveloped land will be needed for aviation uses. However, much of this hill area has already been graded, and the area has already been subjected to disturbance. A new hangar area will be constructed northeast of the existing southern hangar area that is adjacent to the County of Los Angeles Fire Department facility. No new hangars will be built at heights greater than existing hangars.

2.2 Mitigation Measures Included in the Project to Avoid Potentially Significant Effects

Environmental impacts requiring mitigation measures were identified in the following resource areas: biological resources, cultural resources, geology and soils, hazards and hazardous material, and noise. The mitigation measures are discussed in Section XVIII of the Initial Study to ensure that all impacts would remain less than significant.

2.3 Finding of No Significant Effect

Based on the attached Initial Study, it has been determined that the project will not have a significant effect on the environment with mitigation incorporated.

2.4 Initial Study of Environmental Factors

1. **Project Title:** Whiteman Airport Master Plan Update
2. **Lead Agency Name and Address:** County of Los Angeles, Department of Public Works, 900 South Fremont Avenue, Alhambra, CA 91803
3. **Contact Person and Phone Number:** Mr. Albert E. Anidi, Project Manager (626) 458-5199
4. **Project Location:** 12653 Osborne Street (Pacoima area) in the City of Los Angeles
5. **Project Sponsor's Name and Address:** County of Los Angeles, Department of Public Works, 900 South Fremont Avenue, Alhambra, CA 91803
6. **General Plan Designation:** County of Los Angeles General Plan, Public Facilities
7. **Zoning:** City of Los Angeles Department of City Planning, "OS" Open Space, "PF" Public Facilities, "MR2" Restricted Light Industrial
8. **Description of Project:** The project site is located in the Pacoima area and is an existing County-owned airport. The Update to the Whiteman Airport Master Plan (proposed project) is sponsored by the County of Los Angeles through a planning grant from the Federal Aviation Administration's Airport Improvement Program (AIP). The proposed project consists of a series of improvements to the existing airport to be constructed in three phases: Phase I (2012 to 2015), Phase II (2016 to 2019), and Phase III (2022 to 2030). Some important proposed improvements include construction of a new terminal facility with associated parking lot and green space, new hangars, transient apron, relocation of runway thresholds, and reconfiguration of existing airport roadways. Figure 3, Airport Layout Plan illustrates the location of existing and proposed facilities at Whiteman Airport, including facilities to be removed. Figure 4, Master Plan Improvements illustrates improvements proposed to be made in each phase, including facilities to be removed at the airport. Although not illustrated in either figure, the proposed project may include removal and replacement of existing California Live Oak trees, which are protected by the County's Oak Tree Preservation Ordinance, from the existing parking lot. The following is a schedule of individual projects included as part of the Whiteman Airport Master Plan by phase and year.

Phase I

Phase I improvements are scheduled to take place between 2012 and 2015.

The following projects are scheduled to be constructed in 2012-2015:

- Project 1.1, Slurry Seal Aircraft Parking Ramp (completed in August 2012);
- Project 1.2, Perimeter Fencing Rehabilitation and "Penalty Box" Gate Access System; and
- Project 1.3, Grade Hill for Terminal Facility.

The following project is scheduled to be constructed in 2015:

- Project 1.4, Reroute Airpark Way behind Terminal Facility;
- Project 1.5, Construct Transient Apron.

Phase II

Phase II improvements are scheduled to take place between 2016 and 2019.

The following projects are scheduled to be constructed in 2016:

- Project 2.1, Construct Terminal Facility, Associated Parking, and Green Space; and
- Project 2.2, Relocated Runway Thresholds and Paint Non-Precision Markings.

The following projects are scheduled to be constructed in 2017:

- Project 2.3, Construct Runway 30 Hold Apron;
- Project 2.4, Demolish Existing Terminal Facility (not funded by FAA¹);
- Project 2.5, Construct New Conventional Hangar in Helicopter Area (not funded by FAA); and
- Project 2.6, Construct Hangars (not funded by FAA);
- Project 2.7, Reroute Airport Entrance Road and Construct Automobile Parking Lot; and
- Project 2.8, Construct Conventional Hangars (not funded by FAA).

The following projects are scheduled to be constructed in 2018:

- Project 2.9, Stripe Zipper Lane; and
- Project 2.10, Enhance Blast Protection.

¹ All projects not funded by FAA Airport Improvement Program Grants will be constructed by a third party or investment/development company.

The following projects are scheduled to be constructed in 2019:

- Project 2.11, Survey Underground Facilities - Develop Utility Map; and
- Project 2.12, Replace Northeast County T-Hangars (not funded by FAA).

Phase III

Phase III improvements are scheduled to take place between 2022 and 2030.

The following projects are scheduled to be constructed during Phase III:

- Project 3.1, Upgrade Apron Lighting/Security Camera System;
- Project 3.2, Construct Second Conventional Hangar in Helicopter Area;
- Project 3.3, Construct Exit Taxiways;
- Project 3.4, Construct Hangars in Helicopter Area;
- Project 3.5, Reroute Airpark Way behind County Hangars;
- Project 3.6, Construct Additional Portable Hangars;
- Project 3.7, Construct Portable Hangars/Individual Hangars and Associated Auto Parking;
- Project 3.8, Construct Non-Airworthy Tie-Down Parking Area;
- Project 3.9, WAAS/LPV Survey; and
- Project 3.10, Acquire 10.8 Acres in Avigation Easements.

Revised Project List

Due to budget constraints, a new list of Capital Improvement Plan projects has been proposed for Whiteman Airport that is slightly different than the projects proposed in the Whiteman Airport Master Plan. This list is shown in **Figure 5, 5-Year Federal Airport Capital Improvement Plan (ACIP) & 10-Year State Capital Improvement Plan – California Aviation System Plan (CIP), Whiteman Airport**. The project Initial Study analyzes the potential impacts that could be created by the projects proposed for construction in this revised list.

It is assumed in this analysis that aircraft operations at Whiteman Airport will not increase from their 2010 baseline levels. Due to the replacement of the airport terminal with a larger facility, there will be a slight increase in activities associated with the terminal, such as commuter traffic.

2.5 Surrounding Land Use and Settings:

- A. Project Site** – For the following discussion of existing conditions, and for the environmental analyses presented in this document, the baseline date is June 2, 2010. The project site is an existing County-owned airport consisting of existing facilities

including one runway with southeast and northwest approaches (Runway 12 on the north side and Runway 30 on the south side) along the southwest boundary, hangars and tie-down areas, an airport traffic control tower, and a terminal facility. The project site also includes fueling/fuel storage facilities and commercial tenant office/storage facilities. The northeast side of the airport property consists of open space. Airpark Way runs northwest southeast around the southern portion of the airport, but then curves around to run in a northeast southwest direction around the northern portion of the airport. There are three (3) existing gates that provide access to the airport (Main Gate, North Gate, and South Gate). These gates are shown in **Figure 2**.

- B. Surrounding Properties** - Residential land uses are located immediately to the north of the project site. The Los Angeles County Fire Department (LACFD) is located immediately east of the project site, and the Roger Jessup Park is located approximately 0.25 mile east of the project site. Commercial, industrial and residential land uses are located immediately south of the project site. David M. Gonzales Recreation Center and additional commercial and residential land uses are located immediately west of the project site. The existing runway is adjacent to railroad tracks operated by the Los Angeles County Metropolitan Transportation Authority. Major roadways that surround the project site include Glenoaks Boulevard to the northeast, Osborne Street to the southeast, San Fernando Road to the southwest, and Pierce Street to the northwest.

Examples of land uses where substantial numbers of sensitive receptors for air pollutants and noise are often found are schools, daycare centers, parks, recreational areas, medical facilities, nursing homes, and convalescent care facilities. Residential areas are considered sensitive receptors because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure effects of a proposed project. As mentioned above, residential neighborhoods are located on almost all sides of the airport. The nearest residential homes are located approximately 50 feet from the southwest corner of the airport. Users of the Roger Jessup Park are also considered sensitive receptors to this project.

2.6 Other agencies whose approval is required (and permits needed)

- Compliance with Los Angeles County Oak Tree Ordinance

As the proposed improvements under the Whiteman Airport Master Plan are designed and constructed, additional permits and approvals may be required.

**Figure 2-1
WHITEMAN AIRPORT REGIONAL VICINITY MAP**



Service Layer Credits: National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, IPC, Sources: Esri, DeLorme, NAVTEQ, TomTom, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), CDC, 2007; UltraSystems Environmental Inc., 2010

Scale 1:316,800



0 2.5 5 Miles

0 2.5 5 Kilometers

Legend

-  Project Location
-  Los Angeles County Boundary
-  Los Angeles County Boundary

Whiteman Airport Project

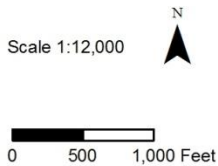
Regional Vicinity



**Figure 2-2
WHITEMAN AIRPORT PROJECT LOCATION MAP**



Service Layer Credits: National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, IPC, Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community, Copyright © 2011 Esri, DeLorme, NAVTEQ, TomTom; UltraSystems Environmental Inc., 2010



Whiteman Airport Project
Project Location



Figure 2-3
AIRPORT LAYOUT PLAN

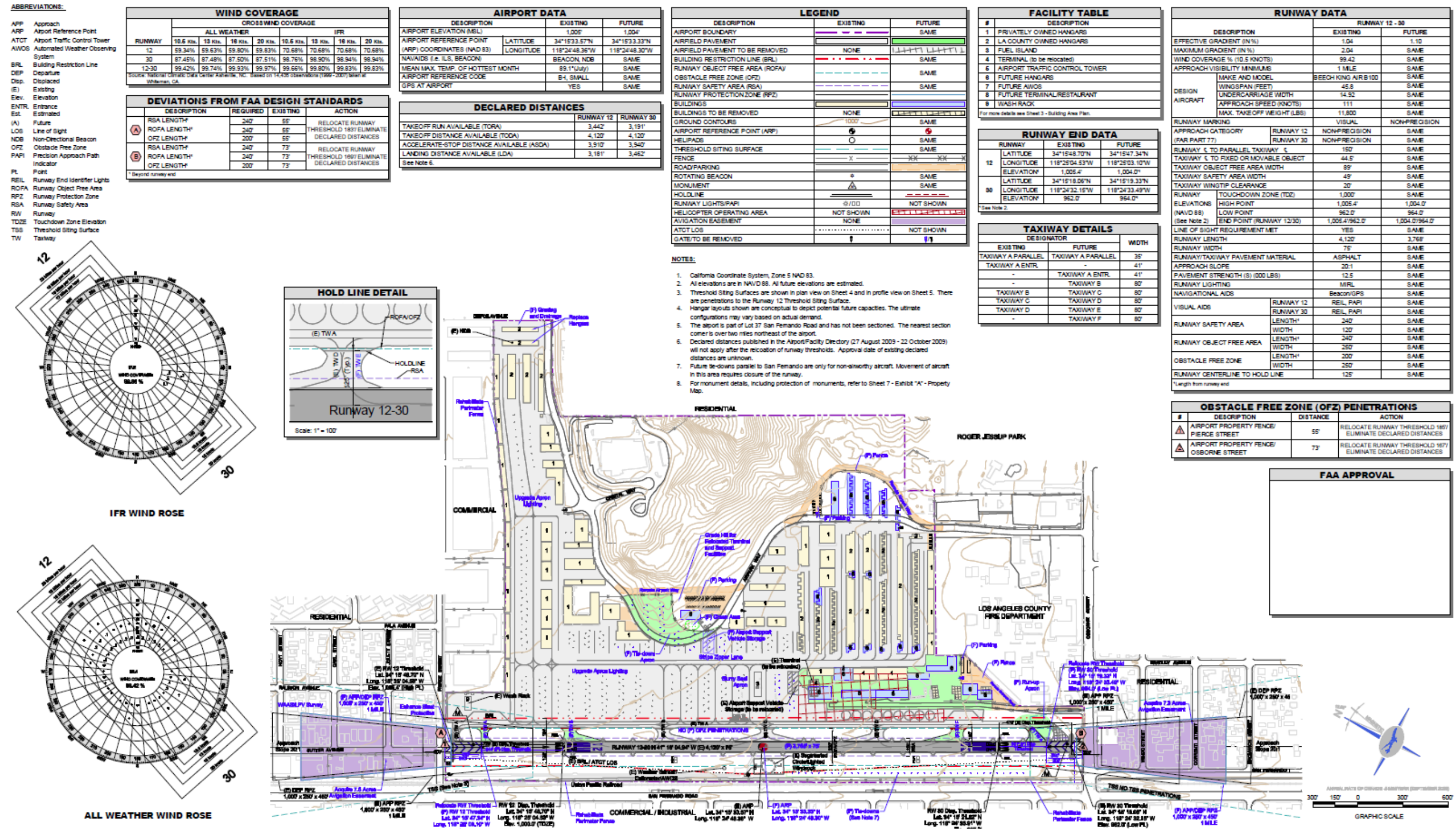
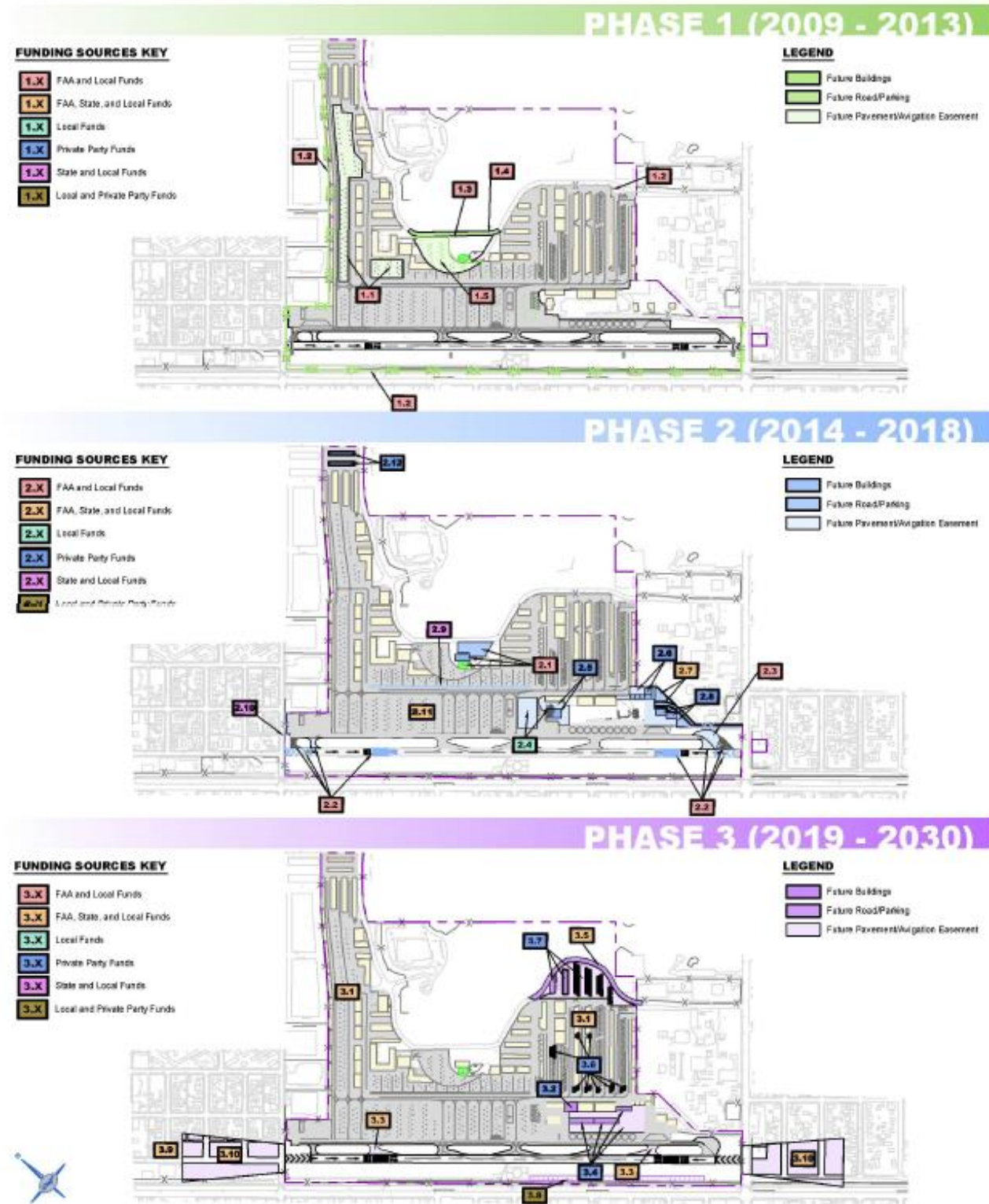


Figure 2-4
MASTER PLAN IMPROVEMENTS



Project	County Cost	Project Cost	Timing
Phase 1 (2009 - 2013)			
1.1 Slurry Seal Aircraft Parking Ramp	\$ 25,000	\$ 500,000	2011
1.2 Perimeter Fencing Rehabilitation and "Penalty Box" Gate Access System	\$ 65,650	\$ 1,313,000	2011
1.3 Grade Hill for Terminal Facility	\$ 5,783,000	\$ 10,918,000	2011
1.4 Reroute Airpark Way behind Terminal Facility	\$ 159,450	\$ 1,594,500	2012
1.5 Construct Transient Apron	\$ 195,440	\$ 1,954,400	2013
Phase 1 Total	\$ 6,228,540	\$ 16,279,900	
Phase 2 (2014 - 2018)			
2.1 Construct Terminal Facility, Associated Parking, and Green Space	\$ 994,400	\$ 2,917,400	2014
2.2 Relocate Runway Thresholds and Paint Non-Precision Markings	\$ 67,875	\$ 678,750	2014
2.3 Construct Runway 30 Hold Apron	\$ 33,525	\$ 335,250	2014
2.4 Demolish Existing Terminal Facility	\$ 87,700	\$ 87,700	2015
2.5 Construct New Conventional Hangar in Helicopter Area	\$ -	\$ 1,428,400	2015
2.6 Construct Hangars	\$ -	\$ 658,600	2015
2.7 Reroute Airport Entrance Road and Construct Automobile Parking Lot	\$ 143,150	\$ 1,731,500	2016
2.8 Construct Conventional Hangars	\$ -	\$ 1,437,800	2016
2.9 Stripe Zipper Lane	\$ 20,000	\$ 30,000	2016
2.10 Enhance Blast Protection	\$ 122,750	\$ 132,750	2017
2.11 Survey Underground Utilities - Develop Utility Map	\$ 24,000	\$ 480,000	2018
2.12 Replace Northeast County T-Hangars	\$ -	\$ 770,000	2018
Phase 2 Total	\$ 1,493,400	\$ 10,688,150	
Phase 3 (2019 - 2030)			
3.1 Upgrade Apron Lighting/Security Camera System	\$ 142,300	\$ 1,723,000	Long-Term
3.2 Construct Second Conventional Hangar in Helicopter Area	\$ -	\$ 987,000	Long-Term
3.3 Construct Exit Taxiways	\$ 46,400	\$ 764,000	Long-Term
3.4 Construct Hangars in Helicopter Area	\$ -	\$ 2,267,900	Long-Term
3.5 Reroute Airpark Way behind County Hangars	\$ 294,255	\$ 3,242,550	Long-Term
3.6 Construct Additional Portable Hangars	\$ -	\$ 574,500	Long-Term
3.7 Construct Portable Hangars/Individual Hangars and Associated Auto Parking	\$ -	\$ 4,294,500	Long-Term
3.8 Construct Non-Airworthy Tie-Down Parking Area	\$ 278,800	\$ 557,600	Long-Term
3.9 WAAS/LPV Survey	\$ 13,000	\$ 260,000	Long-Term
3.10 Acquire 10.8 Acres in Avigation Easements	\$ 20,250	\$ 405,000	Long-Term
Phase 3 Total	\$ 795,005	\$ 15,076,050	
Total All Phases	\$ 8,516,945	\$ 42,044,100	

Figure 2-3
Master Plan Improvements

Source: AECOM, 2009.

Figure 2-5, Page 1 of 3
5-Year Federal Airport Capital Improvement Plan (ACIP) &
10-Year State Capital Improvement Plan – California Aviation System Plan (CIP)

	Project	Program Year	Funding Source			Description
			FAA	State	County	
Whiteman (WHP)	Replace Perimeter Fencing and Upgrade Gate Access System (MP) \$1,313,000	2013	\$1,247,350.00	\$0.00	\$65,650.00	Consistent with item WHP-06-004 of the Runway Safety Action Plan for the airport, this project improves the perimeter fencing to reduce the potential for Vehicle/Pedestrian Deviations. The project replaces approx. 10,000 linear feet of perimeter fencing. New perimeter fencing will be comprised of 8-foot tall chain link fencing, with 3 additional strands of barbed wire on top, for a total perimeter fence height of 9 feet. The existing 3 vehicle gates will be enhanced to prevent unauthorized access to the airside of the airport.
	Grade and Stabilize Hillside (MP) \$4,000,000	2014	\$3,800,000.00	\$0.00	\$200,000.00	A lower section of the existing hill on the northeast portion of the airport will be graded and stabilized allowing for approximately 2.6 acres of land for aviation use.
	Reroute Airpark Way (MP) \$1,594,500	2015	\$1,435,050.00	\$0.00	\$159,450.00	Once the hill has been graded, Airpark Way will be rerouted to provide approximately 2.6 acres of land available for aviation use to include, but not be limited to, ramp/apron area for aircraft parking. The road will be routed adjacent to the stabilized portion of the hill, along the northeastern side of the airport.
	Construct Transient Parking Ramp (MP) \$1,954,400	2015	\$1,758,960.00	\$0.00	\$195,440.00	A new 71,000 square yard transient parking ramp/apron will be constructed in the northeast portion of the airport. The ramp/apron will include 35 tie-downs to accommodate transient aircraft. The project will include the necessary perimeter fencing to secure the ramp/apron as well as the installation of apron area lighting.

Source: AECOM, 2012

Figure 2-5, Page 2 of 3
5-Year Federal Airport Capital Improvement Plan (ACIP) &
10-Year State Capital Improvement Plan – California Aviation System Plan (CIP)
Whiteman Airport

	Project	Program Year	Funding Source			Description
			FAA	State	County	
Whiteman (WHP)	Construct Public Use General Aviation Building, Associated Parking and Green Space (MP) \$2,917,400	2016	\$1,923,000.00	\$0.00	\$994,400.00	A two-story public use general aviation building (approximately 16,000 sf) will be constructed approximately midfield to accommodate a lobby/waiting area, administrative offices, a pilots lounge, flight planning offices, a pilot supply shop, a restaurant, public restrooms, and office space. All facilities will be ADA compliant. Associated with the public use general aviation building, approximately 5,300 sf will be constructed to include 93 vehicle parking spaces. Also adjacent to the general aviation building, a green space / public viewing area with trees, grass, and benches will be constructed.
	Relocate Runway Thresholds and Paint Non-Precision Instrument Approach Markings (MP) \$678,750	2016	\$610,875.00	\$0.00	\$67,875.00	The Runway will be shortened to provide for full RSA and FOFA on airport property at both runway ends. Relocated thresholds will be painted. Displaced threshold markings will be reconfigured to reflect non-precision instrument approach markings. The R30 threshold will be relocated 167 feet and the R12 threshold 185 feet. New entrance taxiways are included in this project (approx. 1,472 square yards). This will shorten the runway to an overall length of 3,768 feet. The project also includes the demolition of approx. 12,700 sf of existing entrance taxiways at the runway ends.
	Reconstruct Airport Entrance Road (MP) \$1,731,500	2017	\$1,558,350.00	\$30,000.00	\$143,150.00	After the current terminal building is relocated, the airport entrance road will be reconstructed to accommodate the redevelopment of existing roadway, parking lot, and public viewing area into general aviation area for ramp/apron, aircraft hangars and tiedowns, and a new hold apron for runway 30. This project involves the removal of 1,150 linear feet of existing road, and construction of 870 linear feet of new, 24-foot wide, road. Approximately 15 trees associated with the road will be removed or relocated. Approximately 880 linear feet of perimeter fence will be erected and one vehicle gate, with access control, will be constructed. Existing perimeter fencing and gates will be removed.
	Construct Runway 30 Hold Apron (MP) \$335,250	2017	\$301,725.00	\$0.00	\$33,525.00	The current hold apron does not provide sufficient room for aircraft to maneuver. This project will construct a hold apron of 21,570 square yards adjacent to Osborne Street, near the end of Runway 30 to accommodate three aircraft.
	Stripe Vehicle Zipper Lane (MP) \$30,000	2018	\$0.00	\$10,000.00	\$20,000.00	Paralleling the taxi lane along the east and northeast of the airport, a zipper lane approx. 20 feet wide will be designated, reducing potential aircraft and automobile incursions. This project paints zipper lane striping on existing pavement.

Figure 2-5, Page 3 of 3
5-Year Federal Airport Capital Improvement Plan (ACIP) &
10-Year State Capital Improvement Plan – California Aviation System Plan (CIP)
Whiteman Airport

	Project	Program Year	Funding Source			Description
			FAA	State	County	
Whiteman (WHP)	Enhance Blast Protection (MP) \$132,750	2018	\$0.00	\$10,000.00	\$122,750.00	This project proposes that an 8-foot tall block wall, with 3 strands of barbed wire on top (overall height of 9 feet) be constructed in lieu of the current airport perimeter fence. Approx. 585 feet of wall will be constructed, located from the ATCT gate up to and including the wash rack and run up apron area.
	Survey Underground Utilities - Develop Utility Map (MP) \$480,000	2019	\$432,000.00	\$24,000.00	\$24,000.00	This project seeks to locate all underground utilities at the airport and develop a map depicting locations of the utilities. A utility location company should be retained that can trace utility lines through non-destructive methods (tracing, ground penetrating radar, etc.). Location data should be available in a GIS compatible format, for inclusion in County GIS databases.
	Construct High-Speed Taxiway Exits (MP) \$764,000	2020	\$687,600.00	\$30,000.00	\$46,400.00	Two high speed taxiways are constructed on this project. One of the taxiways will be 603 feet from the Runway 12 end, and the second taxiway will be 588 feet from the Runway 30 end.
	Construct Non-Airworthy Aircraft Parking Area (MP) \$557,600	2021	\$529,720.00	\$13,243.00	\$14,637.00	The designated area is approximately 2.1 acres located between the segmented circle/airport traffic control tower. The area accommodates 36 tie-downs for non-airworthy aircraft. Concrete anchors and cables will be provided and the aircraft will park directly on the dirt. Privacy slats will be installed along the adjacent perimeter fence.
	Acquire 10.8 Acres in Avigation Easements (MP) \$405,000	2022	\$364,500.00	\$9,618.75	\$10,631.25	The project acquires 10.8 acres in avigation easement. Runway 12 RPZ covers 5.4 acres beyond airport property and Runway 30 RPZ covers 5.4 acres beyond airport property. Both RPZs extend into residential areas around the airport.

MP = Master Plan Project

2.7 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" or "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gases	<input checked="" 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/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions 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 a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and b) 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 would have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Albert E. Anidi
Printed Name

Date

LACDPW
For

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

Section 21081.6 of the *Public Resources Code* requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon a mitigated negative declaration (MND) or an environmental impact report (EIR). The monitoring or reporting program must ensure implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified in the MND or EIR.

The mitigation measures will be implemented by the County of Los Angeles Department of Public Works, the project applicant, to mitigate or avoid potentially significant impacts to air quality, nesting birds, cultural resources, soil erosion, drainage and water quality, noise, and utilities due to the Whiteman Airport Master Plan update. They must be implemented prior to or during any construction activities. The following table lists the potential issues and impacts, the level of significance after mitigation, the mitigation measures, the responsible parties and monitoring parties, and the phase in which the measures are to be implemented.

As discussed in the Environmental Checklist, the impact areas requiring mitigation are:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Material
- Noise

These mitigation measures have also been included in the Mitigation Monitoring and Reporting Program to ensure that they will be implemented as part of the Whiteman Airport Master Plan update.

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MITIGATION MONITORING AND REPORTING PROGRAM

Issues/Impacts	Level of Significance After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Stage
Biological Resources				
The Project has a moderate occurrence potential for the Coast Horned Lizard since occurrences have been documented less than three miles away from the project site.	Less-than-significant impact on the Coast Horned Lizard with the incorporation of mitigation measure BR-1 .	BR-1: Prior to grading or vegetation removal, two daytime pre-construction clearance surveys shall be conducted by a qualified biologist to determine if the Coast Horned Lizard is present. Should Coast Horned Lizards be present, the qualified biologist shall recommend additional project-specific mitigation measures for temporary construction impacts.	Qualified Biologist/ Construction Contractor / County of Los Angeles Department of Public Works	Pre-Construction
Project construction activities have the potential to impact native nesting birds if construction activities occur between February 1 st and August 31 st .	Less-than-significant impact on nesting birds with the incorporation of mitigation measure BR-2 .	BR-2: A pre-construction survey shall be conducted by a qualified biologist to determine the presence or absence of active nests within or adjacent to the project site to avoid the nesting of breeding birds or burrowing owls. <ul style="list-style-type: none"> • If no breeding or nesting activities are detected within 200 feet of the proposed work area, construction activities may proceed. • If breeding or nesting activity is confirmed, work activities within 200 feet of the active nest shall be delayed until the young birds have fully fledged and left the protection of their parents. 	Qualified Biologist/ Construction Contractor / County of Los Angeles Department of Public Works	Pre-Construction
The Los Angeles County Code (Code) under Title 22: Part 16 OAK TREE PERMITS of the Los Angeles County Code, Sections 22.56.2050 through 22.56.2260 regulates the maintenance, protection, and removal of oak trees on any lot or parcel of land within the unincorporated area of Los	Less-than-significant impact on oak trees.	Code Required Measures: <ul style="list-style-type: none"> • A permit shall be required to remove, damage, or encroach into the protected zone of any oak tree, as defined in County Code Title 22: Part 16 Sec. 22.56.2060, on any lot or parcel which this chapter applies. Trees not specifically shown or listed on the oak tree permit shall be assumed as not permitted for damage or removal. • Unnecessary damage to County oak trees as determined by the County Forester may result 	County Forester/ Construction Contractor / County of Los Angeles Department of Public Works	Pre-Construction

❖ Mitigation Monitoring and Reporting Program ❖

Issues/Impacts	Level of Significance After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Stage
Angeles County.		in required mitigation including but not limited to replacing oak trees at a minimum of a 2:1 ratio or payment into the oak forest special fund the amount equivalent to the oak resource value as defined in County Code Title 22: Part 16 Sec. 22.56.2140 and Sec. 22.56.2180.		
Cultural Resources				
Although there are no known prehistoric archaeological sites or isolates on the project site, the proposed project has the potential to uncover archaeological resources during any ground-disturbing activity in native soils or sediment.	Less-than-significant impact on archaeological resources with the incorporation of mitigation measure CR-1 .	CR-1: A qualified archaeologist shall monitor ground-disturbing activity in native soils or sediment if archaeological resources are found during construction activities that require evacuation, such as the proposed development of the new terminal facility, associated parking facilities and the new hangar structures. The archaeologist must be empowered to temporarily divert grading equipment in the event of discovery and allow for sufficient time to evaluate and potentially remove the find. If the find is determined by the archaeologist to be significant, the County shall protect the resource according to standard protocols generally accepted.	Construction Contractor and Project Archaeologist/ County of Los Angeles Department of Public Works	Construction
Although there are no known paleontological resources on the project site, the proposed project has the potential to uncover paleontological resources during any ground-disturbing activity.	Less-than-significant impact on paleontological resources with the incorporation of mitigation measure CR-2 .	CR-2: If buried paleontological resources are encountered during construction activities, the County of Los Angeles, Department of Public Works, Aviation Division (County), shall ensure that all activities cease until a qualified paleontologist is retained and can evaluate the resource and has determined the significance. If any significant resources are discovered, the County shall protect the resource to the extent feasible.	Construction Contractor/ County of Los Angeles Department of Public Works	Construction

❖ Mitigation Monitoring and Reporting Program ❖

Issues/Impacts	Level of Significance After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Stage
Although there are no known human remains on the project site, the proposed project has the potential to uncover human remains during any ground-disturbing activity.	Less-than-significant impact on human remains with the incorporation of mitigation measure CR-3 .	CR-3: Should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. An archaeologist shall immediately notify the Los Angeles County Coroner (LACC). After determining that the remains are Native American in origin, LACC shall then notify the California State Native American Heritage Commission within 24 hours, who will identify and contact the most likely descendent (MLD). The MLD may make recommendations to the lead agency for means of treating or disposing of the human remains and associated burial items. In the event the Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendant failed to make a recommendation within 24 hours after being notified by the Commission, Los Angeles County shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. Construction work will resume only after proper authorization is received from the County of Los Angeles.	Construction Contractor and Project Archaeologist/ County of Los Angeles Department of Public Works	Construction
Geology and Soils				
	Less-than-significant emissions of respirable particulate matter (PM ₁₀) with the incorporation of mitigation measure	GEO-1¹: Dust control measures shall be implemented during project construction activities in addition to grading.	Construction Contractor/ County of Los Angeles Department of Public Works	Construction

¹ Mitigation Measure GEO-1 was eliminated because it duplicated project design features.

❖ Mitigation Monitoring and Reporting Program ❖

Issues/Impacts	Level of Significance After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Stage
	GEO-1.			
Hazards and Hazardous Materials				
Transformers, capacitors, and switchgear equipment were observed on the north side of Airpark Way during the site visit; therefore, the Project could result in potential impacts due to polychlorinated biphenyl (PCB), an environmentally regulated material used in dielectric fluid in some electrical equipment.	Less-than-significant impact on PCBs with the incorporation of mitigation measure HM-1.	HM-1: PCBs associated with transformers, capacitors, or switchgear equipment, if any, shall be properly managed prior to removal.	Construction Contractor/ County of Los Angeles Department of Public Works	Construction
The Terminal Building and other structures constructed prior to 1981 could contain asbestos-containing materials (ACMs) in ceilings, flooring, or pipe coverings; and lead based paint (LBP) may also have been used in these structures.	Less-than-significant impact on PCBs with the incorporation of mitigation measure HM-2.	HM-2: An assessment for ACMs and LBP shall be performed by certified professionals for buildings or other structures that will be removed or altered as part of the Whiteman Airport Master Plan project. ACMs and LBP will be properly abated prior to demolition.	Construction Contractor/ County of Los Angeles Department of Public Works	Construction
Household paints, petroleum products, hazardous materials and waste may be stored in some of the Northeast County T-Hangers.	Less-than-significant impact with the incorporation of mitigation measure HM-3.	HM-3: The Northeast County T-Hangers storage facilities shall be inspected for household paints, petroleum products, hazardous materials and waste prior to demolition. If any of these materials are present, the materials shall be properly disposed.	Construction Contractor/ County of Los Angeles Department of Public Works	Prior to demolition
Some Project areas to be modified or constructed during or after 2014 were not inspected because the locations were not known to	Less-than-significant impact with the incorporation of mitigation measure HM-4.	HM-4: Potentially disturbed areas associated with certain project areas to be modified or constructed during or after 2014 shall be inspected by qualified professionals prior to modification or construction.	Construction Contractor/ County of Los Angeles Department of Public Works	Prior to modification or construction activities in these Project areas

❖ Mitigation Monitoring and Reporting Program ❖

Issues/Impacts	Level of Significance After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Stage
Mr. Ara Martirosyan, Assistant Airport Manager, at the time of the property visit by UltraSystems.				
Noise				
Predicted increases in ambient noise levels resulting from project construction activities will exceed the City of Los Angeles' thresholds for significance under CEQA at two sensitive receivers.	Less-than-significant impact with the incorporation of mitigation measure N-1 .	N-1: The construction contractor shall ensure that all construction equipment, fixed or mobile, is properly operating (tuned-up) and that mufflers are working adequately.	Construction Contractor / County of Los Angeles Department of Public Works	Construction
Predicted increases in ambient noise levels resulting from project construction activities will exceed the City of Los Angeles' thresholds for significance under CEQA at two sensitive receivers.	Less-than-significant impact with the incorporation of mitigation measure N-2 .	N-2: The construction contractor shall ensure that all construction equipment is located so that emitted noise is directed away from sensitive noise receivers.	Construction Contractor / County of Los Angeles Department of Public Works	Construction
Predicted increases in ambient noise levels resulting from project construction activities will exceed the City of Los Angeles' thresholds for significance under CEQA at two sensitive receivers.	Less-than-significant impact with the incorporation of mitigation measure N-3 .	N-3: The construction contractor shall ensure that stockpiling and vehicle-staging areas are located as far as practical from noise-sensitive receptors during construction activities.	Construction Contractor / County of Los Angeles Department of Public Works	Construction
Predicted increases in ambient noise levels resulting from project construction activities will exceed the City of Los Angeles' thresholds for significance under CEQA at two sensitive receivers.	Less-than-significant impact with the incorporation of mitigation measure N-4 .	N-4: The construction contractor shall route heavily loaded trucks away from neighboring residential dwelling units.	Construction Contractor / County of Los Angeles Department of Public Works	Construction
Predicted increases in ambient noise levels resulting from project construction activities will exceed the City	Less-than-significant impact with the incorporation of mitigation measure N-5 .	N-5: Two weeks prior to the construction, the construction contractor shall provide notification in writing to adjacent residences if they will be located within 150 feet of the	Construction Contractor / County of Los Angeles Department	Pre-Construction

❖ Mitigation Monitoring and Reporting Program ❖

Issues/Impacts	Level of Significance After Mitigation	Mitigation Measures	Responsible Party/ Monitoring Party	Implementation Stage
of Los Angeles' thresholds for significance under CEQA at two sensitive receivers.		active construction activity.	of Public Works	
Predicted increases in ambient noise levels resulting from project construction activities will exceed the City of Los Angeles' thresholds for significance under CEQA at two sensitive receivers.	Less-than-significant impact with the incorporation of mitigation measure N-6 .	N-6: The construction contractor shall provide temporary noise barriers, including sound blankets, between the areas of active construction and sensitive receivers.	Construction Contractor / County of Los Angeles Department of Public Works	Construction
Predicted increases in ambient noise levels resulting from project construction activities will exceed the City of Los Angeles' thresholds for significance under CEQA at two sensitive receivers.	Less-than-significant impact with the incorporation of mitigation measure N-7 .	N-7: The construction contractor shall, to the extent practicable, use electrically powered equipment instead of equipment powered by fuel consumption; the electric power in this case shall not be derived from use of on-site fossil fuel-based generator sets.	Construction Contractor / County of Los Angeles Department of Public Works	Construction

4.0 ENVIRONMENTAL CHECKLIST FORM WHITEMAN AIRPORT MASTER PLAN UPDATE

Potential
Significant
Impact
Less than
Significant
Impact With
Mitigation
Less Than
Significant
Impact
No Impact

I. AESTHETICS - Would the project:

- a) Have a substantial adverse effect on a scenic vista?

A scenic highway within the City of Los Angeles is generally defined as an arterial street or state highway which traverses area(s) of natural scenic quality in undeveloped or sparsely developed areas of the City; or (2) an arterial street which traverses urban area(s) of cultural, historical or aesthetic value which merit protection and enhancement. According to the Arleta-Pacoima Community Plan¹ that governs the area in which Whiteman Airport is located, there are no designated scenic vistas in the vicinity of Whiteman Airport. The City General Plan² has designated several highways near the project area as scenic highways, including Big Tujunga Canyon Road (5 miles east), Foothill Freeway (1 miles north), Sunland Boulevard (2.5 miles southeast), and La Tuna Canyon Road (2.7 miles southeast).

The proposed project includes at-grade improvements such as improvements to the airport runways, reconfiguration of existing roadways within airport property, and construction of a new automobile parking lot and a new non-airworthy aircraft tie-down parking area. Improvements also include above grade improvements such as the construction of a new two-story terminal facility and demolition of the existing one-story terminal facility, and construction of new conventional and portable hangars among existing hangars. Construction of the new terminal facility near the center of the property will require the grading of a portion of the hill facing southwest towards the runways. Helicopter operations would be consolidated to the existing terminal area once it is demolished. A new hangar area will be constructed northeast of the existing southern hangar area that is adjacent to the County of Los Angeles Fire Department. No new hangars will be built at heights greater than existing hangars.

Due to the distance from Whiteman Airport to these city-designated scenic highways, and the low height of the proposed improvements, the proposed project would not obstruct views from associated scenic highways. Therefore, project impacts on scenic vistas would be less than significant.

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

The project site is not located within a California State Scenic Highway as designated on the California Scenic Highway Mapping System.³ The nearest officially state designated

¹ Arleta-Pacoima Community Plan. 1996. Available at <http://cityplanning.lacity.org/complan/pdf/arlcp.txt.pdf>. Accessed on October 2012.
² Transportation Element of General Plan. 1999. Available at http://cityplanning.lacity.org/cwd/gnlpln/transelt/TEMaps/E_Scnc.gif. Accessed October 2012.
³ California Department of Transportation, 2010. *California Scenic Highway Mapping System* website. Available at www.dot.ca.gov/hq/LandArch/scenic_highways/. Accessed on May 19, 2010.

scenic highway is State Route 2 (SR-2), which is located approximately 11.85 miles to the east of the project site. However, the project site is approximately 1.0 mile southwest of Interstate 210 (I-210). Based on the California Scenic Highway Mapping System website, I-210 is designated as an *Eligible State Scenic Highway - Not Officially Designated*. The proposed project would make improvements to an existing site with the existing use as a general aviation airport. Therefore, the proposed project would not result in a significant impact to scenic resources within I-210.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The project site is an airport facility located on flat graded terrain. The northeast side of the airport property consists of undeveloped open space. The project vicinity is generally a built-out area, and is typical of an urbanized community. The project site is immediately surrounded by residential land uses to the northeast; Roger Jessup Park and the Los Angeles County Fire Department (LACFD) border its southeast boundary; commercial, industrial and residential land uses line its southwest boundary; and more commercial and residential land uses are less than 0.1 mile away to the northwest.

The Hansen Dam Recreation Area is a scenic resource located more than one-half mile east-northeast of the proposed project. Hansen Dam Park is developed or designated as a regional recreational facility and equestrian center. A system of equestrian trails is proposed to connect Hansen Dam Park with nearby horse-keeping areas.

Based on the summary of the proposed improvements specified in I.a. above, improvements would be completed at-grade, above-grade new development would be low in height, and would be limited to the boundaries of the existing airport facility. The replacement terminal would be two stories, and new hangars would not exceed the height of existing hangars. These improvements are visually consistent with the airport at its current state, and would not significantly impact views from the Hansen Dam Recreation Area. The proposed project would make improvements to an existing site with existing use as an airport. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.

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

The project site currently includes a number of light sources, including apron lighting and airport runway lighting, which are necessary for safe landing of aircraft. The airport is equipped with visual aids, which assist pilots in locating the airport at night or during other periods of reduced visibility. They include:

- **Rotating Beacon** - a visual aid that indicates the location of an airport. Alternating white and green beams indicate an airport with beacons located either on or close to an airport. The beacon at Whiteman Airport is located on top of the control tower.
- **Precision Approach Path Indicator (PAPI)** - provides vertical visual glide path information to approaching pilots and consists of two, three, or four boxes of lights usually located on the left side of the associated runway. Runway 12 and 30 are both equipped with a two-box PAPI. Runway 12 PAPI is on the right side of the

runway and the Runway 30 PAPI is located to the left of the runway. The PAPI system can usually be seen for up to five miles during the day and up to 20 miles at night. Approach angles for both runways are set at an angle of 3.8 degrees.

- **Runway End Identifier Lights (REIL)** – are two synchronized flashing lights, one on each side of the displaced runway threshold, which provide rapid and positive identification of a runway end to approaching pilots. Runways 12 and 30 are equipped with REIL.
- **Medium Intensity Runway Lights (MIRL)** - Runways 12 and 30 are equipped with MIRL, which are used to outline the edges of runways during periods of darkness or restricted visibility.

The proposed project would replace MIRLs as a result of the runway relocation and upgrade apron lighting. Since the existing MIRLs will be relocated to a different location within the Whiteman Airport, this would not affect the daytime or nighttime views in the area. The purpose of additional apron lighting is to deter theft, vandalism, and other illegal activity at night. These lights would be directed into the airport, and therefore, light spillover to adjacent properties would be limited. The aforementioned light sources would not significantly increase the amount of light and glare compared to existing conditions. Therefore, it is not anticipated that the project would result in significant light and glare impacts, which would adversely affect day or nighttime views in the area.

Airport improvements are not expected to create unusual lighting conditions that would be considered sufficient to warrant a special study. Normally, impacts of light improvements at airports are not substantial. Lighting associated with relocation of the terminal area is not expected to be significant.

II. **AGRICULTURE AND FOREST RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:

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

According to the *Los Angeles Important Farmland 2008* map⁴ prepared by the Department of Conservation Farmland Mapping & Monitoring Program, the project site is outside of the survey boundary. Improvements associated with the proposed project do not have the potential to affect agricultural resources since development would occur in areas that have been previously disturbed with non-agricultural uses. In addition, the project site is surrounded by residential uses, the Los Angeles County Fire Department, and railroad tracks operated by the LACMTA. As there are no agricultural uses on or adjacent to the project site, the proposed project would not convert any farmland to non-agricultural use.

- b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

The zoning (City of Los Angeles) for the project site includes Open Space, Public Facilities and Restricted Light Industrial zones. The project site is currently not being used for agricultural uses; therefore, the project would not conflict with zoning for agricultural use. According to the California Department of Conservation, as of July 2005, all counties except Del Norte, Los Angeles, San Francisco, Inyo, and Yuba offer Williamson Act contracts.⁵ As there are no Williamson Act contracts in Los Angeles County, the proposed project would not conflict with a Williamson Act contract. Therefore, no project impact would result.

- 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))?

The zoning (City of Los Angeles) for the project site includes Open Space, Public Facilities and Restricted Light Industrial zones. The proposed project is an existing site with existing use as a general aviation airport. The majority of the proposed improvements would occur

⁴ California Department of Conservation, 2010. Farmland Mapping & Monitoring Program, *Los Angeles Important Farmland 2008*. Available at [ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/los08.pdf](http://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/los08.pdf). Accessed on March 24, 2010.

⁵ California Department of Conservation, 2010. *Williamson Act Program - Basic Contract Provisions* webpage. Available at http://www.consrv.ca.gov/dlrp/lca/basic_contract_provisions/Pages/index.aspx#does%20my%20county%20participate. Accessed on August 9, 2010.

on existing developed land. A small area of development would occur on undeveloped land, but a portion of this area has already been graded. In addition, there is no forest land or timberland on or adjacent to the project site. Therefore, the proposed project would result in no impact to forest land or timberland.

- d) Result in the loss of forest land or conversion of forest land to non-forest use?

The proposed project is an existing site with existing use as a general aviation airport. The majority of the proposed improvements would occur on existing developed land. A small area of development would occur on undeveloped land, approximately 2.6 acres on a hill near the center of the site; however, much of this area has already been graded and previously disturbed. A portion of the hill has been used by a company that was removing dirt for fill material at other sites.

In addition, there is no forest land on or adjacent to the project site. Thus, the proposed project would not result in the loss of forest land or result in the conversion of forest land to non-forest use.

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

Adoption of the proposed project would not result in changes to the environment due to its location or nature that could result in converting farmland to non-agricultural use or converting forest land to non-forest use. As discussed within this section, there are no agricultural or forest uses on or in the vicinity of the project site. The proposed project would make improvements to an existing airport, which would not increase capacity or use of the airport. Therefore, no loss of farmland to non-agricultural use or loss of forest land to non-forest use would result.

III. **AIR QUALITY** - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Discussion:

The proposed project site is located in the Pacoima district of the City of Los Angeles, which is located in the South Coast Air Basin (SCAB). The SCAB includes all of Orange County and the non-desert portions of Los Angeles County, most of Riverside County, and the western portion of San Bernardino County—including some portions of what was previously known as the Southeast Desert Air Basin. The South Coast Air Quality Management District (SCAQMD) is responsible for preparing a regional Air Quality Management Plan (AQMP) to improve air quality in the SCAB. The AQMP includes a variety of strategies to accommodate growth to reduce the high levels of pollutants within the region in order to meet State and federal air quality performance standards, and to minimize the fiscal impact that pollution control measures have on the local economy.

SCAQMD adopted its *CEQA Air Quality Handbook* in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD-established thresholds for construction and operation emissions are used to evaluate impacts on regional air quality.

The following acronyms for studied air pollutants are used in this section:

- CO Carbon monoxide
- NO_x Nitrogen oxides
- O₃ Ozone
- PM₁₀ Respirable particulate matter (up to 10 micrometers in diameter)
- PM_{2.5} Fine particulate matter (up to 2.5 micrometers in diameter)
- SO₂ Sulfur dioxide
- VOC / ROG Volatile organic compounds / Reactive organic gases

The term “ROG” is used by the California Air Resources Board (CARB) for air quality analysis and is defined essentially the same as the federal term “VOC.” The U.S. Environmental Protection Agency’s general definition of VOCs is “organic chemical compounds whose composition makes it possible for them to evaporate under normal indoor atmospheric conditions of temperature and pressure.”⁶ The emissions modeling described in III.b below shows that maximum sulfur dioxide emissions will be about 1.3 pounds per day. Furthermore, the proposed project will have no lead emission sources. Therefore, SO₂ and lead are not discussed in the air quality analysis.

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

⁶ U.S. Environmental Protection Agency – Air. Volatile Organic Compounds Technical Overview. <http://www.epa.gov/iaq/voc2.html>, October 19, 2012

The SCAQMD has established an AQMP that proposes policies and measures to achieve federal and state standards for healthful air quality in the SCAB. The most recently approved AQMP was adopted by the SCAQMD Board of Directors on June 1, 2007.

The AQMP incorporates land use assumptions from local general plans and regional growth projections developed by Southern California Association of Governments (SCAG) to estimate stationary and mobile source air emissions associated with projected population and planned land uses. If the proposed land use is consistent with the local general plan, then the impact of the project is presumed to have been accounted for in the AQMP. This is because the land use and transportation control sections of the AQMP are based on the SCAG regional growth forecasts, which incorporated projections from local general plans.

Another measurement tool in determining consistency with the AQMP is to determine whether a project would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecasted in the AQMP and how the project would accommodate the expected increase in population or employment.

The proposed project, which would make improvements to an existing site with existing use as a general aviation airport, will not conflict with the land use designation specified in the City's General Plan because the Whiteman Airport is located on land designated as *Public Facilities*, which includes general aviation airports. Whiteman Airport will continue to be a general aviation airport after the completion of these improvements. The proposed project will not construct any new housing units and will not increase the airport capacity. Since the proposed project is neither a source of new housing nor a significant source of new jobs, the proposed project is not considered growth or population-inducing on a regional scale. Therefore, the proposed project will not conflict with or obstruct the implementation of the AQMP. The impact will be less than significant.

- b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Air quality impacts are typically divided into two categories, short-term impacts and long-term impacts. Short-term impacts are associated with construction activities such as demolition, excavation, structural construction, paving, and finishing of the proposed project. Long-term impacts are associated with the operation of the proposed project. **Table III-1** (SCAQMD Significance Thresholds for Regional Impacts) presents the significance thresholds for criteria air pollutants established by SCAQMD. A project is considered to generate a regional air quality impact if emissions from its construction and/or operational activities exceed the corresponding SCAQMD significance thresholds.

Table III-1 - SCAQMD Significance Thresholds for Regional Impacts

Project Phase	Pollutant Emission Threshold (lbs/day)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Construction	75	100	550	150	55	150
Operation	55	55	550	150	55	150

Source: SCAQMD, *CEQA Air Quality Handbook*, November 1993 (Revised October 2006).

Construction Impacts

Because funding for many of the distant future projects is uncertain, the present analysis was limited to those projects contained in the County of Los Angeles' five-year Federal Airport Capital Improvement Plan (ACIP) and the ten-year State Capital Improvement Plan – California Aviation System Plan (CIP).⁷ The analysis focused upon 14 airport improvement “projects” to be implemented between 2013 and 2022 according to the ACIP and the CIP. Estimates of the types and numbers of pieces of equipment anticipated in each phase of construction and development were based on equipment requirements of similar airport construction projects. Pollutant emissions would vary from day to day depending on the intensity and type of construction activity. **Table III-2** (Project Summary and Construction Timeline) shows a brief summary of the 14 projects, as well as a projected timeline for construction.⁸ Additionally, a detailed summary of the projects, including maps showing their locations, can be found in Appendix C of the *Revised Air Quality and Greenhouse Gas Analysis for Whiteman Airport Master Plan Update*.

⁷ Project data provided in email from Patrick Di Leva, Airport Project Coordinator, County of Los Angeles Department of Public Works, Alhambra, California to Lucia Luu, UltraSystems Environmental Incorporated, Irvine, California (September 27, 2012).

⁸ The project construction timeline was developed by the County of Los Angeles Department of Public Works and UltraSystems Environmental, Inc.

Table III-2 Project Summary and Construction Timeline

Project Number	Project Description	Construction Start Date	Construction End Date	Period of Construction Overlap	Construction Equipment Used
1.2	Replacement of 10,000 linear feet of perimeter fencing	February 2013	September 2013	None	Forklifts Tractors Loaders Backhoes Welders
1.3	Grading and stabilization of existing hill on northeast portion of airport	March 2014	August 2014	None	Graders Rubber Tired Dozers Tractors Loaders Backhoes Water Trucks
1.4	Airpark Way will be rerouted along new stabilized portion of hill from Project 1.3	January 2015	May 2015	None	Graders Pavers/Paving Equipment Rollers Rubber Tired Dozers Tractors Loaders Backhoes Water Trucks
1.5	Construct a 71,000-square-yard transient parking ramp/apron	June 2015	December 2015	None	Forklifts Tractors Loaders Backhoes Welders
2.1 (Overlaps with 2.2)	Construct two-story public use general aviation building	January 2016	December 2016	February 2016 to December 2016	Forklifts Tractors Loaders Backhoes Welders
2.2 (Overlaps with 2.1)	Shorten runway lengths and demolish approximately 12,700 square feet of taxiways	February 2016	December 2016	February 2016 to December 2016	Forklifts Tractors Loaders Backhoes Welders
2.3	Construct a 21,570 square yard hold apron near end of Runway 30	January 2017	March 2017	None	Forklifts Tractors Loaders Backhoes Welders

Project Number	Project Description	Construction Start Date	Construction End Date	Period of Construction Overlap	Construction Equipment Used
Table III-2 Project Summary and Construction Timeline (Continued)					
2.7	After current terminal building is relocated, reconstruct airport entrance road	April 2017	December 2017	None	Graders Pavers/Paving Equipment Rollers Tractors Loaders Backhoes Water Trucks
2.9 (Overlaps with 2.10)	Stripe vehicle zipper lane on existing pavement	January 2018	February 2018	January 2018 to February 2018	Striping Equipment Grinders
2.10 (Overlaps with 2.9)	Construct 8-foot tall block wall in lieu of current perimeter fence	January 2018	June 2018	January 2018 to February 2018	Forklifts Tractors Loaders Backhoes Welders
2.11	Survey underground utilities	January 2019	June 2019	None	None
3.3	Construct two high speed taxiways	January 2020	June 2020	None	Forklifts Tractors Loaders Backhoes Welders
3.8	Construct non-airworthy aircraft parking area	January 2021	June 2021	None	Cement Mixers Graders Pavers/Paving Equipment Rollers Tractors Loaders Backhoes Water Trucks
3.10	Acquire 10.8 acres in aviation easements	January 2022	June 2022	None	None

Project construction emissions were estimated using the construction module of CalEEMod. For the purpose of this analysis, it was estimated that the construction of the proposed projects would begin in February 2013 and take 10 years. The types and numbers of pieces of equipment anticipated in each phase of construction and development were estimated based on equipment requirements of similar airport construction projects. Equipment exhaust emissions were determined using CalEEMod default values for horsepower and load factors, which are from the CARB's OFFROAD2007 model. **Table III-3** (Maximum Daily Construction Emissions of Criteria Pollutants, Unmitigated) summarizes the modeling results for the maximum daily construction emissions of each criteria pollutant, and accounts for the overlap in construction timing in 2016 and 2018.

Table III-3 Maximum Daily Construction Emissions of Criteria Pollutants, Unmitigated

Construction Activity	Maximum Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Cumulative Emissions	10.81	88.26	63.70	127.12	7.28
Time Period Start	03-03-14	03-03-14	03-03-14	03-03-14	01-02-15
Time Period End	06-20-14	06-20-14	06-20-14	06-20-14	05-21-15
Project number (s) / Construction Activities	1.3 / Grading	1.3 / Grading	1.3 / Grading	1.3 / Grading	1.4 / Grading
SCAQMD Significance	75	100	550	150	55
Significant (Yes or No)	No	No	No	No	No

Source: Calculated by UltraSystems with CalEEMod (Version 2011.1.1).

Unmitigated daily emissions for all criteria pollutant do not exceed their respective SCAQMD significance thresholds; therefore, impacts will be less than significant.

Operational Impacts

The Airport Master Plan Update forecasts annual aircraft operations in 2013, 2018 and 2030 to be 112,900, 121,900 and 143,500, respectively.⁹ Since 1985, aircraft operations have fluctuated considerably, from 159,808 in 1988 to 87,406 in 2008.¹⁰ If there has been any trend in recent years, it has been downward after 1999. Indeed, the 2013 forecast is higher than the historical value for 15 out of the 24 years from 1985 through 2008; the 2030 forecast value is higher than the historical value for 20 of the 24 years. It is unreasonable to assume that aircraft operations will steadily increase through 2030. Additionally, the Southern California Association of Governments' (SCAG) *Regional General Aviation Forecast Phase 1 Technical Report* forecasts future general aircraft operations in Southern California using three different methodologies. Each methodology reached the conclusion that future aircraft operations in the Southern California region would decrease.¹¹ Thus, for this analysis, it was assumed that future operations under the proposed project would be less than the aircraft operations in 2010, the NOP date, which is approximately 103,050.¹² Therefore, *no increase in annual aircraft operations from the June 2010 level is assumed in this analysis.*

Because no increase in annual aircraft operations from the June 2010 level is assumed in this analysis, emissions from aircraft operations, from aircraft as well as from ground support equipment, were not estimated. The primary source of operational emissions would be vehicle exhaust emissions generated from project-induced vehicle trips, known as "mobile source emissions." Other emissions, identified as "area source emissions," would be generated from energy consumption for water and space heating for the

⁹ *Whiteman Airport Master Plan Update. Final Report.* Prepared by AECOM, Orange, California for County of Los Angeles, Department of Public Works, Alhambra, California (February 2011), pp. 4-7.

¹⁰ *Ibid.*, pp. 3-32.

¹¹ *Regional General Aviation Forecast Phase 1 Technical Report.* Prepared by Aviation System Consulting, LLC, Berkeley, California for Southern California Association of Governments, Los Angeles, California (December 2011).

¹² Average between 2007 operations and projected 2013 operations. See footnote 4.

proposed terminal facility; structural maintenance and landscaping activities; and use of consumer products. These operational emissions were estimated for Project 2.1, Construction of Public Use General Aviation Building and Associated Parking and Green Space, and are the only operational emissions that are anticipated to be over the 2010 baseline. None of the other 13 projects to be implemented between 2013 and 2022 will affect the number of vehicle trips or generate area source emissions.

Operational emissions from the Project 2.1, as described above, were estimated using the operational (vehicle) and area emissions modules of CalEEMod. The vehicle trip generation rates of the proposed project were obtained from vehicle counts provided by the County of Los Angeles Department of Public Works, which keeps records of vehicles entering and exiting Whiteman Airport at the Main, North and South gates.¹³ In addition, default values generated by CalEEMod, including the expected vehicle fleet mix for 2016, when Project 2.1 is expected to be operational, and vehicle traveling speed and distance assumptions, were used in the model run. CalEEMod's default values for temperature for Los Angeles County were used.

The model-predicted area source and mobile source emissions for the proposed project at full buildout are shown in **Table III-4** (Net Daily Project Operational Emissions Increase Over Baseline). As indicated in **Table III-4**, the long-term project operational emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5} will be less than significant.

Table III-4 Net Daily Project Operational Emissions Increase Over Baseline

Emissions Source	Pollutant (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Area Source Emissions	0.43	0.05	0.04	0.00	0.00
Mobile Source Emissions	4.74	11.24	44.73	9.52	0.83
Total Operational Emissions	5.17	11.29	44.77	9.52	0.83
<i>SCAQMD Significance Thresholds</i>	55	55	550	150	55
Significant (Yes or No)	No	No	No	No	No

Source: Calculated by UltraSystems with CalEEMod (Version 2011.1.1).

- c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The proposed project is in state and federal nonattainment areas for O₃, PM₁₀ and PM_{2.5}. Typically, the approach for assessing cumulative operational impacts is based on the AQMP's forecasts of attainment of ambient air quality standards in accordance with the

¹³ County of Los Angeles, Department of Public Works.

requirements of the federal and State Clean Air Acts. This forecast also takes into account future regional growth identified by the regional transportation planning agency. The analysis of cumulative impacts focuses on determining whether the proposed project is consistent with forecasted future regional growth. If a proposed project is consistent with the regional population, housing, and employment growth assumptions upon which the AQMP is based, then future development will not impede the attainment of ambient air quality standards, and a significant cumulative air quality impact will not occur.

As discussed previously, operation of the proposed projects will not introduce significant new air emissions to the region and will not conflict with or obstruct the implementation of the AQMP. Therefore, the impacts will be less than significant.

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

Sensitive receptors located near a project's vicinity will be subject to localized air quality impacts due to project-generated emissions. Sensitive receptors are persons who are more susceptible to air pollution than the general population, such as children, athletes, the elderly, and the chronically ill. Examples of land use types where substantial numbers of sensitive receptors are often found are schools, daycare centers, parks, recreational areas, medical facilities, nursing homes, and convalescent care facilities. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants. Residential neighborhoods are on almost all sides of the airport. The nearest sensitive receptor varies from improvement project to project. Note that the sensitive receptors nearest the Airport boundaries are not necessarily the "nearest" for the purpose of a localized air quality analysis. Impacts are estimated for the sensitive receptors closest to the emission source(s) for a particular project. For more details refer to **Figure III-1** (Sensitive Receptors Surrounding Whiteman Airport), **Table III-5** (Sensitive Land Uses Near Whiteman Airport), and Appendix C *Revised Air Quality and Greenhouse Gas Analysis for Whiteman Airport Master Plan Update* for a figure of nearby sensitive receptors, a table showing sensitive land uses near Whiteman Airport, and figures showing the location of each of the 14 projects, respectively.

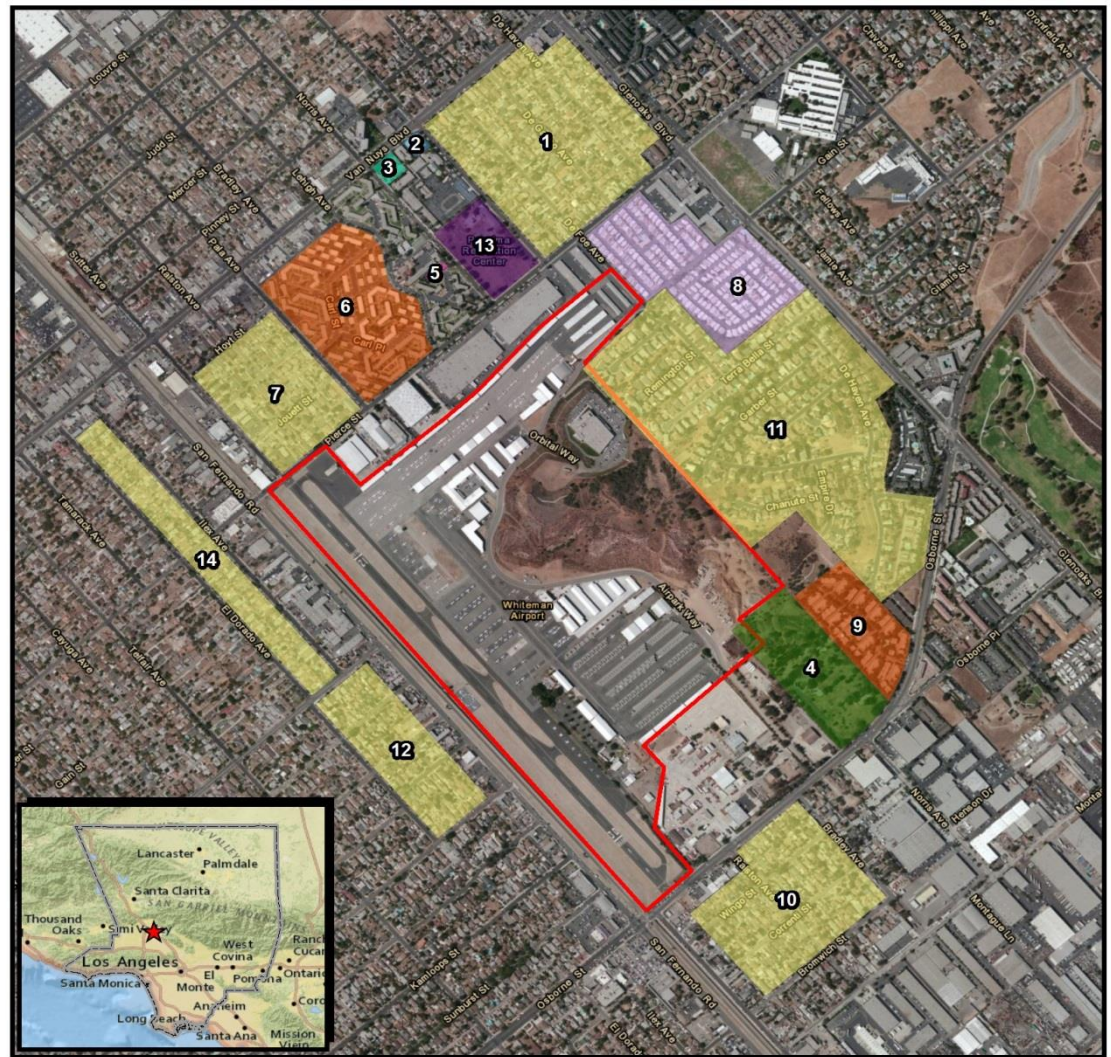
Short-Term Impacts

Construction of the proposed project would generate short-term and intermittent emissions. As discussed above, with the implementation of mitigation measures, short-term regional impacts would be considered less than significant. **Table III-6** through **Table III-9** show the results of the localized significance analysis, which was based upon the SCAQMD localized significance thresholds (LSTs) for a one-acre disturbance area.¹⁴ For Project 1.3, which has a maximum daily disturbed area of 8.5 acres, the LST value for 5 acres was used. Note that Project 2.11 and 3.10 were not included in the localized significance analysis since these projects would not require construction activities. Additionally, Projects 2.1 and 2.2, as well as Projects 2.9 and 2.10, were analyzed together since their construction periods overlap.

¹⁴ A one-acre area was selected because each project's work area, with the exception of Project 1.3, is less than or equal to one acre.

Potential
 Significant
 Impact
 Less than
 Significant
 Impact With
 Mitigation
 Less Than
 Significant
 Impact
 No Impact

Figure III-1 - Sensitive Receptors Surrounding Whiteman Airport



Service Layer Credits: National Geographic, Esri, DeLorme, NAVTEQ, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, IPC, Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community, Copyright:© 2011 Esri, DeLorme, NAVTEQ, TomTom; UltraSystems Environmental Inc., 2010

Scale 1:12,000

0 500 1,000 Feet

0 200 400 Meters

Legend

- ★ Project Location
- Project Boundary
- Los Angeles County Boundary
- David M. Gonzales Recreation Center
- Guardian Angel Catholic School
- Multiple Family Residential
- Pacoima Charter School
- Pacoima Early Education Center
- Roger Jessup Park
- Shelter Isle Mobile Estates (mobile home park)
- Single Family Residential

Whiteman Airport Project

Sensitive Receptors Surrounding Whiteman Airport

Table III-5 Sensitive Land Uses Near Whiteman Airport

Map ID	Sensitive Land Use	Location	Distance from Nearest Airport Boundary (Feet)
1	Single-family residential	Northwest side of Pierce Street between Herrick Avenue and Glenoaks Boulevard	1,210
2	Pacoima Early Education Center	11059 Herrick Avenue Pacoima, CA 91331-1945	1,170
3	Pacoima Charter School	11016 Norris Avenue Pacoima, CA 91331	1,650
4	Roger Jessup Park	12467 Osborne Street Pacoima, CA 91331	367
5	Guardian Angel Catholic School	10919 Norris Avenue Pacoima, CA 91331	860
6	Multiple-family residential	Northwest side of Pierce Street between Norris Avenue and Pala Avenue	1,020
7	Single-family residential	Northwest side of Pierce Street between Pala Avenue and Sutter Avenue	780
8	Shelter Isle Mobile Estates (mobile home park)	Northeast corner of Pierce Street and De Foe Avenue and southeast corner of Glenoaks Boulevard and Gain Street	570
9	Multiple-family residential	West side of Osborne Street at end of De Haven Avenue	730
10	Single-family residential	Southeast of Osborne Street between San Fernando Road and Bradley Avenue	900
11	Single-family residential	Southeast of Airpark Way, east of Airport	1,720
12	Single-family residential	Southwest of San Fernando Road and Northeast of El Dorado Avenue	1,230
13	David M. Gonzales Recreation Center	10943 Herrick Avenue, Pacoima, CA 91331	420
14	Single-family residential	Southwest side of Ilex Avenue	500

Table III-6 Results of Localized Significance Analysis for NO_x

Project Number	Nearest Receptor Type	Distance From Receptor (m)	Calculated Emissions (lbs/day)	Threshold Emissions (lbs/day)	Exceeds Threshold?
1.2	Multiple Family Residential	19	4.29	80	No
1.3	Single Family Residential	346	41.05	155	No
1.4	Single Family Residential	403	52.77	169	No
1.5	Single Family Residential	346	3.65	155	No
2.1 and 2.2	Single Family Residential	386	6.68	165	No
2.2 and 2.1	Single Family Residential	64	6.68	85	No
2.3	Single Family Residential	94	3.05	92	No
2.7	Single Family Residential	205	19.34	123	No
2.9 and 2.10	Single Family Residential	521	6.39	191	No
2.10 and 2.9	Single Family Residential	17	6.39	80	No
3.3	Single Family Residential	171	2.35	114	No
3.8	Single Family Residential	76	16.22	88	No

Table III-7 Results of Localized Significance Analysis for CO

Project Number	Nearest Receptor Type	Distance From Receptor (m)	Calculated Emissions (lbs/day)	Threshold Emissions (lbs/day)	Exceeds Threshold?
1.2	Multiple Family Residential	19	3.64	498	No
1.3	Single Family Residential	346	23.51	4,671	No
1.4	Single Family Residential	403	33.02	5,642	No
1.5	Single Family Residential	346	3.55	4,671	No
2.1 and 2.2	Single Family Residential	386	7.04	5,355	No
2.2 and 2.1	Single Family Residential	64	7.04	847	No
2.3	Single Family Residential	94	3.48	1,104	No
2.7	Single Family Residential	205	15.34	2,303	No
2.9 and 2.10	Single Family Residential	521	6.88	7,267	No
2.10 and 2.9	Single Family Residential	17	6.88	498	No
3.3	Single Family Residential	171	3.39	1,912	No
3.8	Single Family Residential	76	16.98	957	No

Table III-8 Results of Localized Significance Analysis for PM₁₀

Project Number	Nearest Receptor Type	Distance From Receptor (m)	Calculated Emissions (lbs/day)	Threshold Emissions (lbs/day)	Exceeds Threshold?
1.2	Multiple Family Residential	19	0.32	4	No
1.3	Single Family Residential	346	8.11	124 ^a	No
1.4	Single Family Residential	403	9.15	110	No
1.5	Single Family Residential	346	0.25	94	No
2.1 and 2.2	Single Family Residential	386	0.5	105	No
2.2 and 2.1	Single Family Residential	64	0.5	17	No
2.3	Single Family Residential	94	0.2	24	No
2.7	Single Family Residential	205	1.34	55	No
2.9 and 2.10	Single Family Residential	521	0.44	136	No
2.10 and 2.9	Single Family Residential	17	0.44	4	No
3.3	Single Family Residential	171	0.12	46	No
3.8	Single Family Residential	76	1.04	20	No

^aFor a 5-acre site.

Table III-9 Results of Localized Significance Analysis for PM_{2.5}

Project Number	Nearest Receptor Type	Distance From Receptor (m)	Calculated Emissions (lbs/day)	Threshold Emissions (lbs/day)	Exceeds Threshold?
1.2	Multiple Family Residential	19	0.32	3	No
1.3	Single Family Residential	346	5.29	42	No
1.4	Single Family Residential	403	6.38	52	No
1.5	Single Family Residential	346	0.25	42	No
2.1 and 2.2	Single Family Residential	386	0.44	49	No
2.2 and 2.1	Single Family Residential	64	0.44	5	No
2.3	Single Family Residential	94	0.2	8	No
2.7	Single Family Residential	205	1.34	19	No
2.9 and 2.10	Single Family Residential	521	0.44	68	No
2.10 and 2.9	Single Family Residential	17	0.44	3	No
3.3	Single Family Residential	171	0.12	15	No
3.8	Single Family Residential	76	1.04	6	No

As shown in **Table III-6** through **Table III-9**, unmitigated emissions are below the LSTs for all pollutants. According to the SCAQMD, if emissions are below the threshold for an area that is less than the project disturbed area then they will be considered to be below the threshold for their actual area.¹⁵ In other words, as the area of the disturbed area increases, so does the threshold. Thus, if the project is less than significant using a threshold for a disturbed area that is smaller than what is present (a lower threshold than the threshold that should exist), then the project will be less than significant. Therefore the

¹⁵ Personal communication from James Koizumi, South Coast Air Quality Management District, Diamond Bar, California to Michael Rogozen, UltraSystems Environmental Incorporated, Irvine, California (July 8, 2008).

localized impact for all the projects will be less than significant.

Although sensitive receptors would be exposed to diesel exhaust from construction equipment, which has been associated with lung cancer,¹⁶ the duration of exposure would not be sufficient to result in a significant cancer risk. Carcinogenic health risk assessments are based upon an assumption of 70 years continuous exposure, while the exposure in the present case would be intermittent over a maximum of about ten years. Therefore, no cancer health risk assessment was necessary. Acute noncancer risk assessments are based upon one-hour maximum exposures, but acute reference exposure levels (RELs) for diesel exhaust and diesel particulate matter have not been established by the Office of Environmental Health Hazard Assessment.¹⁷

As discussed above, aircraft operations will remain below June 2010 levels. Because ground-based operations are somewhat proportional to aircraft operation, the proposed project would not introduce significant new sources of stationary source emissions. (See **Table III-4.**) Area source emissions generated on-site by operation and maintenance of the proposed airport land uses would be minimal, and would not expose adjacent sensitive receptors to substantial pollutant concentrations.

Regarding exposure of sensitive receptors to diesel exhaust, or particulate matter, as discussed above, the project operations would not include any major diesel particulate matter sources. As the general aviation operations will not increase in the future, the only increase in operations from 2010 is associated with the new general aviation building. The general aviation building includes a lobby, administrative services, a pilots' lounge, offices, a supply shop, and a restaurant. None of the general aviation building's land uses are a major source of diesel particulate matter; therefore, no hazardous risk assessment is required for operations.

In general, increased local vehicle traffic may contribute to off-site air quality impacts. The traffic increases in nearby intersections may contribute to traffic congestion, which may create "pockets" of CO called hotspots. These pockets have the potential to exceed the State 1-hour standard of 20 ppm and/or the 8-hour standard of 9.0 ppm, thus affecting sensitive receptors that are close to these roadways or intersections. CO hotspots typically are found at busy intersections, but can also occur along congested major arterials and freeways. They occur mostly in the early morning hours when winds are stagnant and ambient CO concentrations are elevated. In accordance with the California Department of Transportation (Caltrans) CO Protocol,¹⁸ CO hotspots are evaluated when a project degrades the level of service (LOS) at a nearby signalized intersection to "E" or worse. Typically, hotspots analyses are not performed for unsignalized intersections, which have lower traffic volumes than those with signals. This is particularly the case when a hotspots analysis shows no impacts for the most congested, signalized intersections.

Although a traffic analysis was not prepared for the proposed Airport Master Plan Update,¹⁹ none of the main roadways (Pierce Street, San Fernando Road, Osborne Street,

¹⁶ California Environmental Protection Agency, Office of Environmental Health Hazard Assessment. 1998. *Part B: Health Risk Assessment for Diesel Exhaust*. May.

¹⁷ California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, "All Acute Reference Exposure Levels developed by OEHHA as of May 2000. (www.oehha.ca.gov/air/acute_rels/allAcRELS.html).

¹⁸ California Department of Transportation. 1997. *Transportation Project-Level Carbon Monoxide Protocol*.

¹⁹ No traffic analysis was prepared because the Los Angeles Department of Public Works anticipated that the *Whiteman Master Plan Update* would not cause a major increase to the surrounding traffic.

and Glenoaks Boulevard) or key intersections in the vicinity of Whiteman Airport are included as part of the Los Angeles County Metropolitan Transportation Authority's Draft 2010 Congestion Management Program (CMP). As the project is not intended to increase capacity, the project would not conflict with the County's CMP. Because airport-related traffic will not increase, the project will not degrade the LOS at any nearby signalized intersection to "E" or worse. Therefore, a CO hotspots analysis is not required.

- e) Would the project create objectionable odors affecting a substantial number of people?

Construction activities for the proposed project would generate airborne odors associated with the operation of construction vehicles (i.e., diesel exhaust), asphalt paving operations, and the application of paints and coatings. These emissions would occur during daytime hours only, and would be isolated to the immediate vicinity of the construction site and activity. Therefore, they would not affect a substantial number of people. When project construction is completed, odors from the proposed uses of the proposed project would not significantly differ from odors emanating from typical airports and office buildings, or the 2010 baseline. Finally, no wastewater treatment plants or other industrial facilities known to cause odors are within 1,000 feet of the project site.

IV. 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 Wildlife or U.S. Fish and Wildlife Service?

Although no sensitive species were found by UltraSystems biologists during a field survey on July 16, 2010, the Biological Technical Report (BTR) prepared by UltraSystems for the proposed project, included as Appendix D of this document, found that the Coast Horned Lizard (*Phrynosoma blainvillii*), a California Species of Special Concern, has moderate potential to occur on the eastern portion of the Project site where suitable habitat exists within the Disturbed Sagebrush-Buckwheat Scrub vegetation community. According to the BTR, occurrences of the Coast Horned Lizard have been documented less than three miles away from the project site. With implementation of mitigation measure **BR-1**, project impacts on the Coast Horned Lizard would be less than significant.

UltraSystems' literature review and field assessment support the conclusion that no other special-status species has a potential to occur, given the types of habitat on site, the distance from sites where such species were last observed, and the dates when they were last seen.

Mitigation Measure:

BR-1: Before grading or vegetation removal for each project under the plan, two daytime pre-construction clearance surveys will be conducted at least three days prior by a qualified biologist to determine if the Coast Horned Lizard is present. Should Coast Horned Lizards be present, the qualified biologist will recommend additional project-specific mitigation measures for temporary construction impacts. Mitigation measures for the temporary construction impacts may include exclusionary fencing, capture and relocation to pre-determined suitable habitat, and implementing training programs to construction workers for the identification of this special status species.

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

According to the Biological Technical Report prepared by UltraSystems for the proposed project, there is no riparian habitat on the project site. In addition, there is no other sensitive natural community on the proposed project site that is regulated by any local or regional plans, policies, regulations, the California Department of Fish and Wildlife (CDFW), or the U.S. Fish and Wildlife Service (USFW). Therefore no impact on any riparian habitat and other sensitive natural community would result.

The project site is also outside of any State- or federally Designated Critical Habitat determined by the literature review from the United States Fish and Wildlife Service (USFWS) Online Critical Habitat Mapper.²⁰

²⁰ United States Fish and Wildlife Service, 2008. *Online Critical Habitat Mapper*. Available at <http://crithab.fws.gov/>. Accessed June 2010.

Potential Significant Impact
 Less than Significant Impact With Mitigation
 Less Than Significant Impact
 No Impact

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

No wetlands were identified on or near the project site by UltraSystems' biologists. Therefore, no impact on federally protected wetlands would result.

- 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?

Native breeding birds (except game birds during hunting season), regardless of their listing status, are protected under the Migratory Bird Treaty Act (MBTA) (1918) and California Fish and Game Code. Because several native birds were observed onsite during the UltraSystems field visit, potential impacts on breeding birds are considered significant under CEQA under the California Fish and Game Code. Grading and ground-disturbing activities conducted between September 1st and January 31st will normally avoid the nesting season of state and federally protected birds. However, if construction occurs during nesting season (between February 1st and August 31st), the following mitigation measure BR-2 will be implemented to reduce project impact on nesting birds to a less-than-significant level:

Mitigation Measure:

BR-2: A pre-construction survey will be conducted by a qualified biologist to determine the presence or absence of active nests within or adjacent to the project site (for each project under the plan) to avoid the nesting of breeding birds or burrowing owls.

- If no breeding or nesting activities are detected within 250 feet (500 feet for raptors)²¹ of the proposed work area, construction activities may proceed.
- If breeding or nesting activity is confirmed, work activities within 250 feet (500 feet for raptors) of the active nest will be delayed until the qualified biologist determines that all young birds have fully fledged and left the protection of their parents. These buffers, however, may be modified in coordination with CDFW based on existing conditions at the project site.

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

The Los Angeles County Code (Code) under Title 22, Chapter 22.56, Part 16 (“OAK TREE PERMITS”) regulates the maintenance, protection, and removal of oak trees on any lot or parcel of land within the unincorporated areas of Los Angeles County. Relevant provisions of this Code include the following:

- A permit shall be required to remove, damage, or encroach into the protected zone of any oak tree, as defined in County Code Title 22, Chapter 22.56, Part 16, Section 22.56.2060, on any lot or parcel of land within the unincorporated area of Los Angeles County. Trees not specifically shown or listed on the oak tree permit

²¹ These buffers are consistent with California Department of Fish and Wildlife avoidance guidelines.

shall be assumed as not permitted for damage or removal.

- Unnecessary damage to County oak trees as determined by the County Forester may result in required mitigation including but not limited to replacing oak trees at a minimum of a 2:1 ratio or payment into the oak forest special fund the amount equivalent to the oak resource value as defined in County Code Title 22, Chapter 22.56, Part 16 Section 22.56.2140 and Section 22.56.2180.

The County would abide by the oak tree ordinance as applicable. This would ensure that project impacts would be less than significant.

No other local polices or ordinances protecting biological resources were found to conflict with project activities.

- 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?

According to the Biological Technical Report prepared by UltraSystems for the proposed project, the project site is not within any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, no project impact on any adopted conservation plan would result.

V. **CULTURAL RESOURCES** - Would the project:

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

The proposed project would make improvements to an existing site with existing use as a general aviation airport. No recorded historical resources are located on the project site. According to the *National Register of Historic Places*, the closest historical site is Lopez Adobe, located at 1100 Pico Street in San Fernando,²² approximately 1.9 miles to the northwest of the project site. Also, the Phase I Cultural Resources Inventory prepared by UltraSystems, included as Appendix C of this document, did not identify any prehistoric archaeological sites or isolates on the project site. As no historic structures are present on the project site, the proposed project would not impact any historic resources.

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

The Phase I Cultural Resources Inventory prepared for this project by UltraSystems, included as Appendix C of this document, did not identify any prehistoric archaeological sites or isolates on the project site in its literature search or by its pedestrian survey. The proposed project would make improvements to an existing site with existing use as a general aviation airport. New development on the Whiteman Airport property includes new roadway pavement, a new terminal facility, and a new hangar area; however, these new facilities will be built on land that has already been developed or at least partially graded. Only a small portion of Pacoima Hill on the project site will need to be graded for the construction of the new terminal facility. Individual project details on evacuation and ground-disturbing activities are currently unavailable and further project-level review may be warranted as these projects are developed under the Whiteman Airport Master Plan.

As there are no known archaeological resources on the project site, it is unlikely that the proposed project will disturb any archaeological resources. Any new ground-disturbing activity has the potential to unearth previously unidentified archaeological resources. In case of unexpected discovery of archaeological items or resources during ground-disturbing activity, potential significant damage may result to the resource if no precautionary measures are taken or mitigation measures are implemented. In the unlikely event that a previously unidentified archaeological resource is exposed during project construction, incorporation of mitigation measure **CR-1** would ensure that potential impacts to archaeological resources would be less than significant.

Mitigation Measure:

CR-1: A qualified archaeologist will monitor all ground-disturbing activity in native soils or sediment during construction activities that require excavation such as the proposed development of the new terminal facility, associated parking facilities and the new hangar structures. The archaeologist must be empowered to temporarily divert grading equipment in the event of discovery and allow for sufficient time to evaluate and potentially remove the find. If the find is determined by the archaeologist to be significant, the County will protect the resource according to

²² National Park Service, 2010. *National Register of Historic Places Download Center* webpage. Available at <http://nrhp.focus.nps.gov/natreg/docs/Download.html>. Accessed on May 19, 2010.

standard protocols generally accepted.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No paleontological resources are known to exist on the project site. The proposed project would make improvements to an existing site with existing use as a general aviation airport. New development on the Whiteman Airport property that will be built mostly on developed land and a small portion of the undeveloped southwest portion of Pacoima Hill, includes new roadway pavement, a new terminal facility, and a new hangar area. The new terminal facility will be constructed on a piece of undeveloped land that has mostly been graded. The project site has a past history of construction and development. The soils on the project site have been previously disturbed by the original construction of Whiteman Airport in 1946 and subsequent improvements made by the County since 1984. As there are no known or suspected paleontological resources on the project site, it is unlikely that the proposed project will disturb any paleontological resources. Any new ground-disturbing activity has the potential to unearth previously unidentified paleontological resources. In case of unexpected discovery of paleontological items or resources during ground-disturbing activity, potentially significant damage may result to the paleontological resource if no precautionary measures are taken or mitigation measures are implemented. In the unlikely event that a previously unidentified paleontological resource is exposed during project construction, incorporation of mitigation measure **CR-2** would ensure that potential impacts to paleontological resources would be less than significant.

Mitigation Measure:

CR-2: If buried paleontological resources are encountered during construction activities, the County of Los Angeles, Department of Public Works, Aviation Division (County), will ensure that all activities cease until a qualified paleontologist is retained and can evaluate the resource and has determined the significance. If any significant resources are discovered, the County will protect the resources to the extent feasible.

- d) Disturb any human remains, including those interred outside of formal cemeteries?

No human remains or cemeteries are anticipated to be disturbed by the proposed project, due to the absence of known prehistoric sites within the project site boundary. As reported in the Phase I Cultural Resources Inventory prepared by UltraSystems, included as Appendix C of this document, the prehistoric archaeological site of CA-LAN-2003, located southwest of the project area elsewhere on airport grounds, was excavated in 1981 and found to be a lightly used season camp without burials. Following scientific study of LAN-2003, the site was destroyed during construction of the present airport terminal and restaurant. In the unlikely event that previously unidentified human remains are exposed during project construction activities, incorporation of mitigation measure **CR-3** would ensure that potential impacts would be reduced to less than significant.

Mitigation Measure:

CR-3: A qualified archaeologist will monitor ground-disturbing activity in native soils or sediment during construction activities that require excavation, including but not limited to the proposed development of the new terminal facility, associated parking facilities and new hangar structures. Should human remains be encountered, all

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work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The archaeologist will immediately notify the Los Angeles County Coroner (LACC). If a determination is made that the remains are Native American in origin, LACC will then notify the California State Native American Heritage Commission (NAHC) within 24 hours. The NAHC will identify and contact the most likely descendent (MLD). The MLD may make recommendations to the lead agency for means of treating or disposing of the human remains and associated burial items. In the event that the NAHC is unable to identify a most likely descendent or the most likely descendant failed to make a recommendation within 24 hours after being notified by the commission, Los Angeles County will rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. Construction work will resume only after proper authorization is received from the County of Los Angeles.

VI. GEOLOGY AND SOILS - Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

The project site is not located in any seismic hazard zones regulated under the Alquist-Priolo Earthquake Fault Zoning Act or special study zones. Alquist-Priolo Earthquake Fault Zones are regulatory zones that encompass surface traces of active faults and may pose a risk of surface fault rupture to existing or future structures.²³ According to the City of Los Angeles' Safety Element, the project site is situated within the Fault Rupture Study Areas²⁴ which require comprehensive geologic-seismic design-foundation engineering investigations for public facilities normally attracting large concentrations of people.

Two earthquake faults lie near the project site: Verdugo Fault and San Fernando Fault. Verdugo Fault, which is not known to have been active in the Holocene period, roughly parallels San Fernando Road and runs northeast.²⁵ The more active San Fernando Fault is approximately 2.0 miles to the north of the project site.²⁶ Although the project site is located close to these earthquake faults, any structural designs for the project site would comply with applicable seismic hazard requirements, including if necessary, a seismic study. Furthermore, the project site does not sit directly on an earthquake fault and has an existing use as an airport. Thus, project impacts from rupture of a known earthquake fault would be less than significant.

- ii) Strong seismic ground shaking?

Because the entire southern California region is considered seismically active, there is the possibility that a large earthquake along one of the major faults in the region may induce strong seismic ground shaking at the Project site. Compliance with the minimum seismic design standards of the 2007 edition of the California Building Code and ASCE (American Society of Civil Engineers) 7-05 would ensure that project impact in relation to ground-shaking would be less than significant.

²³ City of Los Angeles, Department of City Planning, 1996. Safety Element of the Los Angeles City General Plan, *Exhibit A: Alquist-Priolo Special Study Zones & Fault Rupture Study Areas in the City of Los Angeles*. Approved by the City Planning Commission August 8, 1996. Adopted by the City Council November 26, 1996. P. 47. City of Los Angeles, Department of City Planning, ZIMAS. Accessed on October 9, 2012.

²⁴ City of Los Angeles, Department of City Planning, 1996. Safety Element of the Los Angeles City General Plan, *Exhibit A: Alquist-Priolo Special Study Zones & Fault Rupture Study Areas in the City of Los Angeles*. Approved by the City Planning Commission August 8, 1996. Adopted by the City Council November 26, 1996. P. 47.

²⁵ Southern California Earthquake Data Center. Significant Earthquakes and Faults – Verdugo Fault. Accessed October 9, 2012. URL: <http://www.data.scec.org/significant/verdugo.html>.

²⁶ State of California, Division of Mines and Geology, 1979. *Special Study Zones, San Fernando Quadrangle*. Revised Official Map Effective: January 1, 1979.

iii) Seismic-related ground failure, including liquefaction?

The project site is not located on or in the vicinity of an area susceptible to liquefaction.²⁷ Therefore, no project impact in relation to liquefaction would result.

iv) Landslides?

The State of California Seismic Hazards Map classified several small areas of the hill, mostly on the northwest facing slopes of the proposed project site to be under the category "Earthquake-Induced Landslides," which are "areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacement such that mitigation as defined in Public Resources Code Section 2693(c) would be required."²⁸ However, the two small hilly areas classified as Earthquake-induced Landslides in 1999 nearest the proposed project improvements have already been graded by previous activities or will be graded for the new terminal facility. The grading for the terminal facility will occur on the southwest facing slopes, on the opposite side of the hill where the potential for earth-induced landslides exist. The remaining hill would also be stabilized. Consequently, project-related impacts involving landslides would be less than significant.

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

Most construction activities will occur on already graded surfaces. They include the reconfiguration of existing roadways, the construction of new automobile parking and a new non-airworthy aircraft tie-down parking area. As the majority of construction will occur on already graded surfaces, there will be a low level of natural erosion. However, construction of the new terminal facility near the center of the property will require the grading of a portion of the hill facing southwest towards the runways. After some grading and the remaining area of the hill is stabilized, approximately 2.6 acres would be available for aviation use. This piece of undeveloped land would be dedicated to a 5,600-square-foot landscaped green space, 40,000-square-foot surface parking lot and a two-story terminal facility with a total 16,000 square feet of floor area. Much of this undeveloped area has already been graded because this portion of the hill has been previously used by a company that was removing dirt for fill material at other sites.

Construction activity on site would be subject to the provisions of the General Construction Permit as part of the National Pollutant Discharge Elimination System (NPDES) Program. Construction site Best Management Practices (BMPs) specified in a Storm Water Pollution Prevention Plan will be implemented. Any on-site soils of this area exposed during construction and potentially subjected to waterborne erosion would be controlled by these BMPs. Because project construction would occur in phases, exposure of soils to erosion would be minimal and substantial erosion is not expected to result.

Furthermore, potential erosion during project operation would also be reduced using

²⁷ City of Los Angeles, Department of City Planning, 1996. Safety Element of the Los Angeles City General Plan, *Exhibit B: Areas Susceptible to Liquefaction In the City of Los Angeles*. Approved by the City Planning Commission August 8, 1996. Adopted by the City Council November 26, 1996. P. 49.

²⁸ State of California, Division of Mines and Geology, 1999. *Seismic Hazard Zones, San Fernando Quadrangle*. Released: March 25, 1999. http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_sfer.pdf

structural and non-structural BMPs. Typical non-structural BMPs include sweeping of impervious areas, routine maintenance such as trash pick-up and proper disposal of pet waste and automotive oils. Typical structural BMPs include grated drainage inlets, filtered on-site catch basins, and site planning minimizing impervious surfaces. In addition, site grading would be completed in strict compliance with the requirements of the South Coast Air Quality Management District Rule 403 for dust control and mitigation measure **GEO-1** will reduce any other dust emissions to a less than significant level.²⁹ These preventive measures would be incorporated into the project's site grading plans to reduce flooding and erosion. Therefore, these would reduce any potential impacts related to erosion during operation to less than significant impact, and project impact in relation to soil erosion due to wind or water would be less than significant.

Mitigation Measure:

GEO-1: Dust control measures shall be implemented during project construction activities in addition to grading.

- 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?

The project site is not located in an area that is susceptible to liquefaction,³⁰ but has small areas on the hill within the project site classified as having the potential for earthquake-induced landslides.³¹ However, much of the small areas characterized by sloping terrain and the potential to have "earthquake-induced landslides" have since been graded or partially graded. Previous use of the hill by a company involved removal of dirt from the hill for fill material at other sites. The remaining hill would also be stabilized to reduce the risk of landslide, collapse, or soil instability. No project improvements would be directly located on any geologic unit or soil that is unstable. Therefore, a less than significant impact would result.

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

The construction of a new terminal facility near the center of the property could result in impacts due to expansive soils because it would require the grading of a portion of the hill facing southwest towards the runways. A geotechnical soil report would be prepared for the proposed terminal project. Since the proposed terminal project would implement recommendations outlined in the project specific geotechnical report, substantial risks to life or property due to expansive soil would be less than significant.

- 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?

²⁹ Mitigation Measure GEO-1 in the August 2011 Initial Study/Mitigated Negative Declaration was eliminated because its provisions were incorporated as project design features and/or regulatory requirements.

³⁰ City of Los Angeles, Department of City Planning, 1996. Safety Element of the Los Angeles City General Plan, *Exhibit B: Areas Susceptible to Liquefaction In the City of Los Angeles*. Approved by the City Planning Commission August 8, 1996. Adopted by the City Council November 26, 1996. P. 49.

³¹ State of California, Division of Mines and Geology, 1999. *Seismic Hazard Zones, San Fernando Quadrangle*. Released: March 25, 1999. http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_sfer.pdf

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The proposed project does not include the use of septic tanks or alternative waste water disposal systems. The proposed project would use the existing sewer system to dispose of waste water. Therefore, the proposed project would result in no impact in relation to 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.

VII. GREENHOUSE GASES

Discussion:

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from earth, similar to how a greenhouse traps solar energy after it passes through glass. The accumulation of GHGs has been implicated as a driving force for global climate change. Global climate change generally refers to the long-term fluctuations in temperature, precipitation, wind, and other elements of the earth's climate systems. Changes to the earth's environment attributed to the effects of greenhouse gas emissions include global rise in sea level, which would threaten coastal infrastructure, more frequent heat waves, and substantial impacts to agriculture caused by temperature changes, decreased fresh water storage capacity and intrusion of salt water. Global temperatures are expected to continue to rise as human activities continue to add greenhouse gases to the atmosphere. The Earth's average surface air temperature has increased by more than 1.4°F from 1900 to 2000.³² The warmest global average temperatures on record have all occurred within the past 10 years, with the warmest being 2005 and 2010.³³

California has been in the forefront in developing legislation and regulations aimed at reducing GHG emissions. The following is a brief summary of the developments over the past few years.

Executive Order #S-3-05, signed by Governor Arnold Schwarzenegger on June 1, 2005, calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80% reduction in GHG emissions to below 1990 levels by 2050.

The California Global Warming Solutions Act of 2006 (AB 32). In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006 (Health and Safety Code § 38500 et seq.), into law. AB 32 was intended to effectively end the scientific debate in California over the existence and consequences of global warming. In general, AB 32 directs the California Air Resources Board (CARB) to do the following:

- On or before June 30, 2007, publicly make available a list of discrete early action GHG emission reduction measures that can be implemented prior to the adoption of the statewide GHG limit and the measures required to achieve compliance with the statewide limit;
- By January 1, 2008, determine the statewide levels of GHG emissions in 1990, and adopt a statewide GHG emissions limit that is equivalent to the 1990 level (an approximately 25% reduction in existing statewide GHG emissions);
- On or before January 1, 2010, adopt regulations to implement the early action GHG emission reduction measures;
- On or before January 1, 2011, adopt quantifiable, verifiable, and enforceable emission reduction measures by regulation that will achieve the statewide GHG emissions limit by 2020, to become operative on January 1, 2012, at the latest. The emission reduction measures may include direct emission reduction

³² U.S. Environmental Protection Agency, "Climate Change Facts: Answers to Common Questions," Climate Change Web Site, Internet URL: <http://www.epa.gov/climatechange/facts.html#ref3>. Updated June 14, 2012.

³³ *Ibid.*

measures, alternative compliance mechanisms, and potential monetary and non-monetary incentives that reduce GHG emissions from any sources or categories of sources as CARB finds necessary to achieve the statewide GHG emissions limit; and

- Monitor compliance with and enforce any emission reduction measure adopted pursuant to AB 32.

On December 11, 2008, the CARB approved the *Climate Change Scoping Plan*³⁴ pursuant to AB 32. The Scoping Plan recommends a wide range of measures for reducing GHG emissions, including (but not limited to):

- Expanding and strengthening of existing energy efficiency programs;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a GHG emissions cap-and-trade program;
- Establishing targets for transportation-related GHG emissions for regions throughout the state, and pursuing policies and incentives to meet those targets;
- Implementing existing state laws and policies, including California’s clean car standards, goods movement measures and the Low Carbon Fuel Standard; and
- Targeted fees to fund the state’s long-term commitment to administering AB 32.

Executive Order S-01-07 (Low Carbon Fuel Standard). Executive Order #S-01-07 (January 18, 2007) establishes a statewide goal to reduce the carbon intensity of California’s transportation fuels by at least 10% by 2020 through establishment of a Low Carbon Fuel Standard. Carbon intensity is the amount of CO₂e per unit of fuel energy emitted from each stage of producing, transporting and using the fuel in a motor vehicle. On April 23, 2009 the Air Resources Board adopted a regulation to implement the standard.

Senate Bill 97. Senate Bill 97 was signed by the governor on August 24, 2007. The bill required the Office of Planning and Research (OPR), by July 1, 2009, to prepare, develop and transmit to the resources agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. On April 13, 2009 OPR submitted to the Secretary for Natural Resources its proposed amendments to the *State CEQA Guidelines* for greenhouse gas emissions. The Resources Agency adopted those guidelines on December 30, 2009, and they became effective on March 18, 2010. The amendments treat GHG emissions as a separate category of impacts; i.e. they are not to be addressed as part of an analysis of air quality impacts.

Section 15064.4, which was added to the CEQA Guidelines, specifies how the significance of impacts from GHGs is to be determined. First, the lead agency should “make a good

³⁴ California Air Resources Board, *Climate Change Scoping Plan, a Framework for Change, Pursuant to AB32, the California Global Warming Solutions Act of 2006* (December 11, 2008).

faith effort” to describe, calculate or estimate the amount of GHG emissions resulting from a project. After that, the lead agency should consider the following factors when assessing the impacts of the GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions, relative to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional or local plan for the reduction or mitigation of GHG emissions.

The Governor’s Office of Planning and Research (OPR) asked the CARB to make recommendations for GHG-related thresholds of significance. On October 24, 2008, the CARB issued a preliminary draft staff proposal for *Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*.³⁵ After holding two public workshops and receiving comments on the proposal, CARB staff decided not to proceed with threshold development.³⁶ Quantitative significance thresholds, if any, are to be set by local agencies.

Senate Bill 375. Senate Bill 375 requires coordination of land use and transportation planning to reduce GHG emissions from transportation sources. Regional transportation plans, which are developed by metropolitan transportation organizations such as the Southern California Association of Governments (SCAG), are to include “sustainable community strategies” to reduce GHG emissions.

Title 24. The Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the *California Code of Regulations*) were established in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Compliance with Title 24 will result in decreases in GHG emissions. The California Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards on April 23, 2008 with an aim to promote the objectives listed below.³⁷

- Provide California with an adequate, reasonably-priced and environmentally-sound supply of energy.
- Respond to Assembly Bill 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its greenhouse gas emissions to 1990 levels by 2020.
- Pursue California energy policy that energy efficiency is the resource of first

³⁵ California Air Resources Board. *Preliminary Draft Staff Proposal. Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*. Planning and Technical Support Division, Sacramento, California (October 24, 2008).

³⁶ Personal communication from Douglas Ito, California Air Resources Board, Sacramento, California, to Michael Rogozen, UltraSystems Environmental Inc., Irvine, California. March 29, 2010.

³⁷ “2008 Building Energy Efficiency Standards.” California Energy Commission, Sacramento, California. (<http://www.energy.ca.gov/title24/2008standards/index.html>). These became effective January 1, 2010.

choice for meeting California's energy needs.

- Act on the findings of California's Integrated Energy Policy Report (IEPR) that Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing greenhouse gas emissions.
- Meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes.
- Meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards.

The provisions of Title 24, Part 6 apply to all buildings for which an application for a building permit or renewal of an existing permit is required by law. They regulate design and construction of the building envelope, space-conditioning and water-heating systems, indoor and outdoor lighting systems of buildings, and signs located either indoors or outdoors. Title 24, Part 6 specifies mandatory, prescriptive and performance measures, all designed to optimize energy use in buildings and decrease overall consumption of energy to construct and operate residential and nonresidential buildings.³⁸ Mandatory measures establish requirements for manufacturing, construction and installation of certain systems; equipment and building components that are installed in buildings.

Impacts of Greenhouse Gas and Climate Change

Global temperatures are expected to continue to rise as human activities continue to add the aforementioned greenhouse gases to the atmosphere. The Earth's average surface air temperature increased by more than 1.4°F from 1900 to 2000.³⁹ The warmest global average temperatures on record have all occurred within the past 10 years, with the warmest being 2005 and 2010.⁴⁰

Most of the U.S. is expected to experience an increase in average temperature. Precipitation changes, which are very important to consider when assessing climate change effects, are more difficult to predict. Whether rainfall will increase or decrease remains difficult to project for specific regions.⁴¹ The extent of climate change effects, and whether these effects prove harmful or beneficial, will vary by region, over time, and with the ability of different societal and environmental systems to cope with or adapt to the change. Human health, natural ecosystems, agriculture, coastal areas and heating and cooling requirements are examples of climate-sensitive systems. Rising average temperatures are already affecting the environment. Some observed changes include thawing of permafrost; shrinking of glaciers; later freezing

³⁸ 2008 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, California Energy Commission, (December 2008).

³⁹ U.S. Environmental Protection Agency, "Climate Change Facts: Answers to Common Questions," Climate Change Web Site, Internet URL: <http://www.epa.gov/climatechange/facts.html#ref3>. Updated June 14, 2012.

⁴⁰ Ibid.

⁴¹ Intergovernmental Panel on Climate Change, "Contribution of Working Group II to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change," Cambridge, United Kingdom. 2007.

and earlier break-up of ice on bodies of freshwater; lengthening of growing seasons; shifts in plant and animal ranges; and earlier flowering of trees.^{42,43}

Human Health Impacts

Climate change may increase the risk of vector-borne infectious diseases, particularly those found in tropical areas and spread by insects, such as malaria, dengue fever, yellow fever, and encephalitis.⁴⁴ Cholera, which is associated with algal blooms, could also increase. While these health impacts would largely affect tropical areas in other parts of the world, effects would also be felt in California. Warming of the atmosphere would be expected to increase smog and particulate pollution, which could adversely affect individuals with heart and respiratory problems, such as asthma or other lung diseases. Extreme heat events would also be expected to occur with more frequency and could adversely affect the elderly, children, and the homeless. Finally, the water supply impacts and seasonal temperature variations expected as a result of climate change could affect the viability of existing agricultural operations, making the food supply and food security more vulnerable.

Ecosystem and Biodiversity Impacts

Climate change is expected to have effects on diverse types of ecosystems, from alpine to deep-sea habitat.⁴⁵ As temperatures and precipitation change, seasonal shifts in vegetation would occur; this could affect the distribution of associated fauna and flora species. As the range of species shifts, habitat fragmentation could occur, with acute impacts on the distribution of certain sensitive species. The Intergovernmental Panel on Climate Change (IPCC) states that “20 percent to 30 percent of species assessed may be at risk of extinction from climate change impacts within this century if global mean temperatures exceed 2 to 3°C (3.6 to 5.4°F) relative to pre-industrial levels.”⁴⁶ Shifts in existing biomes could also make ecosystems vulnerable to encroachment by invasive species. Wildfires, which are an important control mechanism in many ecosystems, may become more severe and more frequent, making it difficult for native plant species to repeatedly re-germinate. In general, climate change is expected to put a number of stressors on ecosystems, with potentially catastrophic effects on biodiversity.

Sea Level Rise Impacts

The impact on global climate change as a result of anthropogenic activities can be seen in the increases in air and ocean temperatures, rising sea levels, and widespread melting of snow and ice.⁴⁷ Eleven of the twelve years from 1995 through 2006 ranked among the warmest years of global surface temperature since 1850. Just as well, observations since 1961 showed that the ocean has been absorbing approximately 80% of the heat added to the global climate system. As a result, the warmer temperatures cause seawater expansion, thus increasing the volume and contributing to the rise in sea level. On average, global sea level rose at a rate of

⁴² Ibid.

⁴³ U.S. Environmental Protection Agency, “Impacts & Adaptation,” Climate Change Web Site, Internet URL: <http://www.epa.gov/climatechange/impacts-adaptation/>. Updated June 14, 2012.

⁴⁴ U.S. Environmental Protection Agency, “Human Health Impacts & Adaptation,” Climate Change Web Site, Internet URL: <http://www.epa.gov/climatechange/impacts-adaptation/health.html>. Updated June 14, 2012.

⁴⁵ Ibid.

⁴⁶ Intergovernmental Panel on Climate Change, “Contribution of Working Group II to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change,” Cambridge, United Kingdom. 2007.

⁴⁷ Intergovernmental Panel on Climate Change, “Summary for Policymakers. In: Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change,” Cambridge, United Kingdom. 2007.

1.8 millimeters per year over 1961 to 2003. Additionally, the decrease in glaciers and ice caps as well as the decrease in ice sheets of Greenland and Antarctica has been shown to contribute to sea level rise.⁴⁸ Coastal regions are known to be climate-sensitive areas and sea level rise, as a result of climate change, could impact these coastal zones. Shoreline erosion, coastal flooding, and water pollution affect man-made infrastructure and coastal ecosystems. The addition of varying rates of sea level rise could worsen the many problems that coastal areas already face.⁴⁹

Local and Regional Climate Action Plans and Thresholds

The City of Los Angeles does not yet have a climate action plan or thresholds of significance for greenhouse gas emissions; however, the County is within the SCAQMD’s jurisdiction, and thus, the SCAQMD’s Interim Thresholds⁵⁰ will be used for this analysis. In October, 2008, the SCAQMD issued its *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. The SCAQMD Board approved the document at its December 5, 2008 meeting.

The SCAQMD guidance proposes a tiered approach to establishing a significance threshold. It is designed to “capture” 90 percent of GHG emissions; that is, the threshold is low enough that it applies to the sources of 90 percent of the region’s GHG emissions, and is high enough that it excludes most minor sources. The 90 percent approach of the SCAQMD thresholds is also consistent with AB 32. The SCAQMD approach considers “direct, indirect, and, to the extent information is available, life cycle emissions during construction and operation. Per the guidance, construction emissions will be amortized over the life of the project, defined as 30 years, added to the operational emissions, and compared to the applicable interim GHG significance threshold tier.”

As noted above, the SCAQMD’s guidance uses a tiered approach rather than a single numerical emissions threshold. If a project’s GHG emissions “fail” the non-significance of a given tier, then one goes to the next one. The tiers are summarized very briefly as follows.

Tier 1 – Applicable Exemptions. This tier no longer applies, so it is necessary to consider the next tier.

Tier 2 – Emissions Within Budgets of Regional Plans. GHG emissions are less than significant if the project is consistent with a local GHG reduction plan; however, the County of Los Angeles does not have an adopted local GHG reduction plan that meets all the following requirements classified in Tier 2: comply with AB32 GHG reduction goals; include emissions estimates agreed upon by either CARB or the Air Quality Management District (AQMD), have been analyzed under CEQA, have a certified Final CEQA document; include a GHG emissions inventory tracking mechanism; and include a process to monitor progress in achieving GHG emission reduction targets, and a commitment to remedy the excess emissions if GHG reduction goals are not met (enforcement). Thus, Tier 2 no longer applies, so it is necessary to consider the next tier.

Tier 3 - 90 Percent Capture Rate Emission Thresholds. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified projects

⁴⁸ Ibid.
⁴⁹ U.S. Environmental Protection Agency, “Coastal Areas Impacts & Adaptation,” Climate Change Web Site, Internet URL: <http://epa.gov/climatechange/impacts-adaptation/coasts.html>. Updated June 14, 2012.
⁵⁰ Smith, S. and Krause, M. *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. South Coast Air Quality Management District, Diamond Bar, California, October 2008.

would be subject to CEQA analysis. As stated in the thresholds document, the 90 percent emission capture rate is appropriate to address long-term adverse impacts associated with global climate change, and would capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth. For residential/commercial sectors, the Tier 3 numerical threshold is 3,000 metric tons CO₂e (MTCO₂e) per year.⁵¹

Tiers 4 and 5. These tiers are not relevant to the analysis and so will not be discussed.

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

CalEEMod, the same program that was used to calculate criteria pollutant emissions, was used to estimate carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) emissions from project construction and operation. CalEEMod converts and combines each of these GHG emissions into total CO₂ equivalent (CO₂e), which is a universal unit that allows different GHG emissions to be compared. CO₂e is determined by weighting each GHG by its global warming potential (GWP), which is defined as the ratio of degree of warming to the atmosphere that would result from the emission of one mass unit of a given GHG compared with one equivalent mass unit of CO₂ over a given period of time. By definition, the GWP of CO₂ is always 1, while the GWPs of methane and nitrous oxide are 21 and 310, respectively.⁵² **Table VII-1** (Estimated Annual Greenhouse Gas Emissions) shows the annual estimated GHG from construction.

⁵¹ Ibid., P. 3-15.

⁵² California Climate Action Registry. *General Reporting Protocol. Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1*. Los Angeles, California (January 2009), p. 91.

Table VII-1 Maximum Annual Construction GHG Emissions, Unmitigated

Year ^a	Emissions (Tonnes) ^b			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
2013	9.12	0.00 ^b	0.00	9.13
2014	31.24	0.00	0.00	31.28
2015	55.65	0.00	0.00	55.72
2016	81.63	0.00	0.00	81.73
2017	100.97	0.01	0.00	101.09
2018	108.82	0.01	0.00	108.94
2019	114.59	0.01	0.00	114.72
2020	121.27	0.01	0.00	121.40
2021	132.31	0.01	0.00	132.45
2022 through 2042	138.03	0.01	0.00	138.18
2043	128.91	0.01	0.00	129.05
2044	106.79	0.01	0.00	106.90
2045	82.39	0.00	0.00	82.46
2046	56.40	0.00	0.00	56.45
2047	37.07	0.00	0.00	37.09
2048	29.22	0.00	0.00	29.24
2049	23.44	0.00	0.00	23.46
2050	16.77	0.00	0.00	16.78
2051	5.73	0.00	0.00	5.73

^a Construction emissions were amortized for 30 years per SCAQMD's Interim Threshold Guidance.

^b Values were rounded to nearest two digits.

Source: Calculated by UltraSystems with CalEEMod (Version 2011.1.1).

CalEEMod estimated operational GHG emissions for Project 2.1, Construction of Public Use General Aviation Building and Associated Parking and Green Space. As described in Section III above, emissions from Project 2.1 are the only operational emissions that are anticipated to be over the 2010 baseline.

The model-predicted area source and mobile source GHG emissions for the proposed project for 2016, and 2017 and beyond are shown in **Table VII-2** (2016 Net Annual Project Operational GHG Emissions Increase Over Baseline), and **Table VII-3** (Buildout Net Annual Project Operational GHG Emissions Increase Over Baseline), respectively. In 2016, Project 2.1 is estimated to operate for 29 days of the year after construction is completed; from 2017 and beyond, Project 2.1 is expected to be operational the entire calendar year. **Table VII-4** (Cumulative Annual Construction and Operational GHG Emissions) summarizes the maximum annual total CO₂e from both construction and operations of the proposed project.

Table VII-2 – 2016 Net Annual Project Operational GHG Emissions Increase Over Baseline

Emissions Source	Greenhouse Gas (MT/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Source Emissions	14.18	0.02	0.00	14.74
Mobile Source Emissions	75.02	0.00	0.00	75.08
Total Operational Emissions	89.19	0.03	0.00	89.82

Source: Calculated by UltraSystems with CalEEMod (Version 2011.1.1).

Table VII-3 – Buildout Net Annual Project Operational GHG Emissions Increase Over Baseline

Emissions Source	Greenhouse Gas (MT/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Source Emissions	178.41	0.28	0.00	185.53
Mobile Source Emissions	944.21	0.04	0.00	944.99
Total Operational Emissions	1,122.62	0.32	0.00	1,130.52

Table VII-4 – Cumulative Annual Construction and Operational GHG Emissions

Year	MTCO ₂ e/year		
	Construction	Operational	Total
2013	9.13	0.00	9.13
2014	31.28	0.00	31.28
2015	55.72	0.00	55.72
2016	81.73	89.82	171.55
2017	101.09	1,130.52	1,231.61
2018	108.94	1,130.52	1,239.46
2019	114.72	1,130.52	1,245.24
2020	121.40	1,130.52	1,251.92
2021	132.45	1,130.52	1,262.97
2022 through 2042	138.18	1,130.52	1,268.70
2043	129.05	1,130.52	1,259.57
2044	106.90	1,130.52	1,237.42
2045	82.46	1,130.52	1,212.98
2046	56.45	1,130.52	1,186.97
2047	37.09	1,130.52	1,167.61
2048	29.24	1,130.52	1,159.76
2049	23.46	1,130.52	1,153.98
2050	16.78	1,130.52	1,147.30
2051	5.73	1,130.52	1,136.25

Source: Calculated by UltraSystems with CalEEMod (Version 2011.1.1).

As shown in **Table VII-4**, the maximum annual GHG emissions are 1,269 MTCO₂e, and occur from 2022 to 2042. Because the maximum annual GHG emissions are less than the SCAQMD

Interim Threshold of 3,000 MTCO₂e per year, the GHG and climate change impacts will be less than significant.

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

Although the County of Los Angeles does not yet have an adopted GHG inventory or an adopted Climate Action Plan, the CARB has developed a statewide GHG inventory to keep track of the AB32's 2020 target of reaching 1990 levels of CO₂. The latest report covers 2000 through 2009. In 2009, the total statewide GHG emissions were 457 million MTCO₂e (MMTCO₂e). Including the influence of sinks such as CO₂ flux from forestry, the net emissions were 453 MMTCO₂e.⁵³ The total GHG emissions in 2009 represent a 5.5 percent increase from 1990 to 2009.

Since the proposed project generates, at a maximum, annual GHG emissions of 1,269 MTCO₂e, which is less than the SCAQMD's Interim Thresholds of 3,000 MTCO₂e. Additionally, 1,269 MTCO₂e represents approximately 0.00028% percent of the statewide GHG inventory.

As previously discussed, the proposed SCAQMD interim thresholds are designed such that a 90 percent capture rate is achieved. In other words, 90 percent of all development projects would need to incorporate some form of emission reductions in order to reduce emissions to meet AB 32's threshold of reducing GHG emissions to 1990 levels by 2020. Thus, the SCAQMD's interim thresholds were established to be compliant with the AB 32 threshold. Because the proposed project generates, at a maximum, annual GHG emissions of 1,269 MTCO₂e, which is less than interim thresholds, the proposed project is both consistent with, and would not conflict with the goals of AB 32.

The County's Energy and Environmental Policy focuses on energy and water efficiency; environmental stewardship; public outreach and education; and sustainable design. As part of the Energy and Environmental Policy, new County buildings greater than 10,000 square feet under the County's Capital Project Program are required to meet or exceed LEED standards at the Silver Level. The new Terminal Facility has a floor area of 16,000 square feet; therefore the proposed project would implement energy and water-efficient as well as sustainable design features to achieve LEED silver level of certification.

Under LEED standards, the proposed project would reduce greenhouse emissions by saving energy usage through heating, ventilating, cooling, and lighting of building as well as the energy used in construction. Some sustainable LEED features⁵⁴ may include but not limited to the following:

- Minimize light trespass from building and site.
- Zero use of CFC-based refrigerants in new base building heating, ventilating, air conditioning, cooling & refrigerating (HVAC&R) systems.
- Encourage increasing levels of on-site renewable energy self-supply.
- Whenever possible, recycle and/or salvage nonhazardous airport construction

⁵³ California Air Resources Board, *California Greenhouse Gas Emissions Inventory: 2000-2009*, December 2011.
⁵⁴ LEED 2009 for New Construction and Major Innovations Rating System, November 2008.

debris from disposal in landfill and incineration facilities.

- Facilitate the reduction of waste generated by building occupants that is hauled to and disposed of in landfills.
- Limit or eliminate the use of potable water or other natural surface or subsurface water resources for landscape irrigation.
- Increase water efficiency within buildings through use of high-efficiency fixtures and alternative on-site sources of water.

The project's design features are consistent with the goals of the County's Energy and Environmental Policy; therefore, the project would not conflict with the policy.

Furthermore, the new terminal facility will also have to meet the County of Los Angeles' green building standards, which require projects to consume at least 15% less energy than allowed under the Title 24 2005 California Efficiency Standards. More than 65% of non-hazardous construction/demolition debris by weight must be recycled or reused. The project is required to plant three 15-gallon trees for every 10,000 square feet developed area (65% drought-tolerant).

Because the proposed project would not conflict with AB 32, the County's green building standards, and the County's Energy and Environmental Policy, the proposed project will have a less than significant impact.

VIII. 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?

Implementation of airport master plan improvements would involve the use of potentially hazardous materials in construction and operation activities. Common construction materials (including solvents, fuels, paint, etc.) may be used for short periods of time without creating hazards to the public or environment because these materials would be properly stored when not in use, and properly disposed of according to applicable requirements. Materials used in construction are not considered acutely hazardous. In sum, all hazardous materials would be contained, stored, used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations of the Department of Toxic Substances Control (DTSC), the United States Environmental Protection Agency (USEPA), and the Occupational Safety and Health Administration (OSHA).

Surplus construction materials would be stored properly and used for other similar projects or purposes. Such use or re-use would reduce the amount of excess materials that would require disposal. Additionally, steps would be taken to minimize the risk associated with handling hazardous materials in the process of facility construction. Therefore, the potential impact related to construction is considered less than significant.

Project operation would use common everyday-hazardous materials such as cleaning products (floor cleaners, antiseptic cleaners, etc.) and landscape products (fertilizers, pesticides, herbicides, etc.) that can be hazardous if improperly used or ingested. However, these products have a low incidence of unsafe use and are not considered acutely hazardous materials. As storage, handling, and disposal of hazardous materials during both project construction and operation would comply with applicable standards and regulations, project impacts would be less than significant.

- 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?

According to the Focused Phase I Environmental Site Assessment (ESA) prepared by UltraSystems for the proposed project, included as Appendix E of this document, a visual review was conducted during the site visit for the presence of electrical equipment that could contain polychlorinated biphenyls (PCBs), an environmentally regulated class of materials used in dielectric fluid in some electrical equipment. Transformers, capacitors, and switchgear equipment were observed on the north side of Airpark Way during the site visit. Since PCBs may be potentially present in the electrical equipment on-site, the risk still exists for PCBs to enter into the environment through leaks or releases and contribute to human health risk. Once in the environment, PCBs do not readily break down and there may remain for long periods of time cycling through the air, water, and soil. PCBs have been determined to be probable human carcinogens and to be responsible for a variety of other adverse health effects.⁵⁵ However, any potential presence of PCBs on site would be handled in compliance with applicable rules and regulations to prevent releases into the environment and to minimize potential risk of exposure. Impacts due to PCBs associated

⁵⁵ "Health Effects of PCBs." U.S. Environmental Protection Agency, <http://www.epa.gov/osw/hazard/tsd/pcbs/pubs/effects.htm>. Last updated April 3, 2012.

with the electrical equipment will be less than significant with the incorporation of mitigation measure **HM-1**.

A preliminary visual review was conducted for the presence of lead based paint (LBP) and asbestos-containing materials (ACMs) in areas to be disturbed during Phase I, II or III projects. The Terminal Building and other structures constructed prior to 1981 could contain ACMs in ceilings, flooring or pipe coverings, and LBP may also have been used in these structures. Project impacts related to ACMs and LBP will be less than significant with the incorporation of mitigation measure **HM-2**.

According to the Phase I ESA, household paints, petroleum products, hazardous materials and waste may be stored in some of the Northeast County T-Hangers. Incorporation of mitigation measure **HM-3** will reduce project impacts due to these materials to a less than significant level.

Finally, some potential project areas to be modified or constructed during or after 2014 were not inspected because specific project details were not known at the time of the property inspection by UltraSystems. Therefore, any areas with the potential to be disturbed by improvement projects to be implemented during or after 2014 will be inspected by qualified professionals prior to any modification and construction. Subsequent project-level review would follow and occur at the time projects under the Whiteman Airport Master Plan are developed. With the incorporation of mitigation measure **HM-4**, project impact on potentially disturbed areas associated with these project areas will be less than significant.

Mitigation Measures:

- HM-1:** PCBs associated with transformers, capacitors, or switchgear equipment, if any, will be properly managed pursuant to the Toxic Substances Control Act and in compliance with any applicable requirements, rules, and regulations of the EPA, OSHA, and DTSC prior to removal. Soiled materials will be disposed of according to current law.
- HM-2:** An assessment for ACMs and LBP will be performed by certified professionals for buildings or other structures that will be removed or altered as part of the Whiteman Airport Master Plan project. ACMs and LBP will be properly abated prior to demolition. ACMs and LBP removed from airport facilities will be properly disposed of according to laws governing these materials.
- HM-3:** The Northeast County T-Hangers storage facilities will be inspected for household paints, petroleum products, hazardous materials and waste prior to demolition. If any of these materials are present, the materials will be properly disposed.
- HM-4:** Any areas associated with certain project improvements to be modified or constructed during or after 2014 and not inspected during the Phase I ESA will be inspected by qualified professionals in a supplemental environmental site assessment prior to modification or construction.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials,

substances, or waste within one-quarter mile of an existing or proposed school?

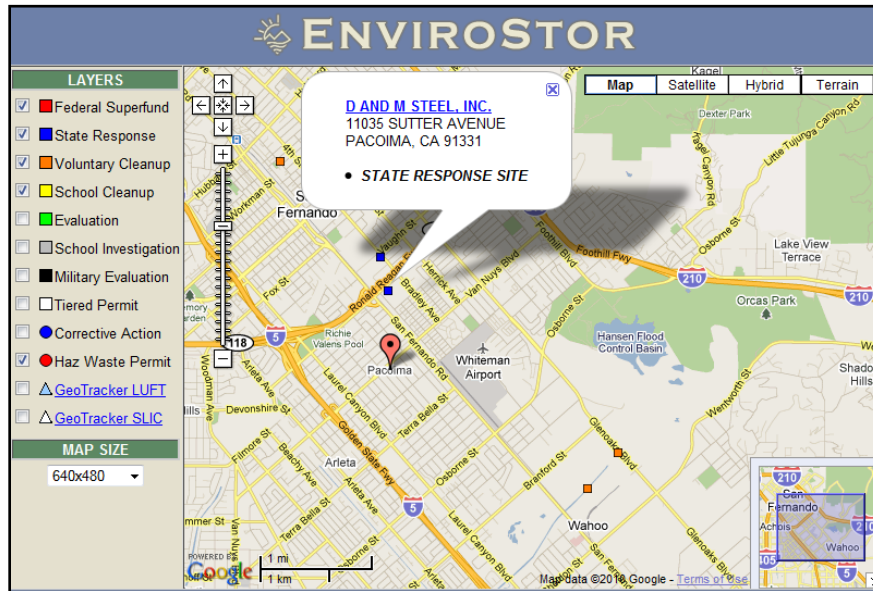
Guardian Angel Catholic School, at 10919 Norris Avenue, and Pacoima Charter (Elementary) School, at 11016 Norris Avenue, are located within one-quarter mile of the project site. Pacoima Early Education Center, located at 11059 Herrick Avenue; Maclay Middle School, located at 12540 Pierce Street; and Sara Coughlin Elementary School, located at 11035 Borden Avenue, are slightly over a quarter mile from the project site. None of the existing tenants at Whiteman Airport handles hazardous materials, substances, or waste under existing daily operations. Existing tenants include commercial and instructional services such as pilot and aircraft (including helicopter) maintenance and repair services, flight schools (including flight instruction provided by Glendale Community College), commercial helicopter operations, aerial photography and film work services, hangar leasing, aircraft engineering, civil air patrol, and hangar construction and design services. Any hazardous materials, substances, or waste such as solvents or maintenance/cleaning supplies used during operational activities will continue to be used, stored, and disposed of according to county, state and federal laws. Since routine use of hazardous materials will follow standard procedures for safe handling of regulated substances or mixtures and will be in compliance with any applicable regulations, the proposed project would result in less than significant impacts.

- 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?

The project site is not located on the list of hazardous materials sites maintained by the California Department of Toxic Substances Control (DTSC). According to DTSC's ENVIROSTOR database, the closest hazardous site is a State Response Site located at 11035 Sutter Avenue, Los Angeles, approximately 0.65 mile northwest of the project site. See **Figure HM-1**.⁵⁶ As the project site is not located on a hazardous waste site, the project would not create a significant hazard to the public or the environment, and no impact would result.

⁵⁶ California Department of Toxic Substances Control, 2010. ENVIROSTOR online database, available at http://www.envirostor.dtsc.ca.gov/public/map.asp?global_id=&x=-119.1357421875&y=37.82280243352756&zl=5&ms=640,480&mt=m&findaddress=True&city=PACOIMA&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&corrective_action=true&permit_site=true&permit_and_ca_site=true on September 1, 2010.

Figure HM-1 Location of Closest Hazardous Materials Site to the Whiteman Airport



Source: ENVIROSTOR Online Database, September 1, 2010

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

The proposed project is located within the Whiteman Airport Master Plan area. As the project site is an existing general aviation airport, safety hazard impacts are not expected to be significant. Airport projects must be approved by the Federal Aviation Administration (FAA) before construction. Therefore, with FAA approval of the proposed project, project impact would be less than significant.

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

The project site is not in the vicinity of a private airstrip. Therefore, no project impact in relation to a private airstrip would result.

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

The proposed Whiteman Airport Master Plan improvements would not expand the airport outside of existing airport property limits. Construction of the proposed Master Plan projects would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because all materials and construction equipment would be staged on the project site and all roadways within the Whiteman Airport property would remain open during construction of any specific project.

In terms of the realignment of Airport Way, the new roadway would be constructed while the existing roadway remains open. Once the new roadway is operational, the old roadway will be removed and re-landscaped. Operation of Whiteman Airport after construction of any specific project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

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

According to the Draft Fire Hazard Severity Zones map⁵⁷, the project site is located within urbanized areas outside of hazard zones. The majority of the airport property is developed, but the hilly open space located on the eastern portion of the property has the potential for wildfires. It contains vegetation, which under dry atmospheric conditions may lead to wildland fires. The construction of the new terminal facility closer to the hilly open space could increase the exposure of the structure to the potential for wildland fire. Although the potential for wildland fire exists on the hill, this area is not classified as a fire hazard severity zone and has a low likelihood of wildland fire. Adequate watering and dead vegetation clearing would substantially reduce any risk of wildland fire. Furthermore, the proposed project would not introduce new residences into the area, and without residences, no intermixing between residences and wildlands would occur. The Los Angeles County Fire Department Pacoima Facility, which houses air and heavy equipment, is also located immediately adjacent to the open space area and can quickly respond to a potential fire. Therefore, the proposed project would result in less than significant impact involving wildland fires.

⁵⁷ California Department of Forestry and Fire Protection (CAL FIRE). Fire and Resource Assessment Program (FRAP). Map of Draft Fire Hazard Severity Zones in URA for Los Angeles County. September 2011.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

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

During construction, Best Management Practices (BMPs), including a Stormwater Pollution Prevention Plan (SWPPP), consistent with the State of California's National Pollutant Discharge Elimination System (NPDES) permit system would be implemented to reduce pollution in stormwater discharge to levels that comply with applicable water quality standards. Therefore, impacts associated with surface water quality would be less than significant.

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

The proposed project is an existing site with existing use as an airport. The project site is not a significant groundwater recharge area. In addition, none of the specific Master Plan projects would increase population or expand use of Whiteman Airport such that groundwater would be substantially depleted. Therefore, project impact on groundwater supplies would be less than significant.

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

The project site does not contain any streams or rivers. The proposed Master Plan projects would also not significantly alter the existing drainage pattern of the site or area. The greatest potential for erosion and siltation impacts would occur during construction of any specific new airport project. Given that the proposed Whiteman Airport Master Plan projects include improvements on more than one acre, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared in compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements. The SWPPP would specify both short-term construction Best Management Practices (BMPs) for erosion control and permanent operational erosion control measures. With adherence to existing regulations, including the preparation of a SWPPP with BMPs to control erosion and siltation impacts during construction and operation, a less than significant impact from erosion or siltation would result.

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

The project site does not contain any streams or rivers. The proposed project would not significantly alter the existing drainage pattern of the site or area. The only specific project that would result in significant new impermeable surfaces is the new 71,000-square-foot transient parking ramp/apron that is proposed to be constructed in the northeast portion of the airport. Additional runoff generated in this area of the airport would be directed to

existing storm drains or to new storm drains to be constructed as part of the proposed Master Plan improvement projects. A hydrology report will be prepared before construction of this specific project to ensure that surface runoff will not result in flooding on- or off-site. Therefore, project impact in relation to flooding caused by surface runoff would be less than significant.

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

The proposed project would not generate significant new sources of polluted runoff as site use would generally remain the same after project construction. Runoff is currently being generated by landscaping and airport maintenance activities. The proposed project would comply with all existing drainage requirements and would comply with existing NPDES requirements, including the preparation of a SWPPP as required for all projects greater than one acre in size. As part of a SWPPP, BMPs to reduce pollutants from runoff during project construction and operation are identified. Therefore, with compliance with existing regulations and the preparation of a SWPPP with BMPs to reduce water pollutants, project impacts in relation to polluted runoff would be less than significant.

- f) Otherwise substantially degrade water quality?

Adoption of the proposed project would not otherwise substantially degrade water quality. The proposed project would have no additional impacts to water quality beyond those discussed in above.

- g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

According to Flood Insurance Rate Map, the project site is located within Zone X, which is defined as “areas determined to be outside the 0.2% annual chance floodplain.” In sum, the project site is not located in a 100-year or 500-year flood plain area.⁵⁸ Also, the proposed project does not include any housing. Thus, the proposed project would result in no impact.

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Although the proposed project does include the construction of new structures, the project site is not located in a 100-year or 500-year flood plain area.⁵⁹ Therefore, the proposed project would not place structures within a 100-year flood hazard area that would impede or redirect flood flows.

- i) Expose people or structures to a significant risk of loss, injury, or death involving flooding,

⁵⁸ City of Los Angeles, Department of City Planning, 1996. Safety Element of the Los Angeles City General Plan, *Exhibit F: 100-Year & 500-Year Flood Plains In the City of Los Angeles*. Approved by the City Planning Commission August 8, 1996. Adopted by the City Council November 26, 1996. P. 57.

⁵⁹ Ibid.

including flooding as a result of the failure of a levee or dam?

According to the City's Safety Element, the portion of the project site that includes the airport runway and the northwest hangar/parking lot area is located in a potential inundation area and is also within the boundary of an inundation area within a specific flood control basin.⁶⁰

However, the project site is an existing site with existing use as an airport. The project site is currently exposed to risks from flooding and would continue to be exposed to risks from flooding in the future during project operation. Therefore, risk from flooding would remain similar to existing conditions and project impact would be less than significant.

- j) Expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?

Adoption of the proposed project would not expose people to significant seiche, tsunami, or mudflow hazards. A seiche is an oscillation of a land-locked water body, such as a lake or reservoir. The project site is located more than one mile west of Hansen Dam; however, as the proposed project is an existing site with existing use as an airport, risk of loss, injury, or death involving a seiche cause by Hansen Dam would be similar to existing conditions. A tsunami is large ocean wave associated with a seismic event. Because the project site is located more than 16 miles from the Pacific Ocean, the proposed project would not be subject to inundation by a tsunami. The project site is relatively level; thus, the proposed project would not be subject to mudflows and no known mudflows have occurred on the site of the airport. Therefore, no project impact in relation to seiche, tsunami, or mudflow hazards would result.

⁶⁰ Ibid. Exhibit G: Inundation & Tsunami Hazard Areas In the City of Los Angeles. P. 59.

X. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?

The proposed project would make improvements to an existing site with existing use as an airport. The project site is surrounded mostly by residential, commercial, open space and public facility uses; however, the proposed airport improvements would not create any physical barriers that would divide the surrounding community. Therefore, no impact would result.

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

The proposed project would make improvements to an existing site with existing use as a general aviation airport. Although the project site is owned by the County of Los Angeles, the project site is located in the Pacoima area which is under the jurisdiction of City of Los Angeles. The Pacoima area is within the Arleta-Pacoima Community Plan, a part of the City of Los Angeles General Plan. Under the General Plan Land Use Map (as of September 22, 2009), Whiteman Airport is located on land designated as *Public Facilities*. As a general aviation airport is a public facility, the proposed airport improvements would be consistent with the applicable land use plan adopted for the purpose of avoiding or mitigating an environmental effect. Thus, no project impact would result.

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

According to the Biological Technical Report prepared by UltraSystems for the proposed project, the project site is not within any adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project would not conflict with any adopted conservation plan.

XI. 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?

The project site is an existing airport that is currently not being utilized as a mineral recovery site. According to the County's 2008 Draft General Plan, the project site is not located near any of the County's four major Mineral Resource Zones (MRZ-2s), which are defined as clusters or belts of mineral deposits. The four designated MRZ-2s in Los Angeles County include Little Rock Creek Fan, Soledad Production Area, Sun Valley Production Area, and Irwindale Production Area. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State.

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

See XI.a) above. The proposed project would not 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.

XII. NOISE

The following discussion is based upon a noise technical study prepared by UltraSystems Environmental, Inc. for this project.⁶¹

Several rating scales have been developed to analyze adverse effects of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people depends largely on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The “equivalent continuous noise level” (L_{eq}) is a measure of sound energy averaged over a period of time. It is referred to as the equivalent continuous noise level because it is equivalent to the level of a steady sound, which, over a referenced duration and location, has the same A-weighted sound energy as the fluctuating sound. L_{eq} for periods of one hour, during the daytime or nighttime hours, and 24 hours, are commonly used in environmental assessments.

Another noise metric is the “Community Noise Equivalent Level” (CNEL). CNEL is a 24-hour average L_{eq} that accounts for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period. CNEL is calculated by adding 4.77 dBA to sound levels in the evening (7:00 p.m. to 10:00 p.m.) and adding 10 dBA to sound levels at night (10:00 p.m. to 7:00 a.m.).

L_{dn} is a 24-hour average L_{eq} that accounts for the sensitivity to noise during nighttime hours. L_{dn} is calculated by adding 10 dBA to sound levels at night (10:00 p.m. to 7:00 a.m.). L_{dn} and CNEL values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent.

When evaluating environmental community noise levels, a 3-dBA increase over 24 hours is barely perceptible to most people; a 5-dBA increase is readily noticeable; and a 10-dBA increase is perceived as a doubling of loudness.

To limit population exposure to noise levels that are physically and/or psychologically damaging or intrusive, the federal government, the State of California, various county governments, and most municipalities in the state have established noise policies, standards and ordinances.

Federal. Under federal law, safety and national defense have primacy over noise abatement for airport operations.⁶² For example, a city or county has no authority to regulate noise by designating flight paths, because flight paths are a safety concern. Local governments cannot regulate flight hours, flight patterns or operational procedures. However, they can regulate land use around airports, except where preempted by federal authority.

The Federal Aviation Administration (FAA) has promulgated regulations and guidance for compliance with the National Environmental Policy Act, including those dealing with airport noise issues. For its own regulatory purposes, the FAA considers an aircraft-based average noise level of less than 65 dBA CNEL to be compatible with almost all land uses^{63,64} however, its regulations make it clear that:

⁶¹ *Noise Analysis for Whiteman Airport Master Plan Update, Pacoima (City of Los Angeles), California.* Prepared by UltraSystems Environmental, Inc., Irvine, California, December 2012.

⁶² Noise Element of the Los Angeles City General Plan, City Plan Case No. 97-0085, Council File No. 96-1357 (Adopted February 3, 1999), p. 2-11.

⁶³ 14 *Code of Federal Regulations* Part 150, Noise Exposure Maps, §A150.101(d) (refer to Appendix A of Appendix F: Noise Analysis for Whiteman Airport Master Plan Update of this IS/MND).

“The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.”⁶⁵

According to the FAA’s environmental impact guidelines, a significant noise impact would occur if a proposed airport-related action will cause noise-sensitive areas to experience an increase in noise of 1.5 dBA CNEL or more when the exposure is already at or above 65 dBA CNEL.⁶⁶ Only in cases where this 1.5-dBA increase would occur, the noise analysis should determine whether the noise increase in areas initially at 60 to 65 dBA CNEL would increase by 3 dBA CNEL or more.⁶⁷ A 3-dBA increase in residential areas is not considered, for NEPA purposes, to be a significant adverse noise impact.⁶⁸

The U.S. Department of Housing and Urban Development has set a goal of 45 dBA L_{dn} as a desirable maximum interior standard for residential units developed under HUD funding (HUD, 1985). While HUD does not specify acceptable exterior noise levels, standard construction of residential dwellings constructed under Title 24 of the California Code of Regulations typically provide 20 dBA of acoustical attenuation with the windows closed and 10 dBA with the windows open. Based on this assumption, the exterior L_{dn} or CNEL should not exceed 65 dBA under normal conditions.

State. The California Department of Health Services (DHS) Office of Noise Control has studied the correlation of noise levels with effects on various land uses. (The Office of Noise Control no longer exists.) The most current guidelines prepared by the state noise officer are contained in the “General Plan Guidelines” issued by the Governor’s Office of Planning and Research in 2003.⁶⁹ These guidelines establish four categories for judging the severity of noise intrusion on specified land uses:

- **Normally Acceptable:** Is generally acceptable, with no mitigation necessary.
- **Conditionally Acceptable:** May require some mitigation, as established through a noise study.
- **Normally Unacceptable:** Requires substantial mitigation.
- **Clearly Unacceptable:** Probably cannot be mitigated to a less-than-significant

⁶⁴ The regulation is in terms of L_{dn} . However, as noted in Section 2.2, the FAA acknowledges use of CNEL in California.

⁶⁵ 14 *Code of Federal Regulations* Part 150, Noise Exposure Maps, Table 1 (refer to Appendix A of Appendix F: Noise Analysis for Whiteman Airport Master Plan Update of this IS/MND).

⁶⁶ U.S. Department of Transportation, Federal Aviation Administration, “Environmental Impacts: Policies and Procedures,” Order 1050.1.E, CHG 1 (March 20, 2006), p. A-61.

⁶⁷ *Ibid.*, p. A-62.

⁶⁸ U.S. Department of Transportation, Federal Aviation Administration, *Environmental Desk Reference for Airport Actions* (October 2007), Chapter 17, p. 13.

⁶⁹ State of California, *General Plan Guidelines*. Governor’s Office of Planning and Research, Sacramento, California (2003).

level.

The types of land uses addressed by the state standards, and the acceptable noise categories for each, are presented in Table 5 of the noise technical report.⁷⁰ There is some overlap between categories, which indicates that some judgment is required in determining the applicability of the numbers in every situation.

Title 24 of the California Code of Regulations requires performing acoustical studies before constructing dwelling units in areas that exceed 60 dBA L_{dn}. In addition, the California Noise Insulation Standards identify an interior noise standard of 45 dBA CNEL for new multi-family residential units. (Local governments frequently extend this requirement to single-family housing.)

Title 21 of the California Code of Regulations has as its goal controlling and reducing the noise impact area in communities in the vicinity of airports.⁷¹ The standard for acceptable aircraft noise for persons living in the vicinity of an airport is 65 dBA CNEL.⁷² The noise impact boundary is the 65-dBA CNEL contour. The “noise impact area” is that portion of the area within the noise impact boundary that is devoted to an “incompatible” land use; if there are no incompatible land uses within the noise impact boundary, then the noise impact area is zero. Residential land uses (of all kinds) are “incompatible” unless a wide variety of conditions apply.⁷³ Other incompatible land uses within a noise impact boundary are schools, hospitals, convalescent homes, and places of worship. However, none of the land use restrictions or other provisions of this regulation apply unless the board of supervisors of the county with jurisdiction over the airport has declared the facility to be a “noise problem airport.” There are no specific, quantitative criteria for designating a facility as a noise problem airport, but the county must base its decision upon a review of relevant noise-related information, including complaints,⁷⁴ and any person or governmental agency may request a review of its decision.⁷⁵ According to a list compiled by Caltrans, Whiteman is not a noise problem airport.⁷⁶

Local. Although the Airport is the property of the County of Los Angeles, the potential receivers of noise impacts are in the jurisdiction of the City of Los Angeles. The project must therefore be compatible with the City of Los Angeles’ noise-related standards. The primary regulatory documents that establish noise standards in the City of Los Angeles are the City’s *General Noise Element* and the Municipal Code. The Arleta-Pacoima Community Plan,⁷⁷ which is part of the City’s *General Plan Land Use Element*, does not contain noise-related provisions.

Sensitive Receivers

The City of Los Angeles *General Plan Noise Element* defines “noise-sensitive uses” as single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other

⁷⁰ *Noise Analysis for Whiteman Airport Master Plan Update, Pacoima (City of Los Angeles), California.* Prepared by UltraSystems Environmental, Inc., Irvine, California, December 2012. (See Appendix F).

⁷¹ Title 21, Division 2.5. Division of Aeronautics, Chapter 6. Noise Standards, *California Code of Regulations*, as amended.

⁷² *Ibid.*, §5012.

⁷³ *Ibid.*, §5014(a).

⁷⁴ *Ibid.*, §5020.

⁷⁵ *Ibid.*, §5021.

⁷⁶ California Department of Transportation, Division of Aeronautics, Sacramento, California, “Noise Problem’ Airports in California,” <http://www.dot.ca.gov/hq/planning/aeronaut/avnoise.html>. Last updated September 28, 2009.

⁷⁷ *Arleta-Pacoima Community Plan.* City of Los Angeles, California, www.lacity.org/PLN. (Updated November 6, 1996).

residential uses; houses of worship; hospitals; libraries; schools; auditoriums, concert halls; outdoor theaters; nature and wildlife preserves, and parks.⁷⁸

Construction Noise

The City of Los Angeles Municipal Code prohibits noise-producing construction activity between 9 p.m. and 7 a.m. of the following day,⁷⁹ although a waiver from this prohibition can be obtained from the Board of Police Commissioners under limited circumstances.⁸⁰ In addition, construction activities are not allowed within 500 feet of residences before 8:00 a.m. or after 6:00 p.m. on any Saturday or national holiday or at any time on any Sunday.⁸¹ The Municipal Code also establishes noise exposure limits for types of equipment that are commonly used in construction. Within 500 feet of a residential area, between 7 a.m. and 5 p.m., no one may operate equipment for which the maximum noise exposure at 50 feet exceeds 75 dBA.⁸² This limit is to be superseded by federal equipment noise limits, but such limits have been promulgated so far only for air compressors. As discussed in **Section 5.1** of the noise study,⁸³ almost all construction equipment has a maximum noise level exceeding 74 dBA at 50 feet.

Taking the Municipal Code and other factors into account, the City of Los Angeles has determined that noise impacts from construction activities would be significant if noise:⁸⁴

- Lasting more than one day would exceed ambient exterior noise levels by 10 dBA or more at a noise-sensitive use.
- Lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time Sunday.

Operational Noise

The City of Los Angeles has adopted CEQA thresholds.⁸⁵ A project is considered to have a significant impact on noise levels if it causes the ambient noise level at the property line of an affected land use to increase:

- By 3 dBA CNEL to or within the “normally unacceptable” or “clearly unacceptable” ranges for the affected land use (as shown in Table 5 of the

⁷⁸ *City of Los Angeles General Plan, Noise Element*, p. 3-1.

⁷⁹ *City of Los Angeles Municipal Code, Chapter IV (Public Welfare), Article 1 (Disorderly Conduct Places and Publications)*, §41.40(a).

⁸⁰ *Ibid.*, §41.40(b).

⁸¹ *Ibid.*, §41.40(c).

⁸² *City of Los Angeles Municipal Code, Chapter XI (Noise Regulation), Article 2 (Special Noise Sources)*, §112.05.

⁸³ *Noise Analysis for Whiteman Airport Master Plan Update, Pacoima (City of Los Angeles), California*. Prepared by UltraSystems Environmental, Inc., Irvine, California, December 2012, p. 21.

⁸⁴ City of Los Angeles, *L.A. CEQA Thresholds Guide. Your Resource for Preparing CEQA Analyses in Los Angeles*. Environmental Affairs Department. (2006), p 1.1-3.

⁸⁵ *Ibid.*, p. 1.2-4.

noise technical report) or

- By 5 dBA CNEL for any affected land use.

The City has also adopted the FAA's criterion of a 1.5-dBA CNEL or greater increase in noise levels at a sensitive land use already exposed to at least 65 dBA CNEL.⁸⁶

Significance Thresholds

There are two criteria for judging noise impacts. First, noise levels generated by the proposed project must be compatible with all relevant federal, state and local standards and regulations. Noise impacts on the surrounding community are limited by local noise ordinances, which are implemented through investigations in response to nuisance complaints. It is assumed that all existing regulations for the construction and operation of the proposed project would be enforced. In addition, the proposed project should not produce noise levels that are incompatible with adjacent noise sensitive land uses as defined in the City of Los Angeles *General Plan Noise Element*.

The second measure of impact used in this analysis is the significant increase in noise levels above existing ambient noise levels as a result of the introduction of a new noise source. An increase in noise level due to a new noise source has a potential to adversely impact people.

Based on the applicable noise regulations stated above, the proposed project would have a significant noise impact if it would:

- Conflict with applicable noise restrictions or standards imposed by regulatory agencies
- Result in a 1.5-dBA CNEL or greater increase in noise levels, due to aircraft operations, at a sensitive land use already exposed to at least 65 dBA CNEL.
- Cause the ambient noise level at the property line of an affected land use to increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" ranges for the affected land use (as shown in Appendix F).

Cause the ambient noise level at the property line of an affected land use to increase by 5 dBA CNEL for any affected land use.

- During construction activities lasting more than one day, exceed ambient exterior noise levels by 10 dBA or more at a noise-sensitive use.
- During construction activities lasting more than 10 days in a three-month period, exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.
- During construction activities, exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p. m. on Saturday, or at any time Sunday.

⁸⁶ Ibid., p. I.4-5.

- Contribute to a significant cumulative noise impact.

In August, 2010 UltraSystems conducted ambient noise sampling at three locations in the general project area. Five samples were taken at each measurement site: two during the day, two during the evening and one during the night. Measurements were made both during the week and on the weekend. The sites are numbered 1, 2 and 3, with a letter suffix to indicate day, night, weekday or weekend. The sampling locations were chosen to provide an exposure baseline for evaluation of construction and operational impacts. Another selection criterion was that they be as close as practicable to at least one of the noise contours predicted by the airport noise modeling study mentioned in **Section 3.3** of the noise study.⁸⁷ All three of the sampling sites were close to residences that are located near the proposed project. **Table XII-1** (Characteristics of Ambient Noise Measurement Locations) lists the measurement sites, sampling dates and times, and why each site was chosen. These locations are shown in **Figure XII-1** (Ambient Noise Measurement Locations).

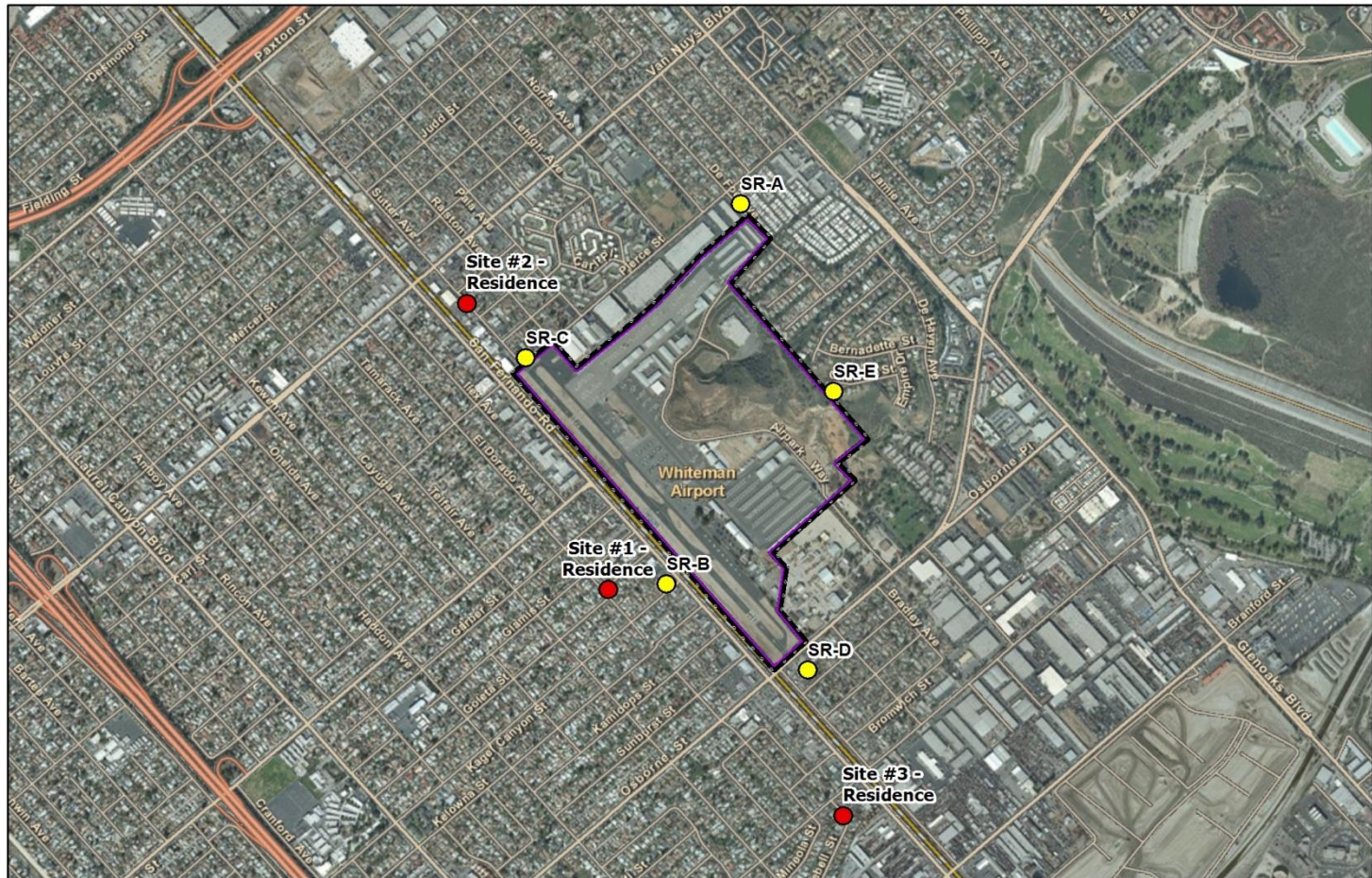
Table XII-1 – Characteristics of Ambient Noise Measurement Locations

Site	Sampling Location	Date	Time Interval	Purpose of Selection
Table XII-1 – Characteristics of Ambient Noise Measurement Locations Continuation				
1A	12963 Goleta Street Pacoima (City of Los Angeles) 10 feet from property line of this residence	08-02-10 Monday	1451-1521 Day	Near 60-dBA CNEL contour for aircraft noise
1B		08-02-10 Monday	1905-1935 Evening	
1C		08-03-10 Tuesday	2203-2233 Night	
1D		08-14-10 Saturday	1432-1502 Day	
1E		08-14-10 Saturday	1900-1930 Evening	

⁸⁷ Noise Analysis for Whiteman Airport Master Plan Update, Pacoima (City of Los Angeles), California. Prepared by UltraSystems Environmental, Inc., Irvine, California, December 2012, pp. 10-11.

Site	Sampling Location	Date	Time Interval	Purpose of Selection
2A	10768 Sutter Avenue Pacoima (City of Los Angeles), 50 feet from property line of this residence	08-02-10 Monday	1548-1618 Day	Near 60-dBA CNEL contour for aircraft noise
2B		08-02-10 Monday	1949-2019 Evening	
2C		08-03-10 Tuesday	2247-2317 Night	
2D		08-14-10 Saturday	1526-1556 Day	
2E		08-14-10 Saturday	1946-2016 Evening	
3A		12538 Debell Street Pacoima (City of Los Angeles) 10 feet from property line of this residence	08-02-10 Monday	
3B	08-02-10 Monday		2029-2059 Evening	
3C	08-03-10 Tuesday		2328-2358 Night	
3D	08-14-10 Saturday		1638-1708 Day	
3E	08-14-10 Saturday		2052-2122 Evening	

Figure XII-1—Ambient Noise Measurement Locations



Source: Source: ESRI, i-cubed, USDA FSA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGP; UltraSystems Environmental, Inc., 2010

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1,250 0 1,250 2,500 Feet



Legend

- Noise Measurement Site
- Construction Noise Receiver
- Whiteman Airport Property Boundary (Approximate)

Would the project result in

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

Noise impacts associated with airport development projects include short-term and long-term impacts. Construction activities, especially heavy equipment operation, would create noise effects on and adjacent to the construction site. Long-term noise impacts include project-generated on-site and off-site operational noise sources. On-site (stationary) noise sources would include operation of mechanical equipment and other industrial processes, landscape and building maintenance, and other commercial and industrial activities. Off-site noise would be attributable to aircraft operations and project-induced traffic. However, based on the SCAG Regional General Aviation Forecast, aircraft activities are projected to decline in the years covered by the Whiteman Airport Master Plan update.

For short-term noise impacts, execution of the improvement projects defined in the County of Los Angeles' five-year Federal Airport Capital Improvement Plan (ACIP) and the ten-year State Capital Improvement Plan (CIP) could generate noise levels in excess of standards adopted in local ordinances. Noise impacts from construction activities would be a function of the noise generated by the operation of construction equipment and on-road delivery and worker commute vehicles, the location of equipment, and the timing and duration of the noise-generating activities. The Noise Technical Study shows that mitigation measures are necessary to reduce noise impacts at sensitive receptors to a less-than-significant level. Mitigation measures N1 through N7 are presented below.

For long-term noise impacts, the noise-generating activities due to implementation of the ACIP and CIP, as mentioned previously, are not expected to increase significantly.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Vibration is sound radiated through the ground. Groundborne noise is the rumbling sound caused by the vibration of building interior surfaces. The ground motion caused by vibration is measured as peak particle velocity (PPV) in inches per second and is referenced as vibration decibels (VdB). Typical outdoor sources of perceptible groundborne vibration are construction equipment and traffic on rough roads.

The American National Standards Institute (ANSI) indicates that vibration levels in critical care areas, such as hospital surgical rooms and laboratories, should not exceed 0.2 inch per second of PPV.⁸⁸ The FTA also uses a PPV of 0.2 inch per second as a vibration damage threshold for fragile buildings and a PPV of 0.12 inch per second for extremely fragile historic buildings. The FTA criteria for infrequent groundborne vibration events (less than 30 events per day) that may cause annoyance are 80 VdB for residences and buildings where people normally sleep, and 83 VdB for institutional land uses with primarily daytime use.

It is expected that groundborne vibration from project construction activities would cause only intermittent, localized intrusion. The proposed project's construction activities most likely to cause vibration impacts are:

⁸⁸ American National Standards Institute (ANSI). 1983. "Guide to the Evaluation of Human Exposure to Vibration in Buildings", ANSI S.329-1983.

- **Heavy Construction Equipment:** Although all heavy, mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any sensitive receptors to cause vibration impact.
- **Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes almost always eliminates the problem.

The FTA has published standard vibration levels for construction equipment operations, at a distance of 25 feet.⁸⁹ The calculated vibration levels expressed in VdB and PPV for construction equipment at distances of 50, 100, and 150 feet are listed in Table XII-2 (Vibration Levels of Construction Equipment).

Table XII-2 - Vibration Levels of Construction Equipment

Equipment	PPV at 50 ft (in/sec)	Vibration Decibels at 50 ft (VdB)	PPV at 100 ft (in/sec)	Vibration Decibels at 100 ft (VdB)	PPV at 150 ft (in/sec)	Vibration Decibels at 150 ft (VdB)
Large Bulldozer	0.0315	78	0.0111	69	0.0061	64
Loaded Truck	0.0269	77	0.0095	68	0.0052	63
Jackhammer	0.0124	70	0.0044	61	0.0024	56
Small Bulldozer	0.0011	49	0.0004	40	0.0002	35

Source: Calculated by UltraSystems from FTA data.

As shown in Table XII-1, the vibration level of construction equipment at a distance of 50 feet is less than the FTA damage threshold of 0.12 inch per second PPV for fragile historic buildings. In addition, since it is not expected that heavy equipment such as large bulldozers would operate close enough to any sensitive land uses, construction activities would not generate groundborne vibrations that cause human annoyance. Therefore, groundborne vibration or groundborne noise impacts from the project's construction activities are not expected to be significant.

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

As discussed in XII.a, operational noise impacts from on-site sources, including aircraft operations, will be less than significant. The principal noise source in the project area other than those associated with aircraft operations is traffic on local roadways. The project may contribute to a permanent increase in ambient noise levels in the project vicinity due to project-generated vehicle traffic on neighborhood roadways and at

⁸⁹ Ibid., p. 12-12.

intersections. A noise impact would occur if the project contributes to a permanent increase in ambient noise levels affecting sensitive receptors along roadways that would carry project-generated traffic.

A formal traffic study was not conducted for this project. However, the County of Los Angeles, Department of Public Works obtained and forwarded to UltraSystems 24-hour machine counts of motor vehicles entering and exiting the Airport from three gates from 12:00 a.m. June 9, 2010 through 12:00 a.m. on June 15, 2010.⁹⁰ **Table XII-3** (Average Whiteman Airport Gate Traffic, June 9-15, 2010) summarizes the results of the counting.

Table XII-3 – Average Whiteman Airport Gate Traffic, June 9-15, 2010

Gate	24-Hour	AM-Peak Hour	PM-Peak Hour
Main	621	64	70
North	182	21	25
South	192	29	27
Totals	995	114	122

A limited amount of traffic count data from four road intersections surrounding the Airport was obtained from the City of Los Angeles Department of Transportation (LADOT).⁹¹ The information obtained is summarized in **Table XII-4** (Traffic Count Data for Surrounding Intersections). These values are consistent with a statement in the *Whiteman Airport Master Plan* that the average daily traffic (ADT) was 21,987 along Osborne Street in 2003 and was 21,215 along San Fernando Road in 2006.⁹² **Table XII-5** (Airport Gate Traffic as a Percentage of Intersection Traffic) was prepared by dividing the gate traffic by the corresponding intersection traffic values.

⁹⁰ Email transmittal of data from Patrick Di Leva, Airport Project Coordinator, Los Angeles County Department of Public Works, Aviation Division, Alhambra, California to Robert Rusby, UltraSystems Environmental Incorporated, Irvine, California (June 22, 2010).

⁹¹ "LADOT Automatic Traffic Counts – ARCHIVES." (<http://ladot.lacity.org/autocountlist.htm>). Accessed October 21, 2010.

⁹² *Whiteman Airport Master Plan. Draft Final Report.* Prepared by AECOM, Orange, California for County of Los Angeles, Department of Public Works, Alhambra, California (November 2009), pp. 9-15.

Table XII-4 – Traffic Count Data for Surrounding Intersections

Intersection	Date	24-Hour	AM Peak Hour	PM Peak Hour
San Fernando Road at Osborne Street	September 17, 2006	21,561	1,692	1,638
San Fernando Road at Pierce Street	September 16, 2006	6,599	488	647
Glenoaks Boulevard at Pierce Street	November 15, 2006	25,296	2,171	2,153
Glenoaks Boulevard at Osborne Street	July 28, 2006	21,172	1,513	1,665

Table XII-5 – Airport Gate Traffic as a Percentage of Intersection Traffic

Intersection	Date	24-Hour	AM Peak Hour	PM Peak Hour
San Fernando Road at Osborne Street	September 17, 2006	5	7	7
San Fernando Road at Pierce Street	September 16, 2006	15	23	19
Glenoaks Boulevard at Pierce Street	November 15, 2006	4	5	6
Glenoaks Boulevard at Osborne Street	July 28, 2006	5	8	7

As discussed in **XII.a**, a difference of more than 3 dBA is a perceptible change in environmental noise, while a 5-dBA difference typically causes a change in community reaction. Given the logarithmic nature of the dBA metric, an increase of 3 dBA requires a doubling of the strength of the noise source. Therefore, traffic near the Airport would have to double before sensitive receptors even perceived an increase. Assuming, as maximum case, that all Airport-related traffic passes through the intersection of San Fernando Road and Pierce Street, the Airport-related traffic constitutes 15% of the ADT. According to the *Master Plan*, the trip generation for the projected increase of 267 based aircraft is 1,310 ADT. Airport-related traffic would thus be about 995 + 1,310, or 2,305 ADT.⁹³ Assuming no concurrent growth in non-airport traffic, the future airport-related traffic would be a maximum of 35% of the total traffic. Since the traffic will not double, the increase in noise will not be perceptible, and the impact will be less than significant.

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

⁹³ Ibid.

Execution of the improvement projects defined in the ACIP and CIP could generate noise levels in excess of standards adopted in local ordinances. Noise impacts from construction activities would be a function of the noise generated by the operation of construction equipment and on- road delivery and worker commuter vehicles, the location of equipment, and the timing and duration of the noise-generating activities. The types and number of pieces of equipment to be used in construction were the same as for the equipment complement in the CalEEMod model used for the air quality assessment.⁹⁴ **Table XII-6** (Construction Equipment Noise Characteristics) lists the equipment expected to be used. For each equipment type, the table shows an average noise emission level (in dB at 50 feet) and a “usage factor,” which is an estimated percentage of operating time that the equipment would be producing noise at the stated level.⁹⁵ The aforementioned CalEEMod run identified the date intervals during which each type of equipment would be used.

⁹⁴ Revised *Air Quality and Greenhouse Gas Analysis for Whiteman Airport Master Plan Update, Pacoima (City of Los Angeles), California*. Prepared by UltraSystems Environmental Incorporated, Irvine, California, for Los Angeles County Department of Public Works, Alhambra, California (November 2012).

⁹⁵ Equipment noise emissions and usage factors are from Knauer, H. et al., 2006. *FHWA Highway Construction Noise Handbook*. U.S. Department of Transportation, Research and Innovative Technology, Administration, Cambridge, Massachusetts, FHWA-HEP-06-015 (August 2006), except where otherwise noted.

Table XII-6 – Construction Equipment Noise Characteristics

<i>Equipment Type</i>	<i>Maximum Sound Level (dBA @ 50 feet)</i>	<i>Usage Factor (%)</i>
Aerial Lift (Scissors Lift/Man Lift)	85	20
Cement and Mortar Mixer	79	40
Concrete/Industrial Saw	90	20
Crane	81	16
Crawler Tractor	84	40
Forklift ⁹⁶	65	50
Grader ⁹⁷	85	40
Grinder	85	20
Paver	85	50
Paving Equipment	77	50
Roller	85	20
Rubber Tired Dozer	85	40
Striping	84	40
Surfacing Equipment ⁹⁸	77	50
Tractor/Loader/Backhoe	79	40
Water Truck	84	50
Welding Machine	74	40

Using the construction equipment noise emission characteristics given in **Table XII-6** and methods suggested by the Federal Transit Administration (FTA), ⁹⁹ UltraSystems estimated

⁹⁶ *Construction Noise Threshold Criteria and Control Plan*. Prepared by Advanced Engineering Acoustics, Simi Valley, California for County of Ventura (November 2006), p. 4; usage factor is estimate by UltraSystems.

⁹⁷ City of Moreno Valley, *Moreno Valley General Plan, Final Program EIR* (July 2006) (http://www.moreno-valley.ca.us/city_hall/general-plan/06gpfinal/ieir/5_4-noise.pdf), pp. 5.4-8 is reference for sound level; usage factor is estimate by UltraSystems.

⁹⁸ No data available; used value for paving machines.

⁹⁹ *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06. U.S. Department of Transportation, Federal Transit Administration (May 2006).

composite hourly L_{eq} values for each project defined in the ACIP and CIP,¹⁰⁰ at the closest sensitive receiver points to each project. Note that the sensitive receptors nearest the Airport boundaries are not necessarily the “nearest” for the purpose of a construction noise analysis. Impacts are estimated for the sensitive receptors closest to the noise source(s) for a particular project. **Table XII-7** (Maximum One-Hour Construction Noise Exposures at Nearest Sensitive Receivers) summarizes the maximum noise exposures that would be anticipated from Project construction. Please note that these estimated construction noise levels represent a conservative (worst-case) scenario, in which the three noisiest types of construction equipment would be operating on the same schedule and in the same area on the construction site. These worst-case values would not be continuous, nor would they be typical of noise levels throughout the construction period. The maximum exposure, 76.8 dBA L_{eq} , would occur in 2012, during implementation of Project 1.2 (Perimeter Fencing).

Table XII-7 – Maximum One-Hour Construction Noise Exposures at Nearest Sensitive Receivers

Nearest Sensitive Receiver Land Use and Location		One-Hour L_{eq} (dBA)				
		2012	2015	2016	2017	2020
		Project 1.2	Project 2.2	Project 2.3	Project 2.10	Project 3.8
SR-A101	Mobile home park on northeast side of De Foe Avenue	76.8			74.5	
SR-B	Single-family residential on south side of San Fernando Road					68.2
SR-C	Single-family residential on northwest side of Pierce Street		72.1			
SR-D	Single-family residential on northwest side of Wingo Street			66.8		
SR-E	Single-family residential on south side of Chanute Street					

Note: Shaded cells of the table are cases for which receivers are too far from the construction noise sources for the construction noise to be distinguishable from background.

¹⁰⁰ Projects that will be more than 300 feet from any sensitive receiver were not analyzed.

¹⁰¹ This result does not take into account an existing soundwall along the entire length of De Foe Avenue, across the street from Whiteman Airport.

One-hour construction noise exposures at the three ambient noise monitoring sites were also calculated. The construction noise was added to the measured daytime (weekday) ambient L_{eq} value to obtain the maximum total hourly average noise exposure (as L_{eq}) for each year of construction. **Table XII-8** (Construction-Related Noise Increases at Ambient Noise Measurement Sites) shows the results.

Table XII-8 – Construction-Related Noise Increases at Ambient Noise Measurement Sites

Year	Measurement Site #1		Measurement Site #2		Measurement Site #3	
	Background + Project (dBA L_{eq})	Increment (dBA L_{eq})	Background + Project (dBA L_{eq})	Increment (dBA L_{eq})	Background + Project (dBA L_{eq})	Increment (dBA L_{eq})
2012	55.5	0.7	63.8	0.1	58.3	< 0.1
2015	55.4	0.6	64.0	0.3	58.5	0.3
2016	55.5	0.7	64.1	0.4	58.8	0.5
2017	54.9	0.1	63.9	0.2	58.3	< 0.1
2020	58.7	3.9	63.7	< 0.1	58.6	0.3

Table XII-9 – Significance of Construction Noise Impacts at Nearest Sensitive Receivers^a

Sensitive Receiver	Noise Increase (dBA)	Significant?	
		1 – 10 Days	> 10 Days
SR-A ^b	12.0 (2012), 9.9 (2017)	Yes (2012, 2017)	Yes (2012, 2017)
SR-B	4.9	No	No
SR-C	7.9	No	Yes
SR-D	4.0	No	No

^a No noise-generating construction activity is scheduled near Sensitive Receiver E.

^b This result does not take into account an existing soundwall along the entire length of De Foe Avenue, across the street from Whiteman Airport.

To evaluate the impact of construction noise on the nearest sensitive receivers, it was assumed that ambient exterior noise levels at those locations are about 65 dBA CNEL, as

approximated by the 2009 noise contours developed by AECOM. For SR-A, which is not covered by the modeling noise contours, the mean of all daytime ambient 30-minute ambient L_{eq} values obtained through residential neighborhood monitoring for this report was used. This value was 65.1 dBA. An evaluation of the unmitigated impacts at sensitive receivers SR-A through SR-D is shown in **Table XII-9** (Significance of Construction Noise Impacts at Nearest Sensitive Receivers). Whether construction lasts from one to ten days, or for more than 10 days, significant impacts would occur in at least one construction year at sites SR-A and SR-C. Therefore, mitigation measures are necessary to reduce impacts at those sites to a less-than-significant level. (Mitigation provided by an existing soundwall along the side of DeFoe Avenue across the street from Whiteman Airport was not taken into account in the analysis.)

Mitigation Measures

Mitigation measure **N-1 through N-8** will reduce noise impacts from construction of the proposed project:

- N-1:** The construction contractor will ensure that all construction equipment, fixed or mobile, is properly operating (tuned-up) and that mufflers are working adequately.
- N-2:** The construction contractor will ensure that all construction equipment is located so that emitted noise is directed away from sensitive noise receivers.
- N-3:** The construction contractor will ensure that stockpiling and vehicle-staging areas are located as far as practical from noise-sensitive receptors during construction activities.
- N-4:** The construction contractor will route heavily loaded trucks away from neighboring residential dwelling units.
- N-5:** Two weeks prior to the construction, the construction contractor will provide notification in writing to adjacent residences if they would be located within 150 feet of the active construction activity.
- N-6:** The construction contractor will provide temporary noise barriers, including sound blankets, between the areas of active construction and sensitive receivers.
- N-7:** The construction contractor will, to the extent practicable, use electrically powered equipment instead of equipment powered by fuel consumption; the electric power in this case will not be derived from use of on-site fossil fuel-based generator sets.

Evaluation of the data in **Table VII-8** (Construction-Related Noise Increases at Ambient Noise Measurement Sites) indicates that construction-related noise impacts at the three ambient measurement sites would be less than significant, for any number of days of construction.

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

The Whiteman Airport Master Plan forecasts annual aircraft operation in 2013, 2018, and 2030 to be 112,900, 121,900, and 143,500 respectively. According to County staff, these forecasts may not be realistic. Indeed, the 2013 forecast is higher than the historical value

for 15 out of the 24 years from 1985 through 2008; the 2030 forecast value is higher than the historical value for 20 out of the 24 years. County staff directed UltraSystems to assume that future operations under the proposed Project would be less than the highest value in the ten years between 1989 and 2008, which is 147,229 in 1999.

This assumption is consistent with the results of a regional general aviation forecast prepared by Aviation System Consulting, LLC for the Southern California Association of Governments (SCAG).¹⁰² Three different models examined aviation activities based on a number of different data sets. All three analyses determined that there would be no future increase in aviation activities at Whiteman Airport.

The Los Angeles County Airport Land Use Plan provides a guideline of its noise compliance standards. As seen in Figure XII-2 below, the Airport Area Influence map for Whiteman Airport shows that the sensitive receptors nearby are outside the established planning boundaries.¹⁰³ Thus, noise issues associated with airport activities are inapplicable. Overall, the project would not expose people residing or working in the project area to excessive noise levels.

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

The project is not within the vicinity of a private airstrip. Therefore people residing or working in the project area will not be exposed to excessive noise levels from operations at a private airstrip. There will be no impact.

¹⁰² *Regional General Aviation Forecast*. Prepared by Aviation System Consulting, LLC, Berkeley, California for Southern California Aviation of Governments, Los Angeles, California (December 2011).

¹⁰³ Los Angeles County Airport Land Use Plan. Prepared by the Department of Regional Planning, Los Angeles County, California. Adopted December 19, 1991. http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf. Date Accessed: November 27, 2012.

XIII. POPULATION AND HOUSING - Would the project:

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

The proposed project includes improvements to the existing Whiteman Airport. They include at-grade improvements such as improvements to the airport runways, reconfiguration of existing roadways within airport property, and construction of a new automobile parking lot and a new non-airworthy aircraft tie-down parking area. Improvements also include above grade improvements such as the construction of a new terminal facility and demolition of the existing terminal facility, and construction of new conventional and portable hangars among existing hangars. As the proposed project would not build new homes or businesses, the project would not induce residential population growth. Furthermore, the anticipated airport employee growth in the next two decades will not be substantial. The proposed project intends not to expand the airport capacity but only make infrastructural improvements. The airport currently employs approximately 10 individuals and is estimated to employ an additional five individuals in the next decade.¹⁰⁴ Thus, no significant project impact in relation to population growth would result.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The project site is an existing site with existing use as an airport. There are no residential uses on the project site. Although there are residential uses surrounding the project site, the proposed project would not displace any existing housing necessitating the construction of replacement housing elsewhere. No project impact on housing would result.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

See XIII.b) above

¹⁰⁴ Email from Patrick Di Leva, County of Los Angeles Department of Public Works, Alhambra, California, to Jolee Hui, UltraSystems Environmental, Irvine, California, October 3, 2012.

XIV. PUBLIC SERVICES

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

i) Fire protection?

The project will not result in a substantial need for new or substantially altered governmental services in fire protection. The project does not intend to expand the physical capacity of the airport. The proposed improvements include airport runway improvements, reconfiguration of existing roadways within airport property, and construction of a new automobile parking lot. Such improvements do not warrant expansion in existing fire protection services. Existing services for the area will be sufficient for these improvements.

Since adequacy of fire protection is based on required fire flow, the more substantial improvements, including replacement of existing one-story terminal facility to a new two-story terminal facility at the center of the property and the construction of new conventional and portable hangars, may require additional review on fire flow adequacy. Required fire flow for the new terminal facility is also provided through the provisions of standard building requirements and can be met through building design features such as sprinkler systems. However, the County will still need to coordinate with the fire departments regarding construction scheduling to prevent response time delays. Thus, the project will have no impact on these services.

ii) Police protection?

The proposed activities will not necessitate the provision of new or physically altered government services in police protection. The project is an infrastructure improvement project that does not involve the construction of new residential units and will not generate additional residential populations to require new police protection facilities.

iii) Schools?

The construction of proposed improvements to Whiteman Airport would not close any surrounding sites or sidewalks, which would result in safety impacts to schools or any school drop-off locations. The proposed project also will not construct any new residential units nor generate residential population to the area. Thus, an increase in population would not be generated by the proposed project and no impacts to schools would occur.

iv) Parks?

The proposed project aims to make improvements to existing facilities at Whiteman Airport. It would not involve the construction of any new residential units and would

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not increase residential populations to utilize parks. Though the proposed project may result in a slight increase in the number of employees, it is unlikely these employees will utilize nearby parks during work hours. The number of Whiteman Airport employees using parks during after-work hours is negligible and will not result in any significant impacts to existing park facilities.

v) Other public facilities?

The development of the proposed projects would not involve the construction of additional residences and would not generate residential population to utilize other public facilities such as libraries.

XV. 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?

David M. Gonzales Recreation Center is located approximately 420 feet to the north of Whiteman Airport and Roger Jessup Park is located immediately east adjacent to the main hangar area and northeast of the LACFD. The proposed project would not construct new housing units or businesses and generate new residential populations to intensify the use of surrounding parks and recreational facilities. The number of employees at the airport is anticipated to increase slightly in the next two decades, but these airport employees are unlikely to use these parks or recreational facilities during working hours. Therefore, the marginal increase in airport employees will not intensify the use of parks and other recreational facility such that substantial physical deterioration of the facility would occur or accelerate substantial physical deterioration at David M. Gonzales Recreation Center or Roger Jessup Park.

- 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?

The proposed project does not include recreational facilities and would not require the construction or expansion of any recreational facilities due to population growth.

XVI. TRANSPORTATION/TRAFFIC - Would the project:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Three of the main roadways (San Fernando Road, Osborne Street, and Glenoaks Boulevard) providing access to the project site are designated as **Major Highway Class II** by the City of Los Angeles' *Generalized Circulation Arleta-Pacoima* map. Pierce Street is designated as a **Collector** by this map. The proposed project improvements would neither conflict with the designation of these roadways nor would they undermine the roadways' performance. No additional residential units are proposed, and no residential population growth or increased usage of roadways by residential users will occur. Anticipated employee growth at Whiteman Airport is estimated to be minimal and limited to an increase of several individuals in the next two decades. Furthermore, the City of Los Angeles' Arleta-Pacoima Community Plan also identifies Whiteman Airport as a transportation opportunity to "maximize the use and related uses."¹⁰⁵ In the 2010 City of Los Angeles Bike Plan¹⁰⁶, a funded bike path is planned on San Fernando Road, which bounds the southwestern edge of the project site. An existing bike route runs on a segment of Osborne Street south of San Fernando Road. Both the existing and planned bikeways will not be significantly affected by the proposed project. They are located outside of the project site and separated from the proposed activities.

As the proposed project would not significantly increase capacity of Whiteman Airport, the increase in vehicle traffic on these roadways during project operation is not anticipated to be significant. During project construction, contributions to local traffic systems would result from workers traveling to and from the project site, and from the delivery of building materials, construction equipment and supplies to the project site, and from trucks hauling soil from the graded hill area where the new terminal facility would be built. As the individual projects making up the Whiteman Airport Master Plan improvements would be constructed between 2012 and 2030, construction traffic would be spread out. Construction phasing would ensure that any potential impacts would be reduced to a less than significant level. Furthermore, the construction of proposed improvements to Whiteman Airport would not close any surrounding sites or sidewalks. Mass transit would operate as usual. Thus, no significant impact would result to the existing circulation system.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The County's level of service (LOS) standard is LOS E, which "represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C =

¹⁰⁵ Arleta-Pacoima Community Plan. 1996., pp. I-4

¹⁰⁶ 2010 Bicycle Plan. 2011. Available at <http://planning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf>. Accessed October 2012.

1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles)."¹⁰⁷ None of the main roadways (Pierce Street, San Fernando Road, Osborne Street, and Glenoaks Boulevard) or key intersections in the vicinity of Whiteman Airport are included as part of the Los Angeles County Metropolitan Transportation Authority's *Draft 2010 Congestion Management Program* (CMP). As the project is not intended to increase capacity, the project would not conflict with the County's CMP.

In addition to no increase in capacity, the proposed project would not significantly increase the functional use of the airport to impact existing travel demand and jeopardize the performance of the surrounding roads or highways. The new 16,000 square foot terminal facility would replace the existing 7,000 square foot terminal building, which currently accommodates a restaurant, pilot shop, and ancillary facilities such as public restrooms. The additional space in the new building will meet administrative needs and provide much needed upgrades for airport staff and visitors, which include meeting rooms, lobby/waiting area for pilots and passengers, administrative offices, pilot lounge, flight planning offices, and public restrooms. The existing restaurant would also be relocated to the new terminal building. Parking accommodation for automobiles at the new terminal facility would actually decrease to 93 spaces from the 100 spaces at the existing terminal, and additional vehicular parking spaces would be provided elsewhere, such as the hangar areas. As employee population is not anticipated to increase substantially and the operation capacity of the airport remains unchanged, these improvements will not significantly impact the designated roadways and freeways surrounding the project site.

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

The proposed project is an existing general aviation airport. Although some changes will be made to the runway lengths, aircraft will continue to use Runway 12 and Runway 30 for arrivals and departures. No changes in air traffic patterns due to a change in location are included as part of the proposed project. In addition, as discussed in the Air and Noise sections above, the SCAG Regional General Aviation Forecast Report projects that aircraft operations would not increase as a result of the changes to the Airport Master Plan. Because neither air traffic patterns nor air traffic volumes will change, there will be no increase in substantial safety risks; there will be no impacts.

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

Whiteman Airport is an existing general aviation airport. The Whiteman Airport Master Plan Update includes at-grade improvements such as improvements to the airport runways, reconfiguration of existing roadways within airport property, and construction of a new automobile parking lot and a new non-airworthy aircraft tie-down parking area. Improvements also include above grade improvements such as the construction of a new two-story terminal facility and demolition of the existing one-story terminal facility and construction of new conventional and portable hangars among existing hangars. None of these improvements would increase hazards to air or roadway traffic due to a design feature or incompatible uses. Therefore, project impact on hazards would be less than

¹⁰⁷ Los Angeles County Metropolitan Transportation Authority, 2010. *Draft 2010 Congestion Management Program*. Exhibit 2-2, Levels of Service (LOS) for Arterial Intersections, p. 12.

significant.

- e) Result in inadequate emergency access?

Emergency services for the project site are provided by the Los Angeles County Fire Department (LACFD) Air Operations unit, based at the Barton Heliport at the southeast corner of the project site. The project site has three gates for ingress/egress. The Main Gate and South Gate are both located on Osborne Street and the North Gate is located northeast of Sutter Avenue. Construction of the proposed improvements would not result in inadequate emergency access at these three gates, since all project construction activities would be confined to airport property and all equipment and materials would be staged within airport property and would not interfere with LACFD access to the project site or surrounding properties. Emergency access to the project site during project operation would be adequate. Therefore, project impact in relation to emergency access would be less than significant.

- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The proposed project does not include any changes to adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Currently, no bicycle or pedestrian facilities serve the project site; no bicycle, or pedestrian facilities are included as part of the Master Plan Update. Metro bus routes 166/364 and 224 provide public transit services to the project site. The proposed project would not impact services provided by Metro to the project site. Therefore, no project impact to public transit, bicycle, or pedestrian facilities would result.

XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:

- a) Exceed wastewater treatment requirements of then applicable Regional Water Quality Control Board?

The project site is located under the jurisdiction of the Los Angeles Regional Water Quality Control Board. The project will not result in contamination or an increase in discharge of wastewater that might affect wastewater treatment. Thus, the proposed project will have no impact on the wastewater treatment requirements of the RWQCB.

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

The proposed project will not result in the construction of new water or wastewater treatment facilities. Therefore, no impact is anticipated.

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

The proposed project consists of airport improvements, including the construction of a new terminal facility with associated parking lot and green space, new hangars, transient apron, relocation of runway thresholds, and reconfiguration of existing airport roadways. The project will not require or result in the construction or expansion of new stormwater drainage facilities beyond the scope of the project. Therefore, impact on the construction of new stormwater drainage facilities would be less than significant.

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

The proposed project will not result in a need for additional water supplies. Therefore, the project will have no impact on existing water supply entitlements and resources.

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

No increase in the number of wastewater discharge facilities will occur as a result of the proposed project. Therefore, the proposed project will have no impact on wastewater treatment.

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

Construction of the proposed project will result in excess materials and construction debris. Any solid waste generated will be disposed of by the contractor in accordance to all Federal, State, and local regulations relating to solid waste. Therefore, the impact of

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the proposed project on Federal, State, and local solid waste statutes or regulations is considered less than significant.

g) Comply with Federal, State, and local statutes and regulations related to solid waste?

See XVI. f) above

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

The proposed project could potentially impact the habitat of wildlife species. However, with the incorporation of the mitigation measures included in the attached biological survey, the impacts will not significantly reduce the habitat of a wildlife species; cause a wildlife population to drop below self-sustaining levels; or eliminate a plant or animal community. Therefore, the impacts are considered less than significant with the incorporation of mitigation measures.

- 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.)

To determine if the proposed project would have potential impacts that are individually limited, but cumulatively considerable, the CEQAnet¹⁰⁸ online database was queried and a concurrent project list was obtained from City of Los Angeles. **Table XVIII-1** (List of Open Projects in Vicinity of Proposed Project Site) lists the few concurrent planning projects in the immediate vicinity of the project site.

Table XVIII-1 – List of Open Projects in Vicinity of Proposed Project Site

Project Name	Address	Approx. Distance (miles)	Status	Acreage
Van Norman Complex Water Quality Improvement Project	Rinaldi Street and Woodley Avenue	4.1	Unknown	18
Lakeside Park Project	15275 Lakeside Street, Los Angeles, CA 91342	3.5	Pre-construction	68
Hansen Dam Ranger Station	12200 Osborne Avenue, Lakeview Terrace, CA 91342	0.8	Under Construction	0.13
Hansen Dam Baseball Field	11770 Foothill Boulevard, Lake View Terrace, CA 91342	1.2	Design Phase	~ 5
Sheldon Skate Park	12477-12511 Sheldon Street, Sun Valley, CA 91352	1.6	Under Construction	0.57

The Hansen Dam Baseball Field Project involves improvements to three existing baseball fields and construction and operation of two new restroom structures and a new 6-inch

¹⁰⁸ CEQAnet Database. Available at <http://www.ceqanet.ca.gov/> Last accessed November 2012.

sewer line connection associated with the restroom. Areas of potential concern include noise, air quality, biological resources and cultural resources. Potential human health and environmental effects resulting from Hansen Dam Baseball Field Project are expected to be less than significant with the incorporation of environmental commitments. Noise and air quality are two areas where potential impacts may extend beyond the project boundary, and when analyzed with other concurrent projects may potentially result in cumulative impacts for the community. However, construction and operational emissions of all criteria pollutants would not exceed their respective significance criteria and regional air quality impacts from peak daily emissions would be less than significant. The SCAQMD's CEQA significance criteria were developed with the understanding that development projects may occur simultaneously throughout the South Coast Air Basin. As long as emissions from the Whiteman Airport project and the Hansen Dam Baseball Field Project are all below their significance thresholds, the cumulative impact will be less than significant. Due to the Hansen Dam project's distance from Whiteman Airport, air and noise impacts from baseball field construction upon sensitive receptors near the Airport would be negligible.

The Van Norman Complex Water Quality Improvement Project is located approximately four miles northwest of Whiteman Airport. This water quality improvement project seeks to install a flexible membrane floating over its existing Los Angeles Reservoir facility, construct a new water storage reservoir, and perform other water quality and supply improvements. The proposed project, when viewed in connection with Van Norman project, will not result in significant cumulative impacts due to the nature of the Van Norman Complex project and its distance from the proposed project site.

Immediately adjacent to the Van Norman Complex is the proposed Lakeside Park Project, which is located on an existing 68-acre Lakeside Debris Basin at Bledsoe Street and Encinitas Avenue, approximately four miles from the southwestern edge of Whiteman Airport. This community recreational facility comprises a 36-acre park, five baseball fields of varying sizes, four full-size soccer fields, approximately 25,000 square feet of skateable surface area, 500 parking spaces, an informal amphitheater, a playground, picnic areas, bleachers with shade structures, concession stands, a community meeting room, restrooms, lighting on the three larger baseball fields and two middle soccer fields, an equipment storage room, and a maintenance yard. Some environmental issues include potential air quality effects related to vehicle exhaust from the I-5 freeway as well as the 500 parking spaces, construction impacts on the surrounding neighborhood, changes to the existing visual character of the project, noise impacts, and other issues relating to public safety concerns. Many of the potential impacts resulting from the Lakeside Park Project are localized and would not be expected to affect Whiteman Airport, which is located four miles south. In addition, funding issues for Lakeside Park have postponed construction indefinitely. Consequently, the construction schedules for Whiteman Airport and Lakeside Park are not reasonably anticipated to overlap in the foreseeable future. The EIR for Lakeside Park Project concludes that, with implementation of mitigation measures, traffic impacts during the project's operational phase will be less than significant. Traffic spillover from Lakeside Park to Whiteman Airport is therefore not anticipated.

Whiteman Airport and its surrounding area is part of the proposed expansion area of the amended Pacoima/Panorama City Redevelopment Plan, which was originally adopted after the 1994 Northridge earthquake. The amendment aims not only to establish land use, development and design controls on property development, but to promote new businesses as well as improving housing. Any residential and business growth resulting from the redevelopment activities is not expected to significantly affect the intensity of use at Whiteman Airport, which is classified as a general aviation airport that primarily serves small personal use aircraft and helicopters, and not as a commercial service airport with scheduled passenger service. Based on the analysis of these planned development

projects in conjunction with the proposed project, the combined impacts of all the projects in the vicinity would not result in cumulatively considerable impacts.

Resources identified as requiring particular attention within this Initial Study include: air quality, biological resources, cultural resources, geology/soil, hazards and hazardous material, and noise.

Air Quality: The Airport Master Plan Update proposes to implement 14 projects between 2013 and 2022. Taking into account the tentative implementation schedule and the estimated time required for each project, only one project would be executed at any given time in all years except 2016 and 2018. In 2016, two projects would be implemented simultaneously for most of the year; while in 2018, two projects would be implemented simultaneously for approximately one month. In all cases, construction impacts will be short term and less than significant. Furthermore, aircraft operation is expected to remain below 2010 levels. Because ground-based operations are somewhat proportional to aircraft operation, the proposed project would not introduce significant new sources of stationary source emissions. Area source emissions generated on-site by operation and maintenance of the proposed airport land uses would be minimal, and would not expose adjacent sensitive receptors to substantial pollutant concentrations.

Biological Resources: Occurrences of the Coast Horned Lizard, a California Species of Special Concern, have been documented less than three miles from the project site. Suitable habitat exists on the eastern portion of the project site to potentially support the Coast Horned Lizard. Although construction of the new terminal facility is close to the suitable habitat, disturbances have already occurred on the hill in the past from dirt removing activities for fill materials. A qualified biologist would provide pre-construction clearance surveys to determine the presence of the Coast horned Lizard and appropriate mitigation measures would be employed if the presence of Coast Horned Lizard is determined. Grading and ground-disturbing activities would also be disruptive to several native bird species observed on the project site. Impacts to these birds could be avoided if construction activities do not occur during nesting season. Furthermore, the proposed project would not cause any significant impact to the existing California oak trees on the project site. If they are found within the vicinity of any project development, they would be removed and replaced. The County would abide by the Oak Tree Ordinance as applicable.

Cultural Resources: The proposed project would not have significant impacts to any known or suspected archaeological or paleontological resources or known historic resources. As the project site has a past history of development and only a very small part of the improvements will occur on undeveloped land, no unique artifacts or items or human remains are expected to be found during ground-disturbing activities. In the unlikely event that a unique cultural resource is accidentally discovered, the proposed mitigation measures CR-1, CR-2, and CR-3 would reduce any potential impacts to less than significant.

Geology/Soil: A few very small areas located on the hill within the project site are classified as earthquake-induced landslides by the State of California Seismic Hazards Map. However, this potential for landslides exists mostly on the north facing slopes of the hill and not on the southwest facing slopes where the grading will occur. The remaining hill would also be stabilized before construction of the terminal facility and associated green space and parking lot. Any potential impacts related to soil erosion during project construction and operation will be reduced through construction phasing and controlled by BMPs or applicable preventive measures to reduce erosion.

Hazards and Hazardous Material: The project site is found to have electrical equipment

with the potential to contain PCBs and present the risk of releases and leaks into the environment. PCBs are known to be carcinogenic and can cause adverse human health effects. The existing Terminal Building and other structures constructed prior to 1981 could also contain ACMs in ceilings, flooring or pipe coverings and LBP may also have been used in these structures. In addition, household paints, petroleum products and hazardous materials and waste may be stored in some of the Northeast County T-Hangers. Impacts due to PCBs, ACMs, LBP, and other hazardous materials and wastes associated with proposed project will be less than significant if they are properly used according to manufacturer's instructions or properly managed, contained, and disposed according to applicable requirements and regulation.

Noise: The implementation of 14 projects between 2013 and 2022, proposed by the Airport Master Plan Update, will generate short-term noise impacts during those years; long-term noise impacts are not expected to increase significantly. The main sources of noise on and near the Project site are aircraft operations and automobile and truck traffic on surrounding roads. Nearby sensitive receivers include residential neighborhoods, schools, parks, and churches. Mitigation measures will be necessary since predicted increases in ambient noise levels will exceed local thresholds at two sensitive receivers. However, noise impacts from construction activities will, in general, be less than significant. Aircraft activity is not expected to increase over the years; rather, activity levels will remain below the 2010 baseline, posing no significant noise impact on workers or nearby sensitive receivers.

In summary, given the nature of the proposed project and the relatively low anticipated increase in staffing combined with the lack of potential for these airport improvements to contribute to growth in the surrounding environment, the project's incremental effects are not expected to be cumulatively considerable.

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

Many of the potential adverse environmental effects on humans would be reduced to a less than significant level through the application of standard conditions set forth in the discussion above. This would include potential effects related to seismic stability and hazards and hazardous materials. Potential direct or indirect adverse effects on humans related to air quality and noise have been addressed through mitigation measures and reduced to the level of less than significant impact. The proposed improvements at Whiteman Airport aim to accommodate base aircraft owners and needs of existing and anticipated tenants, and to correct deficiencies in the existing facilities to conform to Federal and State regulations. Many of the project components such as shortening the runway to provide for full runway safety area and providing a new apron that has sufficient room for aircraft to maneuver are upgrades to meet FAA recommendations and standards. Additionally, other issue areas associated with the project have been analyzed in accordance with CEQA guidelines and the level of impact will range from no impact to less than significant impact with the incorporation of mitigation measures. Consequently, the proposed project would not have a direct or indirect detrimental environmental impact on human beings.

DISCUSSION OF WAYS TO MITIGATE SIGNIFICANT EFFECTS

Section 15041 (a) of the State CEQA guidelines states that a lead agency for a project has authority to require changes in any or all activities involved in the project in order to lessen or avoid significant effects on the environment. . The following mitigation measures have been included to reduce impacts to less than significant:

Biological Resources

- BR-1: Prior to grading or vegetation removal, two daytime pre-construction clearance surveys may be conducted by a qualified biologist to determine if the Coast Horned Lizard is present. Should Coast Horned Lizards be present, the qualified biologist will recommend additional project-specific mitigation measures for temporary construction impacts.
- BR-2: A pre-construction survey may be conducted by a qualified biologist to determine the presence or absence of active nests within or adjacent to the project site to avoid the nesting of breeding birds or burrowing owls.

Cultural Resources

- CR-1: In case of an archaeological discovery, a qualified archaeologist will monitor ground-disturbing activity in native soils or sediment during the proposed development of the new Whiteman Airport terminal, associated parking facilities and the new hangar structures. The archaeologist will be empowered to temporarily divert grading equipment in the event of discovery and allow for sufficient time to evaluate and potentially remove the find. If the find is determined by the archaeologist to be significant, the County will protect the resource to the extent feasible.
- CR-2: If buried paleontological resources are encountered during construction activities, the County of Los Angeles, Department of Public Works, Aviation Division (County), will ensure that all activities cease until a qualified paleontologist has evaluated the resource and has determined the significance. If any significant resources are discovered, the County will protect the resource to the extent feasible.
- CR-3: Should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. An archaeologist will immediately notify the Los Angeles County Coroner (LACC). After determining that the remains are Native American in origin, LACC will then notify the California State Native American Heritage Commission. Construction work will resume only after proper authorization is received.

Geology and Soils

- GEO-1: Dust control measures shall be implemented during project construction activities in addition to grading.

Hazards and Hazardous Materials

- HM-1: PCBs associated with transformers, capacitors, or switchgear equipment, if any, will be properly managed prior to removal.
- HM-2: An assessment for ACMs and LBP will be performed by certified professionals for buildings or other structures that will be removed or altered as part of the Whiteman Airport Master Plan project. ACMs and LBP will be properly abated prior to demolition.

- HM-3: The Northeast County T-Hangers storage facilities will be inspected for household paints, petroleum products, hazardous materials and waste prior to demolition. If any of these materials are present, the materials will be properly disposed.
- HM-4: Potentially disturbed areas associated with certain project areas to be modified or constructed during or after 2014 will be inspected by qualified professionals prior to modification or construction.

Noise

- N-1: The construction contractor will ensure that all construction equipment, fixed or mobile, is properly operating (tuned-up) and that mufflers are working adequately.
- N-2: The construction contractor will ensure that all construction equipment is located so that emitted noise is directed away from sensitive noise receivers.
- N-3: The construction contractor will ensure that stockpiling and vehicle-staging areas are located as far as practical from noise-sensitive receptors during construction activities.
- N-4: The construction contractor will route heavily loaded trucks away from neighboring residential dwelling units.
- N-5: Two weeks prior to the construction, the construction contractor will provide notification in writing to adjacent residences if they would be located within 150 feet of the active construction activity.
- N-6: The construction contractor will provide temporary noise barriers, including sound blankets, between the areas of active construction and sensitive receivers.
- N-7: The construction contractor will, to the extent practicable, use electrically powered equipment instead of equipment powered by fuel consumption; the electric power in this case will not be derived from use of on-site fossil fuel-based generator sets.

No other significant effects have been identified. However, the following standard measures have also been included:

Air Quality

- Compliance with applicable air pollution control regulations.

Biological Resources

- Abidance with the Los Angeles County Code (Code), Title 22: Part 16 OAK TREE PERMITS, Sections 22.56.2050 through 22.56.2260, as applicable.

Geology and Soils

- Proper disposal of all excess excavated material.
- Site grading will be in strict compliance with the requirements of the South Coast Air Quality Management District Rule 403 for dust control. Preventive measures to reduce flooding and erosion will be incorporated into the project's site grading plans.

Hazards and Hazardous Material

- Maintenance of construction equipment.

Noise

- Compliance or compatibility with all applicable noise and ordinances during construction.
- Construction activities would be restricted to the County appointed construction times.

Transportation

Advance notification of all street and/or lane closures and detours to all emergency service agencies and affected residents.

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potential Significant Impact" is appropriate if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more "Potential Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
- 4) "Less Than Significant With Mitigation Incorporation" applies where the incorporation of mitigation measures has reduced an effect from "Potential Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVIII, "Earlier Analysis," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR or other California Environmental Quality Act process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVIII at the end of the checklist.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). See the sample question below. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

5.0 LIST OF PREPARERS

County of Los Angeles Department of Public Works

Albert Anidi,
Patrick Di Leva, Aviation Division

UltraSystems Environmental

Robert Rusby, Project Manager (2010-2011)
Michael Rogozen, D.Env., Project Manager (2011-2014)

Air Quality and Greenhouse Gas Analysis

Ben Wong, Air & Noise Scientist
Stephanie Chen
Brendan Keeler
Mike Lindsay
Giuseppe Cefalu

Biological Technical Report

Joyce Mak
Kristie Spiro

Phase I Cultural Resources Inventory

Stephen O'Neil

Noise

Michael Rogozen, D. Env.
Mike Lindsay

Focused Phase I Environmental Site Assessment

Dan Herlihy

Checklist Preparation and Revisions

Carl Hung
Lindsey Hashimoto
Jack Emerson

6.0 DISTRIBUTION LIST

FEDERAL AGENCIES

U. S. Fish and Wildlife Service

Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, CA 92009

U.S. Army Corps of Engineers

915 Wilshire Blvd, Suite 1101
Los Angeles, CA 90017

Federal Aviation Administration

Margie Drilling
Federal Aviation Administration
Los Angeles Airport District Office
P.O. Box 92007
Los Angeles, California 90009

STATE AGENCIES

State Clearinghouse

Office of Planning and Research

1400 Tenth Street
P. O. Box 3044
Sacramento, CA 95812-3044

California Department of Fish and Game, South Coast Region

3883 Ruffin Road
San Diego, CA 92123

REGIONAL and LOCAL AGENCIES

Whiteman Airport

Andrew Marino, Airport Manager
American Airports Corporation
12653 Osborne Street
Pacoima, CA 91331

County of Los Angeles

Department of Regional Planning

Impact Analysis Section

320 West Temple Street

Los Angeles, CA 90012

Foothill Community Police Station

12760 Osborne Street
Pacoima, CA 91331

Los Angeles Fire Station #98

13035 Van Nuys Boulevard
Pacoima, CA 91331-2536

Pacoima Branch Library

13605 Van Nuys Blvd.
Pacoima, CA 91331

Lake View Terrace Library

12002 Osborne Street
Pacoima, CA 91331

INTERESTED PARTIES

City of Los Angeles

Planning Department

201 N. Figueroa Street #600
Los Angeles, CA 90012

City of San Fernando

Planning Department

117 Macneil Street, San Fernando, CA 91340

Fernandeno Tatavian Band of Mission Indians

601 S. Brand Blvd. Ste 102
San Fernando, CA 91340

Whiteman Airport Pilots Association

4415 Coldwater Canyon Avenue
Studio City, California 91604

Pacoima Beautiful (NOTICE LETTER ONLY)

11243 Glenoaks Boulevard Suite 1
Pacoima, California 91331

LOCAL BUSINESSES AND RESIDENTS

Notices were sent to 540 local businesses and residents located within the proposed project vicinity.

7.0 RESPONSE TO COMMENTS ON DRAFT IS/MND

7.1 Introduction

Pursuant to §§15073 and 15105 of the *State CEQA Guidelines*, the Draft MND on the proposed project was circulated for a period of 30 days beginning on August 22, 2011 and ending on September 20, 2011.

The County of Los Angeles Department of Public Works received three (3) written comment letters for the Draft MND within the 30-day public review period. A fourth written comment was received on September 29, 2011. In compliance with *State CEQA Guidelines* §§15074 and 15088, the County has evaluated the written comments that were received during the 30-day public review period. The comment letters and written response to comments have been prepared and provided herein.

Written comments were received from the following:

<i>Letter No.</i>	<i>Commenter</i>	<i>Affiliation</i>	<i>Date</i>
1	Dave Singleton	Native American Heritage Commission	August 24, 2011
2	Philip Crimmins	California Department of Transportation, Division of Aeronautics	August 25, 2011
3	Patricia Martinez	Resident	September 8, 2011
4	Richard J. Bruckner	County of Los Angeles, Department of Regional Planning	September 29, 2011

All comment letters have been provided in Section 3.0 of this document.

7.2 Responses to Comments

Letter 1, Dave Singleton, Native American Heritage Commission

Comment 1-1: Native American cultural resources were not found in the area of potential effect (APE).

Response 1-1: The comment is consistent with the findings of the IS/MND (Sections V.a and V.b).

Comment 1-2: We strongly urge that you make contact with the list of Native American contacts on the attached list to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project.

Response 1-2: As part of preparing the IS/MND, UltraSystems sent letter to all the parties on the contact list. In response to the August 24, 2011 letter from the Native American Heritage Commission (NAHC), UltraSystems sent a second letter to the same parties on September 27, 2011. See the attached letter, dated September 27, 2011, from Stephen O'Neil of UltraSystems to Dave Singleton of the NAHC.

Comment 1-3: (This comment summarizes legal and regulatory requirements for consultation with tribes and interested Native Americans.)

Response 1-3: Comment noted.

Letter 2, Philip Crimmins, California Department of Transportation, Division of Aeronautics

Comment 2-1: Prior to amending the State airport permit or releasing State funds for airport projects, the Division, as a responsible Agency, must be assured that the proposal is in full compliance with CEQA.

Response 2-1: The County of Los Angeles, Department of Public Works has prepared an IS/MND under CEQA.

Comment 2-2: The issues of primary concern to us include airport-related noise and safety impacts on the surrounding community as well as the community's potential effect on airport operations.

Response 2-2: These issues have been addressed in the IS/MND, especially in Section XII of the Initial Study checklist.

Comment 2-3: To ensure that the community will not be adversely impacted by aircraft operations, flight paths should avoid noise-sensitive and people intensive uses. Environmental documentation should include diagrams showing the location of the approach/departure flight paths. The diagrams should also depict the proximity of the proposed flight paths to any existing or proposed noise sensitive or people intensive uses.

Response 2-3: Whiteman Airport will require, subject to FAA approval, pilots to follow an air traffic pattern that minimizes flights over residential areas and other sensitive receivers. The traffic pattern, which is shown in Figure 3 of the noise technical study upon which the noise portion of the IS/MND was based, will include the following restrictions:

- Runway 12 arrivals — crosswind entry to standard left-hand pattern.
- Runway 30 arrivals — crosswind entry to non-standard right-hand pattern.
- No touch-and-go landings or pattern practice between 10 p.m. and 7 a.m.
- Helicopters shall not air-taxi, or hover-taxi, over ramp areas or taxi lanes.
- Watch for arriving and departing helicopter traffic mid-field.
- Runway 12 VFR departures - left downwind departures.
- Runway 30 VFR departures — straight-out departure.

In addition, no helicopter training operations will be permitted between the hours of 8:00 p.m. and 8:00 a.m.

Comment 2-4: PUC Section 21676 (c) requires that "Each public agency...within the boundaries of an airport land use compatibility plan shall, prior to the modification of its airport master plan, refer such proposed change to the airport land use commission." The airport land use commission must then determine whether the proposed master plan is consistent or inconsistent with the adopted compatibility plan for that airport. If inconsistencies are identified, then the airport land use commission should take steps to amend its airport land use compatibility plan.

Response 2-4: Comment noted.

Comment 2-5: PUC Section 21659 prohibits structural hazards on or near airports. Structures should not be at a height that will result in penetration of the airport imaginary surfaces. Federal Aviation Administration (FAA) Advisory Circular 150/5370-2E "Operational Safety on Airports During Construction" should be incorporated into the project design in order to identify any permanent or temporary construction related impacts (e.g. construction cranes) to the airport/heliport imaginary surfaces.

Response 2-5: Comment noted.

Comment 2-6: The FAA may also require the filing of a Notice of Proposed Construction or Alteration (Form 7460-1) for certain project-specific activities in accordance with Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace."

Response 2-6: Comment noted.

Comment 2-7: Since Whiteman Airport is part of the National Plan of Integrated Airport Systems and receives federal funds, it is required that use of land on airport or in the immediate vicinity of the airport be restricted to activities and purposes compatible with normal airport operations. The airport should coordinate with the FAA to ensure compliance with FAA grant assurances.

Response 2-7: Comment noted.

Comment 2-8: In accordance with CEQA, Public Resources Code 21096, the California Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within the boundaries of an airport land use compatibility plan, or if such a plan has not been adopted, within two nautical miles of an airport.

Response 2-8: The California Airport Land Use Planning Handbook applies to projects outside an airport, such as housing subdivisions or commercial developments. The project that is the subject of the IS/MND occurs entirely on airport property.

Comment 2-9: We recommend that the State guidance for land use planning around the airfield be incorporated into the environmental analysis.

Response 2-9: See Response 2-8.

Comment 2-10: The protection of airports from incompatible land use encroachment is vital to California's economic future. Although the need for compatible and safe land uses near airports is both a local and State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

Response 2-10: Comment noted.

Comment 2-11: We are interested in the airport master planning process and request copies of all future airport master plan documents.

Response 2-11: The Public Works Department will provide copies of all future airport master plan documents.

Letter 3, Patricia Martinez, Resident

Comment 3-1: My concern is about the noise of the planes that are going through my house and if you are going to do that project can you help me surround my house to help with the noise.

Response 3-1: As is discussed in Section XII(a) of the IS/MND, flight activity is not projected to increase as a result of Project activities. Therefore, there will be no increase in noise from aircraft operations due to the Project.

Comment 3-2: If this is possible, what can you do for me?

Response 3-2: The only potential project-related noise impacts to residential areas will be during construction. Implementation of mitigation measures M-1 through M-7 in the project Mitigation Monitoring and Reporting Program will reduce construction noise impacts to a less than significant level.

Comment 3-3: Is it possible for someone to explain to me in person what exactly you are going to do?

Response 3-3: On September 26, 2011, Albert Anidi of the County of Los Angeles Department of Public Works spoke on the telephone to Ms. Martinez and described the project. See the attached email, dated September 26, 2011 from Albert Anidi to Maribel Martinez.

Letter 4, Richard J. Bruckner, County of Los Angeles, Department of Regional Planning

Comment 4-1: The Whiteman Airport Master Plan Update will require review by the Los Angeles County Airport Land Use Commission (ALUC).

Response 4-1: Comment noted.

Comment 4-2: The Department of Public Works must submit the Master Plan Update to the Department of Regional Planning for a determination of consistency.

Response 4-2: Comment noted.

Comment 4-3: The review by the ALUC should be filed with the Department of Regional Planning before a final decision is made by the County of Los Angeles Board of Supervisors.

Response 4-3: Comment noted.

3.0 Comment Letters

PDL
KSL
8/24

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



Letter 1
Dated 8/24/2011

August 24, 2011

Mr. Albert E. Anidi, Planner

County of Los Angeles Department of Public Works

900 South Fremont Avenue
Alhambra, CA 91803

Re: SCH#2011081075 CEQA Notice of Completion: proposed Mitigate Negative Declaration for the "Whiteman Airport Master Plan Update Project;" located in the Pacoima area; Los Angeles County, California.

Dear Mr. Anidi:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604). The NAHC wishes to comment on the proposed project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within the 'area of potential effect (APE).

1-1

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you

1-2

make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

1-2
CTD

Furthermore, the NAHC is of the opinion that the current project remains under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

1-3

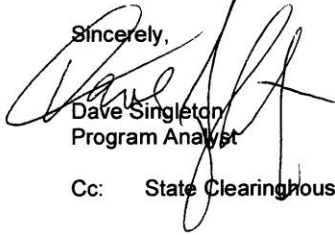
Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

California Native American Contact List
 Los Angeles County
 August 24, 2011

<p>Charles Cooke 32835 Santiago Road Acton , CA 93510 suscol@intox.net</p> <p>(661) 733-1812 - cell suscol@intox.net</p>	<p>Chumash Fernandeno Tataviam Kitanemuk</p>	<p>Ti'At Society/Inter-Tribal Council of Pimu Cindi M. Alvitre, Chairwoman-Manisar 3098 Mace Avenue, Aapt. D Gabrielino Costa Mesa, , CA 92626 calvitre@yahoo.com (714) 504-2468 Cell</p>
<p>Beverly Salazar Folkes 1931 Shadybrook Drive Thousand Oaks, CA 91362 folkes@msn.com</p> <p>805 492-7255 (805) 558-1154 - cell folkes9@msn.com</p>	<p>Chumash Tataviam Ferrnandefio</p>	<p>Tongva Ancestral Territorial Tribal Nation John Tommy Rosas, Tribal Admin. Private Address Gabrielino Tongva</p> <p>tattnlaw@gmail.com 310-570-6567</p>
<p>Fernandeno Tataviam Band of Mission Indians Ronnie Salas, Cultural Preservation Department 601 South Brand Boulevard, Suite 102 San Fernando CA 91340 rsalas@tataviam-nsn.gov</p> <p>(818) 837-0794 Office</p> <p>(818) 837-0796 Fax</p>	<p>Fernandeno Tataviam</p>	<p>Kitanemuk & Yowlumne Tejon Indians Delia Dominguez, Chairperson 981 N. Virginia Yowlumne Covina , CA 91722 Kitanemuk deedominguez@juno.com (626) 339-6785</p>
<p>LA City/County Native American Indian Comm Ron Andrade, Director 3175 West 6th St, Rm. 403 Los Angeles , CA 90020 randrade@css.lacounty.gov</p> <p>(213) 351-5324 (213) 386-3995 FAX</p>		<p>San Fernando Band of Mission Indians John Valenzuela, Chairperson P.O. Box 221838 Fernandefio Newhall , CA 91322 Tataviam tsen2u@hotmail.com Serrano (661) 753-9833 Office Vanyume (760) 885-0955 Cell Kitanemuk (760) 949-1604 Fax</p>

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2011081075; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the Whiteman Airport Master Plan Update; located in the Pacoima area of the San Fernando Valley; Los Angeles County, California.

California Native American Contact List
Los Angeles County
August 24, 2011

Randy Guzman - Folkes
655 Los Angeles Avenue, Unit E
Moorpark, CA 93021
ndnRandy@yahoo.com
(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

This list is current only as of the date of this document.
Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2011081075; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the Whiteman Airport Master Plan Update; located in the Pacoima area of the San Fernando Valley; Los Angeles County, California.

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711



*Flex your power!
Be energy efficient!*

**Letter 2
Dated 8/25/2011**

August 25, 2011

Mr. Albert Anidi
County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

Dear Mr. Anidi:

Re: Mitigated Negative Declaration for the Whiteman Airport Master Plan Update; SCH# 2011081075

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operational safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special-use airports and heliports. The following comments are offered for your consideration.

The proposal is for the update to the Whiteman Airport Master Plan which includes improvements to the existing airport to be constructed in three phases: Phase I (2009-to 2013), Phase II (2014 to 2018) and Phase III (2019 to 2030). The Mitigated Negative Declaration lists nearly 30 individual airport property improvements, slotted into the three phases, that are all designed to improve safety and efficiency at Whiteman Airport.

Some of the planned airport improvement projects include:

- Slurry Seal Aircraft Parking Ramp
- Reroute Airpark Way behind Terminal Facility
- Construct Transient Apron
- Relocate Runway Thresholds and Paint Non-Precision Markings
- Construct new Terminal Facility and Demolish Existing Terminal Facility
- Construct Conventional Hangars
- Construct Exit Taxiways

Implementation of the airport master plan requires preparation of an environmental document in accordance with CEQA. Prior to amending the State airport permit or releasing State funds for airport projects, the Division, as a Responsible Agency, must be assured that the proposal is in full compliance with CEQA. The issues of primary concern to us include airport-related noise and safety impacts on the surrounding community as well as the community's potential effect on airport operations. To ensure that the community will not be adversely impacted by aircraft operations, flight paths should avoid noise-sensitive and people intensive uses. Environmental documentation should include diagrams showing the location of the approach/departure flight paths. The diagrams should also depict the proximity of the proposed flight paths to any existing or proposed noise sensitive or people intensive

} 2-1
} 2-2
} 2-3

"Caltrans improves mobility across California"

Mr. Albert Anidi
 August 25, 2011
 Page 2

uses. Please keep in mind, if the master plan environmental adequately addresses the issues associated with the master plan projects, additional environmental documentation may not be required.

PUC Section 21676 (c) requires that “Each public agency...within the boundaries of an airport land use compatibility plan shall, prior to the modification of its airport master plan, refer such proposed change to the airport land use commission.” The airport land use commission must then determine whether the proposed master plan is consistent or inconsistent with the adopted compatibility plan for that airport. If inconsistencies are identified, then the airport land use commission should take steps to amend its airport land use compatibility plan. } 2-4

PUC Section 21659 prohibits structural hazards on or near airports. Structures should not be at a height that will result in penetration of the airport imaginary surfaces. Federal Aviation Administration (FAA) Advisory Circular 150/5370-2E “Operational Safety on Airports During Construction” should be incorporated into the project design in order to identify any permanent or temporary construction-related impacts (e.g. construction cranes) to the airport/heliport imaginary surfaces. This advisory circular is available at <http://www.faa.gov>. The FAA may also require the filing of a Notice of Proposed Construction or Alteration (Form 7460-1) for certain project-specific activities in accordance with Federal Aviation Regulations Part 77 “Objects Affecting Navigable Airspace.” Form 7460-1 is available on-line at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. } 2-5
} 2-6

Since Whiteman Airport is part of the National Plan of Integrated Airport Systems and receives federal funds, it is required that use of land on airport or in the immediate vicinity of the airport be restricted to activities and purposes compatible with normal airport operations. The airport should coordinate with the FAA to ensure compliance with FAA grant assurances. } 2-7

In accordance with CEQA, Public Resources Code 21096, the California Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within the boundaries of an airport land use compatibility plan, or if such a plan has not been adopted, within two nautical miles of an airport. We recommend that the State guidance for land use planning around the airfield be incorporated into the environmental analysis. The Handbook is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/documents/ALUPHComplete-7-02rev.pdf> } 2-8
} 2-9

The protection of airports from incompatible land use encroachment is vital to California’s economic future. Although the need for compatible and safe land uses near airports is both a local and State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors. } 2-10

We are interested in the airport master planning process and request copies of all future airport master plan documents. Please contact Derek Kantar, the Division’s airport master plan coordinator for Los Angeles County, at (916) 651-0597, if you have questions regarding the Division’s participation in the master plan process. } 2-11

“Caltrans improves mobility across California”

Mr. Albert Anidi
August 25, 2011
Page 3

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 7 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing all future documentation for the Airport Master Plan update. If you have any questions, please call me at (916) 654-6223, or by email at philip.crimmins@dot.ca.gov.

Sincerely,



PHILIP CRIMMINGS
Aviation Environmental Specialist

c: State Clearinghouse, Los Angeles County ALUC, Whiteman Airport

"Caltrans improves mobility across California"

From: Maribel Martinez [malel_17@yahoo.com]
Sent: Thursday, September 08, 2011 8:51 PM
To: Anidi, Albert
Subject: Albert Anidi

Letter 3
Dated 9/08/2011

My name is Patricia Martinez,

I live at: 12609 Wingo st. Pacoima, CA, 91331 and I am concerned about the project you are going to do in the Whiteman Airport in Pacoima. My concern is about the noise of the planes that are going through my house and if you are going to do that project can you help me surround my house to help with the noise. If this is possible what can you do for me? Is it possible for someone to explain to me in person what exactly you are going to do.

] 3-1
] 3-2
] 3-3

Please contact me by phone or by e-mail as soon as possible.

Patricia Martinez

Cell phone: (818)689-5634

E-mail: malel_17@yahoo.com

file:///C:/Users/mrogozen/Desktop/Patricia%20Martinez.htm[9/27/2011 2:47:57 PM]



County of Los Angeles
Regional Planning Commission
Airport Land Use Commission

Commissioners
Pat Modugno, *Chair*
Esther L. Valadez, *Vice Chair*
David W. Louie
Harold V. Helsley
Curt Pedersen

September 29, 2011

Letter 4
Dated 9/29/2011

Albert E. Anidi
County of Los Angeles, Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803.

Dear Mr. Anidi:

SUBJECT: WHITEMAN AIRPORT MASTER PLAN UPDATE REFERRAL TO THE LOS ANGELES COUNTY AIRPORT LAND USE COMMISSION

Thank you for the opportunity to comment on the Initial Study/Mitigated Negative Declaration for the Whiteman Airport Master Plan Update for which the County is the CEQA Lead Agency. Staff of the Los Angeles County Airport Land Use Commission has reviewed the documents and has the following comments.

In accordance with the Public Utilities Code (PUC), Section 21676, the Airport Land Use Commission (ALUC) has the responsibility of reviewing local jurisdiction actions for compatibility with the adopted Airport Land Use Plan (ALUP). The type of project requiring ALUC review includes adoption or modification of the master plan for an existing public-use airport. Therefore, the Whiteman Airport Master Plan Update project will require review by the Los Angeles County Airport Land Use Commission (ALUC).] 4-1

Pursuant to the above PUC provision, the Department of Public Works must submit the proposed project for a determination of consistency. All project information should be filed with the Department of Regional Planning. The review by the ALUC may take place concurrently with the discretionary reviews by the County, but should be filed with Department of Regional Planning before a final decision is made by the Los Angeles County Board of Supervisors.] 4-2] 4-3

If you have any questions in this regard, please call David McDonald at (213) 974-6425, Monday through Thursday between 7:30 a.m. and 5:30 p.m. We are closed on Fridays.

Very Truly Yours,

Sincerely,
DEPARTMENT OF REGIONAL PLANNING
Richard J. Bruckner
Director


Susana Franco-Rogan
Acting Section Head, Community Studies I

SFR: dm

Richard J. Bruckner
Director
Dept. of Regional Planning

Rosie O. Ruiz
Secretary to the Commission

320 West Temple Street, Los Angeles, California 90012 Telephone (213) 974-6409 or TDD (213) 617-2292

ATTACHMENTS

From: Anidi, Albert
Sent: Monday, September 26, 2011 2:30 PM
To: 'Maribel Martinez'
Subject: RE: Albert Anidi

**Response to Letter 3
Dated 9/26/2011**

Ms. Martinez,

This is in response to your email of September 8, 2011, regarding noise impact to your property.

From your address in your email, it appears that your house is about 300 feet from the southeast end of Runway 30. The Whiteman Airport Master Plan Update consists of a large number of physical improvements to the airport, including construction of a new terminal facility, new hangars, and parking lots. However, as was discussed in Section XII(a) of the MND, flight activity is not projected to increase as a result of Project activities. Therefore there will be no increase in noise from aircraft operations due to the Project.

Per our discussion today regarding the weekend construction noise, the normal construction time is from 9 a.m. to 3 p.m. on Saturdays and no construction on Sundays.

If you have any questions, call me at (626)458-5199.

Albert Anidi
County of Los Angeles Department of Public Works
Programs Development Division
Environmental Planning and Assessment Division

8.0 ERRATA FOR CEQA DOCUMENTATION

No changes to the *Whiteman Airport Master Plan Update* Draft Initial Study/Mitigated Negative Declaration (IS/MND) were made in response to the comments received during the August 22 - September 20, 2011 public circulation period. However, the draft IS/MND was revised in 2012 and 2013 to clarify and expand upon various aspects of the analysis and to correct minor errors; these changes have been incorporated into the final IS/MND.

State California Environmental Quality Act (CEQA) Guidelines §15073.5(a) requires that a lead agency recirculate a negative declaration “when the document must be substantially revised.” A “substantial revision” includes (1) identification of a new, avoidable significant effect requiring mitigation measures or project revisions and/or (2) determination that proposed mitigation measures or project revisions will not reduce potential effects to less than significant levels and new measures or revisions must be required.

The following changes, none of which meets the thresholds of §15073.5(a), were made to the draft IS/MND.

8.1 IS/MND Revisions

1. Original [Initial Study of Environmental Factors Section 9, Page 4]
Revised [Initial Study of Environmental Factors, Page 2-4]
 - a. Changed the baseline for the impact analyses under CEQA from 1999 to June 2, 2010, which is the date that the environmental analysis began. However, there has been no change in relevant existing environmental conditions between 1999 and June 2010, or between June 2010 and the present.
2. Original [Initial Study of Environmental Factors Section 8, Page 1-3]
Revised [Initial Study of Environmental Factors, Pages 2-3 to 2-4]
 - a. Changed Phase I project date range from 2009 – 2013 to 2012 – 2015; Phase II project date range from 2014 – 2018 to 2016 – 2019; and Phase III project date range from 2019 – 2030 to 2022 – 2030.
3. Revised [Initial Study of Environmental Factors, Page 2-2]
 - a. Added “some important proposed improvements include construction of a new terminal facility with associated parking lot and green space, new hangars, transient apron, relocation of runway thresholds, and reconfiguration of existing airport roadways.”
4. Original [Initial Study of Environmental Factors Section 8, Page 1]
Revised [Initial Study of Environmental Factors, Page 2-2]
 - a. Changed “the proposed project also includes the removal of existing California Live Oak trees” to “the proposed project may include removal and replacement of existing California Live Oak trees.”

5. Original [Initial Study of Environmental Factors Section 8, Page 1]
 - a. Removed the discussion of a possible transfer of Los Angeles County Metropolitan Transportation Authority (Metro) rail right-of-way along the southwest boundary of the airport to the California High Speed [Rail] Authority.
6. Revised [Initial Study of Environmental Factors, Page 2-3]
 - a. Added note that Project 1.1 (Slurry Seal Aircraft Parking Ramp) was completed in August 2012.
7. Revised [Initial Study of Environmental Factors, Pages 2-3 to 2-4]
 - a. Added notes that Projects 2.4, 2.5, 2.6, 2.8 and 2.12 are not funded by the Federal Aviation Administration (FAA) and added footnote “All projects not funded by FAA Airport Improvement Program Grants will be constructed by a third party or investment/development company.”
8. Revised [Initial Study of Environmental Factors, Page 2-4]
 - a. Added “it is assumed in this analysis that aircraft operations at Whiteman Airport will not increase from their 2010 baseline levels. Due to the replacement of the airport terminal with a larger facility, there will be a slight increase in activities associated with the terminal, such as commuter traffic.”
9. Original [Initial Study of Environmental Factors Section 9 A-B, Page 4]
Revised [Initial Study of Environmental Factors, Pages 2-4 to 2-5]
 - a. Changed the wording in the discussions of the project site and of the surrounding properties to make it clearer.
 - b. Added details in the discussions of the project site and of the surrounding properties to make it clearer.
10. Revised [Initial Study of Environmental Factors, Page 2-5]
 - a. Added discussion of land uses surrounding the airport where sensitive receptors for air and noise impacts are located.
11. Original [Initial Study of Environmental Factors Section 10, Page 4]
Revised [Initial Study of Environmental Factors, Page 2-5]
 - a. Changed bullet from “County of Los Angeles, Department of Regional Planning (Oak Tree Permit)” to “Compliance with Los Angeles County Oak Tree Ordinance.”
 - b. Added “As the proposed improvements under the Whiteman Airport Master Plan are designed and constructed, additional permits and approvals may be required.”
12. Revised [Environmental Factors Potentially Affected, Page 2-13]
 - a. Added “Greenhouse Gases” to the list of environmental factors considered.

13. Original [Environmental Factors Potentially Affected, Page 12]
Revised [Environmental Factors Potentially Affected, Page 2-13]

- a. Changed the factors checked as having a “Potentially Significant Impact” or “Potentially Significant Unless Mitigated” to include Cultural Resources, Hazards and Hazardous Materials, Noise, and Mandatory Findings of Significance.

8.2 Environmental Checklist Form Revisions

All sections from 1st Page of Checklist through Section XVIII

Added impact checkbox headers to the top of every page from the beginning through Section XVIII.

Aesthetics (I.a)

Original [PDF Page 15] / Revised [Page 4-1]

Added a discussion of scenic vistas and scenic highways designated by local plans. Mentioned that helicopter operations will be moved to the area to be vacated when the existing terminal is demolished.

Aesthetics (I.b)

Original [PDF Page 15] / Revised [Pages 4-1 to 4-2]

Added mention of State Route 2, a California State Scenic Highway that is about 12 miles away.

Aesthetics (I.c)

Original [PDF Page 15] / Revised [Page 4-2]

Added a description of the visual character of the site and its surroundings.

Aesthetics (I.d)

Original [PDF Page 15-16] / Revised [Pages 4-2 to 4-3]

Added substantial expansion on the discussion of baseline light sources and the changes to lighting that would result from the project.

Agriculture and Forest Resources (II.d)

Original [PDF Page 18] / Revised [Page 4-5]

Added comments that the “undeveloped land” to be used for under the Master Plan has already been substantially disturbed.

Air Quality (III)

Original [PDF Page 19] / Revised [Page 4-6]

Added the U.S. Environmental Protection Agency’s definition of volatile organic compound (VOC).

Air Quality (III.a)

Original [PDF Page 19-20] / Revised [Page 4-7]

Added more information to support the statement that the project is consistent with the City of Los Angeles' General Plan.

Air Quality (III.b) Construction Impacts

Original [PDF Page 20] / Revised [Pages 4-9 to 4-10]

Added table "Project Summary and Construction Timeline" listing the information used in the construction air emissions analysis, including individual project description, construction start and end date, and types of construction equipment used.

Air Quality (III.b) Construction Impacts

Original [PDF Page 21-22] / Revised [Pages 4-10 to 4-11]

Changed to a new, more up-to-date, software package (CalEEMod) to estimate air pollutant emissions.

Air Quality (III.b) Construction Impacts

Original [PDF Page 21]

Removed the two construction-related mitigation measures; with the revised analysis, unmitigated emissions of all criteria pollutants are less than significant, no mitigation would be needed.

Air Quality (III.b) Operational Impacts

Original [PDF Page 20-22] / Revised [Pages 4-11 to 4-12]

Added documentation to strengthen the statement that aircraft flight activities would not increase over baseline levels for the proposed project. Used a new, more up-to-date, software package (CalEEMod) to estimate air pollutant emissions in the operational phase.

Air Quality (III.d)

Original [PDF Page 23-26] / Revised [Pages 4-13 to 4-21]

Added to the discussion of sensitive receptors and added a table and a figure to identify sensitive land uses surrounding the airport. Performed localized significance analysis using the results obtained with the new air emissions modeling.

Air Quality (III.d)

Original [PDF Page 23-26] / Revised [Page 4-21]

Added to the discussion of exposure to diesel particulate matter during the operational phase.

Biological Resources (IV.a)

Original [PDF Page 27] / Revised [Page 4-22]

Added more information about the Coast Horned Lizard and identified means for implementing Mitigation Measure BR-1.

Biological Resources (IV.a)

Original [PDF Page 27] / Revised [Page 4-22]

Added the finding that no other special status species has the potential to occur on site.

Biological Resources (IV.b)

Original [PDF Page 27] / Revised [Page 4-22]

Added information to support the finding of no impact.

Biological Resources (IV.c)

Original [PDF Page 27] / Revised [Page 4-23]

To address the checklist question more specifically, stated that no impact on “federally protected wetlands” would result.

Biological Resources (IV.d)

Original [PDF Page 28] / Revised [Page 4-23]

Added more details for implementation of Mitigation Measure BR-2. Added an avoidance distance of 500 feet for raptors.

Biological Resources (IV.e)

Original [PDF Page XX] / Revised [Pages 4-23 to 4-24]

Changed wording in discussion of Los Angeles County Code Title 22, Chapter 22.56, Part 16 (Oak Tree Permits) to make it clear that the Code sections 22.56.2050 through 22.56.2060 apply to oak trees “on any lot or parcel of land within the unincorporated area of Los Angeles County.” Corrected errors in code citations.

Biological Resources (IV.e)

Original [PDF Page 28] / Revised [Page 4-24]

Added “The County would abide by the oak tree ordinance as applicable. This would ensure that project impacts would be less than significant.”

Cultural Resources (V)

Original [PDF Page 29-30] / Revised [Pages 4-25 to 4-27]

Added more details of the analysis and the mitigation measures. Changed check box from “Less Than Significant Impact” to “Less Than Significant Impact with Mitigation” to match discussion in the text.

Geology and Soils (VI.a.i)

Original [PDF Page 31] / Revised [Page 4-28]

Added to the discussion of seismic risk, including identification of the nearest faults, neither of which is in an Alquist-Priolo Earthquake Fault Zone.

Changed the impact category from “No Impact” to “Less Than Significant Impact.”

Geology and Soils (VI.a.iv)

Original [PDF Page 31] / Revised [Page 4-29]

Added to the discussion of landslides.

Changed the impact category from “No Impact” to “Less Than Significant Impact.”

Geology and Soils (VI.b)

Original [PDF Page 31] / Revised [Pages 4-29 to 4-30]

Added to the discussion of soil erosion. Added information on construction best management practices (required by permits) that would control potential erosion, and the South Coast Air Quality Management District (SCAQMD) Rule 403, which would control dust emissions.

Geology and Soils (VI.b)

Original [PDF Page 31-32] / Revised [Page 4-30]

Removed Mitigation Measure GEO-1 [as labeled in Original] because it duplicates the controls required by regulations and permits. Revised Mitigation Measure GEO-2 [labeled GEO-1 in Revised] to emphasize that it applies to project activities other than grading.

Geology and Soils (VI.c)

Original [PDF Page 32] / Revised [Page 4-30]

Added to the discussion of landslides. Changed the impact category from “No Impact” to “Less Than Significant Impact.”

Greenhouse Gases (VII)

Original [PDF Page 33] / Revised [Pages 4-32 & 4-35 to 4-38]

Added an introduction to define greenhouse gases and discussion of observed and potential climate change. Added discussions of impacts of greenhouse gas and climate change, human health impacts, ecosystem and biodiversity impacts, sea level rise impacts, and local and regional climate action plans.

Greenhouse Gases (VII)

Original [PDF Page 36] / Revised [Pages 4-37 to 4-38]

Added a detailed discussion of the SCAQMD’s interim threshold of 3,000 metric tons of carbon dioxide equivalent emissions per year.

Greenhouse Gases (VII.a)

Original [PDF Page 36] / Revised [Pages 4-38 to 4-42]

Recalculated greenhouse gas (GHG) emissions using the CalEEMod emissions software package, and compared the total annual emissions with the SCAQMD interim threshold.

Greenhouse Gases (VII.b)

Original [PDF Page 36] / Revised [Pages 4-42 to 4-43]

Added information to demonstrate that the proposed project would not conflict with AB 32, the County's green building standards, or the County's Energy and Environmental Policy, and will therefore have a less than significant impact.

Hazards and Hazardous Materials (VIII.a)

Original [PDF Page 37] / Revised [Page 4-44]

Changed this section to discuss how proper storage and handling of hazardous materials in both the construction and operational phases will result in less than significant impacts.

Hazards and Hazardous Materials (VIII.b)

Original [PDF Page 37] / Revised [Pages 4-44 to 4-45]

Added more details on polychlorinated biphenyls (PCBs).

Hazards and Hazardous Materials (VIII.b)

Original [PDF Page 37] / Revised [Page 4-45]

Added regulatory references to Mitigation Measure HM-1.

Hazards and Hazardous Materials (VIII.b)

Original [PDF Page 38] / Revised [Page 4-45]

Modified Mitigation Measure HM-4 to clarify that it applies to certain project improvements to be modified or constructed during or after 2014 that have not already been inspected during the Phase I environmental site assessment.

Hazards and Hazardous Materials (VIII.c)

Original [PDF Page 38] / Revised [Page 4-46]

Added an assurance that safe handling procedures will be used for hazardous materials, and changed the impact designation from "No Impact" to "Less Than Significant Impact."

Hazards and Hazardous Materials (VIII.h)

Original [PDF Page 39-40] / Revised [Page 4-48]

Added documentation that the project site is outside of any fire hazard severity zones, as determined by the California Department of Forestry and Fire Protection (CAL FIRE). Provided additional information to support the finding that impacts will be less than significant.

Hydrology (IX.j)

Original [PDF Page 42] / Revised [Page 4-51]

Changed check box from "Less Than Significant Impact" to "No Impact" to match text.

Land Use and Planning (X.b)

Original [PDF Page 43] / Revised [Page 4-52]

Revised to make it clear that while the project site is owned by the County of Los Angeles, it is located in the Pacoima area, which is under the jurisdiction of City of Los Angeles.

Noise (XII)

Original [PDF Page 45-49] / Revised [Pages 4-54 to 4-59]

Added a reference to the noise technical study that was prepared for this project. Moved the general discussion of noise, a review of noise-related laws and regulations, and a discussion of noise significance thresholds from XII.a to the beginning of XII.

Noise (XII) Local - Construction Noise

Original [PDF Page 47-48] / Revised [Page 4-57]

Revised the discussion of the City of Los Angeles' significance criteria for construction noise impacts to make it clearer.

Noise (XII)

Original [PDF Page 49] / Revised [Pages 4-59 to 4-61]

The circulated document did not contain the detailed results of the ambient noise survey that was conducted for this document; instead it referred to the noise technical report. For this revised version, the noise technical report's discussion of ambient noise sampling, including a map of sampling locations and a table of results, was moved to this section.

Noise (XII.d)

Original [PDF Page 52-54] / Revised [Pages 4-68 to 4-69]

The circulated document did not contain the detailed results of the construction noise calculations, but rather referred to the noise technical report. For this revised version, construction noise calculation results were obtained from the noise technical report and presented in new tables in this section.

Noise (XII.d)

Original [PDF Page 52] / Revised [Pages 4-65 & 4-70]

Changed impact designation from "No Impact" to "Less Than Significant Impact with Mitigation," and added seven mitigation measures.

Noise (XII.e)

Original [PDF Page 54] / Revised [Pages 4-70 to 4-71]

Added documentation for the assumption that there would be no future increase in aviation activities at Whiteman Airport. In addition, documented that the sensitive receptors nearby are outside the established planning boundaries of the Los Angeles County Airport Land Use Plan.

Population and Housing (XIII.a)

Original [PDF Page 55] / Revised [Page 4-72]

Added a discussion of the minimal growth in employment at the airport.

Public Services (XIV.a)

Original [PDF Page 56] / Revised [Pages 4-73 to 4-74]

Added to the discussion of all the subtopics, describing aspects of the project that could potentially affect public services and explaining why there would be no impact or why impacts would be less than significant.

Public Services (XIV.a.i)

Original [PDF Page 56] / Revised [Page 4-73]

Changed the impact category from “No Impact” to “Less Than Significant Impact.”

Public Services (XIV.a.iv)

Original [PDF Page 56] / Revised [Page 4-73]

Changed the impact category from “No Impact” to “Less Than Significant Impact.”

Recreation (XV.a)

Original [PDF Page 57] / Revised [Page 4-75]

Added detailed explanation of why the project would not result in increased use of local parks or result in deterioration thereof.

Transportation/Traffic (XVI.a)

Original [PDF Page 58] / Revised [Page 4-76]

Added more details on why impacts would be less than significant.

Transportation/Traffic (XVI.b)

Original [PDF Page 58] / Revised [Page 4-77]

Added more details on why impacts would be less than significant.

Transportation/Traffic (XVI.c)

Original [PDF Page 58-59] / Revised [Page 4-77]

Added more information to support the statement that aircraft operations will not increase from baseline levels. Eliminated “Table 5-3” as not being relevant. Changed conclusion in text from “and the impacts are not significant” to “there will be no impacts.” Now text agrees with check box.

Transportation/Traffic (XVI.e)

Original [PDF Page 59] / Revised [Page 4-78]

Added more details about the location of the Los Angeles County Fire Department (LACFD) Air Operations unit.

Utilities and Service Systems (XVII.c)

Original [PDF Page 60] / Revised [Page 4-79]

Corrected an error in the project description.

Utilities and Service Systems (XVII.f and XVII.g)

Original [PDF Page 60] / Revised [Pages 4-79 to 4-80]

Changed check boxes from “No Impact” to “Less Than Significant Impact” to match the text.

Mandatory Findings of Significance (XVIII.b)

Original [PDF Page 61] / Revised [Pages 4-81 to 4-84]

Added to this section, it now includes a table with information on open projects within about four miles of Whiteman Airport. These other projects are described, and their potential for cumulative impacts in combination with the proposed project is analyzed. In addition, this section now includes summaries of the impacts of the project’s incremental effects with respect to air quality, biological resources, cultural resources, geology/soil, hazards and hazardous materials, and noise, and why they are not expected to be cumulatively considerable.

Mandatory Findings of Significance (XVIII.b)

Original [PDF Page 61] / Revised [Page 4-83]

Changed discussion of oak trees to say that if California oak trees were found within the vicinity of the any project development, they would be “replaced,” rather than relocated. Deleted the sentence “No damage would result to the oak trees,” and replaced it with “The County would abide by the Oak Tree Ordinance as applicable.”

Mandatory Findings of Significance (XVIII.b)

Original [PDF Page 61] / Revised [Page 4-81]

Changed the impact category from “No Impact” to “Less Than Significant Impact.”

Discussion of Ways to Mitigate Significant Effects

Original [PDF Page 62-63] / Revised [Pages 4-85 to 4-87]

This section was revised to reflect changes in the mitigation measures presented earlier in the checklist.

APPENDIX A: Air Quality and Greenhouse Gas Emissions Analysis

**REVISED AIR QUALITY AND GREENHOUSE GAS ANALYSIS
FOR
WHITEMAN AIRPORT MASTER PLAN UPDATE
PACOIMA (CITY OF LOS ANGELES), CALIFORNIA**

Prepared For:

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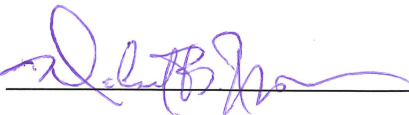
Project No. 5759

December 2012

This analysis was prepared in accordance with Section 15063(d)(3) and Appendix G of the *State CEQA Guidelines* to determine the potential significant air quality effects on the physical environment that could result from the implementation of the proposed project.


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1.0 INTRODUCTION

Whiteman Airport, which is located in the Pacoima District of the City of Los Angeles in the central western portion of Los Angeles County, is approximately 187 acres, and is owned by the County of Los Angeles, Department of Public Works, Aviation Division (County). It is contained in the National Plan of Integrated Airport Systems (NPIAS) and is classified as a “reliever airport.” Reliever airports are defined as general aviation airports that provide general aviation access to the surrounding area and have 100 or more based aircraft or 25,000 annual itinerant operations. Whiteman Airport is operated by a private management company under an agreement with the County. **Figure 1** (Regional Vicinity Map) shows the site in relation to the surrounding area. The immediate vicinity of the project is shown in **Figure 2** (Project Study Area).

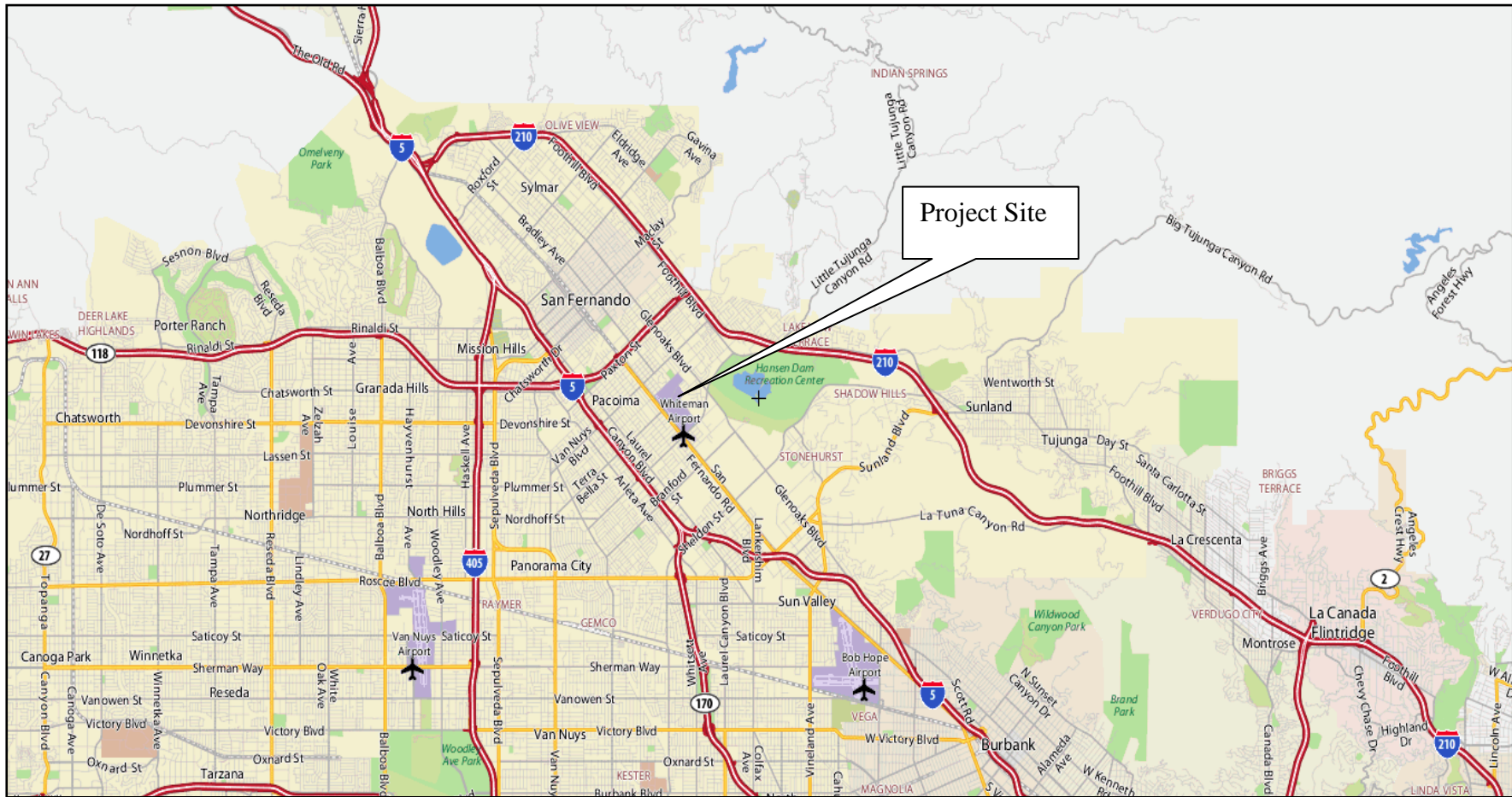
In order to determine the potential of the airport and specific opportunities for improving facilities, the County sponsored an Airport Master Plan Update through a planning grant from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP).¹ Environmental documentation under the California Environmental Quality Act (CEQA) for the Airport Master Plan Update is currently in preparation.

The objective of this report is to assess the impacts of the project on regional and local air quality. The following analysis includes a review of existing local and regional air quality; an examination of federal, state and local laws and regulations and plans for attainment of ambient air quality standards; an evaluation of potential air quality impacts associated with the proposed project; and the mitigation for all identified significant or potentially significant impacts.

This air quality analysis was prepared in accordance with the *CEQA Air Quality Handbook* prepared by the South Coast Air Quality Management District (SCAQMD).²

^{1/} *Whiteman Airport Master Plan Update. Final Report.* Prepared by AECOM, Orange, California for County of Los Angeles, Department of Public Works, Alhambra, California (February 2011).

^{2/} South Coast Air Quality Management District, *CEQA Air Quality Handbook.* (1993; Updated 2006).



Source: Yahoo Maps, 2010.
Not to Scale.

Figure 1
Regional Vicinity Map



Figure 2
Project Study Area

2.0 PROJECT DESCRIPTION

The Whiteman Airport Master Plan Update (the Project) includes at-grade improvements such as improvements to the airport runways, reconfiguration of existing roadways within airport property, and construction of a new automobile parking lot and a new non-airworthy aircraft tie-down parking area. Above-grade improvements include the construction of a new two-story terminal facility to replace a one-story terminal. Construction of this facility near the center of the property will require the grading of a portion of the hill facing southwest towards the runways. The Airport Master Plan Update includes 27 “projects” to be implemented between 2013 and 2030. Because funding for many of the distant future projects is uncertain, the present analysis was limited to those projects contained in the County of Los Angeles’ five-year Federal Airport Capital Improvement Plan (ACIP) and the ten-year State Capital Improvement Plan – California Aviation System Plan (CIP).³ These comprise 14 projects to be implemented between 2013 and 2022. **Table 1** (Project Summary and Construction Timeline) shows a brief summary of the 14 projects, as well as a projected timeline for construction.⁴ Additionally, a detailed summary of the projects, including maps showing their locations, is in **Appendix A**.

The Airport Master Plan Update forecasts annual aircraft operations in 2013, 2018 and 2030 to be 112,900, 121,900 and 143,500, respectively.⁵ Since 1985, aircraft operations have fluctuated considerably, from 159,808 in 1988 to 87,406 in 2008.⁶ If there has been any trend in recent years, it has been downward after 1999. Indeed, the 2013 forecast is higher than the historical value for 15 out of the 24 years from 1985 through 2008; the 2030 forecast value is higher than the historical value for 20 of the 24 years. It is unreasonable to assume that aircraft operations will steadily increase through 2030. Additionally, the Southern California Association of Governments’ (SCAG) *Regional General Aviation Forecast Phase I Technical Report* forecasts future general aircraft operations in Southern California using three different methodologies. Each methodology reached the conclusion that future aircraft operations in the Southern California region would decrease.⁷ Thus, for the air and noise analyses, it was assumed that future operations under the proposed Project would be less than the aircraft operations in 2010, the NOP date, which is approximately 103,050.⁸ Therefore, *no increase in annual aircraft operations from the 2010 level is assumed in this analysis.*

^{3/} Project data provided in email from Patrick Di Leva, Airport Project Coordinator, County of Los Angeles Department of Public Works, Alhambra, California to Lucia Luu, UltraSystems Environmental Incorporated, Irvine, California (September 27, 2012).

^{4/} Project construction timeline was developed by the County of Los Angeles Department of Public Works and UltraSystems Environmental Inc.

^{5/} *Whiteman Airport Master Plan Update. Final Report.* Prepared by AECOM, Orange, California for County of Los Angeles, Department of Public Works, Alhambra, California (February 2011), p. 4-7.

^{6/} *Ibid.*, p. 3-32.

^{7/} *Regional General Aviation Forecast Phase I Technical Report.* Prepared by Aviation System Consulting, LLC, Berkeley, California for Southern California Association of Governments, Los Angeles, California (December 2011).

^{8/} Average between 2007 operations and projected 2013 operations. See footnote 4.

Table 1 – Project Summary and Construction Timeline

Project Number	Project Description	Construction Start Date	Construction End Date	Period of Construction Overlap	Construction Equipment Used
1.2	Replacement of 10,000 linear feet of perimeter fencing	February 2013	September 2013	None	Forklifts Tractors/Loaders/Backhoes Welders
1.3	Grading and stabilization of existing hill on northeast portion of airport	March 2014	August 2014	None	Graders Rubber Tired Dozers Tractors/Loaders/Backhoes Water Trucks
1.4	Airpark Way will be rerouted along new stabilized portion of hill from Project 1.3	January 2015	May 2015	None	Graders Pavers/Paving Equipment Rollers Rubber Tired Dozers Tractors/Loaders/Backhoes Water Trucks
1.5	Construct a 71,000 square yard transient parking ramp/apron	June 2015	December 2015	None	Forklifts Tractors/Loaders/Backhoes Welders
2.1 (Overlaps with 2.2)	Construct two-story public use general aviation building	January 2016	December 2016	February 2016 to December 2016	Forklifts Tractors/Loaders/Backhoes Welders
2.2 (Overlaps with 2.1)	Shorten runway lengths and demolish approximately 12,700 square feet of taxiways	February 2016	December 2016	February 2016 to December 2016	Forklifts Tractors/Loaders/Backhoes Welders
2.3	Construct a 21,570 square yard hold apron near end of Runway 30	January 2017	March 2017	None	Forklifts Tractors/Loaders/Backhoes Welders
2.7	After current terminal building is relocated, reconstruct airport entrance road	April 2017	December 2017	None	Graders Pavers/Paving Equipment Rollers Tractors/Loaders/Backhoes Water Trucks
2.9 (Overlaps with 2.10)	Stripe vehicle zipper lane on existing pavement	January 2018	February 2018	January 2018 to February 2018	Striping Equipment Grinders
2.10 (Overlaps with 2.9)	Construct 8-foot tall block wall in lieu of current perimeter fence	January 2018	June 2018	January 2018 to February 2018	Forklifts Tractors/Loaders/Backhoes Welders
2.11	Survey underground utilities	January 2019	June 2019	None	None
3.3	Construct two high speed taxiways	January 2020	June 2020	None	Forklifts Tractors/Loaders/Backhoes Welders

Project Number	Project Description	Construction Start Date	Construction End Date	Period of Construction Overlap	Construction Equipment Used
3.8	Construct non-airworthy aircraft parking area	January 2021	June 2021	None	Cement Mixers Graders Pavers/Paving Equipment Rollers Tractors/Loaders/Backhoes Water Trucks
3.10	Acquire 10.8 acres in aviation easements	January 2022	June 2022	None	None

3.0 EXISTING CONDITIONS

3.1 Regional Climate

Air quality is affected by both the rate and location of pollutant emissions, and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

The project site is located in the Pacoima District of the City of Los Angeles (City). The City lies within the South Coast Air Basin (SCAB), which includes all of Orange County and the non-desert portions of Los Angeles County, most of the Riverside County, and the western portion of San Bernardino County—including some portions of what was previously known as the Southeast Desert Air Basin. The distinctive climate of the SCAB is determined by its terrain and geographic location. The SCAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around its remaining perimeter. The general region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.

The vertical dispersion of air pollutants in the SCAB is hampered by the presence of persistent temperature inversions. An upper layer of dry air that warms as it descends characterizes high-pressure systems, such as the semi-permanent high-pressure zone in which the SCAB is located. This upper layer restricts the mobility of cooler marine-influenced air near the ground surface and results in the formation of subsidence inversions. Such inversions restrict the vertical dispersion of air pollutants released into the marine layer and, together with strong sunlight, can produce worst-case conditions for the formation of photochemical smog.

The atmospheric pollution potential of an area is largely dependent on winds, atmospheric stability, solar radiation, and terrain. The combination of low wind speeds and low inversions produces the greatest concentration of air pollutants. On days without inversions, or on days of winds averaging over 15 mph, smog potential is greatly reduced.⁹

The climatological station closest to the site is the San Fernando (Latitude 34.28333, Longitude -118.46667) station, which is approximately 3.5 miles northwest of the Project site (Latitude 34.2593253, Longitude -118.4134331¹⁰). The annual average temperature recorded at this station is 63.4 degrees Fahrenheit (°F), with the average temperature of 72.3°F during the

^{9/} South Coast Air Quality Management District (SCAQMD), *CEQA Air Quality Handbook*, April 1993, p. A8-1.

^{10/} Meteorological station location information from “Western US COOP Station Map,” Western Region Climate Center, <http://www.wrcc.dri.edu/coopmap/> (Accessed November 10, 2010). Airport location from “KWHP, Whiteman Airport,” <http://www.airnav.com/airport/KWHP> (Accessed November 10, 2010).

summer and 54.8°F during winter.¹¹ Precipitation in the area averages approximately 17.66 inches annually, and occurs mostly during the winter and infrequently during the summer.¹²

3.2 Regulatory Setting

Federal, state, and local agencies have set ambient air quality standards for certain air pollutants through statutory requirements and have established regulations and various plans and policies to maintain and improve air quality, as described below.

3.2.1 Pollutants of Concern

Criteria Pollutants

The criteria air pollutants of concern are nitrogen oxides, carbon monoxide, particulate matter, sulfur dioxide, lead, and ozone. Criteria pollutants are air pollutants for which acceptable levels of exposure can be determined and an ambient air quality standard has been established by the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB). Since the proposed project would not generate appreciable sulfur dioxide (SO₂) or lead (Pb) emissions,¹³ it is not necessary for the analysis to include those two pollutants. Presented below is a description of the air pollutants of concern and their known health effects.

Nitrogen Oxides (NO_x) serve as integral participants in the process of photochemical smog production, and are precursors for certain particulate compounds that are formed in the atmosphere. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO₂). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO₂ is a reddish-brown pungent gas formed by the combination of NO and oxygen. NO₂ acts as an acute respiratory irritant and eye irritant, and increases susceptibility to respiratory pathogens. A third form of NO_x, nitrous oxide (N₂O), is a greenhouse gas (GHG).

Carbon Monoxide (CO) is a colorless, odorless non-reactive pollutant produced by incomplete combustion of carbon substances (e.g., gasoline or diesel fuel). The primary adverse health effect associated with CO is its binding with hemoglobin in red blood cells, which decreases the ability of these cells to transport oxygen throughout the body. Prolonged exposure can cause headaches, drowsiness, or loss of equilibrium; and high concentrations are lethal.

Particulate Matter (PM) consists of finely divided solids or liquids, such as soot, dust, aerosols, fumes and mists. Two forms of fine particulate matter are now recognized. Respirable particles, or PM₁₀, include that portion of the particulate matter with an aerodynamic diameter of 10 micrometers (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Fine particles, or PM_{2.5}, have an aerodynamic diameter of 2.5 micrometers (i.e., 2.5 one-millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial,

^{11/} “San Fernando, California. Period of Record General Climate Summary – Temperature.” Western Region Climate Center, <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7759> (Accessed November 10, 2010).

^{12/} “San Fernando, California. Period of Record General Climate Summary – Precipitation.” Western Region Climate Center, <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7759> (Accessed November 10, 2010).

^{13/} Sulfur dioxide emissions will be on the order of 0.01 pound per day.

agricultural, construction, and transportation activities. However, wind action on the arid landscape also contributes substantially to the local particulate loading. Fossil fuel combustion accounts for a significant portion of PM_{2.5}. In addition, particulate matter forms in the atmosphere through reactions of NO_x and other compounds (such as ammonia) to form inorganic nitrates. Both PM₁₀ and PM_{2.5} may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems.

Reactive Organic Gases (ROG) are compounds comprised primarily of atoms of hydrogen and carbon that have high photochemical reactivity. The major source of ROG is the incomplete combustion of fossil fuels in internal combustion engines. Other sources of ROG include the evaporative emissions associated with the use of paints and solvents, the application of asphalt paving and the use of household consumer products. Adverse effects on human health are not caused directly by ROG, but rather by reactions of ROG to form secondary pollutants. ROG are also transformed into organic aerosols in the atmosphere, contributing to higher levels of fine particulate matter and lower visibility. The term “ROG” is used by the CARB for air quality analysis and is defined the same as the federal term “volatile organic compound” (VOC).¹⁴

Ozone (O₃) is a secondary pollutant produced through a series of photochemical reactions involving ROG and NO_x. O₃ creation requires ROG and NO_x to be available for approximately three hours in a stable atmosphere with strong sunlight. Because of the long reaction time, peak ozone concentrations frequently occur downwind of the sites where the precursor pollutants are emitted. Thus, O₃ is considered a regional, rather than a local, pollutant. The health effects of O₃ include eye and respiratory irritation, reduction of resistance to lung infection and possible aggravation of pulmonary conditions in persons with lung disease. O₃ is also damaging to vegetation and untreated rubber.

Toxic Air Contaminants

The state of knowledge of toxic air contaminant (TAC) emissions and exposures associated with airports and aircraft is poorly developed, especially when compared with information on criteria pollutants. An FAA-sponsored study in 2003 concluded that ten individual toxic compounds comprise most of the TACs in the exhaust of aircraft and ground support equipment (GSE).¹⁵ These are:

- Formaldehyde
- Acetaldehyde
- Benzene
- Toluene
- 1,3-Butadiene

^{14/} The USEPA defines VOC as “any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions, except those designated by EPA as having negligible photochemical reactivity.”

^{15/} *Select Resource Materials and Annotated Bibliography on the Topic of Hazardous Air Pollutants (HAPs) Associated with Aircraft, Airports, and Aviation*. Prepared by URS Corporation for the U.S. Department of Transportation, Federal Aviation Administration, Contract: DTFA 01-99-Y-01002 (July 1, 2003).

- Xylene
- Lead
- Naphthalene
- Acrolein
- Propionaldehyde

The first four listed are the most prevalent. Not only is formaldehyde present in aircraft and GSE exhaust, but it also forms in the atmosphere through photochemical reaction of VOC and NO_x.¹⁶

As will be discussed in **Section 4.3**, emissions from aircraft operations will not increase under the assumptions made for the air quality analysis. Therefore, these TACs will not be discussed in detail.

Greenhouse Gases

Greenhouse gases (GHG) are defined under the California Global Warming Solutions Act of 2006 (AB 32) as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Associated with each GHG species is a “global warming potential” (GWP), which is defined as the ratio of degree of warming to the atmosphere that would result from the emission of one mass unit of a given GHG compared with one equivalent mass unit of CO₂ over a given period of time. By this definition, the GWP of CO₂ is always 1. The GWPs of methane and nitrous oxide are 21 and 310, respectively.¹⁷ “Carbon dioxide equivalent” (CO₂e) emissions are calculated by weighting each GHG compound’s emissions by its GWP and then summing the products. Though HFCs, PFCs, and SF₆ are not emitted by project sources, they are discussed below for thoroughness.

Carbon Dioxide (CO₂) is a clear, colorless, and odorless gas. Fossil fuel combustion is the main human-related source of CO₂ emissions; electricity generation and transportation are first and second in the amount of CO₂ emissions, respectively. Carbon dioxide is the basis of the definition of GWP, and thus has a GWP of 1.

Methane (CH₄) is a clear, colorless gas, and is the main component of natural gas. Anthropogenic sources of CH₄ are fossil fuel production, biomass burning, waste management, and mobile and stationary combustion of fossil fuel. Wetlands are responsible for the majority of the natural methane emissions.¹⁸ As mentioned above, CH₄, within a 100-year period, is 21 times more effective in trapping heat than is CO₂.

^{16/} Rogozen, M.B. et al., *Formaldehyde: a Survey of Airborne Concentrations and Sources*. Prepared by Science Applications, Inc., Hermosa Beach, California for the California Air Resources Board, Research Division, Sacramento, California, SAI-84/1682 (1984).

^{17/} California Climate Action Registry. *General Reporting Protocol. Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1*. Los Angeles, California (January 2009), p. 91.

^{18/} U.S. Environmental Protection Agency, “Methane.” Climate Change Web Site. Internet URL: <http://www.epa.gov/methane/>. Updated April 1, 2011.

Nitrous Oxide (N₂O) is a colorless, clear gas, with a slightly sweet odor. N₂O has both natural and human-related sources, and is removed from the atmosphere mainly by photolysis, or breakdown by sunlight, in the stratosphere. The main human-related sources of N₂O in the United States are agricultural soil management (synthetic nitrogen fertilization), mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production.¹⁹ Nitrous oxide is also produced from a wide range of biological sources in soil and water. Within a 100-year span, N₂O is 310 times more effective in trapping heat than is CO₂.²⁰

Hydrofluorocarbons (HFCs) are greenhouse gases with GWPs that range from 140 to 11,700. They are commonly used as refrigerants, aerosol propellants, solvents, and fire retardants. HFCs were developed to replace ozone depleting chemicals such as chlorofluorocarbons (CFCs). The major source of emissions from HFCs is their use as refrigerants in systems such as air conditioning units in vehicles and buildings. These gases are released into the atmosphere via leaks, servicing, and disposal of equipment in which they are used.

Perfluorocarbons (PFCs) such as CF₄, C₂F₆, C₃F₈, have GWPs that range from 6,500 to 9,200. They are produced as by-products of various aluminum production processes and used to etch intricate circuitry features on semiconductors. Under normal operating conditions, anywhere from 10 to 80 percent of the PFC gases pass through the manufacturing tool chambers unreacted and are released into the atmosphere.

Sulfur Hexafluoride (SF₆) has a GWP of 23,900. Like PFCs, it is used in semiconductor manufacturing. SF₆ is also used in magnesium processing, as a tracer gas for leak detection, and in electrical transmission equipment, in circuit breakers. The compound is typically released into the atmosphere through aging equipment and during equipment maintenance and servicing.

Impacts of Greenhouse Gas and Climate Change

Global temperatures are expected to continue to rise as human activities continue to add the aforementioned greenhouse gases to the atmosphere. The Earth's average surface air temperature increased by more than 1.4°F from 1900 to 2000.²¹ The warmest global average temperatures on record have all occurred within the past 10 years, with the warmest being 2005 and 2010.²²

Most of the U.S. is expected to experience an increase in average temperature. Precipitation changes, which are very important to consider when assessing climate change effects, are more difficult to predict. Whether rainfall will increase or decrease remains difficult to project for specific regions.²³ The extent of climate change effects, and whether these effects prove harmful or beneficial, will vary by region, over time, and with the ability of different societal and

^{19/} U.S. Environmental Protection Agency, "Nitrous Oxide." Climate Change Web Site. Internet URL: <http://www.epa.gov/nitrousoxide/>. Updated June 22, 2010.

^{20/} Ibid.

^{21/} U.S. Environmental Protection Agency, "Climate Change Facts: Answers to Common Questions," Climate Change Web Site, Internet URL: <http://www.epa.gov/climatechange/facts.html#ref3>. Updated June 14, 2012.

^{22/} Ibid.

^{23/} Intergovernmental Panel on Climate Change, "Contribution of Working Group II to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change," Cambridge, United Kingdom. 2007.

environmental systems to cope with or adapt to the change. Human health, natural ecosystems, agriculture, coastal areas and heating and cooling requirements are examples of climate-sensitive systems. Rising average temperatures are already affecting the environment. Some observed changes include thawing of permafrost; shrinking of glaciers; later freezing and earlier break-up of ice on bodies of freshwater; lengthening of growing seasons; shifts in plant and animal ranges; and earlier flowering of trees.^{24,25}

Human Health Impacts

Climate change may increase the risk of vector-borne infectious diseases, particularly those found in tropical areas and spread by insects, such as malaria, dengue fever, yellow fever, and encephalitis.²⁶ Cholera, which is associated with algal blooms, could also increase. While these health impacts would largely affect tropical areas in other parts of the world, effects would also be felt in California. Warming of the atmosphere would be expected to increase smog and particulate pollution, which could adversely affect individuals with heart and respiratory problems, such as asthma or other lung diseases. Extreme heat events would also be expected to occur with more frequency and could adversely affect the elderly, children, and the homeless. Finally, the water supply impacts and seasonal temperature variations expected as a result of climate change could affect the viability of existing agricultural operations, making the food supply and food security more vulnerable.

Ecosystem and Biodiversity Impacts

Climate change is expected to have effects on diverse types of ecosystems, from alpine to deep-sea habitat.²⁷ As temperatures and precipitation change, seasonal shifts in vegetation would occur; this could affect the distribution of associated fauna and flora species. As the range of species shifts, habitat fragmentation could occur, with acute impacts on the distribution of certain sensitive species. The Intergovernmental Panel on Climate Change (IPCC) states that “20 percent to 30 percent of species assessed may be at risk of extinction from climate change impacts within this century if global mean temperatures exceed 2 to 3°C (3.6 to 5.4°F) relative to pre-industrial levels.”²⁸ Shifts in existing biomes could also make ecosystems vulnerable to encroachment by invasive species. Wildfires, which are an important control mechanism in many ecosystems, may become more severe and more frequent, making it difficult for native plant species to repeatedly re-germinate. In general, climate change is expected to put a number of stressors on ecosystems, with potentially catastrophic effects on biodiversity.

^{24/} Ibid.

^{25/} U.S. Environmental Protection Agency, “Impacts & Adaptation,” Climate Change Web Site, Internet URL: <http://www.epa.gov/climatechange/impacts-adaptation/>. Updated June 14, 2012.

^{26/} U.S. Environmental Protection Agency, “Human Health Impacts & Adaptation,” Climate Change Web Site, Internet URL: <http://www.epa.gov/climatechange/impacts-adaptation/health.html>. Updated June 14, 2012.

^{27/} Ibid.

^{28/} Intergovernmental Panel on Climate Change, “Contribution of Working Group II to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change,” Cambridge, United Kingdom. 2007.

Sea Level Rise Impacts

The impact on global climate change as a result of anthropogenic activities can be seen in the increases in air and ocean temperatures, rising sea levels, and widespread melting of snow and ice.²⁹ Eleven of the twelve years from 1995 through 2006 ranked among the warmest years of global surface temperature since 1850. Just as well, observations since 1961 showed that the ocean has been absorbing approximately 80% of the heat added to the global climate system. As a result, the warmer temperatures cause seawater expansion, thus increasing the volume and contributing to the rise in sea level. On average, global sea level rose at a rate of 1.8 millimeters per year over 1961 to 2003. Additionally, the decrease in glaciers and ice caps as well as the decrease in ice sheets of Greenland and Antarctica has been shown to contribute to sea level rise.³⁰ Coastal regions are known to be climate-sensitive areas and sea level rise, as a result of climate change, could impact these coastal zones. Shoreline erosion, coastal flooding, and water pollution affect man-made infrastructure and coastal ecosystems. The addition of varying rates of sea level rise could worsen the many problems that coastal areas already face.³¹

3.2.2 Applicable Regulations

Federal Air Quality Regulations

The Federal Clean Air Act (CAA), passed in 1970, established the national air pollution control program. The basic elements of the CAA are the National Ambient Air Quality Standards (NAAQS) for criteria air pollutants, hazardous air pollutants standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The NAAQS are the maximum allowable concentrations of criteria pollutants, over specified averaging periods, to protect human health. The CAA requires that the U.S. Environmental Protection Agency (USEPA) establish NAAQS and reassess, at least every five years, whether they are adequate to protect public health, based on current scientific evidence. The NAAQS are divided into primary and secondary standards; the former are set to protect human health within an adequate margin of safety, and the latter to protect environmental values, such as plant and animal life.

Data collected at permanent monitoring stations are used by the USEPA to classify regions as “attainment” or “nonattainment,” depending on whether the regions met the requirements stated in the primary NAAQS. Nonattainment areas are subject to additional restrictions, as required by the USEPA.

The CAA Amendments in 1990 substantially revised the planning provisions for those areas not currently meeting NAAQS. The Amendments identify specific emission reduction goals that require both a demonstration of reasonable further progress and attainment, and incorporate

^{29/} Intergovernmental Panel on Climate Change, “Summary for Policymakers. In: Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change,” Cambridge, United Kingdom. 2007.

^{30/} Ibid.

^{31/} U.S. Environmental Protection Agency, “Coastal Areas Impacts & Adaptation,” Climate Change Web Site, Internet URL: <http://epa.gov/climatechange/impacts-adaptation/coasts.html>. Updated June 14, 2012.

more stringent sanctions for failure to attain the NAAQS or to meet interim attainment milestones.

State Air Quality Regulations

The State of California began to set California ambient air quality standards (CAAQS) in 1969 under the mandate of the Mulford-Carrell Act. There were no attainment deadlines for the CAAQS originally. However, the State Legislature passed the California Clean Air Act (California CAA) in 1988 to establish air quality goals, planning mechanisms, regulatory strategies, and standards of progress to promote their attainment. The CARB, which became part of the California Environmental Protection Agency (Cal EPA) in 1991, is responsible for ensuring implementation of California CAA, responding to the federal CAA, and for regulating emissions from motor vehicles and consumer products.

The California CAA requires attainment of CAAQS by the earliest practicable date. The state standards are generally more stringent than the corresponding federal standards. Attainment plans are required for air basins in violation of the State O₃, PM₁₀, CO, SO₂, or NO₂ standards. Responsibility for achieving state standards is placed on the CARB and local air pollution control districts. District plans for nonattainment areas must be designed to achieve a 5-percent annual reduction in emissions. Preparation of and adherence to attainment plans are the responsibility of the local air pollution districts or air quality management districts.

Table 2 (Ambient Air Quality Standards for Criteria Air Pollutants) lists the NAAQS and CAAQS for criteria pollutants.

Federal Greenhouse Gas and Climate Change Regulation

The federal government has been involved in climate change issues at least since 1978, when Congress passed the National Climate Program Act (92 Stat. 601), under authority of which the National Research Council prepared a report predicting that additional increases in atmospheric CO₂ would lead to non-negligible changes in climate. At the “Earth Summit” in 1992 in Rio de Janeiro, President George W. Bush signed the United Nations Framework Convention on Climate Change (UNFCCC), a nonbinding agreement among 154 nations to reduce atmospheric concentrations of carbon dioxide and other greenhouse gases. The treaty was ratified by the U.S. Senate. However, when the UNFCCC signatories met in 1997 in Kyoto, Japan, and adopted a protocol that assigned mandatory targets for industrialized nations to reduce greenhouse gas emissions, the U.S. Senate expressed its opposition to the treaty. The Kyoto Protocol was not submitted to the Senate for ratification.

Table 2 - Ambient Air Quality Standards for Criteria Air Pollutants

Pollutant	Averaging Time	California Standards ^a		Federal Standards ^b		
		Concentration ^c	Method ^d	Primary ^{c,e}	Secondary ^{c,f}	Method ^g
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m ³)		0.075 ppm (147 µg/m ³)		
Respirable Particulate Matter (PM ₁₀)	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		—		
Fine Particulate Matter (PM _{2.5})	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	15 µg/m ³		
Carbon Monoxide (CO)	8 Hour	9 ppm (10 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m ³)	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—		
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (339 µg/m ³)		0.100 ppm (189 µg/m ³)	None	
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (57 µg/m ³)	—	Spectrophotometry (Pararosaniline Method)
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (365 µg/m ³)	—	
	3 Hour	—		—	0.5 ppm (1300 µg/m ³)	
	1 Hour	0.25 ppm (655 µg/m ³)		—	—	
Lead ^{h,i}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m ³		
	Rolling 3-Month Average ⁱ	—		0.15 µg/m ³		
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer—visibility of 10 miles or more (0.07 – 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70%. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ^h	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Source: California Air Resources Board, "Ambient Air Quality Standards." <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>. (February 16, 2010).
See footnotes on next page.

- a. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM₁₀, PM_{2.5}, and visibility reduction 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 averages or 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 in a year, averaged over 3 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 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard. For NO₂, the 1-hour standard is attained when the 3-year average of the 98th percentile of the daily maximum 1-hour average does not exceed 0.100 ppm.
- 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 CARB 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 USEPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by USEPA.
- h. The 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.
- i. National lead standard, rolling 3-month average: final rule signed October 15, 2008.

In *Massachusetts et al. v. Environmental Protection Agency et al.* [549 U.S. 497 (2007)], the U.S. Supreme Court ruled that CO₂ was an air pollutant under the Clean Air Act, and that consequently, the U.S. Environmental Protection Agency (USEPA) had the authority to regulate its emissions. The Court also held that the Administrator must determine whether emissions of greenhouse gases from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On April 24, 2009, the USEPA published its intention to find that (1) the current and projected concentrations of the mix of six key greenhouse gases—CO₂, CH₄, N₂O, HFCs, PFCs and SF₆—in the atmosphere threaten the public health and welfare of current and future generations, and that (2) the combined emissions of GHG from new motor vehicles and motor vehicle engines contribute to the atmospheric concentrations of these key greenhouse gases and hence to the threat of climate change (74 Federal Register 18886). These findings are required for subsequent regulations that would control GHG emissions from motor vehicles.

State Greenhouse Gas and Climate Change Regulation

Executive Order S-3-05 (GHG Emissions Reductions). Executive Order #S-3-05, signed by Governor Arnold Schwarzenegger on June 1, 2005, calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80% reduction in GHG emissions to below 1990 levels by 2050.

The California Global Warming Solutions Act of 2006 (AB 32). In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006 (Health and Safety Code § 38500 et seq.), into law. AB 32 was intended to effectively end the scientific debate in California over the existence and consequences of global warming. In general, AB 32 directs the California Air Resources Board (CARB) to do the following:

- On or before June 30, 2007, publicly make available a list of discrete early action

GHG emission reduction measures that can be implemented prior to the adoption of the statewide GHG limit and the measures required to achieve compliance with the statewide limit;

- By January 1, 2008, determine the statewide levels of GHG emissions in 1990, and adopt a statewide GHG emissions limit that is equivalent to the 1990 level (an approximately 25% reduction in existing statewide GHG emissions);
- On or before January 1, 2010, adopt regulations to implement the early action GHG emission reduction measures;
- On or before January 1, 2011, adopt quantifiable, verifiable, and enforceable emission reduction measures by regulation that will achieve the statewide GHG emissions limit by 2020, to become operative on January 1, 2012, at the latest. The emission reduction measures may include direct emission reduction measures, alternative compliance mechanisms, and potential monetary and non-monetary incentives that reduce GHG emissions from any sources or categories of sources as CARB finds necessary to achieve the statewide GHG emissions limit; and
- Monitor compliance with and enforce any emission reduction measure adopted pursuant to AB 32.

On December 11, 2008, the CARB approved the *Climate Change Scoping Plan*³² pursuant to AB 32. The Scoping Plan recommends a wide range of measures for reducing GHG emissions, including (but not limited to):

- Expanding and strengthening of existing energy efficiency programs;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a GHG emissions cap-and-trade program;
- Establishing targets for transportation-related GHG emissions for regions throughout the state, and pursuing policies and incentives to meet those targets;
- Implementing existing state laws and policies, including California’s clean car standards, goods movement measures and the Low Carbon Fuel Standard; and
- Targeted fees to fund the state’s long-term commitment to administering AB 32.

Executive Order S-01-07 (Low Carbon Fuel Standard). Executive Order #S-01-07 (January 18, 2007) establishes a statewide goal to reduce the carbon intensity of California’s transportation fuels by at least 10% by 2020 through establishment of a Low Carbon Fuel Standard. Carbon intensity is the amount of CO₂e per unit of fuel energy emitted from each stage of producing, transporting and using the fuel in a motor vehicle. On April 23, 2009 the Air Resources Board adopted a regulation to implement the standard.

^{32/} California Air Resources Board, *Climate Change Scoping Plan, a Framework for Change, Pursuant to AB 32, the California Global Warming Solutions Act of 2006* (December 11, 2008).

Senate Bill 97. Senate Bill 97 was signed by the governor on August 24, 2007. The bill required the Office of Planning and Research (OPR), by July 1, 2009, to prepare, develop and transmit to the resources agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by the California Environmental Quality Act (CEQA), including, but not limited to, effects associated with transportation or energy consumption. On April 13, 2009 OPR submitted to the Secretary for Natural Resources its proposed amendments to the State CEQA Guidelines for greenhouse gas emissions. The Resources Agency adopted those guidelines on December 30, 2009, and they became effective on March 18, 2010. The amendments treat GHG emissions as a separate category of impacts; i.e. they are not to be addressed as part of an analysis of air quality impacts.

Section 15064.4, which was added to the CEQA Guidelines, specifies how the significance of impacts from GHGs is to be determined. First, the lead agency should “make a good faith effort” to describe, calculate or estimate the amount of GHG emissions resulting from a project. After that, the lead agency should consider the following factors when assessing the impacts of the GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions, relative to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional or local plan for the reduction or mitigation of GHG emissions.

The Governor’s OPR asked the CARB to make recommendations for GHG-related thresholds of significance. On October 24, 2008, the CARB issued a preliminary draft staff proposal for *Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*.³³ After holding two public workshops and receiving comments on the proposal, CARB staff decided not to proceed with threshold development.³⁴ Quantitative significance thresholds, if any, are to be set by local agencies.

Senate Bill 375. Senate Bill 375 requires coordination of land use and transportation planning to reduce GHG emissions from transportation sources. Regional transportation plans, which are developed by metropolitan transportation organizations such as the Southern California Association of Governments (SCAG), are to include “sustainable community strategies” to reduce GHG emissions.

Title 24. The Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the *California Code of Regulations*) were established in 1978 in response to a

^{33/} California Air Resources Board. *Preliminary Draft Staff Proposal. Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*. Planning and Technical Support Division, Sacramento, California (October 24, 2008).

^{34/} Personal communication from Douglas Ito, California Air Resources Board, Sacramento, California, to Michael Rogozen, UltraSystems Environmental Inc., Irvine, California. March 29, 2010.

legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Compliance with Title 24 will result in decreases in GHG emissions. The California Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards on April 23, 2008 with an aim to promote the objectives listed below.³⁵

- Provide California with an adequate, reasonably-priced and environmentally-sound supply of energy.
- Respond to Assembly Bill 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its greenhouse gas emissions to 1990 levels by 2020.
- Pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs.
- Act on the findings of California's Integrated Energy Policy Report (IEPR) that Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing greenhouse gas emissions.
- Meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes.
- Meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards.

The provisions of Title 24, Part 6 apply to all buildings for which an application for a building permit or renewal of an existing permit is required by law. They regulate design and construction of the building envelope, space-conditioning and water-heating systems, indoor and outdoor lighting systems of buildings, and signs located either indoors or outdoors. Title 24, Part 6 specifies mandatory, prescriptive and performance measures, all designed to optimize energy use in buildings and decrease overall consumption of energy to construct and operate residential and nonresidential buildings.³⁶ Mandatory measures establish requirements for manufacturing, construction and installation of certain systems; equipment and building components that are installed in buildings.

3.2.3 Air Quality Plans

The SCAQMD is required to produce plans to show how air quality will be improved in the region. The CCAA requires that these plans be updated triennially to incorporate the most

^{35/} “2008 Building Energy Efficiency Standards.” California Energy Commission, Sacramento, California. (<http://www.energy.ca.gov/title24/2008standards/index.html>). These became effective January 1, 2010.

^{36/} *2008 Building Energy Efficiency Standards for Residential and Nonresidential Buildings*, California Energy Commission, (December 2008).

recent available technical information.³⁷ A multi-level partnership of governmental agencies at the federal, State, regional, and local levels implement the programs contained in these plans. Agencies involved include the USEPA, CARB, local governments, Southern California Association of Governments (SCAG), and SCAQMD. The SCAQMD and the SCAG are responsible for formulating and implementing the AQMP for the SCAB. The SCAQMD updates its AQMP every three years. The 2003 AQMP was adopted in August 2003. The CARB approved a modified version of the 2003 AQMP and forwarded it to the EPA in October 2003 for review and approval. The 2003 AQMP updates the attainment demonstration for the federal standards for O₃ and PM₁₀; replaces the 1997 attainment demonstration for the federal CO standard and provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for the federal NO₂ standard, which the SCAB has met since 1992.

The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone State Implementation Plan (SIP) for the SCAB for the attainment of the federal O₃ air quality standard. However, this revision points to the urgent need for additional emissions reductions (beyond those incorporated in the 1997/1999 Plan) from all sources, specifically those under the jurisdiction of the CARB and the USEPA, which account for approximately 80 percent of the O₃ precursor emissions in the SCAB.

On June 1, 2007, when the analysis based upon the 2003 AQMP was substantially complete, the SCAQMD Governing Board adopted the 2007 AQMP. The 2007 AQMP builds upon improvements accomplished from the previous plans, and aims to incorporate all feasible control measures while balancing costs and socioeconomic impacts. This AQMP focuses on O₃ and PM_{2.5}. The 2007 AQMP also incorporates significant new scientific data, emission inventories, ambient measurements, control strategies, and air quality modeling.

3.2.4 Local Regulations

The SCAQMD is required to produce plans to show how air quality will be improved in the region. The CCAA requires that these plans be updated triennially to incorporate the most recent available technical information.³⁸ A multi-level partnership of governmental agencies at the federal, State, regional, and local levels implement the programs contained in these plans. Agencies involved include the USEPA, CARB, local governments, Southern California Association of Governments (SCAG), and SCAQMD. The SCAQMD and the SCAG are responsible for formulating and implementing the AQMP for the SCAB. The SCAQMD updates its AQMP every three years. The 2003 AQMP was adopted in August 2003. The CARB approved a modified version of the 2003 AQMP and forwarded it to the EPA in October 2003 for review and approval. The 2003 AQMP updates the attainment demonstration for the federal standards for O₃ and PM₁₀; replaces the 1997 attainment demonstration for the federal CO standard and provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for the federal NO₂ standard, which the SCAB has met since 1992.

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^{37/} CCAA of 1988.

^{38/} CCAA of 1988.

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3.3 Regional Air Quality

The SCAQMD has jurisdiction over the SCAB. **Table 3** (Federal and State Attainment Status) shows the area designation status of the SCAB for each criteria pollutant for both the NAAQS and CAAQS. Based on regional monitoring data, the SCAB is currently designated as a non-attainment area for O₃, PM₁₀ and PM_{2.5}; a federal maintenance area for CO and NO₂; and an attainment area for SO₂. Designation of the SCAB as a maintenance area means that, although the Basin has achieved compliance with the NAAQS for CO and NO₂, control strategies that were used to achieve compliance must continue. The Federal ozone classification is “severe 17.”³⁹ A severe 17 non-attainment area has an 8-hour ozone design value of 0.127, up to, but not including, 0.187.⁴⁰ (The design value for ozone is the fourth highest daily maximum 8-hour concentration over a three-year period).⁴¹ The severe 17 classification means that the SCAB has 17 years from the adoption of the current 8-hour standard, i.e., until 2021, to reach attainment. The SCAQMD has requested that the federal 8-hour ozone classification be changed to “extreme,” which would modify the attainment deadline to June 15, 2024.

3.4 Local Air Quality

The SCAQMD monitors air quality throughout the SCAB at various monitoring stations. The project site is located within Source Receptor Area (SRA) Number 7. The closest monitoring station is the Burbank Monitoring Station (228 West Palm Avenue, Burbank, CA 91502), about 7.6 miles southeast of the Project site, which monitors CO, NO₂, SO₂, O₃, PM₁₀ and PM_{2.5}. Air quality monitoring data for the project area are shown in **Table 4** (Ambient Air Quality Monitoring Data for Burbank).

^{39/} U.S. Environmental Protection Agency. 2009. “California Ozone Nonattainment Areas in Blue Borders.” Green Book. www.epa.gov/air/oaqps/greenbook/ca8.html. Updated August 6, 2009.

^{40/} U.S. Environmental Protection Agency. 2009. “Designations.” Green Book. www.epa.gov/air/oaqps/greenbook/define.html. Updated August 6, 2009.

^{41/} Laxton, W.G. 1990. Director, Technical Support Division, Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency, Research Triangle Park, North Carolina. Memorandum to regional directors. June 18, 1990. Regarding ozone and carbon monoxide design value calculations. (WWW.EPA.gov/air/oaqps/greenbook/laxton.html).

Table 3 - Federal and State Attainment Status

Pollutants	Federal Classification	State Classification
Ozone (O ₃)	Non-Attainment (Severe 17)	Non-Attainment
Particulate Matter (PM ₁₀)	Non-Attainment (Serious)	Non-Attainment
Fine Particulate Matter (PM _{2.5})	Non-Attainment	Non-Attainment
Carbon Monoxide (CO)	Maintenance	Attainment
Nitrogen Dioxide (NO ₂)	Maintenance	Attainment
Sulfur Dioxide (SO ₂)	Attainment	Attainment
Sources: U.S. Environmental Protection Agency, "California 8-Hur Ozone Nonattainment Areas in Blue Borders." Green Book. [www.epa.gov/air/oaqps/greenbook/ca8.html]. Updated August 6, 2009; U.S. Environmental Protection Agency, "Counties Designated Nonattainment for PM-10." Green Book. [www.epa.gov/air/oaqps/mapppm10.pdf]. Accessed August 10, 2009; California Air Resources Board, "Area Designations Maps/State and National." [www.arb.ca.gov/design/adm/adm.htm]. February 9, 2009.		

3.5 Sensitive Receptors

The air quality analysis included estimation of the exposure of sensitive receptors to localized concentrations of criteria air pollutants. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours.⁴² **Figure 3** (Sensitive Receptor Areas Surrounding Whiteman Airport) shows sensitive receptors considered in this study, and **Table 5** (Sensitive Land Uses Near Whiteman Airport) describes them further.

^{42/} Section 4.1 includes more information on how sensitive receptors are defined for the purpose of localized significance analyses.

Table 4 - Ambient Air Quality Monitoring Data for Burbank

Air Pollutant	Standard/Exceedance	228 W. Palm Ave Burbank		
		2009	2010	2011
Carbon Monoxide (CO)	Year Coverage	97%	85%	96%
	Max. 1-hour Concentration (ppm)	ND ^a	ND	ND
	Max. 8-hour Concentration (ppm)	2.89	2.35	2.37
	# Days > Federal 1-hour Std. of 35 ppm	ND	ND	ND
	# Days > Federal 8-hour Std. of 9 ppm	0	0	0
	# Days > California 8-hour Std. of 9.0 ppm	0	0	0
Ozone (O ₃)	Year Coverage	97%	92%	93%
	Max. 1-hour Concentration (ppm)	0.145	0.111	0.120
	Max. 8-hour Concentration (ppm)	0.097	0.084	0.084
	# Days > Federal 8-hour Std. of 0.075 ppm	14	4	6
	# Days > California 1-hour Std. of 0.09 ppm	16	3	8
	# Days > California 8-hour Std. of 0.07 ppm	28	9	10
Nitrogen Dioxide (NO ₂)	Year Coverage	85%	76%	68%
	Max. 1-hour Concentration (ppm)	0.088	0.082	0.068
	Annual Average (ppm)	0.027	0.024	ND
	# Days > California 1-hour Std. of 0.18 ppm	0	0	0
Sulfur Dioxide (SO ₂)	Year Coverage	49%	83%	69%
	Max. 24-hour Concentration (ppm)	0.003	0.004	0.002
	Annual Average (ppm)	ND	ND	ND
	# Days > California 24-hour Std. of 0.04 ppm	ND	ND	ND
Respirable Particulate Matter (PM ₁₀)	Year Coverage	0%	95%	0%
	Max. 24-hour Concentration (µg/m ³)	130.3	51	96.7
	#Days > Fed. 24-hour Std. of 150 µg/m ³	0	0	0
	#Days > California 24-hour Std. of 50 µg/m ³	10	0	2
	Annual Average (µg/m ³)	38.9	ND	ND
Fine Particulate Matter (PM _{2.5})	Year Coverage	100%	100%	100%
	Max. 24-hour Concentration (µg/m ³)	67.5	43.7	47.8
	State Annual Average (µg/m ³)	14.3	12.4	13.2
	#Days > Fed. 24-hour Std. of 35 µg/m ³	11	4	5
	Federal Annual Average (µg/m ³)	14.3	12.4	13.2
Source: California Air Resources Board, "iADAM Air Quality Data Statistics." Internet URL: http://www.arb.ca.gov/adam/ (October 9, 2012) South Coast Air Quality Management District, "Historical Data by Year." Internet URL: http://www.aqmd.gov/smog/historicaldata.htm (October 9, 2012)				
^a There was insufficient (or no) data available to determine the value.				



Figure 3
Sensitive Receptors Surrounding Whiteman Airport

Table 5 – Sensitive Land Uses Near Whiteman Airport

Sensitive Land Use	Location	Distance from Nearest Airport Boundary (Feet)
Single-family residential	Northwest side of Pierce Street between Herrick Avenue and Glenoaks Boulevard	1,210
Multiple-family residential	Northwest side of Pierce Street between Norris Avenue and Pala Avenue	1,020
Single-family residential	Northwest side of Pierce Street between Pala Avenue and Sutter Avenue	780
Single-family residential	Southwest side of Ilex Avenue	500
Single-family residential	Southwest of San Fernando Road and Northeast of El Dorado Avenue	1,230
Single-family residential	Southeast of Osborne Street between San Fernando Road and Bradley Avenue	900
Multiple-family residential	West side of Osborne Street at end of De Haven Avenue	730
Single-family residential	Southeast of Airpark Way, east of Airport	1,720
Shelter Isle Mobile Estates (mobile home park)	Northeast corner of Pierce Street and De Foe Avenue and southeast corner of Glenoaks Boulevard and Gain Street	570

4.0 AIR QUALITY AND GREENHOUSE GAS IMPACTS ANALYSIS

This analysis was prepared in accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines, and with the SCAQMD *CEQA Air Quality Handbook*. Air quality impacts are typically divided into short-term and long-term impacts. Short-term impacts are associated with construction activities, such as site grading, excavation, and building construction of a proposed project. Long-term impacts are associated with the operation of a proposed project upon its completion.

4.1 CEQA Impact Review Criteria

Air Quality

In accordance with *State CEQA Guidelines* Appendix G, implementation of the proposed project would result in a potentially significant impact if it were to:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- 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 (including releasing emissions that exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

Where available, the significance criteria established by the applicable air quality management district (AQMD) or air pollution control district (APCD) may be relied upon to make the significance determinations. As will be discussed in the next section, the SCAQMD has developed a *CEQA Air Quality Handbook* to provide a protocol for air quality analyses that are prepared under the requirements of CEQA.

Greenhouse Gas and Climate Change

In accordance with *State CEQA Guidelines* Appendix G, implementation of the proposed project would result in a potentially significant impact if it were to:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

4.1.1 Emission Thresholds for Regional Impacts

Air Quality

The SCAQMD has established thresholds of significance, which are summarized in **Table 6** (SCAQMD Significance Thresholds) for pollutant emissions during a project’s construction and operation. A project is considered to have a regional air quality impact if emissions from its construction and/or operational activities exceed the corresponding SCAQMD significance thresholds.

Table 6 - SCAQMD Significance Thresholds

Project Phase	Pollutant Emission Threshold (lbs/day)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Construction	75	100	550	150	55	150
Operation	55	55	550	150	55	150

Source: SCAQMD, *CEQA Air Quality Handbook*, November 1993 (Revised October 2006).

Greenhouse Gas and Climate Change

Although the County of Los Angeles does not yet have a climate action plan, and has not adopted a quantitative threshold of significance for greenhouse gases, the County is within the South Coast Air Quality Management District’s (SCAQMD) jurisdiction; therefore, the SCAQMD’s Interim Thresholds⁴³ will be used for this analysis. In October, 2008, the SCAQMD issued its *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. The SCAQMD Board approved the document at its December 5, 2008 meeting.

The SCAQMD guidance proposes a tiered approach to establishing a significance threshold. It is designed to “capture” 90 percent of GHG emissions; that is, the threshold is low enough that it applies to the sources of 90 percent of the region’s GHG emissions, and is high enough that it excludes most minor sources. The 90 percent approach of the SCAQMD thresholds is also consistent with AB 32. The SCAQMD approach considers “direct, indirect, and, to the extent information is available, life cycle emissions during construction and operation. Per the guidance, construction emissions will be amortized over the life of the project, defined as 30 years, added to the operational emissions, and compared to the applicable interim GHG significance threshold tier.”

As noted above, the SCAQMD’s guidance uses a tiered approach rather than a single numerical emissions threshold. If a project’s GHG emissions “fail” the non-significance of a given tier, then one goes to the next one. The tiers are summarized very briefly as follows.

Tier 1 – Applicable Exemptions. This tier no longer applies, so it is necessary to consider the next tier.

⁴³ Smith, S. and Krause, M. *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. South Coast Air Quality Management District, Diamond Bar, California, October 2008.

Tier 2 – Emissions Within Budgets of Regional Plans. GHG emissions are less than significant if the project is consistent with a local GHG reduction plan; however, the County of Los Angeles does not have an adopted local GHG reduction plan that meets all the following requirements classified in Tier 2: comply with AB32 GHG reduction goals; include emissions estimates agreed upon by either CARB or the Air Quality Management District (AQMD), have been analyzed under CEQA, have a certified Final CEQA document; include a GHG emissions inventory tracking mechanism; and include a process to monitor progress in achieving GHG emission reduction targets, and a commitment to remedy the excess emissions if GHG reduction goals are not met (enforcement). Thus, Tier 2 no longer applies, so it is necessary to consider the next tier.

Tier 3 - 90 Percent Capture Rate Emission Thresholds. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified projects would be subject to CEQA analysis. As stated in the thresholds document, the 90 percent emission capture rate is appropriate to address long-term adverse impacts associated with global climate change, and would capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth. For residential/commercial sectors, the Tier 3 numerical threshold is 3,000 metric tons CO₂e (MTCO₂e) per year.⁴⁴

Tiers 4 and 5. These tiers are not relevant to the analysis and so will not be discussed.

4.1.2 Emission Thresholds for Localized Impacts

As part of its environmental justice program to address localized air quality impacts of a development project, SCAQMD developed localized significance thresholds (LSTs) in 2003.⁴⁵ LSTs represent the maximum NO_x, CO, PM₁₀, and PM_{2.5} emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. NO_x and CO LSTs are developed based on the ambient concentrations of that pollutant for each SRA and distance to the nearest off-site receptor. For PM₁₀, LSTs were derived based on requirements in SCAQMD Rule 403. Note that LST does not apply to ROG emissions, since there is no ambient air quality standard for ROG.

For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours. Commercial and industrial facilities are not included in the definition of sensitive receptor, because employees typically are present for shorter periods of time, such as eight hours. Therefore, applying a 24-hour standard for PM₁₀ is appropriate not only because the averaging period for the state standard is 24 hours, but because the sensitive receptor would be present at the location for the full 24 hours.

The SCAQMD has developed mass rate look-up tables that can be used to determine whether a project may generate significant localized air quality impacts to off-site receptors (including

^{44/} Ibid., P. 3-15.

^{45/} SCAQMD. 2003. *Localized Significance Threshold Methodology*. 2003.

sensitive receptors). Note that the use of LSTs is voluntary, to be implemented at the discretion of the lead agency pursuant to CEQA.

4.1.3 Impacts of Carbon Monoxide Hotspots

The significance of localized project operational impacts is evaluated through a CO hotspot analysis. Hotspots are elevated concentrations of CO in small areas (mainly street intersections) that result from motor vehicle emissions in heavy traffic. They are analyzed because of their potentially significant effect on sensitive receptors. Adherence to the CAAQS or NAAQS is typically demonstrated through an analysis of localized (micro scale) CO concentrations. When ambient levels are below the State or federal CO standards excluding all project emissions, a project is considered to have significant impacts if project-related emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase one-hour CO concentrations by 1.0 ppm or more or eight-hour CO concentrations by 0.45 ppm or more.⁴⁶

4.2 Methodology

Estimated air and GHG (CO₂, CH₄, and N₂O) emissions from the Project’s on-site and off-site Project activities were calculated using the CalEEMod emissions model. CalEEMod is a planning tool for estimating emissions related to land use projects. The model incorporates EMFAC2007 emission factors to estimate on-road vehicle emissions; and emission factors and assumptions from the CARB’s OFFROAD2007 model to estimate off-road construction equipment emissions.⁴⁷ Model-predicted project emissions are compared with applicable thresholds to assess regional air quality impacts. When applicable, the potential for the project to contribute to CO hotspots is assessed using the CALINE4 model.⁴⁸

4.3 Air Quality Impacts

4.3.1 Short-Term Impacts

Project construction activities will generate short-term air quality impacts. Construction emissions can be distinguished as either on-site or off-site. On-site air pollutant emissions consist principally of exhaust emissions from off-road heavy-duty construction equipment, as well as fugitive particulate matter from earthworking and material handling operations. Off-site emissions result from workers commuting to and from the job site, as well as from trucks hauling construction debris for disposal.

The analysis focused upon 14 airport improvement “projects” to be implemented between 2011 and 2021. A summary of the projects, and maps showing their locations, are in **Appendix A**. Estimates of the types and numbers of pieces of equipment anticipated in each phase of construction and development were based on equipment requirements of similar airport

^{46/} SCAQMD. 1993. *CEQA Air Quality Handbook*. April.

^{47/} *California Emissions Estimator Model™ (CalEEMod) User’s Guide, Version 2011.1*. Prepared by ENVIRON International Corporation, Emeryville, California for South Coast Air Quality Management District, Diamond Bar, California (February, 2011). (<http://www.aqmd.gov/caleemod/doc/UsersGuide.pdf>). Accessed November 26, 2012.

^{48/} California Department of Transportation. 1989. *CALINE4 Manual*. June.

construction projects. Pollutant emissions would vary from day to day depending on the intensity and type of construction activity.

Project construction emissions were estimated using the construction module of CalEEMod. For the purpose of this analysis, it was estimated that the construction of the proposed projects would begin in February 2013 and take 10 years. The types and numbers of pieces of equipment anticipated in each phase of construction and development were estimated based on equipment requirements of similar airport construction projects. Equipment exhaust emissions were determined using CalEEMod default values for horsepower and load factors, which are from the CARB's OFFROAD2007 model. **Table 7** (Maximum Daily Construction Emissions of Criteria Pollutants, Unmitigated) summarizes the modeling results for the maximum daily construction emissions of each criteria pollutant, and accounts for the overlap in construction timing in 2016 and 2018.

Table 8 (Maximum Annual Construction GHG Emissions) summarizes the modeling results for maximum annual construction emissions of GHGs. As will be discussed in **Section 4.3.2**, construction GHG emissions are amortized over 30 years, per SCAQMD's Interim Thresholds. Modeling assumptions and output files are provided in **Appendix B**.

Table 7 - Maximum Daily Construction Emissions of Criteria Pollutants, Unmitigated

Construction Activity	Maximum Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Cumulative Emissions	10.81	88.26	63.70	127.12	7.28
Time Period Start	03-03-14	03-03-14	03-03-14	03-03-14	01-02-15
Time Period End	06-20-14	06-20-14	06-20-14	06-20-14	05-21-15
Project Number(s) / Construction Activities	1.3 / Grading	1.3 / Grading	1.3 / Grading	1.3 / Grading	1.4 / Grading
<i>SCAQMD Significance Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>55</i>
Significant (Yes or No)	No	No	No	No	No

Source: Calculated by UltraSystems with CalEEMod (Version 2011.1.1).

Table 8 - Maximum Annual Construction GHG Emissions, Unmitigated

Year ^a	Greenhouse Gas Emissions (MT/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
2013	9.12	0.00 ^b	0.00	9.13
2014	31.24	0.00	0.00	31.28
2015	55.65	0.00	0.00	55.72
2016	81.63	0.00	0.00	81.73
2017	100.97	0.01	0.00	101.09
2018	108.82	0.01	0.00	108.94
2019	114.59	0.01	0.00	114.72
2020	121.27	0.01	0.00	121.40
2021	132.31	0.01	0.00	132.45
2022 through 2042	138.03	0.01	0.00	138.18
2043	128.91	0.01	0.00	129.05
2044	106.79	0.01	0.00	106.90
2045	82.39	0.00	0.00	82.46
2046	56.40	0.00	0.00	56.45
2047	37.07	0.00	0.00	37.09
2048	29.22	0.00	0.00	29.24
2049	23.44	0.00	0.00	23.46
2050	16.77	0.00	0.00	16.78
2051	5.73	0.00	0.00	5.73

^a Construction emissions were amortized for 30 years per SCAQMD's Interim Threshold Guidance.

^b Values were rounded to nearest two digits.

Source: Calculated by UltraSystems with CalEEMod (Version 2011.1.1).

4.3.2 Long-Term Impacts

Air Quality Impacts

As discussed in Section 2.0, *no increase in annual aircraft operations from the 2010 (NOP date) level is assumed in this analysis.* Therefore, emissions from aircraft operations, from aircraft as well as from ground support equipment, were not estimated. The primary source of operational emissions would be vehicle exhaust emissions generated from project-induced vehicle trips, known as “mobile source emissions.” Other emissions, identified as “area source emissions,” would be generated from energy consumption for water and space heating for the proposed terminal facility; structural maintenance and landscaping activities; and use of consumer products. These operational emissions were estimated for Project 2.1, Construction of Public Use General Aviation Building and Associated Parking and Green Space, and are the only operational emissions that are anticipated to be over the 2010 baseline. None of the other 13 projects to be implemented between 2013 and 2022 will affect the number of vehicle trips or generate area source emissions.

Operational air and GHG emissions for Project 2.1, as described above, were estimated using the operational (vehicle) and area emissions modules of CalEEMod. The vehicle trip generation rates of the proposed project were obtained from vehicle counts provided by the County of Los Angeles Department of Public Works, which keeps records of vehicles entering and exiting Whiteman Airport at the Main, North and South gates.⁴⁹ In addition, default values generated by CalEEMod, including the expected vehicle fleet mix for 2016, when project 2.1 is operational, and vehicle traveling speed and distance assumptions, were used in the model run. CalEEMod’s default values for temperature for Los Angeles County were used.

The model-predicted area source and mobile source emissions for the proposed project at full buildout are shown in **Table 9** (Net Daily Project Operational Emissions Increase Over Baseline). Detailed output sheets are provided in **Appendix B**.

Table 9 – Net Daily Project Operational Emissions Increase Over Baseline

Emissions Source	Pollutant (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Area Source Emissions	0.43	0.05	0.04	0.00	0.00
Mobile Source Emissions	4.74	11.24	44.73	9.52	0.83
Total Operational Emissions	5.17	11.29	44.77	9.52	0.83
<i>SCAQMD Significance Thresholds</i>	55	55	550	150	55
Significant (Yes or No)	No	No	No	No	No

Source: Calculated by UltraSystems with CalEEMod (Version 2011.1.1).

As indicated in **Table 9**, the long-term project operational emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5} will be less than significant.

^{49/} Traffic data provided via email from Patrick Di Leva, County of Los Angeles, Department of Public Works, Alhambra, California to Robert Rusby, UltraSystems Environmental, Inc., Irvine, California (June 22, 2010) .

Greenhouse Gas and Climate Change Impacts

As described above, operational GHG emissions were estimated for Project 2.1, Construction of Public Use General Aviation Building and Associated Parking and Green Space, and are the only operational emissions that are anticipated to be over the 2010 baseline. The methodology for this section is the same as that for the criteria pollutants.

The model-predicted area source and mobile source GHG emissions for the proposed project for 2016, and 2017 and beyond are shown in **Table 10** (2016 Net Annual Project Operational GHG Emissions Increase Over Baseline), and **Table 11** (Buildout Net Annual Project Operational GHG Emissions Increase Over Baseline), respectively. In 2016, Project 2.1 is estimated to operate for 29 days of the year after construction is completed; from 2017 and beyond, Project 2.1 is expected to be operational the entire calendar year. **Table 12** (Cumulative Annual Construction and Operational GHG Emissions) summarizes the maximum annual total CO₂e from both construction and operations of the proposed project.

Table 10 – 2016 Net Annual Project Operational GHG Emissions Increase Over Baseline

Emissions Source	Greenhouse Gas (MT/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Source Emissions	14.18	0.02	0.00	14.74
Mobile Source Emissions	75.02	0.00	0.00	75.08
Total Operational Emissions	89.19	0.03	0.00	89.82

Source: Calculated by UltraSystems with CalEEMod (Version 2011.1.1).

Table 11 – Buildout Net Annual Project Operational GHG Emissions Increase Over Baseline

Emissions Source	Greenhouse Gas (MT/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Source Emissions	178.41	0.28	0.00	185.53
Mobile Source Emissions	944.21	0.04	0.00	944.99
Total Operational Emissions	1,122.62	0.32	0.00	1,130.52

Source: Calculated by UltraSystems with CalEEMod (Version 2011.1.1).

Table 12 – Cumulative Annual Construction and Operational GHG Emissions

Year	MTCO ₂ e/year		
	Construction	Operational	Total
2013	9.13	0.00	9.13
2014	31.28	0.00	31.28
2015	55.72	0.00	55.72
2016	81.73	89.82	171.55
2017	101.09	1,130.52	1,231.61
2018	108.94	1,130.52	1,239.46
2019	114.72	1,130.52	1,245.24
2020	121.40	1,130.52	1,251.92
2021	132.45	1,130.52	1,262.97
2022 through 2042	138.18	1,130.52	1,268.70
2043	129.05	1,130.52	1,259.57
2044	106.90	1,130.52	1,237.42
2045	82.46	1,130.52	1,212.98
2046	56.45	1,130.52	1,186.97
2047	37.09	1,130.52	1,167.61
2048	29.24	1,130.52	1,159.76
2049	23.46	1,130.52	1,153.98
2050	16.78	1,130.52	1,147.30
2051	5.73	1,130.52	1,136.25

Source: Calculated by UltraSystems with CalEEMod (Version 2011.1.1).

As shown in **Table 12**, the maximum annual GHG emissions are 1,269 MTCO₂e, and occur from 2022 to 2042. Because the maximum annual GHG emissions are less than the SCAQMD Interim Threshold of 3,000 MTCO₂e per year, the GHG and climate change impacts will be less than significant.

4.3.3 Sensitive Receptors

Sensitive receptors are persons who are more susceptible to air pollution than the general population, such as children, athletes, the elderly, and the chronically ill. Examples of land uses where substantial numbers of sensitive receptors are often found are schools, daycare centers, parks, recreational areas, medical facilities, nursing homes, and convalescent care facilities. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants. Residential neighborhoods are on almost all sides of the airport. The nearest sensitive receptor varies from improvement project to project.

Short-Term Impacts

Construction of the proposed project would generate short-term and intermittent emissions. The localized significance analysis compares the onsite construction emissions for each project

with the threshold developed through the SCAQMD’s LSTs. **Table 13** through **Table 16** show the results of the localized significance analyses for construction emissions, which were based upon the SCAQMD’s LSTs for a one-acre disturbance area.⁵⁰ For Project 1.3, which has a maximum daily disturbed area of 8.5 acres, the LST value for 5 acres was used. Note that Project 2.11 and 3.10 were not included in the localized significance analysis since these projects would not require construction activities.

Table 13 – Results of Localized Significance Analysis for NO_x

Project Number	Nearest Receptor Type	Distance From Receptor (m)	Calculated Emissions (lbs/day)	Threshold Emissions (lbs/day)	Exceeds Threshold?
1.2	Multiple Family Residential	19	4.29	80	No
1.3	Single Family Residential	346	41.05	155	No
1.4	Single Family Residential	403	52.77	169	No
1.5	Single Family Residential	346	3.65	155	No
2.1 and 2.2	Single Family Residential	386	6.68	165	No
2.2 and 2.1	Single Family Residential	64	6.68	85	No
2.3	Single Family Residential	94	3.05	92	No
2.7	Single Family Residential	205	19.34	123	No
2.9 and 2.10	Single Family Residential	521	6.39	191	No
2.10 and 2.9	Single Family Residential	17	6.39	80	No
3.3	Single Family Residential	171	2.35	114	No
3.8	Single Family Residential	76	16.22	88	No

^{50/} A one-acre area was selected because each project’s work area, with the exception of Project 1.3, is less than or equal to one-acre.

Table 14 – Results of Localized Significance Analysis for CO

Project Number	Nearest Receptor Type	Distance From Receptor (m)	Calculated Emissions (lbs/day)	Threshold Emissions (lbs/day)	Exceeds Threshold?
1.2	Multiple Family Residential	19	3.64	498	No
1.3	Single Family Residential	346	23.51	4,671	No
1.4	Single Family Residential	403	33.02	5,642	No
1.5	Single Family Residential	346	3.55	4,671	No
2.1 and 2.2	Single Family Residential	386	7.04	5,355	No
2.2 and 2.1	Single Family Residential	64	7.04	847	No
2.3	Single Family Residential	94	3.48	1,104	No
2.7	Single Family Residential	205	15.34	2,303	No
2.9 and 2.10	Single Family Residential	521	6.88	7,267	No
2.10 and 2.9	Single Family Residential	17	6.88	498	No
3.3	Single Family Residential	171	3.39	1,912	No
3.8	Single Family Residential	76	16.98	957	No

Table 15 – Results of Localized Significance Analysis for PM₁₀

Project Number	Nearest Receptor Type	Distance From Receptor (m)	Calculated Emissions (lbs/day)	Threshold Emissions (lbs/day)	Exceeds Threshold?
1.2	Multiple Family Residential	19	0.32	4	No
1.3	Single Family Residential	346	8.11	124 ^a	No
1.4	Single Family Residential	403	9.15	110	No
1.5	Single Family Residential	346	0.25	94	No
2.1 and 2.2	Single Family Residential	386	0.5	105	No
2.2 and 2.1	Single Family Residential	64	0.5	17	No
2.3	Single Family Residential	94	0.2	24	No
2.7	Single Family Residential	205	1.34	55	No
2.9 and 2.10	Single Family Residential	521	0.44	136	No
2.10 and 2.9	Single Family Residential	17	0.44	4	No
3.3	Single Family Residential	171	0.12	46	No
3.8	Single Family Residential	76	1.04	20	No

^aFor a 5-acre site.

Table 16 – Results of Localized Significance Analysis for PM_{2.5}

Project Number	Nearest Receptor Type	Distance From Receptor (m)	Calculated Emissions (lbs/day)	Threshold Emissions (lbs/day)	Exceeds Threshold?
1.2	Multiple Family Residential	19	0.32	3	No
1.3	Single Family Residential	346	5.29	42	No
1.4	Single Family Residential	403	6.38	52	No
1.5	Single Family Residential	346	0.25	42	No
2.1 and 2.2	Single Family Residential	386	0.44	49	No
2.2 and 2.1	Single Family Residential	64	0.44	5	No
2.3	Single Family Residential	94	0.2	8	No
2.7	Single Family Residential	205	1.34	19	No
2.9 and 2.10	Single Family Residential	521	0.44	68	No
2.10 and 2.9	Single Family Residential	17	0.44	3	No
3.3	Single Family Residential	171	0.12	15	No
3.8	Single Family Residential	76	1.04	6	No

As shown in **Table 13** through **Table 16**, unmitigated emissions are below the LSTs for all pollutants. According to the SCAQMD, if emissions are below the threshold for an area that is less than the project disturbed area, then they will be considered to be below the threshold for their actual area.⁵¹ In other words, as the area of the disturbed area increases, so does the threshold. Thus, if the project is less than significant using a threshold for a disturbed area that is smaller than what is present (a lower threshold than the threshold that should exist), then the project will be less than significant. Therefore the localized impact for all the projects will be less than significant.

Although sensitive receptors would be exposed to diesel exhaust from construction equipment, which has been associated with lung cancer,⁵² the duration of exposure would not be sufficient to result in a significant cancer risk. Carcinogenic health risk assessments are based upon an assumption of 70 years continuous exposure, while the exposure in the present case would be intermittent over a maximum of about ten years. Therefore, no cancer health risk assessment was necessary. Acute noncancer risk assessments are based upon one-hour maximum

^{51/} Personal communication from James Koizumi, South Coast Air Quality Management District, Diamond Bar, California to Michael Rogozen, UltraSystems Environmental Incorporated, Irvine, California (July 8, 2008).

^{52/} California Environmental Protection Agency, Office of Environmental Health Hazard Assessment. 1998. *Part B: Health Risk Assessment for Diesel Exhaust*. May.

exposures, but acute reference exposure levels (RELs) for diesel exhaust and diesel particulate matter have not been established by the Office of Environmental Health Hazard Assessment.⁵³

Long-Term Impacts

As discussed above, aircraft operations will remain below 2010 levels. Because ground-based operations are somewhat proportional to aircraft operation, the proposed project would not introduce significant new sources of stationary source emissions. (See **Table 9.**) Area source emissions generated on-site by operation and maintenance of the proposed airport land uses would be minimal, and would not expose adjacent sensitive receptors to substantial pollutant concentrations.

In general, increased local vehicle traffic may contribute to off-site air quality impacts. The traffic increases in nearby intersections may contribute to traffic congestion, which may create “pockets” of CO called hotspots. These pockets have the potential to exceed the State 1-hour standard of 20 ppm and/or the 8-hour standard of 9.0 ppm, thus affecting sensitive receptors that are close to these roadways or intersections. CO hotspots typically are found at busy intersections, but can also occur along congested major arterials and freeways. They occur mostly in the early morning hours when winds are stagnant and ambient CO concentrations are elevated. In accordance with the California Department of Transportation (Caltrans) CO Protocol,⁵⁴ CO hotspots are evaluated when a project degrades the level of service (LOS) at a nearby signalized intersection to “E” or worse. Typically, hotspots analyses are not performed for unsignalized intersections, which have lower traffic volumes than those with signals. This is particularly the case when a hotspots analysis shows no impacts for the most congested, signalized intersections.

Although a traffic analysis was not prepared for the proposed Airport Master Plan Update,⁵⁵ none of the main roadways (Pierce Street, San Fernando Road, Osborne Street, and Glenoaks Boulevard) or key intersections in the vicinity of Whiteman Airport are included as part of the Los Angeles County Metropolitan Transportation Authority's Draft 2010 Congestion Management Program (CMP). As the project is not intended to increase capacity, the project would not conflict with the County's CMP. Because airport-related traffic will not increase, the project will not degrade the LOS at any nearby signalized intersection to “E” or worse. Therefore, a CO hotspots analysis is not required.

Regarding exposure of sensitive receptors to diesel exhaust, or particulate matter, as discussed above in the **Section 4.3.3**, the project operations would not include any major diesel particulate matter sources. As the general aviation operations will not increase in the future, the only increase in operations from 2010 is associated with the new general aviation building. The general aviation building includes a lobby, administrative services, a pilots’ lounge, offices, a supply shop, and a restaurant. None of the general aviation building’s land uses is a major

^{53/} California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, “All Acute Reference Exposure Levels developed by OEHHA as of May 2000. (www.oehha.ca.gov/air/acute_rels/allAcRELS.html).

^{54/} California Department of Transportation. 1997. *Transportation Project-Level Carbon Monoxide Protocol*.

^{55/} No traffic analysis was prepared because the Los Angeles Department of Public Works anticipated that the *Whiteman Master Plan Update* would not cause a major increase to the surrounding traffic.

source of diesel particulate matter; therefore, no hazardous risk assessment is required for operations.

4.3.4 Objectionable Odors

Construction activities for the proposed project would generate temporary airborne odors associated with the operation of construction vehicles (i.e., diesel exhaust), asphalt paving operations, and the application of paints and coatings. These emissions would occur during daytime hours only, and would be isolated to the immediate vicinity of the construction site and activity. Therefore, they would not affect a substantial number of sensitive receptors such as nearby residents. When project construction is completed, odors from the proposed uses of the proposed project would not significantly differ from odors emanating from typical airports and office buildings, or the 2010 baseline. Finally, no wastewater treatment plants or other industrial facilities known to cause odors are within 1,000 feet of the project site.

4.3.5 Conformity with Air Quality Management Plan

As discussed in **Section 3.2.4**, The SCAQMD has established an AQMP that proposes policies and measures to achieve federal and State standards for healthful air quality in the SCAB. The most recently approved AQMP was adopted by the SCAQMD Board of Directors on June 1, 2007.

The AQMP incorporates land use assumptions from local general plans and regional growth projections developed by Southern California Association of Governments (SCAG) to estimate stationary and mobile air emissions associated with projected population and planned land uses. If the proposed land use is consistent with the local general plan, then the impact of the project is presumed to have been accounted for in the AQMP. This is because the land use and transportation control sections of the AQMP are based on the SCAG regional growth forecasts, which incorporated projections from local general plans.

Another measurement tool in determining consistency with the AQMP is to determine whether a project would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecasted in the AQMP and how the project would accommodate the expected increase in population or employment.

The proposed project, which would make improvements to an existing site with existing use as a general aviation airport, will not conflict with the land use designation specified in the City's General Plan because the Whiteman Airport is located on land designated as *Public Facilities*, which includes general aviation airports. In addition, the proposed project is neither a source of new housing nor a significant source of new jobs. The improvements include at-grade improvements such as improvements to the airport runways, reconfiguration of existing roadways within airport property, and construction of a new automobile parking lot and a new non-airworthy aircraft tie-down parking area, which would not build new homes or businesses, thus the project would neither be a source of new housing nor a significant source of new jobs. Furthermore, the airport currently employs approximately 10 individuals and is estimated to employ an additional five in the next two decades. Hence, the proposed project is not considered growth or population-inducing on a regional scale. Therefore, the proposed project

will not conflict with or obstruct the implementation of the AQMP. The impact will be less than significant.

4.3.6 Cumulative Impacts

The Airport Master Plan Update proposes to implement 14 projects between 2013 and 2022. Taking into account the tentative implementation schedule and the time required for each project, UltraSystems estimated that in all years except 2016 and 2018, only one project would be executed at any given time. In 2016, two projects would be implemented simultaneously for most of the year, while in 2018, two projects would be implemented simultaneously for approximately one month. In all cases, construction impacts will be short term and less than significant.

5.0 MITIGATION MEASURES

The analysis of construction and operational emissions determined that regional air quality impacts would be less than significant without mitigation; therefore, mitigation measures will not be required.

APPENDICES

APPENDIX A
AIRPORT MASTER PLAN UPDATE IMPROVEMENTS

**5-YEAR FEDERAL AIRPORT CAPITAL IMPROVEMENT PLAN (ACIP) &
10-YEAR STATE CAPITAL IMPROVEMENT PLAN - CALIFORNIA AVIATION SYSTEM PLAN (CIP)
COUNTY OF LOS ANGELES -- WHITEMAN AIRPORT**

	Project	Program Year	Funding Source			Description
			FAA	State	County	
Whiteman (WHP)	Replace Perimeter Fencing and Upgrade Gate Access System (MP) \$1,313,000	2013	\$1,247,350.00	\$0.00	\$65,650.00	Consistent with item WHP-06-004 of the Runway Safety Action Plan for the airport, this project improves the perimeter fencing to reduce the potential for Vehicle/Pedestrian Deviations. The project replaces approx. 10,000 linear feet of perimeter fencing. New perimeter fencing will be comprised of 8-foot tall chain link fencing, with 3 additional strands of barbed wire on top, for a total perimeter fence height of 9 feet. The existing 3 vehicle gates will be enhanced to prevent unauthorized access to the airside of the airport.
	Grade and Stabilize Hillside (MP) \$4,000,000	2014	\$3,800,000.00	\$0.00	\$200,000.00	A lower section of the existing hill on the northeast portion of the airport will be graded and stabilized allowing for approximately 2.6 acres of land for aviation use.
	Reroute Airpark Way (MP) \$1,594,500	2015	\$1,435,050.00	\$0.00	\$159,450.00	Once the hill has been graded, Airpark Way will be rerouted to provide approximately 2.6 acres of land available for aviation use to include, but not be limited to, ramp/apron area for aircraft parking. The road will be routed adjacent to the stabilized portion of the hill, along the northeastern side of the airport.
	Construct Transient Parking Ramp (MP) \$1,954,400	2015	\$1,758,960.00	\$0.00	\$195,440.00	A new 71,000 square yard transient parking ramp/apron will be constructed in the northeast portion of the airport. The ramp/apron will include 35 tie-downs to accommodate transient aircraft. The project will include the necessary perimeter fencing to secure the ramp/apron as well as the installation of apron area lighting.

	Project	Program Year	Funding Source			Description
			FAA	State	County	
Whiteman (WHP)	Construct Public Use General Aviation Building, Associated Parking and Green Space (MP) \$2,917,400	2016	\$1,923,000.00	\$0.00	\$994,400.00	A two-story public use general aviation building (approximately 16,000 sf) will be constructed approximately midfield to accommodate a lobby/waiting area, administrative offices, a pilots lounge, flight planning offices, a pilot supply shop, a restaurant, public restrooms, and office space. All facilities will be ADA compliant. Associated with the public use general aviation building, approximately 5,300 sf will be constructed to include 93 vehicle parking spaces. Also adjacent to the general aviation building, a green space / public viewing area with trees, grass, and benches will be constructed.
	Relocate Runway Thresholds and Paint Non-Precision Instrument Approach Markings (MP) \$678,750	2016	\$610,875.00	\$0.00	\$67,875.00	The Runway will be shortened to provide for full RSA and FOFA on airport property at both runway ends. Relocated thresholds will be painted. Displaced threshold markings will be reconfigured to reflect non-precision instrument approach markings. The R30 threshold will be relocated 167 feet and the R12 threshold 185 feet. New entrance taxiways are included in this project (approx. 1,472 square yards). This will shorten the runway to an overall length of 3,768 feet. The project also includes the demolition of approx. 12,700 sf of existing entrance taxiways at the runway ends.
	Reconstruct Airport Entrance Road (MP) \$1,731,500	2017	\$1,558,350.00	\$30,000.00	\$143,150.00	After the current terminal building is relocated, the airport entrance road will be reconstructed to accommodate the redevelopment of existing roadway, parking lot, and public viewing area into general aviation area for ramp/.apron, aircraft hangars and tiedowns, and a new hold apron for runway 30. This project involves the removal of 1,150 linear feet of existing road, and construction of 870 linear feet of new, 24-foot wide, road. Approximately 15 trees associated with the road will be removed or relocated. Approximately 880 linear feet of perimeter fence will be erected and one vehicle gate, with access control, will be constructed. Existing perimeter fencing and gates will be removed.
	Construct Runway 30 Hold Apron (MP) \$335,250	2017	\$301,725.00	\$0.00	\$33,525.00	The current hold apron does not provide sufficient room for aircraft to maneuver. This project will construct a hold apron of 21,570 square yards adjacent to Osborne Street, near the end of Runway 30 to accommodate three aircraft.
	Stripe Vehicle Zipper Lane (MP) \$30,000	2018	\$0.00	\$10,000.00	\$20,000.00	Paralleling the taxi lane along the east and northeast of the airport, a zipper lane approx. 20 feet wide will be designated, reducing potential aircraft and automobile incursions. This project paints zipper lane striping on existing pavement.

	Project	Program Year	Funding Source			Description
			FAA	State	County	
Whiteman (WHP)	Enhance Blast Protection (MP) \$132,750	2018	\$0.00	\$10,000.00	\$122,750.00	This project proposes that an 8-foot tall block wall, with 3 strands of barbed wire on top (overall height of 9 feet) be constructed in lieu of the current airport perimeter fence. Approx. 585 feet of wall will be constructed, located from the ATCT gate up to and including the wash rack and run up apron area.
	Survey Underground Utilities - Develop Utility Map (MP) \$480,000	2019	\$432,000.00	\$24,000.00	\$24,000.00	This project seeks to locate all underground utilities at the airport and develop a map depicting locations of the utilities. A utility location company should be retained that can trace utility lines through non-destructive methods (tracing, ground penetrating radar, etc.). Location data should be available in a GIS compatible format, for inclusion in County GIS databases.
	Construct High-Speed Taxiway Exits (MP) \$764,000	2020	\$687,600.00	\$30,000.00	\$46,400.00	Two high speed taxiways are constructed on this project. One of the taxiways will be 603 feet from the Runway 12 end, and the second taxiway will be 588 feet from the Runway 30 end.
	Construct Non-Airworthy Aircraft Parking Area (MP) \$557,600	2021	\$529,720.00	\$13,243.00	\$14,637.00	The designated area is approximately 2.1 acres located between the segmented circle/airport traffic control tower. The area accommodates 36 tie-downs for non-airworthy aircraft. Concrete anchors and cables will be provided and the aircraft will park directly on the dirt. Privacy slats will be installed along the adjacent perimeter fence.
	Acquire 10.8 Acres in Avigation Easements (MP) \$405,000	2022	\$364,500.00	\$9,618.75	\$10,631.25	The project acquires 10.8 acres in avigation easement. Runway 12 RPZ covers 5.4 acres beyond airport property and Runway 30 RPZ covers 5.4 acres beyond airport property. Both RPZs extend into residential areas around the airport.

MP = Master Plan Project

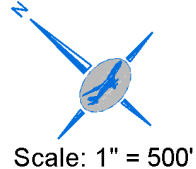
PHASE 1 (2009 - 2013)

FUNDING SOURCES KEY

- 1.X FAA and Local Funds
- 1.X FAA, State, and Local Funds
- 1.X Local Funds
- 1.X Private Party Funds
- 1.X State and Local Funds
- 1.X Local and Private Party Funds

LEGEND

- Future Buildings
- Future Roads/Automobile Parking
- Future Airfield Pavement



Project	County Cost	Project Cost	Timing
Phase 1 (2009 - 2013)			
1.1 Slurry Seal Aircraft Parking Ramp	\$ 25,000	\$ 500,000	2011
1.2 Perimeter Fencing Rehabilitation and "Penalty Box" Gate Access System	\$ 65,650	\$ 1,313,000	2011
1.3 Grade Hill for Terminal Facility	\$ 5,783,000	\$ 10,918,000	2011
1.4 Reroute Airpark Way behind Terminal Facility	\$ 159,450	\$ 1,594,500	2012
1.5 Construct Transient Apron	\$ 195,440	\$ 1,954,400	2013
Phase 1 Total	\$ 6,228,540	\$ 16,279,900	

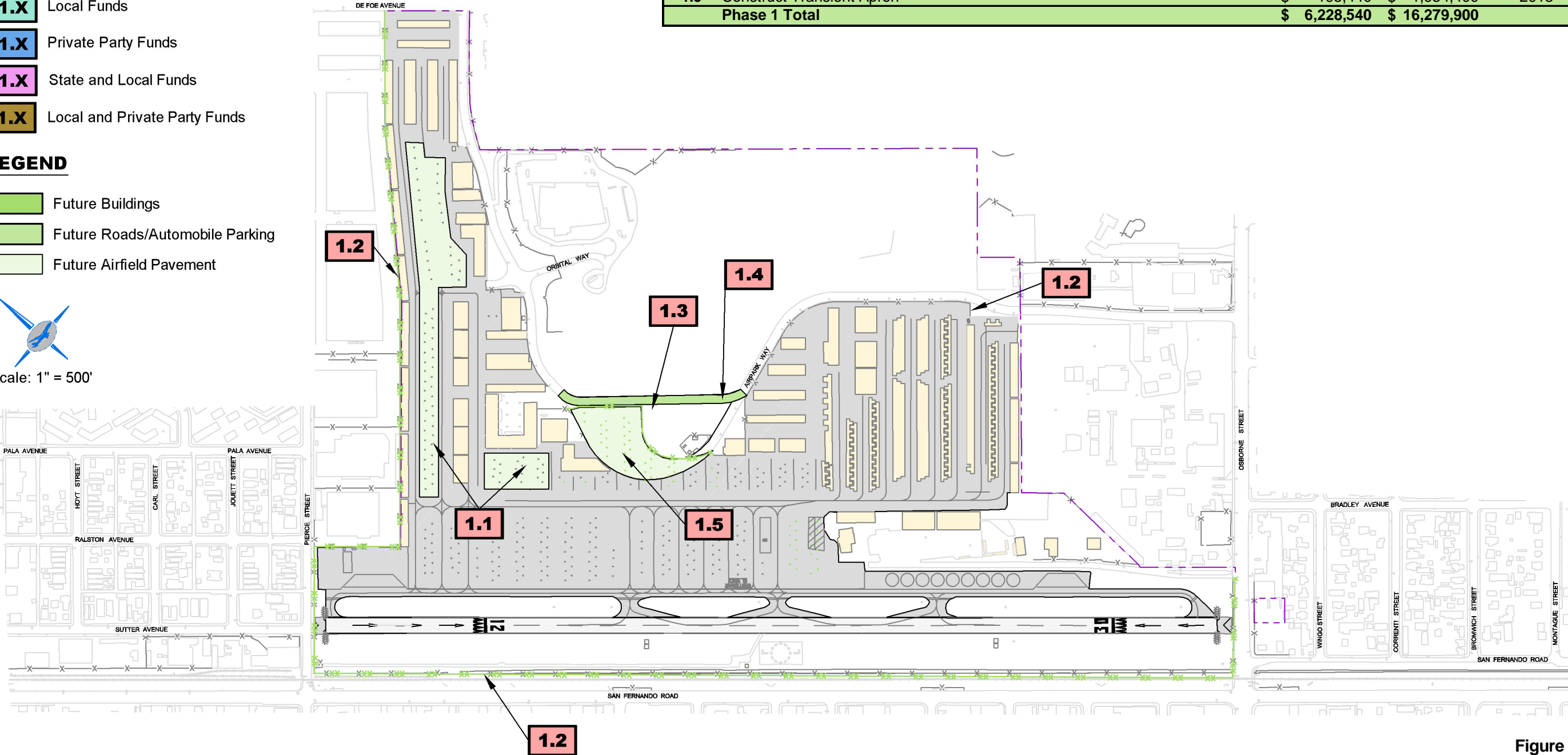


Figure 8-1
Phase 1 Improvements

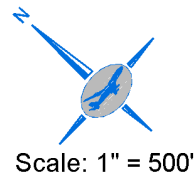
PHASE 2 (2014 - 2018)

FUNDING SOURCES KEY

- 2.X FAA and Local Funds
- 2.X FAA, State, and Local Funds
- 2.X Local Funds
- 2.X Private Party Funds
- 2.X State and Local Funds
- 2.X Local and Private Party Funds

LEGEND

- Future Buildings
- Future Road/Automobile Parking
- Future Airfield Pavement



Project	County Cost	Project Cost	Timing
Phase 2 (2014 - 2018)			
2.1 Construct Terminal Facility, Associated Parking, and Green Space	\$ 994,400	\$ 2,917,400	2014
2.2 Relocate Runway Thresholds and Paint Non-Precision Markings	\$ 67,875	\$ 678,750	2014
2.3 Construct Runway 30 Hold Apron	\$ 33,525	\$ 335,250	2014
2.4 Demolish Existing Terminal Facility	\$ 87,700	\$ 87,700	2015
2.5 Construct New Conventional Hangar in Helicopter Area	\$ -	\$ 1,428,400	2015
2.6 Construct Hangars	\$ -	\$ 658,600	2015
2.7 Reroute Airport Entrance Road and Construct Automobile Parking Lot	\$ 143,150	\$ 1,731,500	2016
2.8 Construct Conventional Hangars	\$ -	\$ 1,437,800	2016
2.9 Stripe Zipper Lane	\$ 20,000	\$ 30,000	2016
2.10 Enhance Blast Protection	\$ 122,750	\$ 132,750	2017
2.11 Survey Underground Utilities - Develop Utility Map	\$ 24,000	\$ 480,000	2018
2.12 Replace Northeast County T-Hangars	\$ -	\$ 770,000	2018
Phase 2 Total	\$ 1,493,400	\$ 10,688,150	

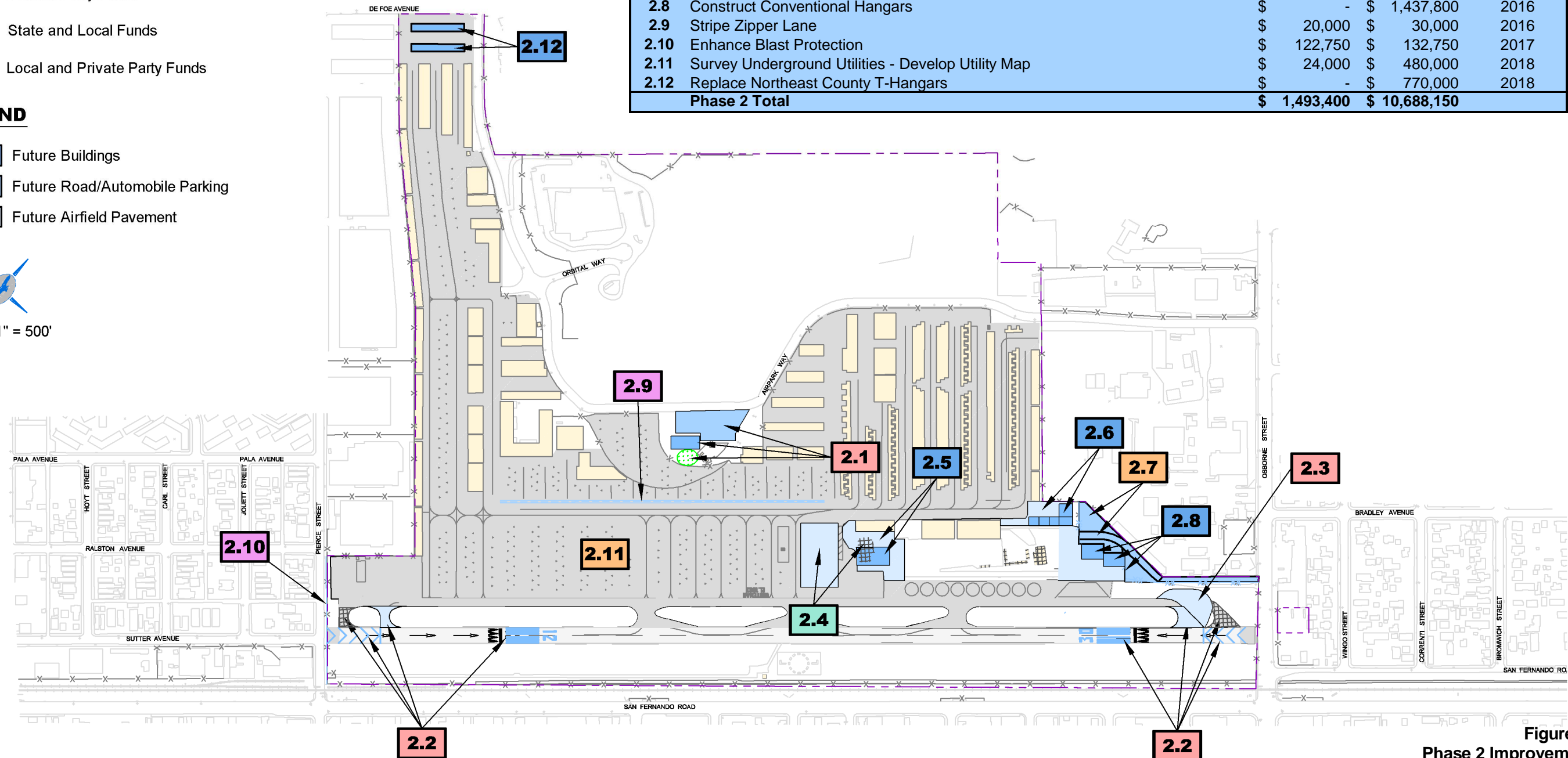


Figure 8-2
Phase 2 Improvements

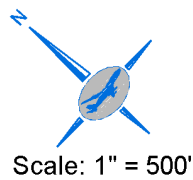
PHASE 3 (2019 - 2030)

FUNDING SOURCES KEY

- 3.X FAA and Local Funds
- 3.X FAA, State, and Local Funds
- 3.X Local Funds
- 3.X Private Party Funds
- 3.X State and Local Funds
- 3.X Local and Private Party Funds

LEGEND

- Future Buildings
- Future Road/Parking
- Future Pavement/Avigation Easement



Project	County Cost	Project Cost	Timing
Phase 3 (2019 - 2030)			
3.1 Upgrade Apron Lighting/Security Camera System	\$ 142,300	\$ 1,723,000	Long-Term
3.2 Construct Second Conventional Hangar in Helicopter Area	\$ -	\$ 987,000	Long-Term
3.3 Construct Exit Taxiways	\$ 46,400	\$ 764,000	Long-Term
3.4 Construct Hangars in Helicopter Area	\$ -	\$ 2,267,900	Long-Term
3.5 Reroute Airpark Way behind County Hangars	\$ 294,255	\$ 3,242,550	Long-Term
3.6 Construct Additional Portable Hangars	\$ -	\$ 574,500	Long-Term
3.7 Construct Portable Hangars/Individual Hangars and Associated Auto Parking	\$ -	\$ 4,294,500	Long-Term
3.8 Construct Non-Airworthy Tie-Down Parking Area	\$ 278,800	\$ 557,600	Long-Term
3.9 WAAS/LPV Survey	\$ 13,000	\$ 260,000	Long-Term
3.10 Acquire 10.8 Acres in Avigation Easements	\$ 20,250	\$ 405,000	Long-Term
Phase 3 Total	\$ 795,005	\$ 15,076,050	

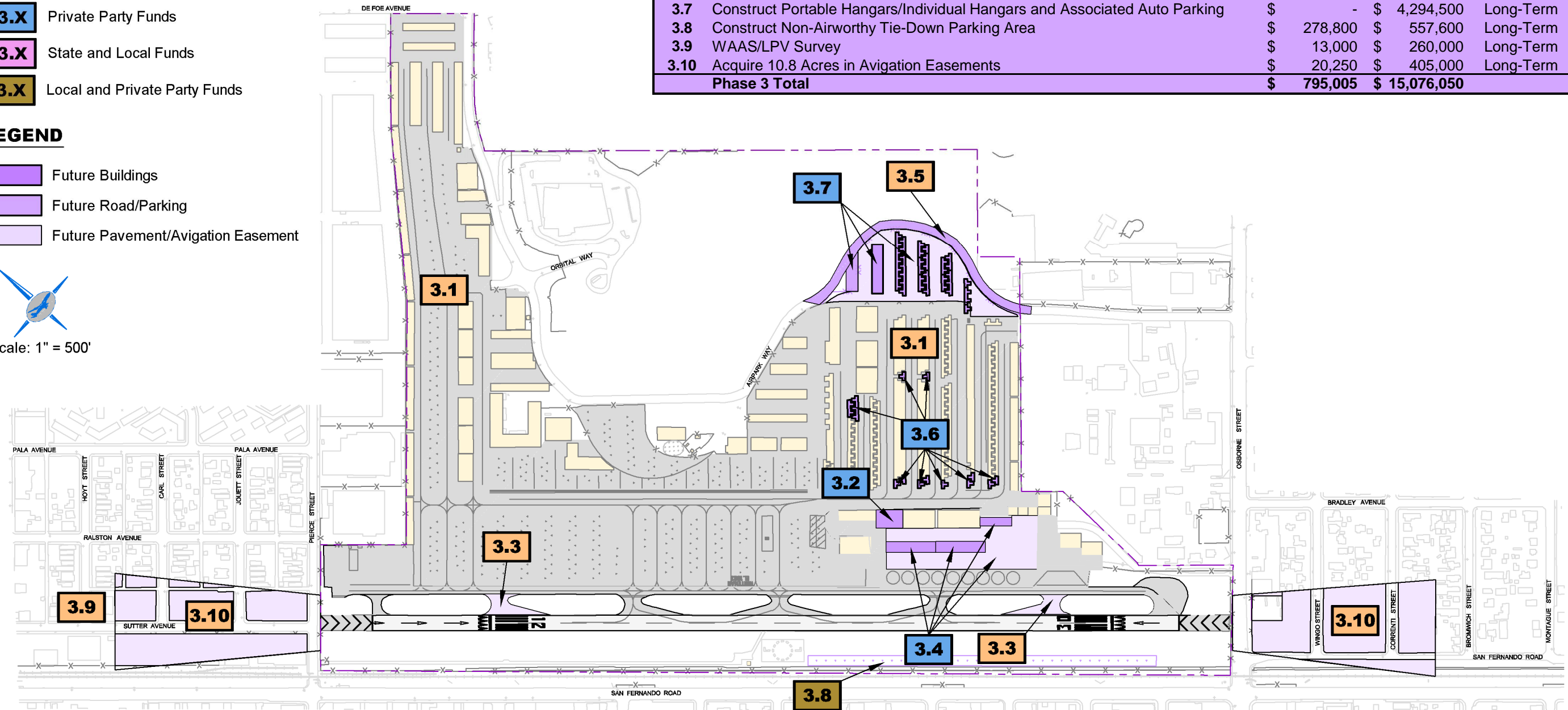


Figure 8-3
Phase 3 Improvements

APPENDIX B
CALEEMOD MODELING OUTPUT

**CALEEMOD MODELING OUTPUT:
DAILY CONSTRUCTION EMISSIONS**

5759 - Whiteman Airport
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
User Defined Commercial	187	User Defined Unit

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Los Angeles Department of Water & Power
Climate Zone	12	Precipitation Freq (Days)	33		

1.3 User Entered Comments

Project Characteristics - Climate Zone: 12; Operational Year 2013; LADWP

Land Use - User Defined Commercial: Airport
 187 acres; 8,145,720 sqft

Construction Phase - 1.2 BC (160 days)

1.3 Grading (80 d)

1.4 Grading (100 d)

1.5 Paving (140 d)

2.1 AC (240 d)

2.2 Demo (220 d)

2.3 Paving (60 d)

2.7 Paving (180 d)

2.10 BC (120 d)

3.3 Paving (120 d)

3.8 BC (120 d)

2.9 BC (20 d)

2.11 BC (240 d)

3.10 BC (360 d)

Off-road Equipment - 1.2:

Forklift 1x

Tractor/Loader/Backhoe 1x

Welder 1x

Off-road Equipment - 1.3

Grader 1x

Rubber Tired Dozer 1x

Tractors/Loaders/Backhoe 2x

Water Truck 1x (189hp/0.5LF URBEMIS)

Off-road Equipment - 1.4

Grader 1x

Paver 1x

Paving Equipment 1x

Roller 1x

Dozer 1x

Tractor/L/B 2x

Water Truck 1x (189hp/0.5LF URBEMIS)

Off-road Equipment - 1.5

Forklift 1x

Tractor/L/B 1x

Welder 1x

Off-road Equipment - 2.1

forklift 1x
tractor/L/B 1x
welder 1x

Off-road Equipment - 2.10

forklift 1x
tractor/L/B 1x
welder 1x

Off-road Equipment - 2.11

No construction (non-destructive methods)

Off-road Equipment - 2.2

forklift 1x
tractor/L/B 1x
welder 1x

Off-road Equipment - 2.3

forklift 1x
tractor/L/B 1x
welder 1x

Off-road Equipment - 2.7

grader 1x
paver 1x
paving equip 1x
roller 1x
tractor/L/B 1x
water truck 1x (189hp/0.5LF URBEMIS)

Off-road Equipment - 2.9

striping (air compressor) 1x
grinder (crushing/proc. equipment) 1x

Off-road Equipment - 3.10

No construction required in acquiring avigation easements

Off-road Equipment - 3.3

forklift 1x
tractor/L/B 1x
welder 1x

Off-road Equipment - 3.8

Cement Mixer 4x
grader 1x
paver 1x
paving equip 2x
roller 1x
tractor/L/B 1x
water truck 1x (189hp/0.5LF URBEMIS)

Trips and VMT - Construction trips based on Urbemis:

$187 \text{ ac} * 43560 \text{ sqft/ac} * 0.01 \text{ trip/1000-sqft-day} = 81.45 \text{ trips/day} = 82 \text{ trips/day}$

Trip Haul Length = 3 miles (nearest landfill - Google Maps)

Demolition - 2.2: Demo 12,700 sqft of existing entrance taxiways at the runway ends

Grading - 1.3 Max daily disturbed = 8.5 acre; 0/264,000 cuyd import/export

1.4 Max daily disturbed = 5.1 acre; 0/75,000 cuyd import/export
based on old URBEMIS/Patrick Di Leva

Architectural Coating - Frazee Paint:

Interior VOC: 15.3 g/L

Ext. VOC: 21.7 g/L

Sqft is an overestimation based on the 187 acre Whiteman Airport (Ignore Output -- See 2.1ArchitecturalCoating_Calculation.xls)

Vehicle Trips - Urban Trip Lengths/% based on URBEMIS 2011 output

Trips/Day = 1093.95 (based on URBEMIS 2011 output)

Energy Use - No Operational energy use except from 2.1 (see separate 2.1 CalEEmod Output Files)

Water And Wastewater - No Operational water use except from 2.1 (see separate 2.1 CalEEmod Output Files)

Solid Waste - No Operational solid waste except from 2.1 (see separate 2.1 CalEEmod Output Files)

Land Use Change -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	2.85	19.48	19.80	0.04	2.02	0.88	2.90	0.11	0.88	0.99	0.00	3,737.55	0.00	0.21	0.00	3,741.89
2014	11.27	89.00	71.14	0.12	123.66	3.52	127.18	3.57	3.52	7.09	0.00	12,097.41	0.00	0.80	0.00	12,114.16
2015	10.33	76.19	56.91	0.11	40.94	3.83	44.78	3.47	3.83	7.30	0.00	10,845.28	0.00	0.83	0.00	10,862.76
2016	57.50	29.71	32.20	0.07	4.31	1.29	5.59	0.21	1.29	1.50	0.00	7,408.62	0.00	0.32	0.00	7,415.32
2017	4.44	29.95	26.99	0.06	2.02	1.72	3.74	0.11	1.72	1.83	0.00	5,833.87	0.00	0.36	0.00	5,841.52
2018	3.71	26.07	28.58	0.07	4.05	1.14	5.19	0.07	1.09	1.16	0.00	7,358.90	0.00	0.27	0.00	7,364.59
2019	1.24	9.18	10.20	0.03	2.02	0.33	2.35	0.04	0.30	0.34	0.00	3,152.36	0.00	0.08	0.00	3,154.08
2020	1.60	10.97	13.03	0.04	2.02	0.43	2.45	0.04	0.40	0.44	0.00	3,647.82	0.00	0.12	0.00	3,650.25
2021	3.79	24.34	26.11	0.06	2.02	1.33	3.35	0.04	1.30	1.34	0.00	6,053.98	0.00	0.31	0.00	6,060.55
2022	1.06	7.72	8.64	0.03	2.02	0.27	2.30	0.04	0.25	0.29	0.00	3,124.09	0.00	0.07	0.00	3,125.54
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	2.85	19.48	19.80	0.04	0.11	0.88	0.99	0.11	0.88	0.99	0.00	3,737.55	0.00	0.21	0.00	3,741.89
2014	11.27	89.00	71.14	0.12	6.57	3.52	10.09	3.57	3.52	7.09	0.00	12,097.41	0.00	0.80	0.00	12,114.16
2015	10.33	76.19	56.91	0.11	6.31	3.83	10.14	3.47	3.83	7.30	0.00	10,845.28	0.00	0.83	0.00	10,862.76
2016	57.50	29.71	32.20	0.07	0.27	1.29	1.55	0.21	1.29	1.50	0.00	7,408.62	0.00	0.32	0.00	7,415.32
2017	4.44	29.95	26.99	0.06	0.11	1.72	1.83	0.11	1.72	1.83	0.00	5,833.87	0.00	0.36	0.00	5,841.52
2018	3.71	26.07	28.58	0.07	0.21	1.14	1.35	0.07	1.09	1.16	0.00	7,358.90	0.00	0.27	0.00	7,364.59
2019	1.24	9.18	10.20	0.03	0.11	0.33	0.43	0.04	0.30	0.34	0.00	3,152.36	0.00	0.08	0.00	3,154.08
2020	1.60	10.97	13.03	0.04	0.11	0.43	0.54	0.04	0.40	0.44	0.00	3,647.82	0.00	0.12	0.00	3,650.25
2021	3.79	24.34	26.11	0.06	0.11	1.33	1.43	0.04	1.30	1.34	0.00	6,053.98	0.00	0.31	0.00	6,060.55
2022	1.06	7.72	8.64	0.03	0.11	0.27	0.38	0.04	0.25	0.29	0.00	3,124.09	0.00	0.07	0.00	3,125.54
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

3.1 Mitigation Measures Construction

3.2 1.2 Perimeter Fencing Rehab & "penalty box" - 2013

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	0.85	4.29	3.64	0.01		0.32	0.32		0.32	0.32		508.17		0.08		509.77
Total	0.85	4.29	3.64	0.01		0.32	0.32		0.32	0.32		508.17		0.08		509.77

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.40	14.56	10.10	0.02	0.76	0.51	1.28	0.06	0.51	0.57		2,253.31		0.07		2,254.78
Worker	0.60	0.63	6.05	0.01	1.26	0.04	1.30	0.05	0.04	0.09		976.06		0.06		977.34
Total	2.00	15.19	16.15	0.03	2.02	0.55	2.58	0.11	0.55	0.66		3,229.37		0.13		3,232.12

3.2 1.2 Perimeter Fencing Rehab & "penalty box" - 2013

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	0.85	4.29	3.64	0.01		0.32	0.32		0.32	0.32	0.00	508.17		0.08		509.77
Total	0.85	4.29	3.64	0.01		0.32	0.32		0.32	0.32	0.00	508.17		0.08		509.77

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.40	14.56	10.10	0.02	0.06	0.51	0.57	0.06	0.51	0.57		2,253.31		0.07		2,254.78
Worker	0.60	0.63	6.05	0.01	0.05	0.04	0.09	0.05	0.04	0.09		976.06		0.06		977.34
Total	2.00	15.19	16.15	0.03	0.11	0.55	0.66	0.11	0.55	0.66		3,229.37		0.13		3,232.12

3.3 1.3 Grade Hill For Terminal Facility - 2014

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					6.35	0.00	6.35	3.35	0.00	3.35						0.00
Off-Road	5.19	41.05	23.51	0.05		1.98	1.98		1.98	1.98		4,773.89		0.46		4,783.64
Total	5.19	41.05	23.51	0.05	6.35	1.98	8.33	3.35	1.98	5.33		4,773.89		0.46		4,783.64

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	4.25	34.21	32.82	0.04	115.29	1.04	116.33	0.12	1.04	1.15		4,105.88		0.21		4,110.35
Vendor	1.27	13.17	9.24	0.02	0.76	0.46	1.22	0.06	0.46	0.52		2,257.36		0.06		2,258.69
Worker	0.56	0.58	5.57	0.01	1.26	0.04	1.30	0.05	0.04	0.09		960.28		0.06		961.48
Total	6.08	47.96	47.63	0.07	117.31	1.54	118.85	0.23	1.54	1.76		7,323.52		0.33		7,330.52

3.3 1.3 Grade Hill For Terminal Facility - 2014

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					6.35	0.00	6.35	3.35	0.00	3.35							0.00
Off-Road	5.19	41.05	23.51	0.05		1.98	1.98		1.98	1.98	0.00	4,773.89		0.46			4,783.64
Total	5.19	41.05	23.51	0.05	6.35	1.98	8.33	3.35	1.98	5.33	0.00	4,773.89		0.46			4,783.64

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	4.25	34.21	32.82	0.04	0.12	1.04	1.15	0.12	1.04	1.15		4,105.88		0.21		4,110.35
Vendor	1.27	13.17	9.24	0.02	0.06	0.46	0.52	0.06	0.46	0.52		2,257.36		0.06		2,258.69
Worker	0.56	0.58	5.57	0.01	0.05	0.04	0.09	0.05	0.04	0.09		960.28		0.06		961.48
Total	6.08	47.96	47.63	0.07	0.23	1.54	1.76	0.23	1.54	1.76		7,323.52		0.33		7,330.52

3.4 1.4 Reroute Airpark Way Behind Terminal Facility - 2015

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					6.16	0.00	6.16	3.32	0.00	3.32						0.00
Off-Road	7.33	52.77	33.02	0.06		3.07	3.07		3.07	3.07		6,232.72		0.66		6,246.49
Total	7.33	52.77	33.02	0.06	6.16	3.07	9.23	3.32	3.07	6.39		6,232.72		0.66		6,246.49

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	1.33	10.98	10.33	0.01	32.76	0.31	33.07	0.04	0.31	0.35		1,409.16		0.07		1,410.55
Vendor	1.15	11.91	8.44	0.02	0.76	0.41	1.17	0.06	0.41	0.47		2,262.48		0.06		2,263.67
Worker	0.52	0.53	5.11	0.01	1.26	0.04	1.30	0.05	0.04	0.09		940.93		0.05		942.04
Total	3.00	23.42	23.88	0.04	34.78	0.76	35.54	0.15	0.76	0.91		4,612.57		0.18		4,616.26

3.4 1.4 Reroute Airpark Way Behind Terminal Facility - 2015

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					6.16	0.00	6.16	3.32	0.00	3.32						0.00
Off-Road	7.33	52.77	33.02	0.06		3.07	3.07		3.07	3.07	0.00	6,232.72		0.66		6,246.49
Total	7.33	52.77	33.02	0.06	6.16	3.07	9.23	3.32	3.07	6.39	0.00	6,232.72		0.66		6,246.49

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	1.33	10.98	10.33	0.01	0.04	0.31	0.35	0.04	0.31	0.35		1,409.16		0.07		1,410.55
Vendor	1.15	11.91	8.44	0.02	0.06	0.41	0.47	0.06	0.41	0.47		2,262.48		0.06		2,263.67
Worker	0.52	0.53	5.11	0.01	0.05	0.04	0.09	0.05	0.04	0.09		940.93		0.05		942.04
Total	3.00	23.42	23.88	0.04	0.15	0.76	0.91	0.15	0.76	0.91		4,612.57		0.18		4,616.26

3.5 1.5 Construct Transient Apron/Ramp - 2015

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	0.71	3.65	3.55	0.01		0.25	0.25		0.25	0.25		508.17		0.06		509.51
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	0.71	3.65	3.55	0.01		0.25	0.25		0.25	0.25		508.17		0.06		509.51

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.15	11.91	8.44	0.02	0.76	0.41	1.17	0.06	0.41	0.47		2,262.48		0.06		2,263.67
Worker	0.52	0.53	5.11	0.01	1.26	0.04	1.30	0.05	0.04	0.09		940.93		0.05		942.04
Total	1.67	12.44	13.55	0.03	2.02	0.45	2.47	0.11	0.45	0.56		3,203.41		0.11		3,205.71

3.5 1.5 Construct Transient Apron/Ramp - 2015

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	0.71	3.65	3.55	0.01		0.25	0.25		0.25	0.25	0.00	508.17		0.06		509.51
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	0.71	3.65	3.55	0.01		0.25	0.25		0.25	0.25	0.00	508.17		0.06		509.51

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.15	11.91	8.44	0.02	0.06	0.41	0.47	0.06	0.41	0.47		2,262.48		0.06		2,263.67
Worker	0.52	0.53	5.11	0.01	0.05	0.04	0.09	0.05	0.04	0.09		940.93		0.05		942.04
Total	1.67	12.44	13.55	0.03	0.11	0.45	0.56	0.11	0.45	0.56		3,203.41		0.11		3,205.71

3.6 2.1 Construct Terminal Facility, Associated Parking & Green Space - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	53.13					0.00	0.00		0.00	0.00						0.00
Off-Road	0.64	3.34	3.52	0.01		0.22	0.22		0.22	0.22		508.17		0.06		509.38
Total	53.77	3.34	3.52	0.01		0.22	0.22		0.22	0.22		508.17		0.06		509.38

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.05	11.02	7.83	0.02	0.76	0.37	1.14	0.06	0.37	0.43		2,266.86		0.05		2,267.95
Worker	0.49	0.49	4.74	0.01	1.26	0.05	1.30	0.05	0.05	0.09		927.29		0.05		928.34
Total	1.54	11.51	12.57	0.03	2.02	0.42	2.44	0.11	0.42	0.52		3,194.15		0.10		3,196.29

3.6 2.1 Construct Terminal Facility, Associated Parking & Green Space - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	53.13					0.00	0.00		0.00	0.00						0.00
Off-Road	0.64	3.34	3.52	0.01		0.22	0.22		0.22	0.22	0.00	508.17		0.06		509.38
Total	53.77	3.34	3.52	0.01		0.22	0.22		0.22	0.22	0.00	508.17		0.06		509.38

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.05	11.02	7.83	0.02	0.06	0.37	0.43	0.06	0.37	0.43		2,266.86		0.05		2,267.95
Worker	0.49	0.49	4.74	0.01	0.05	0.05	0.09	0.05	0.05	0.09		927.29		0.05		928.34
Total	1.54	11.51	12.57	0.03	0.11	0.42	0.52	0.11	0.42	0.52		3,194.15		0.10		3,196.29

3.7 2.2 Relocate Runway Thresholds and Paint Non-Precision Markings - 2016

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					0.06	0.00	0.06	0.00	0.00	0.00						0.00
Off-Road	0.64	3.34	3.52	0.01		0.22	0.22		0.22	0.22		508.17		0.06		509.38
Total	0.64	3.34	3.52	0.01	0.06	0.22	0.28	0.00	0.22	0.22		508.17		0.06		509.38

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	0.00	0.03	0.03	0.00	0.20	0.00	0.20	0.00	0.00	0.00		3.98		0.00		3.99
Vendor	1.05	11.02	7.83	0.02	0.76	0.37	1.14	0.06	0.37	0.43		2,266.86		0.05		2,267.95
Worker	0.49	0.49	4.74	0.01	1.26	0.05	1.30	0.05	0.05	0.09		927.29		0.05		928.34
Total	1.54	11.54	12.60	0.03	2.22	0.42	2.64	0.11	0.42	0.52		3,198.13		0.10		3,200.28

3.7 2.2 Relocate Runway Thresholds and Paint Non-Precision Markings - 2016

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					0.06	0.00	0.06	0.00	0.00	0.00						0.00
Off-Road	0.64	3.34	3.52	0.01		0.22	0.22		0.22	0.22	0.00	508.17		0.06		509.38
Total	0.64	3.34	3.52	0.01	0.06	0.22	0.28	0.00	0.22	0.22	0.00	508.17		0.06		509.38

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	0.00	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00		3.98		0.00		3.99
Vendor	1.05	11.02	7.83	0.02	0.06	0.37	0.43	0.06	0.37	0.43		2,266.86		0.05		2,267.95
Worker	0.49	0.49	4.74	0.01	0.05	0.05	0.09	0.05	0.05	0.09		927.29		0.05		928.34
Total	1.54	11.54	12.60	0.03	0.11	0.42	0.52	0.11	0.42	0.52		3,198.13		0.10		3,200.28

3.8 2.3 Construct Runway 30 Hold Apron - 2017

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	0.58	3.05	3.48	0.01		0.20	0.20		0.20	0.20		508.17		0.05		509.27
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	0.58	3.05	3.48	0.01		0.20	0.20		0.20	0.20		508.17		0.05		509.27

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.97	10.16	7.29	0.02	0.76	0.34	1.10	0.06	0.34	0.40		2,271.07		0.05		2,272.07
Worker	0.46	0.45	4.36	0.01	1.26	0.05	1.31	0.05	0.05	0.09		908.67		0.05		909.66
Total	1.43	10.61	11.65	0.03	2.02	0.39	2.41	0.11	0.39	0.49		3,179.74		0.10		3,181.73

3.8 2.3 Construct Runway 30 Hold Apron - 2017

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	0.58	3.05	3.48	0.01		0.20	0.20		0.20	0.20	0.00	508.17		0.05		509.27
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	0.58	3.05	3.48	0.01		0.20	0.20		0.20	0.20	0.00	508.17		0.05		509.27

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.97	10.16	7.29	0.02	0.06	0.34	0.40	0.06	0.34	0.40		2,271.07		0.05		2,272.07
Worker	0.46	0.45	4.36	0.01	0.05	0.05	0.09	0.05	0.05	0.09		908.67		0.05		909.66
Total	1.43	10.61	11.65	0.03	0.11	0.39	0.49	0.11	0.39	0.49		3,179.74		0.10		3,181.73

3.9 2.7 Reroute Airport Entrance Road and Construct Automobile Parking Lot - 2017

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	3.01	19.34	15.34	0.03		1.34	1.34		1.34	1.34		2,654.13		0.27		2,659.80
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	3.01	19.34	15.34	0.03		1.34	1.34		1.34	1.34		2,654.13		0.27		2,659.80

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.97	10.16	7.29	0.02	0.76	0.34	1.10	0.06	0.34	0.40		2,271.07		0.05		2,272.07
Worker	0.46	0.45	4.36	0.01	1.26	0.05	1.31	0.05	0.05	0.09		908.67		0.05		909.66
Total	1.43	10.61	11.65	0.03	2.02	0.39	2.41	0.11	0.39	0.49		3,179.74		0.10		3,181.73

3.9 2.7 Reroute Airport Entrance Road and Construct Automobile Parking Lot - 2017

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	3.01	19.34	15.34	0.03		1.34	1.34		1.34	1.34	0.00	2,654.13		0.27		2,659.80
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	3.01	19.34	15.34	0.03		1.34	1.34		1.34	1.34	0.00	2,654.13		0.27		2,659.80

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.97	10.16	7.29	0.02	0.06	0.34	0.40	0.06	0.34	0.40		2,271.07		0.05		2,272.07
Worker	0.46	0.45	4.36	0.01	0.05	0.05	0.09	0.05	0.05	0.09		908.67		0.05		909.66
Total	1.43	10.61	11.65	0.03	0.11	0.39	0.49	0.11	0.39	0.49		3,179.74		0.10		3,181.73

3.10 2.10 Enhance Blast Protection - 2018

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	0.53	2.79	3.45	0.01		0.17	0.17		0.17	0.17		508.17		0.05		509.17
Total	0.53	2.79	3.45	0.01		0.17	0.17		0.17	0.17		508.17		0.05		509.17

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.90	9.43	6.83	0.02	0.76	0.31	1.07	0.02	0.28	0.30		2,274.97		0.04		2,275.89
Worker	0.43	0.41	4.02	0.01	1.26	0.05	1.31	0.02	0.04	0.06		890.68		0.04		891.60
Total	1.33	9.84	10.85	0.03	2.02	0.36	2.38	0.04	0.32	0.36		3,165.65		0.08		3,167.49

3.10 2.10 Enhance Blast Protection - 2018

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	0.53	2.79	3.45	0.01		0.17	0.17		0.17	0.17	0.00	508.17		0.05		509.17
Total	0.53	2.79	3.45	0.01		0.17	0.17		0.17	0.17	0.00	508.17		0.05		509.17

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.90	9.43	6.83	0.02	0.06	0.31	0.37	0.02	0.28	0.30		2,274.97		0.04		2,275.89
Worker	0.43	0.41	4.02	0.01	0.05	0.05	0.09	0.02	0.04	0.06		890.68		0.04		891.60
Total	1.33	9.84	10.85	0.03	0.11	0.36	0.46	0.04	0.32	0.36		3,165.65		0.08		3,167.49

3.11 2.9 Stripe Vehicle Zipper Lane - 2018

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	0.54	3.60	3.43	0.01		0.27	0.27		0.27	0.27		519.42		0.05		520.43
Total	0.54	3.60	3.43	0.01		0.27	0.27		0.27	0.27		519.42		0.05		520.43

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.90	9.43	6.83	0.02	0.76	0.31	1.07	0.02	0.28	0.30		2,274.97		0.04		2,275.89
Worker	0.43	0.41	4.02	0.01	1.26	0.05	1.31	0.02	0.04	0.06		890.68		0.04		891.60
Total	1.33	9.84	10.85	0.03	2.02	0.36	2.38	0.04	0.32	0.36		3,165.65		0.08		3,167.49

3.11 2.9 Stripe Vehicle Zipper Lane - 2018

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	0.54	3.60	3.43	0.01		0.27	0.27		0.27	0.27	0.00	519.42		0.05		520.43
Total	0.54	3.60	3.43	0.01		0.27	0.27		0.27	0.27	0.00	519.42		0.05		520.43

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.90	9.43	6.83	0.02	0.06	0.31	0.37	0.02	0.28	0.30		2,274.97		0.04		2,275.89
Worker	0.43	0.41	4.02	0.01	0.05	0.05	0.09	0.02	0.04	0.06		890.68		0.04		891.60
Total	1.33	9.84	10.85	0.03	0.11	0.36	0.46	0.04	0.32	0.36		3,165.65		0.08		3,167.49

3.12 2.11 Survey Underground Utilities - 2019

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	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.84	8.80	6.46	0.02	0.76	0.28	1.05	0.02	0.26	0.28		2,278.67		0.04		2,279.53
Worker	0.40	0.38	3.74	0.01	1.26	0.05	1.31	0.02	0.04	0.06		873.70		0.04		874.56
Total	1.24	9.18	10.20	0.03	2.02	0.33	2.36	0.04	0.30	0.34		3,152.37		0.08		3,154.09

3.12 2.11 Survey Underground Utilities - 2019

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	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00		0.00		0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00		0.00		0.00

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.84	8.80	6.46	0.02	0.06	0.28	0.34	0.02	0.26	0.28		2,278.67		0.04		2,279.53
Worker	0.40	0.38	3.74	0.01	0.05	0.05	0.09	0.02	0.04	0.06		873.70		0.04		874.56
Total	1.24	9.18	10.20	0.03	0.11	0.33	0.43	0.04	0.30	0.34		3,152.37		0.08		3,154.09

3.13 3.3 Construct Exit Taxiways - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.43	2.35	3.39	0.01		0.12	0.12		0.12	0.12		508.17		0.04		508.98
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	0.43	2.35	3.39	0.01		0.12	0.12		0.12	0.12		508.17		0.04		508.98

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.78	8.27	6.13	0.02	0.76	0.26	1.02	0.02	0.24	0.26		2,282.02		0.04		2,282.82
Worker	0.39	0.35	3.50	0.01	1.26	0.05	1.31	0.02	0.04	0.06		857.62		0.04		858.44
Total	1.17	8.62	9.63	0.03	2.02	0.31	2.33	0.04	0.28	0.32		3,139.64		0.08		3,141.26

3.13 3.3 Construct Exit Taxiways - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.43	2.35	3.39	0.01		0.12	0.12		0.12	0.12	0.00	508.17		0.04		508.98
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	0.43	2.35	3.39	0.01		0.12	0.12		0.12	0.12	0.00	508.17		0.04		508.98

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.78	8.27	6.13	0.02	0.06	0.26	0.32	0.02	0.24	0.26		2,282.02		0.04		2,282.82
Worker	0.39	0.35	3.50	0.01	0.05	0.05	0.10	0.02	0.04	0.06		857.62		0.04		858.44
Total	1.17	8.62	9.63	0.03	0.11	0.31	0.42	0.04	0.28	0.32		3,139.64		0.08		3,141.26

3.14 3.8 Construct Non-airworthy Tie-down Parking Area - 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	2.68	16.22	16.98	0.03		1.04	1.04		1.04	1.04		2,918.75		0.24		2,923.78
Total	2.68	16.22	16.98	0.03		1.04	1.04		1.04	1.04		2,918.75		0.24		2,923.78

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.74	7.80	5.83	0.02	0.76	0.24	1.00	0.02	0.22	0.24		2,287.53		0.04		2,288.28
Worker	0.37	0.33	3.30	0.01	1.26	0.05	1.31	0.02	0.05	0.06		847.71		0.04		848.49
Total	1.11	8.13	9.13	0.03	2.02	0.29	2.31	0.04	0.27	0.30		3,135.24		0.08		3,136.77

3.14 3.8 Construct Non-airworthy Tie-down Parking Area - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.68	16.22	16.98	0.03		1.04	1.04		1.04	1.04	0.00	2,918.75		0.24		2,923.78
Total	2.68	16.22	16.98	0.03		1.04	1.04		1.04	1.04	0.00	2,918.75		0.24		2,923.78

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.74	7.80	5.83	0.02	0.06	0.24	0.30	0.02	0.22	0.24		2,287.53		0.04		2,288.28
Worker	0.37	0.33	3.30	0.01	0.05	0.05	0.10	0.02	0.05	0.06		847.71		0.04		848.49
Total	1.11	8.13	9.13	0.03	0.11	0.29	0.40	0.04	0.27	0.30		3,135.24		0.08		3,136.77

3.15 3.10 Acquire 10.8 Acres in Avigation Easements - 2022

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	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.70	7.42	5.54	0.02	0.76	0.22	0.99	0.02	0.21	0.23		2,290.63		0.03		2,291.34
Worker	0.36	0.30	3.10	0.01	1.26	0.05	1.31	0.02	0.05	0.06		833.46		0.04		834.20
Total	1.06	7.72	8.64	0.03	2.02	0.27	2.30	0.04	0.26	0.29		3,124.09		0.07		3,125.54

3.15 3.10 Acquire 10.8 Acres in Avigation Easements - 2022

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	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00		0.00		0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00		0.00		0.00

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.70	7.42	5.54	0.02	0.06	0.22	0.28	0.02	0.21	0.23		2,290.63		0.03		2,291.34
Worker	0.36	0.30	3.10	0.01	0.05	0.05	0.10	0.02	0.05	0.06		833.46		0.04		834.20
Total	1.06	7.72	8.64	0.03	0.11	0.27	0.38	0.04	0.26	0.29		3,124.09		0.07		3,125.54

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

**CALEEMOD MODELING OUTPUT:
ANNUAL CONSTRUCTION EMISSIONS**

**5759 - Whiteman Airport
Los Angeles-South Coast County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
User Defined Commercial	187	User Defined Unit

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Los Angeles Department of Water & Power
Climate Zone	12	Precipitation Freq (Days)	33		

1.3 User Entered Comments

Project Characteristics - Climate Zone: 12; Operational Year 2013; LADWP

Land Use - User Defined Commercial: Airport
187 acres; 8,145,720 sqft

Construction Phase - 1.2 BC (160 days)

1.3 Grading (80 d)

1.4 Grading (100 d)

1.5 Paving (140 d)

2.1 AC (240 d)

2.2 Demo (220 d)

2.3 Paving (60 d)

2.7 Paving (180 d)

2.10 BC (120 d)

3.3 Paving (120 d)

3.8 BC (120 d)

2.9 BC (20 d)

2.11 BC (240 d)

3.10 BC (360 d)

Off-road Equipment - 1.2:

Forklift 1x

Tractor/Loader/Backhoe 1x

Welder 1x

Off-road Equipment - 1.3

Grader 1x

Rubber Tired Dozer 1x

Tractors/Loaders/Backhoe 2x

Water Truck 1x (189hp/0.5LF URBEMIS)

Off-road Equipment - 1.4

Grader 1x

Paver 1x

Paving Equipment 1x

Roller 1x

Dozer 1x

Tractor/L/B 2x

Water Truck 1x (189hp/0.5LF URBEMIS)

Off-road Equipment - 1.5

Forklift 1x

Tractor/L/B 1x

Welder 1x

Off-road Equipment - 2.1

forklift 1x
tractor/L/B 1x
welder 1x

Off-road Equipment - 2.10

forklift 1x
tractor/L/B 1x
welder 1x

Off-road Equipment - 2.11

No construction (non-destructive methods)

Off-road Equipment - 2.2

forklift 1x
tractor/L/B 1x
welder 1x

Off-road Equipment - 2.3

forklift 1x
tractor/L/B 1x
welder 1x

Off-road Equipment - 2.7

grader 1x
paver 1x
paving equip 1x
roller 1x
tractor/L/B 1x
water truck 1x (189hp/0.5LF URBEMIS)

Off-road Equipment - 2.9

striping (air compressor) 1x
grinder (crushing/proc. equipment) 1x

Off-road Equipment - 3.10

No construction required in acquiring avigation easements

Off-road Equipment - 3.3

forklift 1x
tractor/L/B 1x
welder 1x

Off-road Equipment - 3.8

Cement Mixer 4x
grader 1x
paver 1x
paving equip 2x
roller 1x
tractor/L/B 1x
water truck 1x (189hp/0.5LF URBEMIS)

Trips and VMT - Construction trips based on Urbemis:

$187 \text{ ac} * 43560 \text{ sqft/ac} * 0.01 \text{ trip/1000-sqft-day} = 81.45 \text{ trips/day} = 82 \text{ trips/day}$

Trip Haul Length = 3 miles (nearest landfill - Google Maps)

Demolition - 2.2: Demo 12,700 sqft of existing entrance taxiways at the runway ends

Grading - 1.3 Max daily disturbed = 8.5 acre; 0/264,000 cuyd import/export

1.4 Max daily disturbed = 5.1 acre; 0/75,000 cuyd import/export
based on old URBEMIS/Patrick Di Leva

Architectural Coating - Frazee Paint:

Interior VOC: 15.3 g/L

Ext. VOC: 21.7 g/L

Sqft is an overestimation based on the 187 acre Whiteman Airport (Ignore Output -- See 2.1ArchitecturalCoating_Calculation.xls)

Vehicle Trips - Urban Trip Lengths/% based on URBEMIS 2011 output

Trips/Day = 1093.95 (based on URBEMIS 2011 output)

Energy Use - No Operational energy use except from 2.1 (see separate 2.1 CalEEmod Output Files)

Water And Wastewater - No Operational water use except from 2.1 (see separate 2.1 CalEEmod Output Files)

Solid Waste - No Operational solid waste except from 2.1 (see separate 2.1 CalEEmod Output Files)

Land Use Change -

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					
2013	0.22	1.50	1.56	0.00	0.15	0.07	0.22	0.01	0.07	0.08	0.00	273.60	273.60	0.01	0.00	273.91
2014	0.66	5.27	4.11	0.01	6.66	0.21	6.87	0.21	0.21	0.42	0.00	663.68	663.68	0.04	0.00	664.59
2015	0.67	4.86	3.97	0.01	1.99	0.24	2.23	0.18	0.24	0.42	0.00	732.08	732.08	0.05	0.00	733.10
2016	6.86	3.30	3.64	0.01	0.44	0.15	0.59	0.03	0.15	0.17	0.00	779.58	779.58	0.03	0.00	780.27
2017	0.45	3.05	2.85	0.01	0.22	0.17	0.39	0.01	0.17	0.18	0.00	580.10	580.10	0.03	0.00	580.81
2018	0.13	0.87	0.98	0.00	0.13	0.04	0.16	0.00	0.04	0.04	0.00	235.41	235.41	0.01	0.00	235.59
2019	0.07	0.53	0.59	0.00	0.11	0.02	0.13	0.00	0.02	0.02	0.00	173.31	173.31	0.00	0.00	173.41
2020	0.09	0.64	0.76	0.00	0.11	0.03	0.13	0.00	0.02	0.03	0.00	200.27	200.27	0.01	0.00	200.40
2021	0.22	1.45	1.55	0.00	0.11	0.08	0.19	0.00	0.08	0.08	0.00	331.20	331.20	0.02	0.00	331.56
2022	0.06	0.45	0.50	0.00	0.11	0.02	0.13	0.00	0.01	0.02	0.00	171.76	171.76	0.00	0.00	171.84
Total	9.43	21.92	20.51	0.04	10.03	1.03	11.04	0.44	1.01	1.46	0.00	4,140.99	4,140.99	0.20	0.00	4,145.48

2.1 Overall Construction

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					
2013	0.22	1.50	1.56	0.00	0.01	0.07	0.08	0.01	0.07	0.08	0.00	273.60	273.60	0.01	0.00	273.91
2014	0.66	5.27	4.11	0.01	0.39	0.21	0.60	0.21	0.21	0.42	0.00	663.68	663.68	0.04	0.00	664.59
2015	0.67	4.86	3.97	0.01	0.32	0.24	0.56	0.18	0.24	0.42	0.00	732.08	732.08	0.05	0.00	733.10
2016	6.86	3.30	3.64	0.01	0.03	0.15	0.18	0.03	0.15	0.17	0.00	779.58	779.58	0.03	0.00	780.27
2017	0.45	3.05	2.85	0.01	0.01	0.17	0.18	0.01	0.17	0.18	0.00	580.10	580.10	0.03	0.00	580.81
2018	0.13	0.87	0.98	0.00	0.01	0.04	0.04	0.00	0.04	0.04	0.00	235.41	235.41	0.01	0.00	235.59
2019	0.07	0.53	0.59	0.00	0.01	0.02	0.03	0.00	0.02	0.02	0.00	173.31	173.31	0.00	0.00	173.41
2020	0.09	0.64	0.76	0.00	0.01	0.03	0.03	0.00	0.02	0.03	0.00	200.27	200.27	0.01	0.00	200.40
2021	0.22	1.45	1.55	0.00	0.01	0.08	0.09	0.00	0.08	0.08	0.00	331.20	331.20	0.02	0.00	331.56
2022	0.06	0.45	0.50	0.00	0.01	0.02	0.02	0.00	0.01	0.02	0.00	171.76	171.76	0.00	0.00	171.84
Total	9.43	21.92	20.51	0.04	0.81	1.03	1.81	0.44	1.01	1.46	0.00	4,140.99	4,140.99	0.20	0.00	4,145.48

3.2 1.2 Perimeter Fencing Rehab & "penalty box" - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.34	0.29	0.00		0.03	0.03		0.03	0.03	0.00	36.87	36.87	0.01	0.00	36.99
Total	0.07	0.34	0.29	0.00		0.03	0.03		0.03	0.03	0.00	36.87	36.87	0.01	0.00	36.99

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.11	1.11	0.78	0.00	0.06	0.04	0.10	0.00	0.04	0.05	0.00	164.21	164.21	0.00	0.00	164.32
Worker	0.04	0.05	0.49	0.00	0.09	0.00	0.09	0.00	0.00	0.01	0.00	72.51	72.51	0.00	0.00	72.61
Total	0.15	1.16	1.27	0.00	0.15	0.04	0.19	0.00	0.04	0.06	0.00	236.72	236.72	0.00	0.00	236.93

3.2 1.2 Perimeter Fencing Rehab & "penalty box" - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.07	0.34	0.29	0.00		0.03	0.03		0.03	0.03	0.00	36.87	36.87	0.01	0.00	36.99
Total	0.07	0.34	0.29	0.00		0.03	0.03		0.03	0.03	0.00	36.87	36.87	0.01	0.00	36.99

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.11	1.11	0.78	0.00	0.00	0.04	0.05	0.00	0.04	0.05	0.00	164.21	164.21	0.00	0.00	164.32
Worker	0.04	0.05	0.49	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	72.51	72.51	0.00	0.00	72.61
Total	0.15	1.16	1.27	0.00	0.00	0.04	0.06	0.00	0.04	0.06	0.00	236.72	236.72	0.00	0.00	236.93

3.3 1.3 Grade Hill For Terminal Facility - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.38	0.00	0.38	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.31	2.46	1.41	0.00		0.12	0.12		0.12	0.12	0.00	259.78	259.78	0.03	0.00	260.31
Total	0.31	2.46	1.41	0.00	0.38	0.12	0.50	0.20	0.12	0.32	0.00	259.78	259.78	0.03	0.00	260.31

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	0.25	2.02	1.82	0.00	6.17	0.06	6.23	0.01	0.06	0.07	0.00	227.01	227.01	0.01	0.00	227.24
Vendor	0.07	0.75	0.53	0.00	0.04	0.03	0.07	0.00	0.03	0.03	0.00	123.40	123.40	0.00	0.00	123.47
Worker	0.03	0.03	0.34	0.00	0.07	0.00	0.07	0.00	0.00	0.01	0.00	53.50	53.50	0.00	0.00	53.57
Total	0.35	2.80	2.69	0.00	6.28	0.09	6.37	0.01	0.09	0.11	0.00	403.91	403.91	0.01	0.00	404.28

3.3 1.3 Grade Hill For Terminal Facility - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.38	0.00	0.38	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.31	2.46	1.41	0.00		0.12	0.12		0.12	0.12	0.00	259.78	259.78	0.03	0.00	260.31
Total	0.31	2.46	1.41	0.00	0.38	0.12	0.50	0.20	0.12	0.32	0.00	259.78	259.78	0.03	0.00	260.31

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.25	2.02	1.82	0.00	0.01	0.06	0.07	0.01	0.06	0.07	0.00	227.01	227.01	0.01	0.00	227.24
Vendor	0.07	0.75	0.53	0.00	0.00	0.03	0.03	0.00	0.03	0.03	0.00	123.40	123.40	0.00	0.00	123.47
Worker	0.03	0.03	0.34	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	53.50	53.50	0.00	0.00	53.57
Total	0.35	2.80	2.69	0.00	0.01	0.09	0.11	0.01	0.09	0.11	0.00	403.91	403.91	0.01	0.00	404.28

3.4 1.4 Reroute Airpark Way Behind Terminal Facility - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.31	0.00	0.31	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.37	2.64	1.65	0.00		0.15	0.15		0.15	0.15	0.00	282.63	282.63	0.03	0.00	283.26
Total	0.37	2.64	1.65	0.00	0.31	0.15	0.46	0.17	0.15	0.32	0.00	282.63	282.63	0.03	0.00	283.26

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	0.06	0.54	0.48	0.00	1.46	0.01	1.48	0.00	0.01	0.02	0.00	64.95	64.95	0.00	0.00	65.01
Vendor	0.06	0.57	0.40	0.00	0.03	0.02	0.05	0.00	0.02	0.02	0.00	103.07	103.07	0.00	0.00	103.13
Worker	0.02	0.02	0.26	0.00	0.06	0.00	0.06	0.00	0.00	0.00	0.00	43.69	43.69	0.00	0.00	43.74
Total	0.14	1.13	1.14	0.00	1.55	0.03	1.59	0.00	0.03	0.04	0.00	211.71	211.71	0.00	0.00	211.88

3.4 1.4 Reroute Airpark Way Behind Terminal Facility - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.31	0.00	0.31	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.37	2.64	1.65	0.00		0.15	0.15		0.15	0.15	0.00	282.63	282.63	0.03	0.00	283.26
Total	0.37	2.64	1.65	0.00	0.31	0.15	0.46	0.17	0.15	0.32	0.00	282.63	282.63	0.03	0.00	283.26

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.06	0.54	0.48	0.00	0.00	0.01	0.02	0.00	0.01	0.02	0.00	64.95	64.95	0.00	0.00	65.01
Vendor	0.06	0.57	0.40	0.00	0.00	0.02	0.02	0.00	0.02	0.02	0.00	103.07	103.07	0.00	0.00	103.13
Worker	0.02	0.02	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	43.69	43.69	0.00	0.00	43.74
Total	0.14	1.13	1.14	0.00	0.00	0.03	0.04	0.00	0.03	0.04	0.00	211.71	211.71	0.00	0.00	211.88

3.5 1.5 Construct Transient Apron/Ramp - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.05	0.26	0.25	0.00		0.02	0.02		0.02	0.02	0.00	32.26	32.26	0.00	0.00	32.35
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.05	0.26	0.25	0.00		0.02	0.02		0.02	0.02	0.00	32.26	32.26	0.00	0.00	32.35

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.08	0.80	0.57	0.00	0.05	0.03	0.08	0.00	0.03	0.03	0.00	144.30	144.30	0.00	0.00	144.38
Worker	0.03	0.03	0.37	0.00	0.08	0.00	0.08	0.00	0.00	0.01	0.00	61.17	61.17	0.00	0.00	61.24
Total	0.11	0.83	0.94	0.00	0.13	0.03	0.16	0.00	0.03	0.04	0.00	205.47	205.47	0.00	0.00	205.62

3.5 1.5 Construct Transient Apron/Ramp - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.05	0.26	0.25	0.00		0.02	0.02		0.02	0.02	0.00	32.26	32.26	0.00	0.00	32.35
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.05	0.26	0.25	0.00		0.02	0.02		0.02	0.02	0.00	32.26	32.26	0.00	0.00	32.35

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.08	0.80	0.57	0.00	0.00	0.03	0.03	0.00	0.03	0.03	0.00	144.30	144.30	0.00	0.00	144.38
Worker	0.03	0.03	0.37	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	61.17	61.17	0.00	0.00	61.24
Total	0.11	0.83	0.94	0.00	0.00	0.03	0.04	0.00	0.03	0.04	0.00	205.47	205.47	0.00	0.00	205.62

3.6 2.1 Construct Terminal Facility, Associated Parking & Green Space - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	6.38					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.08	0.40	0.42	0.00		0.03	0.03		0.03	0.03	0.00	55.31	55.31	0.01	0.00	55.44
Total	6.46	0.40	0.42	0.00		0.03	0.03		0.03	0.03	0.00	55.31	55.31	0.01	0.00	55.44

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.12	1.27	0.90	0.00	0.08	0.04	0.13	0.01	0.04	0.05	0.00	247.89	247.89	0.01	0.00	248.00
Worker	0.05	0.05	0.58	0.00	0.14	0.01	0.14	0.01	0.01	0.01	0.00	103.33	103.33	0.01	0.00	103.45
Total	0.17	1.32	1.48	0.00	0.22	0.05	0.27	0.02	0.05	0.06	0.00	351.22	351.22	0.02	0.00	351.45

3.6 2.1 Construct Terminal Facility, Associated Parking & Green Space - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	6.38					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.08	0.40	0.42	0.00		0.03	0.03		0.03	0.03	0.00	55.31	55.31	0.01	0.00	55.44
Total	6.46	0.40	0.42	0.00		0.03	0.03		0.03	0.03	0.00	55.31	55.31	0.01	0.00	55.44

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.12	1.27	0.90	0.00	0.01	0.04	0.05	0.01	0.04	0.05	0.00	247.89	247.89	0.01	0.00	248.00
Worker	0.05	0.05	0.58	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.00	103.33	103.33	0.01	0.00	103.45
Total	0.17	1.32	1.48	0.00	0.02	0.05	0.06	0.02	0.05	0.06	0.00	351.22	351.22	0.02	0.00	351.45

3.7 2.2 Relocate Runway Thresholds and Paint Non-Precision Markings - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.07	0.37	0.39	0.00		0.02	0.02		0.02	0.02	0.00	50.70	50.70	0.01	0.00	50.82
Total	0.07	0.37	0.39	0.00	0.01	0.02	0.03	0.00	0.02	0.02	0.00	50.70	50.70	0.01	0.00	50.82

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	0.00	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.40	0.40	0.00	0.00	0.40
Vendor	0.11	1.16	0.82	0.00	0.08	0.04	0.12	0.01	0.04	0.05	0.00	227.23	227.23	0.01	0.00	227.34
Worker	0.05	0.05	0.53	0.00	0.12	0.01	0.13	0.01	0.01	0.01	0.00	94.72	94.72	0.01	0.00	94.83
Total	0.16	1.21	1.35	0.00	0.22	0.05	0.27	0.02	0.05	0.06	0.00	322.35	322.35	0.02	0.00	322.57

3.7 2.2 Relocate Runway Thresholds and Paint Non-Precision Markings - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.07	0.37	0.39	0.00		0.02	0.02		0.02	0.02	0.00	50.70	50.70	0.01	0.00	50.82
Total	0.07	0.37	0.39	0.00	0.01	0.02	0.03	0.00	0.02	0.02	0.00	50.70	50.70	0.01	0.00	50.82

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.40	0.00	0.00	0.40
Vendor	0.11	1.16	0.82	0.00	0.01	0.04	0.05	0.01	0.04	0.05	0.00	227.23	227.23	0.01	0.00	227.34
Worker	0.05	0.05	0.53	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.00	94.72	94.72	0.01	0.00	94.83
Total	0.16	1.21	1.35	0.00	0.02	0.05	0.06	0.02	0.05	0.06	0.00	322.35	322.35	0.02	0.00	322.57

3.8 2.3 Construct Runway 30 Hold Apron - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.02	0.09	0.10	0.00		0.01	0.01		0.01	0.01	0.00	13.83	13.83	0.00	0.00	13.86
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.02	0.09	0.10	0.00		0.01	0.01		0.01	0.01	0.00	13.83	13.83	0.00	0.00	13.86

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.03	0.29	0.21	0.00	0.02	0.01	0.03	0.00	0.01	0.01	0.00	62.09	62.09	0.00	0.00	62.12
Worker	0.01	0.01	0.13	0.00	0.03	0.00	0.04	0.00	0.00	0.00	0.00	25.32	25.32	0.00	0.00	25.34
Total	0.04	0.30	0.34	0.00	0.05	0.01	0.07	0.00	0.01	0.01	0.00	87.41	87.41	0.00	0.00	87.46

3.8 2.3 Construct Runway 30 Hold Apron - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.02	0.09	0.10	0.00		0.01	0.01		0.01	0.01	0.00	13.83	13.83	0.00	0.00	13.86
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.02	0.09	0.10	0.00		0.01	0.01		0.01	0.01	0.00	13.83	13.83	0.00	0.00	13.86

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.03	0.29	0.21	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	62.09	62.09	0.00	0.00	62.12
Worker	0.01	0.01	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.32	25.32	0.00	0.00	25.34
Total	0.04	0.30	0.34	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	87.41	87.41	0.00	0.00	87.46

3.9 2.7 Reroute Airport Entrance Road and Construct Automobile Parking Lot - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.27	1.74	1.38	0.00		0.12	0.12		0.12	0.12	0.00	216.64	216.64	0.02	0.00	217.10
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.27	1.74	1.38	0.00		0.12	0.12		0.12	0.12	0.00	216.64	216.64	0.02	0.00	217.10

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.09	0.88	0.62	0.00	0.06	0.03	0.09	0.01	0.03	0.04	0.00	186.28	186.28	0.00	0.00	186.36
Worker	0.04	0.04	0.40	0.00	0.10	0.00	0.11	0.00	0.00	0.01	0.00	75.95	75.95	0.00	0.00	76.03
Total	0.13	0.92	1.02	0.00	0.16	0.03	0.20	0.01	0.03	0.05	0.00	262.23	262.23	0.00	0.00	262.39

3.9 2.7 Reroute Airport Entrance Road and Construct Automobile Parking Lot - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.27	1.74	1.38	0.00		0.12	0.12		0.12	0.12	0.00	216.64	216.64	0.02	0.00	217.10
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.27	1.74	1.38	0.00		0.12	0.12		0.12	0.12	0.00	216.64	216.64	0.02	0.00	217.10

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.09	0.88	0.62	0.00	0.01	0.03	0.04	0.01	0.03	0.04	0.00	186.28	186.28	0.00	0.00	186.36
Worker	0.04	0.04	0.40	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	75.95	75.95	0.00	0.00	76.03
Total	0.13	0.92	1.02	0.00	0.01	0.03	0.05	0.01	0.03	0.05	0.00	262.23	262.23	0.00	0.00	262.39

3.10 2.10 Enhance Blast Protection - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.17	0.21	0.00		0.01	0.01		0.01	0.01	0.00	27.65	27.65	0.00	0.00	27.71
Total	0.03	0.17	0.21	0.00		0.01	0.01		0.01	0.01	0.00	27.65	27.65	0.00	0.00	27.71

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.05	0.55	0.39	0.00	0.04	0.02	0.06	0.00	0.02	0.02	0.00	124.41	124.41	0.00	0.00	124.46
Worker	0.02	0.02	0.25	0.00	0.07	0.00	0.07	0.00	0.00	0.00	0.00	49.63	49.63	0.00	0.00	49.68
Total	0.07	0.57	0.64	0.00	0.11	0.02	0.13	0.00	0.02	0.02	0.00	174.04	174.04	0.00	0.00	174.14

3.10 2.10 Enhance Blast Protection - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.17	0.21	0.00		0.01	0.01		0.01	0.01	0.00	27.65	27.65	0.00	0.00	27.71
Total	0.03	0.17	0.21	0.00		0.01	0.01		0.01	0.01	0.00	27.65	27.65	0.00	0.00	27.71

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.05	0.55	0.39	0.00	0.00	0.02	0.02	0.00	0.02	0.02	0.00	124.41	124.41	0.00	0.00	124.46
Worker	0.02	0.02	0.25	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	49.63	49.63	0.00	0.00	49.68
Total	0.07	0.57	0.64	0.00	0.00	0.02	0.03	0.00	0.02	0.02	0.00	174.04	174.04	0.00	0.00	174.14

3.11 2.9 Stripe Vehicle Zipper Lane - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.71	4.71	0.00	0.00	4.72
Total	0.01	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.71	4.71	0.00	0.00	4.72

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.09	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	20.74	20.74	0.00	0.00	20.74
Worker	0.00	0.00	0.04	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	8.27	8.27	0.00	0.00	8.28
Total	0.01	0.09	0.10	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	29.01	29.01	0.00	0.00	29.02

3.11 2.9 Stripe Vehicle Zipper Lane - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.71	4.71	0.00	0.00	4.72
Total	0.01	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.71	4.71	0.00	0.00	4.72

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.09	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.74	20.74	0.00	0.00	20.74
Worker	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.27	8.27	0.00	0.00	8.28
Total	0.01	0.09	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	29.01	29.01	0.00	0.00	29.02

3.12 2.11 Survey Underground Utilities - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.05	0.51	0.36	0.00	0.04	0.02	0.06	0.00	0.02	0.02	0.00	124.63	124.63	0.00	0.00	124.67
Worker	0.02	0.02	0.23	0.00	0.07	0.00	0.07	0.00	0.00	0.00	0.00	48.69	48.69	0.00	0.00	48.73
Total	0.07	0.53	0.59	0.00	0.11	0.02	0.13	0.00	0.02	0.02	0.00	173.32	173.32	0.00	0.00	173.40

3.12 2.11 Survey Underground Utilities - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.05	0.51	0.36	0.00	0.00	0.02	0.02	0.00	0.02	0.02	0.00	124.63	124.63	0.00	0.00	124.67
Worker	0.02	0.02	0.23	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	48.69	48.69	0.00	0.00	48.73
Total	0.07	0.53	0.59	0.00	0.00	0.02	0.03	0.00	0.02	0.02	0.00	173.32	173.32	0.00	0.00	173.40

3.13 3.3 Construct Exit Taxiways - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.14	0.20	0.00		0.01	0.01		0.01	0.01	0.00	27.65	27.65	0.00	0.00	27.70
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.03	0.14	0.20	0.00		0.01	0.01		0.01	0.01	0.00	27.65	27.65	0.00	0.00	27.70

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.05	0.48	0.34	0.00	0.04	0.02	0.06	0.00	0.01	0.02	0.00	124.82	124.82	0.00	0.00	124.86
Worker	0.02	0.02	0.22	0.00	0.07	0.00	0.07	0.00	0.00	0.00	0.00	47.79	47.79	0.00	0.00	47.84
Total	0.07	0.50	0.56	0.00	0.11	0.02	0.13	0.00	0.01	0.02	0.00	172.61	172.61	0.00	0.00	172.70

3.13 3.3 Construct Exit Taxiways - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.14	0.20	0.00		0.01	0.01		0.01	0.01	0.00	27.65	27.65	0.00	0.00	27.70
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.03	0.14	0.20	0.00		0.01	0.01		0.01	0.01	0.00	27.65	27.65	0.00	0.00	27.70

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.05	0.48	0.34	0.00	0.00	0.02	0.02	0.00	0.01	0.02	0.00	124.82	124.82	0.00	0.00	124.86
Worker	0.02	0.02	0.22	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	47.79	47.79	0.00	0.00	47.84
Total	0.07	0.50	0.56	0.00	0.00	0.02	0.03	0.00	0.01	0.02	0.00	172.61	172.61	0.00	0.00	172.70

3.14 3.8 Construct Non-airworthy Tie-down Parking Area - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.16	0.97	1.02	0.00		0.06	0.06		0.06	0.06	0.00	158.83	158.83	0.01	0.00	159.10
Total	0.16	0.97	1.02	0.00		0.06	0.06		0.06	0.06	0.00	158.83	158.83	0.01	0.00	159.10

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.04	0.46	0.33	0.00	0.04	0.01	0.06	0.00	0.01	0.01	0.00	125.13	125.13	0.00	0.00	125.17
Worker	0.02	0.02	0.20	0.00	0.07	0.00	0.07	0.00	0.00	0.00	0.00	47.24	47.24	0.00	0.00	47.29
Total	0.06	0.48	0.53	0.00	0.11	0.01	0.13	0.00	0.01	0.01	0.00	172.37	172.37	0.00	0.00	172.46

3.14 3.8 Construct Non-airworthy Tie-down Parking Area - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.16	0.97	1.02	0.00		0.06	0.06		0.06	0.06	0.00	158.83	158.83	0.01	0.00	159.10
Total	0.16	0.97	1.02	0.00		0.06	0.06		0.06	0.06	0.00	158.83	158.83	0.01	0.00	159.10

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.04	0.46	0.33	0.00	0.00	0.01	0.02	0.00	0.01	0.01	0.00	125.13	125.13	0.00	0.00	125.17
Worker	0.02	0.02	0.20	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	47.24	47.24	0.00	0.00	47.29
Total	0.06	0.48	0.53	0.00	0.00	0.01	0.03	0.00	0.01	0.01	0.00	172.37	172.37	0.00	0.00	172.46

3.15 3.10 Acquire 10.8 Acres in Avigation Easements - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.04	0.43	0.31	0.00	0.04	0.01	0.05	0.00	0.01	0.01	0.00	125.31	125.31	0.00	0.00	125.35
Worker	0.02	0.02	0.19	0.00	0.07	0.00	0.07	0.00	0.00	0.00	0.00	46.45	46.45	0.00	0.00	46.49
Total	0.06	0.45	0.50	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	171.76	171.76	0.00	0.00	171.84

3.15 3.10 Acquire 10.8 Acres in Avigation Easements - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.04	0.43	0.31	0.00	0.00	0.01	0.02	0.00	0.01	0.01	0.00	125.31	125.31	0.00	0.00	125.35
Worker	0.02	0.02	0.19	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	46.45	46.45	0.00	0.00	46.49
Total	0.06	0.45	0.50	0.00	0.00	0.01	0.03	0.00	0.01	0.01	0.00	171.76	171.76	0.00	0.00	171.84

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

**CALEEMOD MODELING OUTPUT:
DAILY OPERATIONAL EMISSIONS**

5759 - Whiteman Airport (2.1 Two Story Office Space)
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government Office Building	16	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Los Angeles Department of Water & Power
Climate Zone	12	Precipitation Freq (Days)	33		

1.3 User Entered Comments

Project Characteristics - Climate Zone: 12; Operational Year 2016; LADWP

Land Use - Commercial: Government Office Building
 0.37 Acre; 16,000 sqft

Construction Phase - Construction:
 2.1 Architectural Coating (240 d)

Off-road Equipment - 1.2:
 Forklift 1x
 Tractor/Loader/Backhoe 1x
 Welder 1x

Off-road Equipment - 2.1

forklift 1x

tractor/L/B 1x

welder 1x

Trips and VMT - Construction trips based on Urbemis:

$187 \text{ ac} * 43560 \text{ sqft/ac} * 0.01 \text{ trip/1000-sqft-day} = 81.45 \text{ trips/day} = 82 \text{ trips/day}$

Demolition -

Grading -

Architectural Coating - Frazee Paint:

Interior VOC: 15.3 g/L

Ext. VOC: 21.7 g/L

Vehicle Trips -

Energy Use -

Water And Wastewater -

Solid Waste -

Land Use Change -

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.42	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00		56.37		0.00	0.00	56.71
Mobile	5.04	12.00	44.67	0.08	9.00	0.52	9.53	0.31	0.52	0.83		7,856.61		0.32		7,863.26
Total	5.47	12.05	44.71	0.08	9.00	0.52	9.53	0.31	0.52	0.83		7,912.98		0.32	0.00	7,919.97

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.42	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00		56.37		0.00	0.00	56.71
Mobile	5.04	12.00	44.67	0.08	9.00	0.52	9.53	0.31	0.52	0.83		7,856.61		0.32		7,863.26
Total	5.47	12.05	44.71	0.08	9.00	0.52	9.53	0.31	0.52	0.83		7,912.98		0.32	0.00	7,919.97

3.0 Construction Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.04	12.00	44.67	0.08	9.00	0.52	9.53	0.31	0.52	0.83		7,856.61		0.32		7,863.26
Unmitigated	5.04	12.00	44.67	0.08	9.00	0.52	9.53	0.31	0.52	0.83		7,856.61		0.32		7,863.26
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Government Office Building	1,102.88	0.00	0.00	1,942,581	1,942,581
Total	1,102.88	0.00	0.00	1,942,581	1,942,581

4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Government Office Building	8.90	13.30	7.40	33.00	62.00	5.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00		56.37		0.00	0.00	56.71
NaturalGas Unmitigated	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00		56.37		0.00	0.00	56.71
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Government Office Building	479.123	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00		56.37		0.00	0.00	56.71
Total		0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00		56.37		0.00	0.00	56.71

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Government Office Building	0.479123	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00		56.37		0.00	0.00	56.71
Total		0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00		56.37		0.00	0.00	56.71

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.42	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.42	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.10					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.32					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	0.42	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.10					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.32					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	0.42	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

**CALEEMOD MODELING OUTPUT:
ANNUAL OPERATIONAL EMISSIONS**

5759 - Whiteman Airport (2.1 Two Story Office Space)
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Government Office Building	16	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Los Angeles Department of Water & Power
Climate Zone	12	Precipitation Freq (Days)	33		

1.3 User Entered Comments

Project Characteristics - Climate Zone: 12; Operational Year 2016; LADWP

Land Use - Commercial: Government Office Building
 0.37 Acre; 16,000 sqft

Construction Phase - Construction:
 2.1 Architectural Coating (240 d)

Off-road Equipment - 1.2:
 Forklift 1x
 Tractor/Loader/Backhoe 1x
 Welder 1x

Off-road Equipment - 2.1

forklift 1x

tractor/L/B 1x

welder 1x

Trips and VMT - Construction trips based on Urbemis:

$187 \text{ ac} * 43560 \text{ sqft/ac} * 0.01 \text{ trip/1000-sqft-day} = 81.45 \text{ trips/day} = 82 \text{ trips/day}$

Demolition -

Grading -

Architectural Coating - Frazee Paint:

Interior VOC: 15.3 g/L

Ext. VOC: 21.7 g/L

Vehicle Trips -

Energy Use -

Water And Wastewater -

Solid Waste -

Land Use Change -

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.08	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	139.94	139.94	0.00	0.00	140.42
Mobile	0.61	1.48	5.84	0.01	1.05	0.07	1.12	0.04	0.07	0.11	0.00	944.21	944.21	0.04	0.00	944.99
Waste						0.00	0.00		0.00	0.00	3.02	0.00	3.02	0.18	0.00	6.77
Water						0.00	0.00		0.00	0.00	0.00	35.45	35.45	0.10	0.00	38.34
Total	0.69	1.49	5.85	0.01	1.05	0.07	1.12	0.04	0.07	0.11	3.02	1,119.60	1,122.62	0.32	0.00	1,130.52

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.08	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	139.94	139.94	0.00	0.00	140.42
Mobile	0.61	1.48	5.84	0.01	1.05	0.07	1.12	0.04	0.07	0.11	0.00	944.21	944.21	0.04	0.00	944.99
Waste						0.00	0.00		0.00	0.00	3.02	0.00	3.02	0.18	0.00	6.77
Water						0.00	0.00		0.00	0.00	0.00	35.45	35.45	0.10	0.00	38.34
Total	0.69	1.49	5.85	0.01	1.05	0.07	1.12	0.04	0.07	0.11	3.02	1,119.60	1,122.62	0.32	0.00	1,130.52

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.61	1.48	5.84	0.01	1.05	0.07	1.12	0.04	0.07	0.11	0.00	944.21	944.21	0.04	0.00	944.99
Unmitigated	0.61	1.48	5.84	0.01	1.05	0.07	1.12	0.04	0.07	0.11	0.00	944.21	944.21	0.04	0.00	944.99
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Government Office Building	1,102.88	0.00	0.00	1,942,581	1,942,581
Total	1,102.88	0.00	0.00	1,942,581	1,942,581

4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Government Office Building	8.90	13.30	7.40	33.00	62.00	5.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	130.60	130.60	0.00	0.00	131.03
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	130.60	130.60	0.00	0.00	131.03
NaturalGas Mitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	9.33	9.33	0.00	0.00	9.39
NaturalGas Unmitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	9.33	9.33	0.00	0.00	9.39
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Government Office Building	174880	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	9.33	9.33	0.00	0.00	9.39
Total		0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	9.33	9.33	0.00	0.00	9.39

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Government Office Building	174880	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	9.33	9.33	0.00	0.00	9.39
Total		0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	9.33	9.33	0.00	0.00	9.39

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Government Office Building	232480					130.60	0.00	0.00	131.03
Total						130.60	0.00	0.00	131.03

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Government Office Building	232480					130.60	0.00	0.00	131.03
Total						130.60	0.00	0.00	131.03

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.08	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.08	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr										MT/yr						
Architectural Coating	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.06					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.08	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr										MT/yr						
Architectural Coating	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.06					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.08	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					35.45	0.10	0.00	38.34
Unmitigated					35.45	0.10	0.00	38.34
Total	NA	NA	NA	NA	NA	NA	NA	NA

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Government Office Building	3.17855 / 1.94815					35.45	0.10	0.00	38.34
Total						35.45	0.10	0.00	38.34

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Government Office Building	3.17855 / 1.94815					35.45	0.10	0.00	38.34
Total						35.45	0.10	0.00	38.34

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					3.02	0.18	0.00	6.77
Unmitigated					3.02	0.18	0.00	6.77
Total	NA	NA	NA	NA	NA	NA	NA	NA

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Government Office Building	14.88					3.02	0.18	0.00	6.77
Total						3.02	0.18	0.00	6.77

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Government Office Building	14.88					3.02	0.18	0.00	6.77
Total						3.02	0.18	0.00	6.77

9.0 Vegetation

Localized Significance Analysis - PM10 and PM2.5

Project	SR	Street	Feet	Meters	SRA	Emissions		Thresholds (1 acre)		Exceedances	
						PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
1.02	Residence	Pierce St.	61.24	18.7	7	0.32	0.32	4	3	No	No
1.03	Residence	Gain St.	1133.41	345.5	7	8.11	5.29	124.255	42.25	No	No
1.04	Residence	Terra Bella St.	1323.1	403.3	7	9.15	6.38	109.56867	51.8833333	No	No
1.05	Residence	Gain St.	1133.41	345.5	7	0.25	0.25	93.77	42.25	No	No
2.01	Residence	Terra Bella St.	1267.05	386.2	7	0.22	0.22	104.89467	49.0333333	No	No
2.02	Residence	Sutter Ave.	208.26	63.5	7	0.28	0.22	16.51	5.08	No	No
2.03	Residence	Wingo St.	307.49	93.7	7	0.2	0.2	24.362	7.496	No	No
2.07	Residence	Wingo St.	670.85	204.5	7	1.34	1.34	55.23	18.75	No	No
2.09	Residence	Terra Bella St.	1574.68	480	7	0.27	0.27	136	68	No	No
2.10	Residence	Pierce St.	54.21	16.5	7	0.17	0.17	4	3	No	No
2.11						0	0				
3.03	Residence	Kelowna St.	559.38	170.5	7	0.12	0.12	45.74	15.05	No	No
3.08	Residence	Kagel Canyon St.	250.72	76.4	7	1.04	1.04	19.864	6.112	No	No
3.10						0	0				

PM10 threshold for Project 1.03 uses 5-acre parameter instead of 1-acre.

Localized Significance Analysis - NOx and CO

Project	SR	Street	Feet	Meters	SRA	Emissions		Thresholds (1 acre)		Exceedances	
						NOx	CO	NOx	CO	NOx	CO
1.02	Residence	Pierce St.	61.24	18.7	7	4.29	3.64	80	498	No	No
1.03	Residence	Gain St.	1133.41	345.5	7	41.05	23.51	155.465	4671.4	No	No
1.04	Residence	Terra Bella St.	1323.1	403.3	7	52.77	33.02	168.759	5642.44	No	No
1.05	Residence	Gain St.	1133.41	345.5	7	3.65	3.55	155.465	4671.4	No	No
2.01	Residence	Terra Bella St.	1267.05	386.2	7	3.34	3.52	164.826	5355.16	No	No
2.02	Residence	Sutter Ave.	208.26	63.5	7	3.34	3.52	84.51	847.02	No	No
2.03	Residence	Wingo St.	307.49	93.7	7	3.05	3.48	92.362	1104.324	No	No
2.07	Residence	Wingo St.	670.85	204.5	7	19.34	15.34	123.035	2302.6	No	No
2.09	Residence	Terra Bella St.	1574.68	480	7	3.6	3.43	191	7267	No	No
2.10	Residence	Pierce St.	54.21	16.5	7	2.79	3.45	80	498	No	No
2.11						0	0				
3.03	Residence	Kelowna St.	559.38	170.5	7	2.35	3.39	113.74	1911.645	No	No
3.08	Residence	Kagel Canyon St.	250.72	76.4	7	16.22	16.98	87.864	956.928	No	No
3.10						0	0				

Cumulative Localized Significance Analysis - PM10, PM2.5, NOx, and CO

Project	SR	Street	Feet	Meters	SRA	Emissions		Thresholds (1 acre)		Exceedances	
						PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
2.01	Residence	Terra Bella	1267.05	386.2	7	0.5	0.44	104.89	49.03	No	No
2.02	Residence	Sutter Ave.	208.26	63.5	7	0.5	0.44	16.51	5.08	No	No

Project	SR	Street	Feet	Meters	SRA	Emissions		Thresholds (1 acre)		Exceedances	
						NOx	CO	NOx	CO	NOx	CO
2.01	Residence	Terra Bella	1267.05	386.2	7	6.68	7.04	164.826	5355.16	No	No
2.02	Residence	Sutter Ave.	208.26	63.5	7	6.68	7.04	84.51	847.02	No	No

Project	SR	Street	Feet	Meters	SRA	Emissions		Thresholds (1 acre)		Exceedances	
						PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
2.09	Residence	Terra Bella	1708.32	520.7	7	0.39	0.39	45.74	15.05	No	No
2.10	Residence	Pierce St.	54.21	16.5	7	0.39	0.39	136	68	No	No

Project	SR	Street	Feet	Meters	SRA	Emissions		Thresholds (1 acre)		Exceedances	
						NOx	CO	NOx	CO	NOx	CO
2.09	Residence	Terra Bella	1708.32	520.7	7	5.95	6.82	113.74	1911.645	No	No
2.10	Residence	Pierce St.	54.21	16.5	7	5.95	6.82	191	7267	No	No

APPENDIX B: Biological Technical Report

BIOLOGICAL TECHNICAL REPORT

WHITEMAN AIRPORT PROJECT SITE

City of Pacoima, Los Angeles County



Prepared for:



Los Angeles County Department of Public Works

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EXECUTIVE SUMMARY

The Los Angeles County Department of Public Works has prepared an update to the Master Plan for the Whiteman Airport in the City of Pacoima, California. With the exception of the native vegetation on the hillside area within the Airport, the project site mostly supports disturbed and ornamental vegetation. No sensitive plant and animal species were observed during the field survey. However, the site displays a low to moderate potential to support sensitive plant and wildlife species. Occurrences of one sensitive species (Coast Horned Lizard) have been recorded less than three miles from the project vicinity. Native birds nesting on site are protected by the Migratory Bird Treaty Act and the California Fish and Game Code. Portions of the project site contain trees that are protected under the Los Angeles County Oak Tree Ordinance. Potential impacts on sensitive biological resources have been addressed through recommended mitigation measures and the implementation of these will reduce adverse impacts on biological resources on the project site due to future Airport expansion plans to a level below significance.

INTRODUCTION

This biological technical report describes the potential for threatened, endangered and other special status species and habitats that occur on Whiteman Airport (Project) located in the City of Pacoima (City) in the central western portion of Los Angeles County (County) in California. It also addresses the potential of the update to the Airport Master Plan project to adversely affect those biological resources, determines the level of significance of those impacts, and recommends mitigations to reduce the potential impacts to below significance.

ENVIRONMENTAL SETTING

Project Location

The proposed project site is located in Los Angeles County, California. The project site is located within the U.S. Geological Survey (USGS) San Fernando, California, 7.5-minute Series Topographic Quadrangle (*Appendix C, Figure 1. Regional Vicinity Map and Figure 2. Local Vicinity Map*).

The proposed project encompasses approximately 187 acres located within Whiteman Airport within the City of Pacoima, Los Angeles, California. (*Appendix C, Figure 3. Project Site Map*) The project site is bordered by residential housing to the north, a fire department and a community park in the south and east, commercial development and residential housing in the west and south. San Fernando Road runs along the southwest border of the project site.

METHODS

Literature Review

UltraSystems reviewed available literature prior to conducting the Airport field survey to identify any special status plants, wildlife, or sensitive habitats recorded from the vicinity of the project site. Literature consulted in the review included the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants (CNPS 2010) and the California Department of Fish and Game's (CDFG) California Natural Diversity Database (CNDDDB) (CDFG 2010) for the San Fernando 7.5-minute Series Topographic Quadrangles. UltraSystems also reviewed the Los Angeles County Oak Tree Ordinance and used the United States Fish and Wildlife Critical Habitat Mapper to search for Designated Critical Habitats of endangered or threatened species in or near the project site. The Draft Final Report of The Whiteman Airport Master Plan was also reviewed and utilized, as appropriate.

Field Surveys

On July 16, 2010, UltraSystems' Staff Biologists Kristie Spiro and Joyce Mak surveyed the project site. The survey assessed existing on-site conditions and the potential for sensitive biological resources to occur within the project site, and within a 200-foot buffer zone outside the project site, where possible. The assessment incorporated a 100% pedestrian survey of the project study area. Field notes and photographs were recorded to document any changes in the general biological conditions of these parcels with particular focus to identify sensitive plant and wildlife species, sensitive habitats, and potential jurisdictional areas.

RESULTS

Literature review

Sensitive Species

The results of the literature review indicate the potential occurrence of 7 special status plant species and 9 special status wildlife species. *Appendix A: Sensitive Species Potentially Occurring in the Project Area* presents the special status species known from the region, with their agency status designations, habitat requirements, and potential for occurrence based on the presence of suitable habitat in the project area. None of the sensitive plant species listed is expected to occur on the project site. Suitable habitat exists to support one sensitive wildlife species (Coast Horned Lizard).

Sensitive Wildlife

1. Coast Horned Lizard (*Phrynosoma blaunvilli*)

Regulatory Status: The Coast Horned Lizard is a California Species of Special Concern. It is not a State or Federally Listed Species.

Habitat, Natural History, and Distribution: This species is insectivorous, specializing in hunting native Harvester Ants, but will also consume other insects including termites, bees, and spiders. It occurs in a variety of habitats, including Grasslands and Chaparral with patches of loose soil. This species lays clutches averaging 12 eggs between May and June. Eggs hatch between August and September. Historically this species ranged along the Pacific Coast from Baja California to the Shasta Reservoir.

Moderate Occurrence Potential: Whiteman Airport is within the native range for this species. Foraging habitat is moderately suitable and occurrences have been documented less than three miles away from the project site.

Critical Habitat

The project site is outside of any State- or federally Designated Critical Habitat. The lack of designated critical habitat near the project area was determined using the United States Fish and Wildlife Service (USFWS) Online Critical Habitat Mapper (U.S. Fish and Wildlife Service, 2010). The closest critical habitats found near the project site are listed below:

- Santa Ana Sucker Fish (*Catostomus santaanae*) is found approximately two miles northeast of the project site. This species requires an aquatic habitat with peaks and ebbs in water volume throughout the year and a mosaic of substrate ranging from sand to cobble. The Santa Ana Sucker Fish is exclusively found in the Los Angeles, Santa Ana Rivers and Big Tujunga Creek. This habitat is not found on site; therefore, the Santa Ana Sucker Fish is **not expected** to occur within the project site.
- Coastal California Gnatcatcher (*Polioptila californica*) is found approximately eight miles to the northwest. As foraging and nesting habitat, this species requires Coastal Sage Scrub dominated or co-dominated by California Sagebrush (*Artemisia californica*) with less than 40 percent slope gradient. Since the vegetation and grade of the project site does not meet these requirements; resident Coastal California Gnatcatchers are **not expected** to occur within the project site.

Adopted Habitat Conservation Plan, Natural Community Conservation Plan (NCCP), or Other Approved Local, Regional, or State Habitat Conservation Plan (HCP)

The project site is not within any adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan. The project plans are in compliance with Los Angeles County's goals for preservation of natural resources.

Field Survey***General Site Conditions***

The survey was conducted in favorable weather conditions. Temperatures ranged from 83 to 102-degrees Fahrenheit, with no recent precipitation and wind speeds from 1.3 to 3.0 miles per hour. A meandering search pattern within linear transects was used to obtain maximum coverage. Forty plant species were observed within the project site. Most of the vegetation cover consists of non-native/ornamental species, however, several common native plants adapted to disturbed areas were observed. No state or federally listed plant species were observed. (*Appendix B, Table 1: Observed Flora*). Twenty wildlife species or their signs (including tracks, scat, burrows, nests, excavations, and vocalizations) were observed within the project site. No sensitive wildlife species were observed. (*Appendix B, Table 2: Observed Fauna*).

Sensitive Species

No sensitive species was found during the field survey. This survey was not a focused survey for the presence or absence of threatened or endangered species, but assessed the potential for them to occur based on habitat suitability. Suitable habitat exists to potentially support the Coast Horned Lizard (*Phrynosoma blainvillii*), a California Species of Special Concern that has moderate potential to occur on the Project site but no other species listed in *Appendix A*.

Sensitive Habitats

The Project site is vegetated with both native and non-native species, and is not considered to be a sensitive habitat.

Vegetative Communities

The project site is located adjacent to residential and commercial area that supports urban habitat typical of Southern California. Three major vegetative communities were observed within the site, including Developed Lands/Ornamental Landscaping, Disturbed Areas, and Disturbed Sagebrush-Buckwheat Scrub. Community descriptions are based on field findings, and are described as discussed in Sawyer-Keeler Wolfe,¹ Gray and Bramlet,² and Holland, as appropriate. (*Appendix C, Figure 4: Vegetation Map*).

1. Disturbed Area

Disturbed areas are either devoid of vegetation (e.g. cleared or graded, such as dirt roads or graded slopes) or have a high percentage of non-native weedy (ruderal) plant species adapted to previous disturbances. Ruderal areas, as described by Grey and Bramlet (1992), consist of early successional habitats that are dominated by pioneering herbaceous species that readily colonize

¹ Sawyer-Keeler Wolfe, 1995.

² Gray and Bramlet, 1992

disturbed ground. The soils in ruderal areas are often compacted and frequently disturbed. Many species in areas of ruderal vegetation are adapted to living in compact soils where water does not readily penetrate the soil.

Disturbed areas observed within the site include graded areas with compacted soils and portions of the site that are adjacent to paved roads. These areas support a high frequency of non-native ruderal species. Common non-native weedy species observed include Tocalote (*Centaurea melitensis*), Tree Tobacco (*Nicotiana glauca*), Wild Oat (*Avena fatua*), Mustard (*Brassica* spp.), and Bristly Ox-tongue (*Picris echioides*).

2. Developed Lands/Ornamental Landscaping

Developed lands are areas that have been altered by human construction activities that support man-made structures, such as houses, sidewalks, buildings, parks, flood control channels, transportation infrastructure (e.g., paved roads, bridges, and culverts), and other maintained areas. Ornamental landscaping includes areas where the vegetation is dominated by non-native horticultural plants (Grey and Bramlet 1992). Typically, the species composition consists of non-native trees, shrubs, flowers and turf grass.

The majority of the Project site is Developed, with ornamental landscaping along paved roads, parking lots, and commercial lots. Common ornamental species observed include Oleander (*Nerium oleander*), Ornamental Rose (*Rosa* sp.), Peruvian Peppertree (*Shinus molle*), and Bird of Paradise (*Strelitzia reginae*), to name a few. Native Coast Live Oaks (*Quercus agrifolia*) are also present among the landscaped portions of the project site.

3. Disturbed Sagebrush-Buckwheat Scrub

Disturbed Sagebrush-Buckwheat Scrub is a two-layered scrub vegetation that is dominated by *Artemisia californica* (California Sagebrush) and *Eriogonum fasciculatum* (California Buckwheat). This vegetation, as described by Grey and Bramlet (1992), is composed of shrubs, and herbs that occur along low foothill slopes. The vegetation is drought-deciduous. Several invasive, weedy species are often found within or beside these areas.

This community is present within the unpaved portions of the project site. California Buckwheat (*Eriogonum fasciculatum*) and California Sagebrush (*Artemisia californica*) are the dominant native species. Other native species include Black Sage (*Salvia mellifera*), Mulefat (*Baccharis salicifolia*), Laurel Sumac (*Malosma laurina*), and Deerweed (*Lotus scoparius*). However, portions of the Sagebrush-Buckwheat Scrub habitat are disturbed with low volumes of trash, debris and physical disturbance. The average canopy height is approximately 3.5 feet. Other dominant, non-native species within the understory perimeter are Tocalote (*Centaurea melitensis*), Castor Bean (*Ricinus communis*), Tree Tobacco (*Nicotiana glauca*), and Mustard (*Brassica* spp.) (See Appendix D, Site Photograph 6).

POTENTIAL BIOLOGICAL IMPACTS AND MITIGATION MEASURES

Future Airport development activities that would affect biological resources on the project site discussed in this document would be mitigated with the following measures, if avoidance cannot be incorporated into construction plans.

Potential Impact 1: Nesting Birds and the Migratory Bird Treaty Act (MBTA)

The Migratory Bird Treaty Act (MBTA) (1918) protects migratory birds breeding in the U.S. regardless of their official listing status. The provisions of this act govern the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The law applies to the removal of nests occupied by migratory birds during the breeding season. It is a violation of the MBTA to directly affect an active nest of any bird species covered by the MBTA. An active nest (containing eggs or fledglings) may not be disturbed or removed until the young in the nest are fully fledged, (when the parents no longer protect the young, in or out of the nest).

The CDFG Code (Section 3503) protects the nest or eggs of California's native, non-game birds. Under this law, it is unlawful to take, possess, or destroy any such birds or to take, possess, or destroy the nest or eggs of any such bird. The CDFG Code (Section 86) defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Only three species (Pigeon, Starling, and House Sparrow) found in Southern California are not protected under Section 3503.

Several of the birds observed on-site, are protected under the (MBTA). Oak, pine and other trees on the site have the potential for nesting birds to occupy them during the breeding season (February 15th to August 31st). Project implementation and construction-related activities including, but not limited to, grading, materials lay-down, and noise may result in the disturbance of nesting MBTA-protected sensitive species that could occur within the project area. Construction activities could affect raptors and other birds nesting in vegetation or other built structures in, or adjacent to, work areas. Trimming or removal of vegetation could destroy or disturb active nests. Equipment noise, vibration, lighting, and other human-related disturbance could disrupt nesting, feeding or other life cycle activities, and could cause nest abandonment or nesting failure. A pre-construction survey for nesting birds prior to construction activities would reduce the impact to a level below significant.

To avoid impacts on native bird species on the project site, recommended Mitigation Measure 1 (**MM 1**) should be implemented.

MM 1: Pre-construction Survey for Nesting Birds

Native breeding birds, (except game birds during hunting season) regardless of their listing status, are protected under the MBTA (1918) and California Fish and Game Code. Potential impacts on breeding birds are considered significant under CEQA. Grading and ground-disturbing activities conducted between September 1st and January 31st will normally avoid the nesting season of state and federally protected birds. If construction occurs during nesting season (between February 1st and August 31st), the following shall be implemented:

- A pre-construction survey shall be conducted by a qualified biologist to determine the presence or absence of active nests within or adjacent to the project site to avoid the nesting of breeding birds or burrowing owls.
- If no breeding or nesting activities are detected within 200 feet of the proposed work area, construction activities may proceed.
- If breeding or nesting activity is confirmed, work activities within 200 feet of the active nest shall be delayed until the young birds have fully fledged and left the protection of their parents.

Potential Impact 2: Sensitive Species

The Coast Horned Lizard (*Phrynosoma blaunvillii*) has been documented less than three miles from the project site. Moderate foraging and breeding habitat suitability is present within the Disturbed

Sagebrush-Buckwheat Scrub. Tree removal and construction activity (e.g., noise and vibrations) could affect Coast Horned Lizards if they are present within, or directly adjacent, to the Project site. To avoid or minimize potential disturbances to this species, pre-construction surveys of vegetation that would be directly affected by removal of vegetation or by construction activities would need to be conducted to identify the presence or absence of this species.

To minimize potential impacts on Coast Horned Lizard, Mitigation Measures 2 (**MM2**) should be implemented.

MM 2: Sensitive Species

Although no evidence (sign) indicating the presence of Coast Horned Lizard was observed during the biological surveys, an occurrence of the Coast Horned Lizard has been documented in the region less than three miles from the Project site. Therefore, two daytime pre-construction clearance surveys conducted by a qualified biologist are necessary to determine if the Coast Horned Lizard is present, particularly prior to grading or vegetation removal.

Should Coast Horned Lizards be present, the project-specific mitigation measures recommended by the biologist for temporary impacts will be implemented to reduce construction related activities to a less-than-significant level.

Potential Impact 3: Sensitive Trees

Oak trees within the County of Los Angeles are recognized as significant historical, aesthetic, and ecological resources. Title 22: Part 16 OAK TREE PERMITS of the Los Angeles County Code, Sections 22.56.2050 through 22.56.2260 (subsequently referred to as the “Los Angeles County Oak Tree Ordinance”), specify the treatment of oak trees within County limits. It is the intent of Los Angeles County Oak Tree Ordinance to preserve and maintain healthy oak trees that are located in areas undergoing development.

Section 22.56.2060 states that a permit shall be required to cut, destroy, remove, relocate, inflict damage upon, or encroach into the protected zone of any oak tree on public or private land that is at least eight (8”) inches in diameter, as measured at a distance of four and one-half feet (4-1/2’) above natural grade. Trees not specifically shown or listed on the tree removal permit shall be assumed as not permitted for removal. Compliance with this Section would be enforced by the County standard conditions and requirements for the proposed project.

Section 22.56.2070 states the exemptions to Sec. 22.56.2060. Exemptions include but are not limited to oak trees that impede the operation of emergency vehicles and personnel, present a public hazard, or are causing damage to roadways or public facilities.

To avoid impacts on trees and shrubs on the project site, recommended Mitigation Measure 4 (**MM 4**) should be followed as outlined below.

MM 3: Trees

The Los Angeles County Code (Code) under Title 22: Part 16 OAK TREE PERMITS of the Los Angeles County Code, Sections 22.56.2050 through 22.56.2260 regulates the maintenance, protection, and removal of oak trees on public streets, parks, County -owned property, in the public rights-of-way, and trees on residential and non-residential properties. The general provisions of this Code include the following:

- A permit shall be required to remove, damage, or encroach into the protected zone of any oak tree, as defined in County Code Title 22: Part 16 Sec. 22.56.2060., on public or private land to which this chapter applies. Trees not specifically shown or listed on the oak tree permit shall be assumed as not permitted for damage or removal.
- Unnecessary damage to County oak trees as determined by the County Forester may result in required mitigation including but not limited to replacing oak trees at a minimum of a 2:1 ratio or payment into the oak forest special fund the amount equivalent to the oak resource value as defined in County Code Title 22: Part 16 Sec. 22.56.2140 and Sec. 22.56.2180.

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APPENDIX A: SENSITIVE SPECIES POTENTIALLY OCCURRING IN PROJECT AREA

Sensitive Species Potentially Occurring in the Project Area			
Species name	Status Designation	Habitat Requirements	Probability of Occurrence On Site
PLANTS			
Calochortus plummerae Plummer's Mariposa-lily	Fed: - Cal: - CNPS:1B.2	Perennial bulb found in Chaparral, Foothill Woodland, Yellow Pine Forest, Coastal Sage Scrub, and Valley Grassland. Elevation 300 to 5500 feet. Blooms May to July.	NOT EXPECTED - no suitable habitat
<i>Chorizanthe parryi</i> var. <i>fernandina</i> San Fernando Valley Spineflower	Fed: - Cal: Endangered CNPS: List 1B.1	Perennial herb; found in Coastal Scrub, Valley and Foothill Grasslands. Elevation 490-4,000 feet. Blooms from April to July.	NOT EXPECTED - believed to be extinct
<i>Berberis nevini</i> Nevin's Barberry	Fed: Endangered Cal: Endangered CNPS:1B.1	Native shrub endemic to California; found in Chaparral, Foothill Woodland, Coastal Sage Scrub and Riparian areas. Elevation 890 to 2700 feet. Blooms March to June.	LOW - habitat suitability poor
<i>Dodecahema leptoceras</i> Slender-horned Spineflower	Fed: Endangered Cal: Endangered CNPS: List 1B.1	Annual herb, endemic to California; Chaparral, Cismontane Woodland, and Coastal Scrub on sandy soils and alluvial fan substrates. Elevation 650-2,500 feet. Blooms from April to July.	NOT EXPECTED - no suitable habitat
<i>Malacothamnus davidsonii</i> Davidson's Bush mallow	Fed: - Cal: - CNPS:1B.2	Native shrub endemic to California; found in Chaparral, Northern Coastal Scrub, Coastal Sage Scrub, Riparian Woodlands, and occasionally in wetlands. Elevation 600 to 2805 feet. Blooms June to January.	LOW - habitat suitability poor
<i>Orcuttia californica</i> California Orcutt Grass	Fed: Endangered Cal: Endangered CNPS:1B.1	Annual herb; found in valley Grassland, Freshwater Wetlands, Wetland-riparian areas, and Vernal Pools. Almost always occurs under wetland conditions. Elevation 50 to 2165 feet. Blooms April to August.	NOT EXPECTED - no suitable habitat
<i>Symphyotrichum greatae</i> Greata's Aster	Fed: - Cal: - CNPS:1B.3	Rhizomatous perennial herb; found in Chaparral, Broad-leafed Upland Forest, Cismontane Woodland, Lower Montane Coniferous Forest, and Riparian Woodland. Elevation 984 to 6595 feet. Blooms June to October.	LOW - habitat suitability poor

WILDLIFE			
<i>Catostomus santaanae</i> Santa Ana Sucker	Fed: Threatened CA: - Other: -	Found only in the Santa Ana, Santa Clara, San Gabriel, and Los Angeles Rivers. Rarely more than 6 inches in length. Algae feeder. Threatened by water toxicity as well as competitive and predatory non-native fish species.	NOT EXPECTED - no suitable habitat
<i>Coccyzus americanus occidentalis</i> Western Yellow-billed Cuckoo	Fed: - CA: Endangered Other: -	Rare migratory bird found in Riparian Woodlands. Nests in Willows, feeds in Cottonwoods. Insectivorous, primarily consumes caterpillars and katydids. Clutch size is 1-5 eggs. Nests may be communal with more than one pair using a single nest. Young fledge after two weeks.	NOT EXPECTED - no suitable habitat
<i>Emys (=Clemmys) marmorata pallida</i> Southwestern Pond Turtle	Fed: - Cal: SC Other: -	The western pond turtle is uncommon to common in suitable aquatic habitat throughout California, west of the Sierra-Cascade crest and absent from desert regions, except in the Mojave Desert along the Mojave River and its tributaries. Elevation range extends from near sea level to 4,691 feet. Associated with permanent or nearly permanent water in a wide variety of habitat types.	NOT EXPECTED - no suitable habitat
<i>Gila orcutti</i> Arroyo Chub	Fed: - CA: SC Other: -	Found in Los Angeles basin south coastal streams, in slow water stream sections with mud or sand bottoms. Feeds heavily on aquatic vegetation and associated invertebrates. Threatened by the presence of exotic species. Most spawning occurs in pools or along quiet edge waters.	NOT EXPECTED - no suitable habitat
<i>Phrynosoma blaunvillii</i> Coast Horned Lizard	Fed: - Cal: SC FS: -	Found in a wide variety of habitats including coastal sage, annual grassland, chaparral, oak woodland, riparian woodland, and coniferous forest. Key habitat elements are loose, fine soils with a high sand fraction; an abundance of native ants or other insects; and open areas with limited overstory for basking and low, but relatively dense shrubs for refuge. Breeds May to June. Elevation sea level to 8,000 feet. Diurnal.	MODERATE - Observed 3.5 miles away in 2001. Habitat may be suitable.

<p><i>Polioptila californica californica</i> Coastal California Gnatcatcher</p>	<p>Fed: Threatened Cal: SC Other: -</p>	<p>Local, uncommon, obligate resident of arid coastal scrub below about 1,640 feet from eastern Orange and southwestern Riverside cos. south through the coastal foothills of San Diego Co.; along the immediate coast at Palos Verdes Peninsula, Los Angeles Co.; at Camp Pendleton and in Tijuana River Valley, San Diego Co. May still occur along lower, coastal slopes of San Gabriel and San Bernardino Mts., Los Angeles and San Bernardino cos., but status uncertain.</p>	<p>LOW - habitat suitability poor. Individuals may pass through the project site however resident birds are not expected.</p>
<p><i>Rana muscosa</i> Sierra Madre Yellow-legged Frog</p>	<p>Fed: Endangered CA: SC Other: -</p>	<p>Found in rocky streams in narrow canyons and in the Chaparral belt. Elevation 984 to over 12,000 feet. Breed March-May in still shallow waters. Tadpoles may take three to four years to transform.</p>	<p>NOT EXPECTED - no suitable habitat</p>
<p><i>Rhinichthys osculus</i> Santa Ana Speckled Dace</p>	<p>Fed: - CA: SC Other:</p>	<p>Found in rocky riffles, runs and pools of headwaters, creeks and rivers. Range is Canada to Mexico where water temperatures are 9°C to 11°C and pH is 6.8-7.8. Rarely found in lakes.</p>	<p>NOT EXPECTED - no suitable habitat</p>
<p><i>Vireo bellii pusillus</i> Least Bell's Vireo</p>	<p>Fed: Endangered Cal: Endangered Other: -</p>	<p>Endemic to California and northern Baja California. Now a rare, local, summer resident below about 1,968 feet in willows and other low, dense valley foothill riparian habitat and lower portions of canyons mostly in San Benito and Monterey; in coastal southern California from Santa Barbara Co. south; and along the western edge of the deserts in desert riparian habitat.</p>	<p>NOT EXPECTED - no suitable habitat</p>

Definitions:

Absent [A] - No habitat present and no further work needed.
Habitat Present [HP] - Habitat is, or may be present. The species may be present.
Present [P] - Species is present.
Critical Habitat [CH] - Project footprint is located within a designated critical habitat unit, but does not necessarily mean that appropriate habitat is present.
Status: Federal Endangered (FE); Federal Threatened (FT); Federal Proposed (FP, FPE, FPT); Federal Candidate (FC); Federal Species of Concern (FSC); State Endangered (SE); State Threatened (ST); Fully Protected (FP); State Rare (SR); State Species of Special Concern (SSC); California Native Plant Society (CNPS), etc.

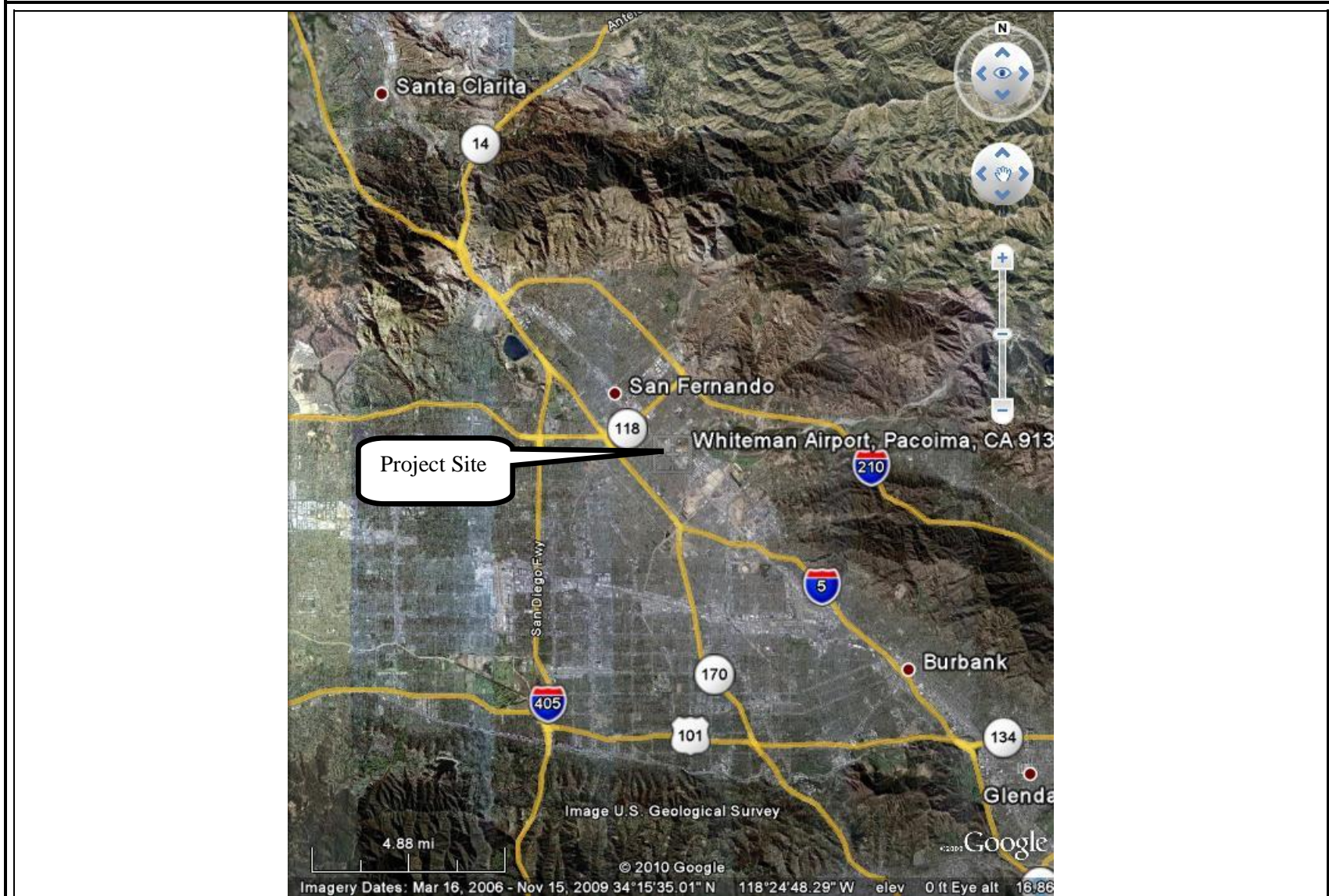
APPENDIX B: OBSERVATION TABLES

Table 1. Observed Plants	
Scientific Name	Common Name
FERNS AND FERN ALLIES	
CUPRESSACEAE	CYPRESS FAMILY
<i>Juniperus</i> sp.*	Juniper
PINACEAE	PINE FAMILY
<i>Pinus</i> sp.	Pine
ANGIOSPERMS (DICOTYLEDONS)	
ANACARDIACEAE	SUMAC OR CASHEW FAMILY
<i>Malosma laurina</i>	Laurel Sumac
<i>Schinus molle</i> *	Peruvian Pepper Tree
APOCYNACEAE	DOGBANE FAMILY
<i>Nerium oleander</i> *	Oleander
ASTERACEAE	SUNFLOWER FAMILY
<i>Artemisia californica</i>	California Sagebrush
<i>Baccharis salicifolia</i>	Mule Fat
<i>Centaurea melitensis</i> *	Tocalote
<i>Conyza canadensis</i>	Horseweed
<i>Helianthus annuus</i>	Common Sunflower
<i>Heterotheca grandiflora</i>	Telegraph Weed
<i>Isocoma menziesii</i>	Coast Goldenbush
<i>Lactuca serriola</i> *	Prickly Lettuce
<i>Malacothrix saxatilis</i>	Cliff Malacothrix
<i>Picris echioides</i> *	Bristly Ox-tongue
<i>Rafinesquia californica</i>	California Chicory
BOMBACACEAE	BOMBAX FAMILY
<i>Chorisia speciosa</i> *	Floss-silk Tree
BRASSICACEAE	MUSTARD FAMILY
<i>Brassica nigra</i> *	Black Mustard
EUPHORBIACEAE	SPURGE FAMILY
<i>Croton setigerus</i>	Dove Weed
<i>Ricinus communis</i> *	Castor-bean
FABACEAE	LEGUME FAMILY
<i>Lotus corniculatus</i> *	Birdfoot Trefoil
<i>Lotus scoparius</i>	Deerweed
FAGACEAE	OAK FAMILY
<i>Quercus agrifolia</i>	Coast Live Oak
LAMIACEAE	MINT FAMILY
<i>Salvia mellifera</i>	Black Sage
OLEACEAE	OLIVE FAMILY
<i>Jasminum angulare</i> *	Angulare Jasmine
PAPAVERACEAE	POPPY FAMILY
<i>Eschscholzia californica</i>	California Poppy
PLATANACEAE	SYCAMORE FAMILY
<i>Platanus racemosa</i>	Western Sycamore
POLYGONACEAE	BUCKWHEAT FAMILY
<i>Eriogonum fasciculatum</i>	California Buckwheat

PRIMULACEAE	PRIMROSE FAMILY
<i>Anagallis arvensis</i> *	Scarlet Pimpernel
ROSACEAE	ROSE FAMILY
<i>Rosa</i> sp.	Ornamental Rose
SAPINOACEAE	SOAPBERRY FAMILY
<i>Cupaniopsis anacardioides</i> *	Carrotwood
SIMAROUBACEAE	QUASSIA FAMILY
<i>Ailanthus altissima</i> *	Tree of Heaven
SOLANACEAE	NIGHTSHADE FAMILY
<i>Datura wrightii</i> *	Jimson Weed
<i>Nicotiana glauca</i> *	Tree Tobacco
ULMACEAE	ELM FAMILY
<i>Ulmus parvifolia</i> *	Chinese Elm
ANGIOSPERMS (MONOCOTYLEDONS)	
ARECACEAE	PALM FAMILY
<i>Arecastrum romanzoffianum</i> *	Queen Palm
<i>Washingtonia</i> sp.	Fan Palm
POACEAE	GRASS FAMILY
<i>Avena</i> sp.*	Wild Oat
<i>Pennisetum setaceum</i> *	Fountain Grass
STRELITZIACEAE	BIRD OF PARADISE FAMILY
<i>Strelitzia reginae</i> *	Bird of Paradise
*Non-Native Species	

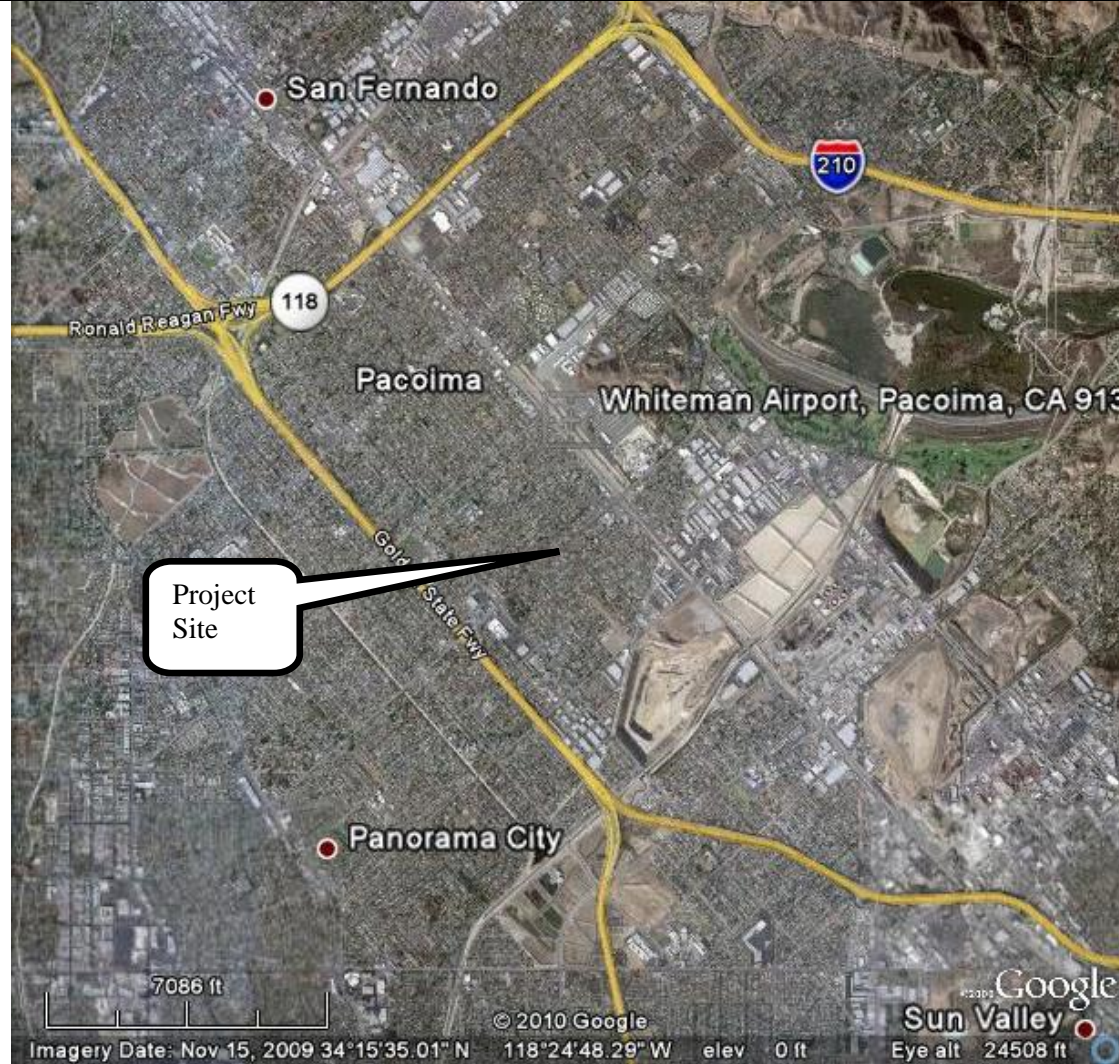
Table 2. Observed Wildlife	
Scientific Name	Common Name
Mammals	
<i>Canis latrans</i>	Coyote
<i>Odocoileus hemionus</i>	Mule Deer
<i>Procyon lotor</i>	Northern Raccoon
<i>Spermophilus beecheyi</i>	California Ground Squirrel
<i>Sylvilagus auduboni</i>	Desert Cottontail
Birds	
<i>Buteo jamaicensis</i>	Red Tailed Hawk
<i>Calypte anna</i>	Anna's Humming Bird
<i>Carpodacus mexicanus</i>	House Finch
<i>Corvus corax</i>	Common Raven
<i>Mimus polyglottos</i>	Northern Mocking Bird
<i>Passer domesticus</i>	House Sparrow
<i>Pipilo crissalis</i>	California Towhee
Reptiles	
<i>Sceloporus occidentalis</i>	Western Fence Lizard
Insects	
<i>Apis mellifera</i>	Honey Bee
<i>Bombus</i> sp.	Bumble Bee
<i>Papilio</i> sp.	Butterfly
<i>Pieris rapae</i>	Cabbage White Butterfly
Family: <i>Formicidae</i>	Ants
Class: <i>Arachnida</i>	Spiders
SubOrder: <i>Anisoptera</i>	Dragonfly

APPENDIX C: MAPS



Map Source:
Google Earth, 2010

Figure 1. Regional Vicinity Map
Whiteman Airport Project Site



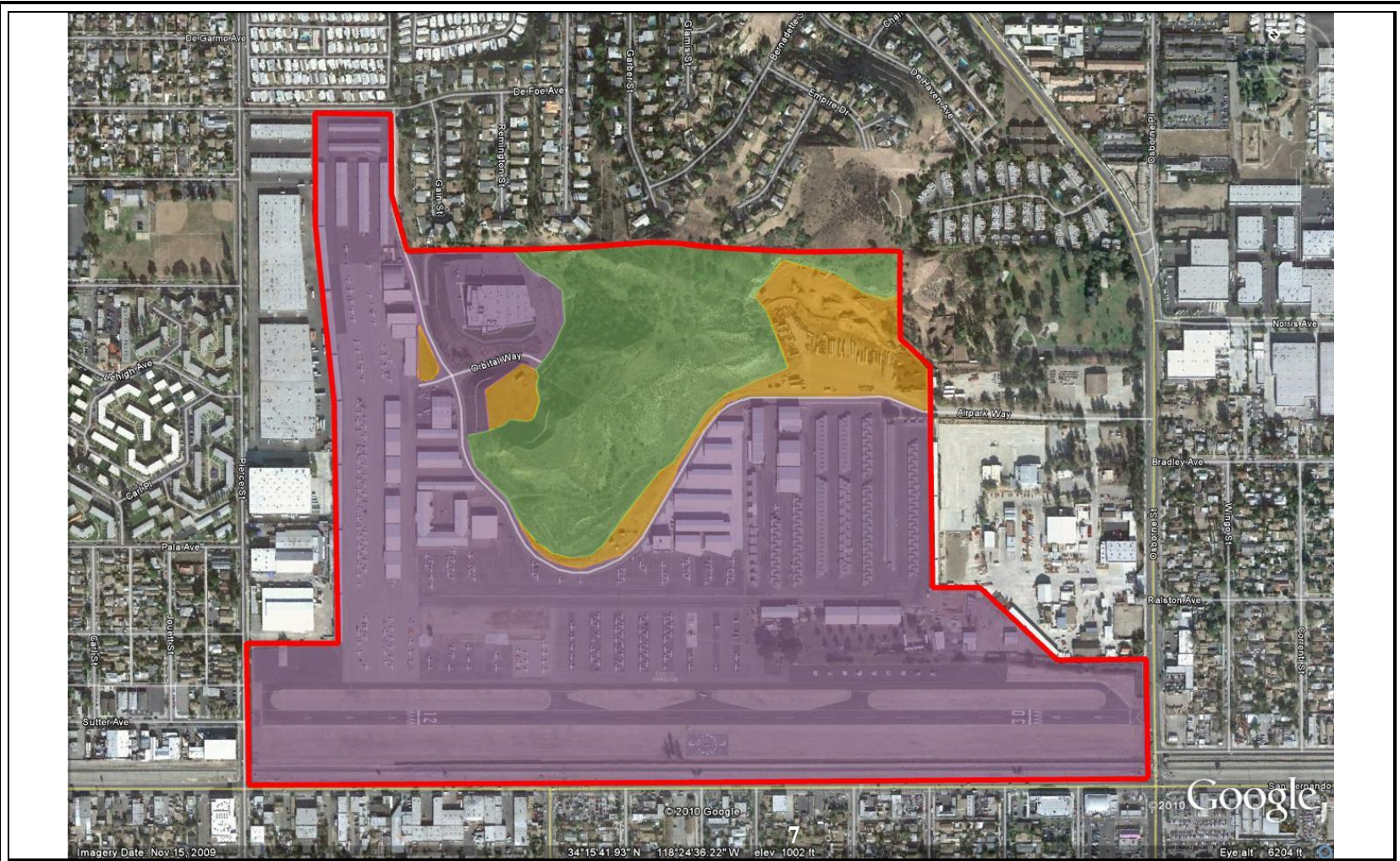
Map Source:
Google Earth 2010

Figure 2. Local Vicinity Map
Whiteman Airport Project Site



Map Source:
Google Earth 2010

Figure 3. Project Site Map
Whiteman Airport Project Site



Map Source: Google Earth 2010



- Disturbed Area
- Developed/Ornamental Vegetation Area
- Disturbed Sagebrush-Buckwheat Scrub Area

Figure 4. Vegetation Map
Whiteman Airport Project Site

APPENDIX D: PROJECT SITE PHOTOGRAPHS



Photograph 1. One of many mature Coast Live Oak Trees that will require permits for disturbance or removal. Facing southeast.



Photograph 2. Irrigated and drained slopes along a previously disturbed/developed portion of the Project site. Facing southeast.



Photograph 3. Ungraded slope with high amounts of Star Thistle. Facing southeast.



Photograph 4. Ravens nesting onsite. Facing northwest.



Photograph 5. Location of Raven Nest. Facing northwest.



Photograph 6. Plateau above road level has high concentrations of native buckwheat and a variety of wildlife signs. Facing southeast.

APPENDIX C: Cultural Resources Inventory

**PHASE I CULTURAL RESOURCES INVENTORY FOR THE WHITEMAN AIRPORT
MASTER PLAN UPDATE, PACOIMA, LOS ANGELES COUNTY, CALIFORNIA**

Prepared for:

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USGS 7.5-Minute San Fernando Quadrangle

UltraSystems Project No. 5759

September 9, 2010

MANAGEMENT SUMMARY

Purpose and Scope: The County of Los Angeles Department of Public works retained UltraSystems Environmental Inc. (UltraSystems) to provide cultural resources services related to the Whiteman Airport Master Plan Update in the community of Pacoima, City of Los Angeles, Los Angeles County, California. The services entailed a pedestrian survey of the entire airport proposed project site and preparation of a Phase I cultural resources inventory of approximately six-plus acres within the Whiteman Airport grounds owned by the County of Los Angeles. The survey and inventory was conducted on July 1, 2010. This report documents the results of that work.

The ultimate goal of this study was to identify potential cultural resources properties within the project area, and supplement or update information from previous inventories.

Dates of Investigation: A cultural resources pedestrian surveys was conducted July 1, 2010. The investigation included a record search at the South Central Coast Information Center, California State University, Fullerton, on May 5, 2010. A Sacred Lands file search was initiated on May 7, 2010. The Native American Heritage Commission responded on May 13, 2010, and stated that their search failed to indicate the presence of Native American Sacred Lands or traditional cultural properties within the immediate project area. This report was completed in September 2010.

Investigation Constraints: Approximately half of the lands within the survey area are disturbed and graded, while approximately half of the remaining southwest tongue of Pacoima Hill has been disturbed by soil and rock removal operations with subsequent revegetation of this area.

Findings of the Investigation: The literature review indicated that there are four prehistoric cultural resources recorded within a 1/2-mile radius of the project area. Three previous studies included the Whiteman Airport grounds themselves, with a total of 14 cultural resources studies completed within a 1/2-mile radius. No cultural resources were previously recorded within the boundaries of the project area. As a result of this Phase I inventory, no prehistoric archaeological sites or isolates were identified. Two historic-era resources were identified.

Recommendations: Considering the presence of a previously recorded prehistoric site on the grounds of the Airport in proximity to the project's APE, the project area is not regarded as archaeologically sensitive. UltraSystems recommends that a qualified archaeologist monitor all future construction ground-disturbing activities occurring in native soils on the airport site.

Disposition of Data: This report will be filed with the South Central Coast Information Center, California State University, Fullerton; the County of Los Angeles Department of Public Works; and UltraSystems Environmental Inc., Irvine. All field notes and other documentation related to the study will remain on file at the Irvine office of UltraSystems.

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UNDERTAKING INFORMATION/INTRODUCTION

Contracting Data: The Los Angeles County Department of Public works retained UltraSystems Consultants to conduct a pedestrian Phase I cultural resources survey related to the Whitman Airport Master Plan Update, particularly for plans to construct a new terminal and attendant parking at the southwest base of Pacoima Hill, construct extra airplane hangars in a ravine along the south portion of the hills, and possible demolition of the two remaining original airplane hangars in the north corner of the airport grounds. UltraSystems completed the literature review, Native American Sacred Lands File search, the pedestrian survey and report.

The project site is located on public lands owned by the County of Los Angeles.

Permits: No special permits were required for conducting this work.

Purpose: The current study was completed under the provisions of the National Historic Preservation Act (NHPA) Section 106 (36 CFR 800).

The NHPA authorizes the maintenance of a National Register of Historic Places (NRHP) that facilitates the preservation of properties possessing integrity and meeting at least one of the following four criteria delineated at 36 CFR 60.4 (Advisory Council on Historic Preservation 2000).

The quality of significance in American history, architecture, archaeology, engineering and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association and:

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period or method of construction, or that 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) that have yielded, or may be likely to yield, information important in prehistory or history.

The format of this report follows Archaeological Resource Management Reports (ARMR): Recommended Contents and Format (Office of Historic Preservation).

Undertaking: The proposed project entails the proposed Whitman Airport Master Plan Update, particularly for plans to construct a new terminal and attendant parking at the southwest base of Pacoima Hill, construct extra airplane hangars in a ravine along the south portion of the hills, and

possible demolition of the two remaining original airplane hangars in the north corner of the airport grounds.

Two separate plots, that combined come to approximately six-plus acres, were surveyed as part of this Phase I inventory. As the project area is within a combination of graded and undisturbed hills associated with Pacoima Hill (1294 ft.) partially utilized by the Airport, the survey was conducted using transects along the length of relatively flat section at 10 m. intervals, while in the hill portion of the project area dirt roads, ridgelines and flats were surveyed as the terrain allowed.

This report details the methods and findings of the fieldwork conducted to determine the impact of the proposed new terminal, parking lot, and hangars; relocation of Airpark Way; and possible demolition of two historic hangars. The report provides management recommendations for the mitigation of potential adverse effects of the development in the case of unexpected findings.

Project Limits: The Whiteman Airport terminal, parking and new hangars location project area is comprised of approximately six-plus acres and is located at the eastern half (northeast and southeast) of the airport grounds along the base of Pacoima Hill, within the community of Pacoima, City of Los Angeles, Los Angeles County. The airport grounds are public lands owned by the County of Los Angeles, and has been in existence since the airport was first constructed by Marvin E. Whiteman, Sr., in 1946. Whiteman Airport is bounded on the southeast by Osborne Street. On the northeast by Pacoima Hills and a small residential district, on the northwest by Pierce Street, and on the southwest by San Fernando Road, and is one mile east of the Santa Ana Freeway (I-5). The project area is located on the U.S. Geological Survey (USGS) 7.5-Minute San Fernando, California Quadrangle (1966, Photorevised 1988) within Township 2 North, Range 15 West, unsectioned land (San Bernardino Base and Meridian).

This investigation included an intensive pedestrian survey within the area of potential effect (APE) of the proposed terminal and hangars (Figure 1). A total of approximately six-plus acres were surveyed by UltraSystems for this Phase I inventory.

Figures: Figure 1 shows the location of the project site. Figure 2 shows a portion of the USGS 7.5-Minute San Fernando, California Quadrangle (1966, Photorevised 1988), and depicts the specific location of the project area and APE. Figures 3-6 are photographs showing the surface conditions of the project site at the time of the pedestrian survey.

Project Personnel: Robert Rusby was the UltraSystems Project Manager, and Stephen O'Neil was the Project Archaeologist. This report on the results of the Phase I Inventory was written by Stephen O'Neil.



Source: ESRI World Street Map, 2009; UltraSystems Environmental Inc., 2010.

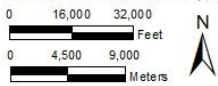
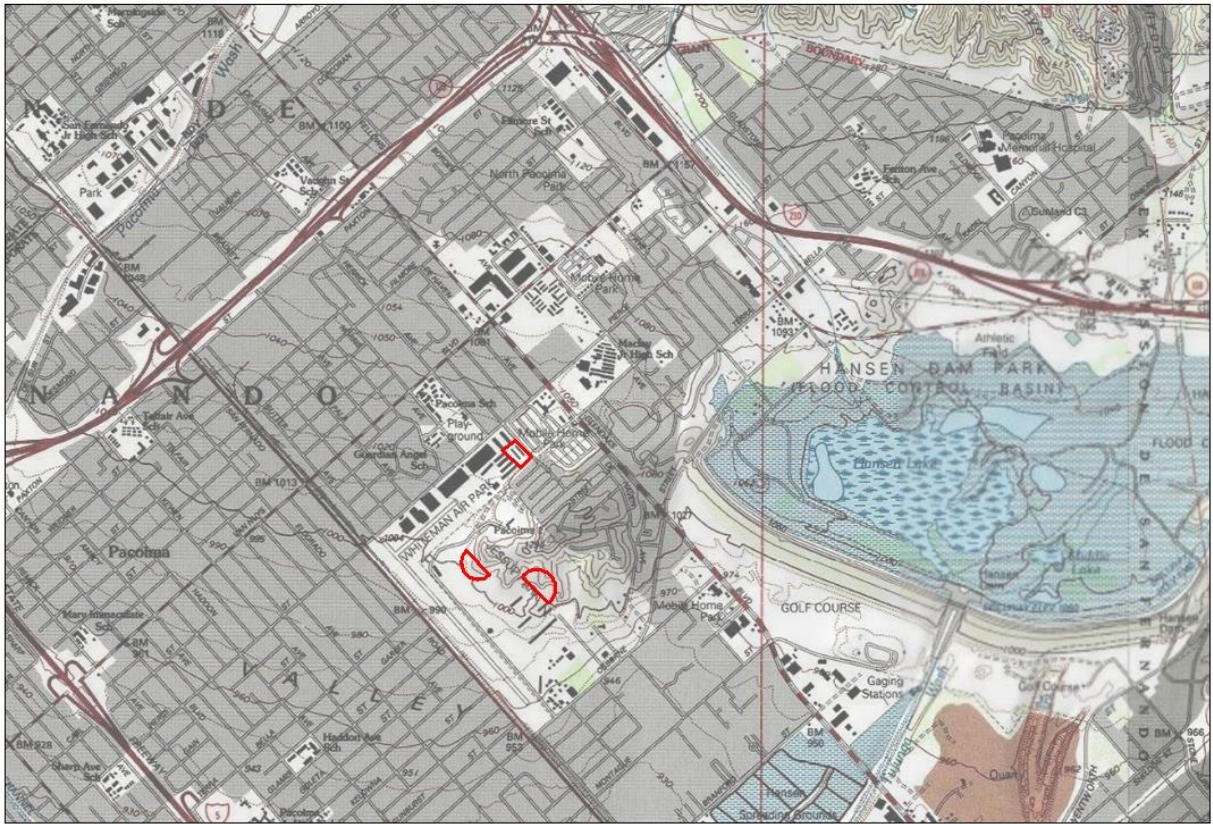
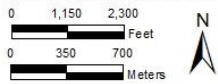


Figure 1
Project Vicinity



Source: ESRI US Topo Map, 2007; UltraSystems Environmental Inc., 2010.



Legend

Area of Potential Effects

Figure 2
Area of Potential Effects

SETTING

Natural

The Whiteman Airport project site is located in Los Angeles County, California, in the San Fernando Valley at the southwestern foot of the San Gabriel Mountains. The topographic region lies within the Los Angeles Basin, a broad plain covering more than 800 square miles that extends from the foothills of the San Gabriel Mountains south to the Pacific coast, and from Topanga Canyon southeast to the vicinity of Aliso Creek in central Orange County. Prior to historical settlement of the region, the basin was characterized by extensive inland prairies, wide marshy riparian lands along watercourses, and a lengthy coastal strand predominated by sandy beaches interrupted by the rocky Palos Verdes Peninsula. The Los Angeles plain is traversed by several large watercourses, most notably the Los Angeles, Rio Hondo, San Gabriel, and Santa Ana Rivers. Marshlands fed by fresh water also once covered many portions of the area, while the coastline contained numerous estuaries with mixed fresh and salt water. To the west, the coastal region encompasses approximately 375 square miles of varied terrain. West of Topanga Canyon the terrain is rugged; the steep, westward slopes of the Santa Monica Mountains reach 1,000 feet or more in elevation, except where stream-cut ravines and canyons drain into narrow beaches at the water's edge. From Topanga Canyon southward to the Palo Verdes Peninsula, a distance of roughly 22 miles, the coast is flat and level. The terrain becomes rugged once again as the coast follows Palos Verdes Peninsula for a distance of approximately 12 miles before reaching San Pedro Bay, which in prehistoric times was characterized by extensive mud flats and sand bars. Continuing southward the coast is marked by several mesas fronted by sand beaches to the Newport Bay, where the San Joaquin Hills reach the ocean; inland of here a narrow extension of the Basin called the Tustin Plain terminates near Aliso Creek.

Elevation within the project area ranges from approximately 995 to 11050 feet above mean sea level. The project area is depicted on the San Fernando 7.5-minute USGS topographic map in Township 2 North, Range 15 West, in unsectioned land. The coastal southern California region has a Mediterranean type of climate with cool wet winters and warm dry summers. The mean precipitation in the Pacoima area is 16.2 inches of rain. The average July high temperature is 93° F while the average January low temperature is 43° F.

Flora/Fauna

In its natural state, the Whiteman Airport project area was dominated by the Coastal Sage Scrub biotic community. In Pacoima, this community is typified by large evergreen shrubs such as toyon, laurel sumac and lemonadeberry. The adjacent hills contain oak, sycamore and yucca. This plant community supports a range of animals in the area including mule deer (*Odocoileus hemionus*), cottontail rabbits (*Sylvilagus* sp.), hare (*Lepus* sp.), quail (*Callipepla gambelii*), mourning dove (*Zenaidura macroura*), mice (*Perognathus* spp.), kangaroo rats (*Dipodomys* spp.), and various types of reptiles. Predators included coyote (*Canis latrans*), gray fox

(*Urocyon cinereoargenteus*), bobcat (*Lynx rufus*), and mountain lion (*Felis concolor*). Several species of rodents, coyote, reptiles and birds are the most common animals found today.

CULTURAL

Prehistoric Period

Prehistoric material in this region has been categorized according to periods or patterns that define technological, economic, social and ideological elements. Within these periods, archaeologists have defined patterns or complexes specific to prehistory within the desert region, including the current project area. The period from the end of Horizon I to European contact was a time of complex and ongoing change in material culture, burial practices, and subsistence focus. These changes most likely reflect both *in situ* cultural adaptations in response to shifts in environmental conditions, as well as influences from outside the area. The following summary of California's prehistoric period is adapted from Jones&Stokes (2007:6).

The prehistoric occupation of Southern California is divided chronologically into four temporal phases or horizons (Moratto 1984). Horizon I, or the Early Man Horizon, began at the first appearance of people in the region (approximately 12,000 years ago) and continued until about 5000 B.C. Although little is known about these people, it is assumed that they were semi-nomadic and subsisted primarily on game.

Horizon II, also known as the Millingstone or Encinitas Tradition, began around 5000 B.C. and continued until about 1500 B.C. The Millingstone Horizon is characterized by widespread use of milling stones (manos and metates), core tools, and few projectile points or bone and shell artifacts. This horizon appears to represent a diversification of subsistence activities and a more sedentary settlement pattern. Archaeological evidence suggests that hunting became less important and that reliance on collecting shellfish and vegetal resources increased (Moratto 1984).

Horizon III, the Intermediate Horizon or Campbell Tradition, began around 1500 B.C. and continued until about A.D. 600-800. Horizon III is defined by a shift from the use of milling stones to increased use of mortar and pestle, possibly indicating a greater reliance on acorns as a food source. Projectile points become more abundant and. Together with faunal remains, indicate increased use of both land and sea mammals (Moratto 1984).

Horizon IV, the Late Horizon, which began around A.D. 600-800 and terminated with the arrival of Europeans, is characterized by dense populations; diversified hunting and gathering subsistence strategies, including intensive fishing and sea mammal hunting; extensive trade networks; use of bow and arrow; and a general cultural elaboration (Moratto 1984). Also known as the Late Prehistoric, it is locally identified with the introduction of pottery, and is marked by stronger regional differentiation. Such influence includes the major migration into southern California of Takic-speaking people (Uto-Aztecan language group) from the Great Basin region (Warren 1968).

Ethnography

The project area lies within the territory of the Western Gabrielino (commonly referred to as Fernandeño) branch of the Gabrielino Native American people (Bean and Smith 1978). The Gabrielino are characterized as one of the most complex societies in native southern California, second perhaps only to the Chumash, their coastal neighbors to the northwest. This complexity derives from their overall economic, ritual, and social organization (Bean and Smith 1978:538; Kroeber 1925:621).

Tongva is the traditional term for the linguistically and culturally defined Gabrielino cultural nationality. It is thought that the Tongva migrated to southern California about 2,000 to 3,000 years ago, most likely from southern Sierra Nevada ranges of east-central California with other related socio-linguistic groups (Takic speakers) (Moratto 1984:559). The Tongva settled in a territory that extended west to east from the present-day community of Malibu of Los Angeles County on the Pacific coast to the eastern edge of the Los Angeles Basin just past the Santa Ana River in Orange County, and from the Pacific Ocean northeast to the San Gabriel Mountains, as well as the southern Channel Islands (Bean and Smith 1978). The majority of Tongva territory was located among the plains of the Los Angeles Basin and in the mountain foothills, but the long stretch of coastline defines their subsistence as largely a maritime economy. Within this large territory were more than 50 residential communities with populations ranging from 50 to 150 individuals. The Gabrielinos had access to a broad and diverse resource base. This wealth of resources, coupled with an effective subsistence technology, well-developed trade network, and ritual system, resulted in a society that was among one of the most materially wealthy and culturally sophisticated cultural groups in California at the time of contact.

The Tongva language and its dialects are a branch of the Takic family of the Uto-Aztec linguistic stock. It is very closely related to the Cupeño language, whose speakers are on their southern border. The Takic branch also includes the Juaneño/Luiseño (or *Payomkawichum*) tribal group to the south in today's Orange and San Diego counties, the Cahuilla in Riverside County to the east, and the Serrano to the north. By contrast, the Chumash language, north of the Tongva in the Santa Barbara region, is not related to any other known Native American language family or stock, representing an origin quite different from that of the Cahuilla (Mithun 1999:304, 390).

The founding lineage of a village often possessed the position of ceremonial leader, and maintained both the ceremonial house and the clan ceremonial bundle that the leader used. The lineages had their own chiefs who, like the clan leader, inherited their positions usually father to son. The leader was responsible for the upkeep of community religious rituals and ritual objects. He was an "economic executive" for his people, directing the timing and location for the gathering of foods and hunting of game, their storage for future use, and ultimate disposition. He met with other lineage heads to discuss ceremonial rounds, boundary disputes, marriage arrangements, and other inter-clan matters. The chief had his own major assistant who helped carry out directions of the chief. Together, they were part of a council made up of other,

smaller family heads, ceremonialists, and shamans who helped to inform and give advice to the chief.

Villages were usually located on the plains and along the coast by rivers and springs. Each family and lineage had their houses and granaries for the storage of food, and ramadas for work and cooking. There would often be sweat houses. Each community also had a separate house for the lineage or clan leader. There was a ceremonial house associated with the clan leader. Most major religious ceremonies of the clan were held there. In addition to the residences, each lineage had ownership rights to various resource collecting locations, “including food collecting, hunting, and other areas. Individuals also owned specific areas or resources, e.g., plant foods, hunting areas, mineral collecting places, or sacred spots used only shamans, healers and the like” (Bean and Smith 1978).

While the Tongva utilized over 200 plants (O’Neil 2001), the most important species representing food resources in these plains, coasts and mountains included: several species of acorn-bearing oaks, including coast live oak (*Quercus agrifolia*), scrub oak (*Q. berberifolia*), and Engelman oak (*Q. engelmannii*); pine trees with piñon nuts (*Pinus quadrofolia* and other *Pinus* spp.); prickly-pear cacti with fruit and fleshy leaves (*Opuntia littoralis* and *O. basilaris*); and yucca with blossoms and flower stalks (*Yucca whipple* and *Y. schidigerai*). To a lesser degree, several hard seed plants, such as manzanita (*Arctostaphylos glauca* and *A. Pringlei*), sunflowers (*Helianthus annuus*), chia sage and other sages (*Salvia columabriae* and *Salvia* spp.), lemonade berry (*Rhus trilobata*), wild rose (*Rosa californica*), and buckwheat (*Eriogonum fasciculatum*), coyote gourd (*Curcubita feotidissima*), along with fruits, berries, tubers and greens, were also gathered (O’Neil 2001). Among the most important tubers is amole (*Chlorogalum pomeridianum*) for tools and soap, while common greens included several *Chenopodium* spp., clovers (*Trifolium* spp.), Miner’s lettuce (*Claytonia perfoliata*) and white sage (*Salvia apian*), all to be found in the immediate region (Dale 1986). There are several native California berry-producing plants in this region, such as toyon (*Heteromelies arbutifolia*), grape (*Vitis girdiana*), blackberry (*Rubus ursinus*), and elderberry (*Sambucus mexicanus*). The elderberry was also gathered for medicine and tool manufacture. Numerous additional plants were used for medicines, twine, basketry, ornamentation, tools, and religious ceremonies (O’Neil 2001).

This would have been a highly productive environment, well suited to a sophisticated hunting and gathering economy. Some studies (cf. Bean and Lawton 1993) suggest that aboriginal people in southern California managed the structure and productivity of this environment through a combination of controlled burning, selective harvesting and pruning, and occasional replanting, seed broadcast, and possibly limited irrigation. Such practices can be likened to those known for the Neolithic Revolution in other portions of the New World, Eurasia, and Africa. Human-induced burning, whether accidental or intentional for driving game or managing floral food and materials resources, may have influenced the development of fire-adapted plant associations over the past few thousand years. It has been various suggested (e.g., Bean and Lawton 1993:37-42, 46-51; King 1993:296-298) that native burning helped create and maintain the park-like aspect of many California landscapes that was noted by early Spanish diarists, and which in places was still discernable as recently as the middle or late nineteenth century. The emphasis on fire suppression that began during colonial times and largely continues today may be partially responsible for the current broad distribution of brush and paucity of grasslands in

areas that looked quite different to European explorers and missionaries (Timbrook et al. 1993:129-134).

A wide variety of tools and implements were employed by the Tongva to gather and collect food resources. For the hunt, these included the bow and arrow, traps, nets, sling and blinds for hunting land mammals and birds, and nets for fish in the ocean. Rabbits and hares were commonly brought down by the throwing stick, by communal hunts for these animals utilizing clubs and tremendously large nets. Foods were processed with a variety of tools, including portable stone mortars, bedrock mortars and pestles, basket hopper mortars, manos and metates, bedrock grinding slicks, hammerstones and anvils, woven strainers and winnowers, leaching baskets and bowls, woven parching trays, knives, bone saws, and wooden drying racks. Food was consumed from a number of woven and carved wood vessels. The ground meal and unprocessed hard seeds were stored in large finely woven baskets, and the unprocessed mesquite beans were stored in large granaries woven of willow branches and raised off the ground on platforms to keep it from vermin. Steatite vessels were made by the island Indians and traded to the mainland for food items and deer skins.

Local Settlements

The region surround the project site would have benefited from proximity to the Los Angeles River and the rich lowlands it watered. There were several Contact Period Tongva settlements within five miles of the project site which would have been occupied by 35 to 100 inhabitants each. Pacoima itself is a Tongva place name, taken from the Tongva *rancheria* of *Pakooynga* (Merriam 1968:98, McCawley 1996:39), and said to mean “la entrada [the entrance].” It is now is associated with Pacoima Creek to the north of the project site. The Tujunga Creek which runs along the southeast side of Whiteman Airport is a Tongva term as well, which name is “derived from *tuxuu*’ meaning ‘old woman,’ and perhaps refers to ‘a rock shaped like an old woman’ in Little Tujunga Canyon” (McCawley 1996:39), and so a site of mythological significance. The name also refers to *Tuhuuunga* village, a large *rancheria* from which came 83 converts to the mission (Merriam 1968:102). They are situated approximately five miles east of the Whiteman Airport. Closely associated with the San Fernando Mission area is *Pasheeknga*, “reportedly the most populous community in the San Fernando Valley (McCawley 1996:38), while *Achooykomenga* was also said to be situated nearby, from which 14 converts were taken (Merriam 1968:93, 103). The Los Angeles River runs through the southern portion of San Fernando Valley with Pacoima and Tujunga creeks feeding into it from the north; Portolá’s Expedition traveled through and camped in this area early August, 1769, and were the first Europeans to encounter Fernandño people (McCawley 1996:38; Crespí 2001). These rancherias were situated in a landscape particularly rich in water and other natural resources and surrounded by settlements of a populous hunting and gathering people, the project area would have been well used by the Tongva people.

Historic Period

Spanish occupation of California began in 1769, at San Diego. The first Europeans to explore the area that would become the state of California were members of the A.D. 1542 expedition of Juan Rodriguez Cabrillo. Cabrillo sailed along the coast of California, but did not explore the interior. Europeans did not attempt inland exploration until 1769 when Lt. Colonel Gaspar de

Portolá led an overland expedition from San Diego to Monterey. This expedition of 62 people passed directly through the current study area in August (Brown 2001), and encountered Tongva villages near the site. Mission San Gabriel was established in the Los Angeles Basin in 1771, and the Los Angeles Pueblo was established as a civilian settlement on September 4, 1781. The San Fernando Valley area was not heavily missionized in these early years, and several Spanish period land tracts were allowed and ranching was started. Mission San Fernando Rey de España, 3 miles to the west of Whiteman Airport, was established in 1797 and immediately started recruiting local Tongva and surrounding Tataviam, Chumash and Kitanemuk tribal members.

Mexico rebelled against Spain in 1810, and by 1821 Mexico, including California, achieved independence. The Mexican Republic began to grant private land to citizens to encourage emigration to California. In 1833, Mexico secularized the Franciscan missions and opened lands previously held in trust for the Indian population to ownership by ranchers. Huge land grant ranchos took up large sections of land in California. Ranchos surrounding the Pueblo Lands of Los Angeles included the Rancho de Los Felis to the north, San Raphael and San Antonio. The project area is located within the lands of Mission San Fernando which, after secularization of the Franciscan religious establishments, was split up into rancho lands and given as grants to Mexican settlers. The Whiteman Airport occupies a portion of what once was the Rancho ex-Mission de San Fernando first leased to Andres Pico in 1845, who later purchased half of these vast lands in 1853. It is adjacent to the lands of Rancho Tujunga to the east and Rancho San Rafael to the southeast.

The Mexican-American War of 1846 saw the invasion of California from both land and sea. Following several skirmishes in the San Diego and Los Angeles area, and the capture of the territorial capital in Monterey, United States rule was established and, following the rapid influx of population to the north because of the Gold Rush of 1849, California was made a state in 1850. The economic and social order was slow to change in southern portion of the state, however, and rancheros were left in control of their vast estates through the 1860s. Los Angeles was a part of the “Cow Counties” and had little representation in the state legislature because of the sparse population. This allowed the predominantly Anglo population of the north to pass laws aimed at breaking up the ranches for settlement by Eastern farmers and, coupled with devastating droughts that crippled many livestock raisers, their dismemberment soon came. This helped pave the way for the “Boom of the Eighties” which saw an influx of people from the rest of the United States and the beginning of many of the towns we see today. This was the first spurt of growth for Los Angeles, and satellite communities started around the city to the east, south and west, and much the plains between came to be filled with farms and orchards.

Through the 1870s, the land was largely used for cattle ranching. By the 1880s, many of the original Mexican land grants had been broken up and in 1887 Charles Maclay purchased 56,000 acres for \$117,500. He started subdividing the lands into agricultural tracts that was soon used for raising citrus, nuts, beans, wheat and vegetables. The Los Angeles Aqueduct, bringing water from the Owens Valley, reached the San Fernando Valley in 1913 and the plentiful water was eagerly used by local farmers, expanding the variety of crops that could be grown here. The 1900 “San Fernando, Calif.” 15 ‘ map (surveyed 1897) shows the San Fernando Road and railroad line already in place (along what is now the southwest property line of the airport). Two short roads are in the southern corner of the property, one extending to a single structure at the

southern base of Pacoima Hill in the area of the southern segment of the survey. No other buildings are shown on the current airport grounds, but the small community of Pacoima is indicated immediately northwest. The City of Los Angeles annexed the Pacoima area in 1915.

With the start of World War II aircraft plants such as Lockheed and other defense-related industries sprang up in the San Fernando Valley and housing was desperately needed. In nearby Pacoima the San Fernando Gardens housing project and other residential blocks were built to meet this need. Other factories came to the Valley and during the 1950s there was a rapid suburbanization of the San Fernando Valley, and Pacoima changed from a farm community to a bedroom community. The Golden State Freeway (I-5) was constructed through here in 1956 along the western edge of the community taking pressure off the old San Fernando Road that funneled traffic from southern California to the Central Valley. The economy changed in the 1990s, however, leading to a closing of many of the local factories which resulted in local unemployment. By 1994 Pacoima was listed as the poorest per capita community in the Valley, with one in three inhabitants living in public housing. The new century has so far brought little positive change to Pacoima, which in 2010 had a population of 104,442 inhabitants.

PREVIOUS ARCHAEOLOGICAL RESEARCH

The South Central Coast Information Center (SCCIC), located at the California State University, Fullerton, was visited by Stephen O'Neil on May 5, 2010 to conduct a review of its records to determine if cultural resources were previously recorded within the project area. Information regarding archaeological sites and studies within a half-mile radius of the study area were compiled. A check was also made of historic maps, the National Register of Historic Places; Historic Resources Inventory—City of Los Angeles; the California State Historical Resources Inventory; the California Historic Bridges Inventory (2000); and the Caltrans Statewide Historic Bridges Inventory Update of 2005.

The record search, included as Appendix B, revealed that 19 cultural resource surveys have been completed within a 1-mile radius of the project area. Three of these studies involved the Whiteman Airport, though only one covers a portion of the current project APE: a 1981 archaeological test report of a site in preparation for construction of the café at Whiteman Airport (LA-1158; R.J. Desautels), a 1991 survey for placement of a water tank on Pacoima Hill on the east property line of Whiteman Airport (LA-2393; D. Bleitz), and a 1995 cultural assessment of plots within the Whiteman Airport property for commercial development (LA-4963; J.F. Romani). The 1981 report by Desautels revealed and tested a prehistoric archaeological site, discussed below. The other reports had negative findings.

Four cultural resources have been recorded within a 1/2-mile radius of the project area. (See Table 1.) Three of these are mid 20th century suburban residential and business sites that were later demolished for the construction of Hanson Dam that created a reservoir out of Tujunga Wash, along with the associated lake and recreational facilities. On the Whiteman Airport grounds there is a prehistoric archaeological site, CA-LAn-2003 (Desautels 1981, Berryman 1988). A 1975 archaeological field survey located ground stone artifacts on the surface 415 feet north of the airport restaurant that had been exposed by plowing (Desautels 1981:1). In 1981 test

trenching was conducted in the reported site area at which time a variety of prehistoric artifacts were recovered. These included further ground stone used for preparing plant material, six hammerstones used for manufacturing tools, and one core from which chips were flaked. There was no evidence of fire affected rock, faunal remains or other artifacts, and the site was regarded as “a lightly used seasonal campsite probably peripheral to a major village site somewhere in the area” (Desautels 1981:10).

Table 1: Cultural Resources Within One-Half Mile of the Project APE.

CA-LAn-2003	A food processing area, dated to Millingstone Horizon	S. Berryman; 1988
CA-LAn-2090	Historic surface features, including pavement, concrete slabs, concrete side-walk; modern debris dating to 1930s	J. Brock; 1992
CA-LAn-3416	Pony and miniature railroad ride site, dated to mid-1950s.	T. Wahoff; 2005
CA-LAn-186676	Concrete slab foundations, for 1947 dwelling and 1953 associated garage.	N. Storey; 2001

According to the cultural resources files at the EIC, no cultural resources have been previously recorded within the project site boundaries.

NATIVE AMERICAN CONTACTS

To solicit additional knowledge about cultural resources, UltraSystems mailed a letter to the Native American Heritage Commission (NAHC) requesting a Sacred Lands file search and local contact list on May 7, 2010. The NAHC responded by a faxed letter on May 13, 2010, indicating that a search of the Sacred Lands file, “did not indicate the presence of Native American cultural resources within one-half mile radius of the proposed site (APE). However, there are Native American cultural sites in close proximity to the APE.” The letter included a list of eight Native American organizations and individuals that may have knowledge of resources in the area. UltraSystems sent letters to these on May 14, 2010. A copy of this correspondence is contained in Appendix C. In the absence of a written response from the Native American organizations by the time this report was prepared, UltraSystems attempted to contact them by e-mail and fax on May 27, 2010. There were no responses.

SURVEY

SURVEY METHODS

A Phase I inventory designed to locate cultural resources within the Whiteman Airport expansion APE included a pedestrian survey. Pedestrian survey of the study area was performed by UltraSystems on July 1, 2010, by Project Archaeologist Stephen O’Neil.

There were three units of the airport grounds that required survey: the southern portion at the base of Pacoima Hill along Airpark Way, the western portion at the base of Pacoima Hill along Airpark Way, and the two airplane hangars at the far north corner of the airport. The southern portion consists of approximately three acres at the mouth of a small ravine, most of which had been graded flat (see Fig. 3). At the south end “The Soil & Sod Company” maintains cinder block-walled containers for soil and mulch, and on a flat area at the east edge of the unit they currently excavate soils and rock. Space within the flat graded area along the edge of Airpark Way is rented out for vehicle storage, and approximately 20 big-rigs, recreational vehicles, trucks and cars were parked there at the time of the survey. This flat area was surveyed in 10 meter wide transects walked parallel to the road. Outer edges of the ravine that were within the unit were also surveyed by hiking the slopes to inspect ledges and any slope less than 45 degrees. Soil in the graded flat was fine sandy decomposed granite or sandstone. This area also contained small patches of gravel and a small amount of broken concrete and asphalt. Vegetation on the slopes and at the base of the slopes consisted of sunflower, grasses, buckwheat, sage, mule fat, jimson weed and toyon; introduced plants consisted of mustard, tree tobacco, castor bean and grasses. Though the southwest edge of the hill had been graded away removing anywhere from one to five feet of the original surface, the presence of buried prehistoric cultural material directly west of this area warranted careful inspection for any subsurface deposits.

The west end consisted of a small flat portion along Airpark Way with the majority being several steep sided slopes and flats on a curved tongue of Pacoima Hill, with an area of approximately three acres (see Fig. 4). This could not be surveyed with straight transect lines, and so this unit was walked along the slopes and along the edges of the flats as elevation allowed. On the flat along the road is a set of airport environmental tracking station consisting of several structures within a chain link fence. The first slope terminates at a somewhat flat, irregular area that appears heavily disturbed. A dirt road reaches this flat from the north side from Airpark Way but does not extend down the other side. This may have been a barrow site, but has largely revegetated with native and introduced plants. The next slope behind this is natural, with volcanic rock spilling down at several locations. The flat above this was inspected and it consists of a field of volcanic rock. This portion of the hills is a volcanic/basalt ridge cutting through an otherwise Topanga Formation set of hills. The slopes and much of the flat land was densely covered with both black and tansy mustard; a wide patch of sage was at the base of the first slope (see Fig. 5). Other vegetation consisted of toyon and black sage, buckwheat and rabbit brush. There were signs of coyote and cottontail rabbit, and a mule deer doe was observed in a narrow ravine at the east edge of this unit.

At the far northwest corner of the airport at the corner of Airpark Way and DeFoe Avenue are the two oldest hangars on the grounds, remaining from the start of Whiteman Airport in the late 1940s (Morgan, personal communication). They are both aligned with the long axis of the building northwest/southeast (see Fig. 6). The northernmost hangar is “T” and the adjacent southern one is “U.” They are both built on the same plan, approximately 245 feet long by 30 feet wide, and approximately 15 feet high at the apex of the roof. The exterior walls are finished with a white mortar or plaster. The hangar doors are made from sheets of corrugated metal, four for each door with the central two on rails that allow them to be opened in front of the outer two.

The last hangar door of both hangars faces north and is on the east end of the building, and so have no more structure to slide in front of; to compensate for this the rail extends 20.5 feet out beyond the building which have two wooden beams to support the top rail – these beams are painted in black and white stripes. Both hangars have several doors made of plywood all framed in wood, along the long axis but not at the ends. Hangar T currently has no windows, but there are several placed where it appears past windows have been boarded over. Hangar U has several windows. Deterioration of the door and window frames suggests they are original to the construction of the buildings. Hangar U has several other features lacking at hangar T – an air conditioner at the west end, and extending out from the southwest corner is a concrete slab 14 feet wide and extending out nine feet. The roofs are slightly pitched with wooden beams and tar paper shingles. They both appear to be actively used.



Figure 3. Photograph of the Southern Project Area, Overview Along Airway Drive; Looking Southeast.



Figure 4. Photograph of the western project area along base of Pacoima Hill along Airpark Way; looking north.



Figure 5. Photograph of the western project area on tongue of Pacoima Hill, basalt ridge at top; looking north.



Figure 6. Photograph of late 1940s era hangar “T” in the north area of Whiteman Airport; looking southeast.

SURVEY RESULTS

The two units of airport grounds along the base of Pacoima Hill were heavily disturbed, the southern segment by grading and the western segment by use as a borrow pit. No prehistoric cultural material was observed during the cultural resources pedestrian survey. In the northwest corner of the airport two historic-era airplane hangars were observed.

SITE EVALUATION

UltraSystems' evaluation of the significance of possible archaeological and historic cultural sites found within the current study area is presented in the following section. Included are UltraSystems' recommendations regarding whether the two airplane hangars observed in the northwest corner of the site meet the official definitions of a "historic property" as defined by Section 106.

EVALUATION CRITERIA

In order for a cultural resource to be considered a "historic property" NRHP criteria (i.e., eligible for inclusion on the NRHP), it must be demonstrated that the resource possess *integrity* of location, design, setting, materials, workmanship, feeling and association, and must meet at least one of the following four criteria delineated by Section 106 (Advisory Council on Historic Preservation 2000), as listed in 36 CFR 60.4:

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period or method of construction, or that 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) that have yielded, or may be likely to yield, information important in prehistory or history.

No prehistoric sites or isolates and no historic sites were located within the project APE. The majority of open land (within the freeway center divider and along the walkways at the south end of the bridge) is several feet below the original surface level, there is a low potential for subsurface cultural deposits.

PROJECT EFFECTS ASSESSMENT

With the absence of observed prehistoric sites or isolates and of historic sites within the project APE, there is likely to be no adverse effects on cultural resources by this project.

REGULATORY REQUIREMENTS

If an archaeological site qualified for listing on the NRHP the provisions of Section 106 mandate that the lead agencies further determine whether the proposed undertaking will have an “effect” and “adverse effect” upon the site [36 CFR 800.4(d)(1)]. According to federal regulations, “*Effect* means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register” [36 CFR 800.16(i)]. The criteria for adverse effect are:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative. [36 CFR 8000.5(a)(1)]

Since there are no observed cultural resources that qualify as historic properties or historical resources within the project APE, the project is likely to have no adverse effect.

RECOMMENDATIONS

The presence of a subsurface prehistoric site (CA-LAn-2003) within 500 feet of the project APE places the project within an archaeologically sensitive area. As such, it is recommended that a qualified archaeologist monitor be present during ground disturbing activities involving the realignment of Airpark Way and level areas within the two project sites along the base of Pacoima Hill. If any additional areas not covered by this Phase I inventory will be impacted by construction, these areas will need to be surveyed prior to any construction, and an updated report should be submitted.

It is also recommended that the two historic-era hangars in the northwest corner of the airport, “T” and “U,” be fully recorded and site records be submitted to the South Central Coast

Information Center. Dating from approximately 1946-1950, they are over fifty years old and thus meet the criteria of “historic” and require this treatment under NRHP regulations. While they need not be submitted for NRHP nomination, they are of local historic interest and whatever their final disposition, a formal recording of information on their construction and history should be made.

UNANTICIPATED DISCOVERIES

CONSTRUCTION MONITORING

Due to the archeological sensitivity of the area, it is recommended that a qualified archaeologist monitor ground-disturbing activity in native soils or sediments during the proposed development of the new Whiteman Airport terminal and associated parking facilities, and the new hangar structures. This archaeologist must be empowered to temporarily divert grading equipment in the event of discovery and allow for sufficient time to evaluate and potentially remove the find.

HUMAN REMAINS

The requirements of the Native American Graves Protection and Repatriation Act (NAGPRA) and its implementing regulation 43 CFR 10 must be followed. NAGPRA establishes a process for the respectful treatment of disposition of Native American human remains and associated funerary objects, sacred items, and objects of cultural patrimony, intentionally excavated or inadvertently discovered on Federal or tribal lands, and within any projects that receive Federal funding. Should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The archaeologist would immediately notify the Los Angeles County Coroner. After determining that the remains are Native American in origin, they would then notify the California State Native American Heritage Commission (NAHC). Construction work at that location would resume only after proper authorization is received from the NAHC.

Robert Rusby, AICP
Project Manager

Stephen O’Neil, M.A., RPA
Project Archaeologist

REFERENCES

Advisory Council on Historic Preservation

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1978 Gabrielino. In *California*, edited by Robert F. Heizer, pp. 538-549. Handbook of North American Indians, Vol. 8, William G. Sturtevant, general editor. Smithsonian Institution: Washington, D.C.

Bean, Lowell J., and Harry W. Lawton

1993 Some Explanations for the Rise of Cultural Complexity in Native California with Comments on Proto- Agriculture. In *Before the Wilderness: Environmental Management by Native Californians*, edited by Thomas C. Blackburn and Kat Anderson, pp. 27-54. Ballena Press: Menlo Park, California.

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1981 *Archaeological Test Report and Assessment on The Whiteman Airport Site Located in the Pacoima Area of the County of Los Angeles, California*. Spec. No. 4189; C.P. No. 68753 (AV) SD-5. For: The County of Los Angeles, Department of County Engineer-Facilities. By: Scientific Resource Surveys, Inc., Santa Ana, California.

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Governor's Office of Planning and Research

1998 *CEQA, California Environmental Quality Act Statutes and Guidelines*. Governor's Office of Planning and Research, Sacramento, California.

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2007 *Archaeological Survey Report for the Rosewood Gardens Project Located at 502-508 North Berendo Street, Los Angeles, California*. Prepared for: Los Angeles Housing Department, Los Angeles, California. Jones & Stokes: Los Angeles, California.

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1993 Fuel Use and Resource Management: Implications for the Study and Land Management in Prehistoric California and Recommendations for a Research Program. In *Before the Wilderness: Environmental Management by Native Californians*, edited by Thomas C, Blackburn and Kat Anderson, pp. 279-298. Ballena Press: Menlo Park, California.

Kroeber, Alfred L.

1925 Handbook of the Indians of California. *Bureau of American Ethnology Bulletin No. 78*. U.S. Government Printing Office: Washington, D.C.

McCawley, William

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

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1968 Village Names in Twelve California Mission Records. Assembled and Edited by Robert F. Heizer. *Report of the University of California Archaeological Survey*, No. 74. Berkeley.

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1984 *California Archaeology*. Academic Press: New York.

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2010 Jason Morgan, Manager, Whiteman Airport. Personal communication; July 1, 2010.

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1990 Archaeological Resource Management Reports (ARMR): Recommended Contents and Format. Department of Parks and Recreation, Office of Historic Preservation: Sacramento.

1997 Instructions for Nominating Historical Resources to the California Register of Historical Resources. Office of Historic Preservation, Sacramento: California.

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2001 *Ethnobotanical Research in the Bolsa Chica Region*. Prepared for Dr. Nancy Whitney-Desautels, Scientific Research Systems, Inc.: Temecula, California.

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1993 Vegetation Burning by the Chumash. In *Before the Wilderness: Environmental Management by Native Californians*, edited by Thomas C, Blackburn and Kat Anderson, pp. 117-150. Ballena Press: Menlo Park, California.

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1966 *San Fernando, California Quadrangle*. 1966, Photorevised 1988. 7.5 minute.

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APPENDIX A:
Personnel Qualifications

Stephen O'Neil, M.A., R.P.A.

Cultural Anthropologist/Archaeologist Manager

Education

- M.A., Cultural Anthropology, California State University, Fullerton, CA, 2002
- B.A., Anthropology, California State University, Long Beach, CA, 1979

Professional Registrations, Licenses, and Affiliations

- Register of Professional Archaeologists
- California Mission Studies Association
- Capistrano Indian Council; Board Member
- Orange County Natural History Museum; Board Member
- Pacific Coast Archaeological Society; Past President
- Society of California Archaeology

Professional Experience

Mr. O'Neil has 28 years of experience as a cultural anthropologist in California. He has researched and written on ethnography, archaeology and history. The greater part of his work has concerned the ethnohistory of Southern California tribal people. His work has entailed the use of directed and open-ended interviews with Native community members, as well as archival research. Mr. O'Neil has particular expertise in the use of mission records for the study of population and social networks. He is also familiar with ethnobotany, family reconstruction, and rock art. Among his work was a compilation of the ethnographic background of all Native American tribes along the QWest fiberoptic route through California, from the Oregon border to Arizona; this included modern history during the American period and current reservations. Mr. O'Neil recently completed cultural background updates to the ICRMP Management Plans of three U.S. Army bases in central California, providing prehistoric, ethnographic, and historic material (including present day status) of all the tribes in the greater San Francisco East Bay region.

O'Neil also has archaeological experience in excavation, survey, monitoring, and lab work. Most of this has been on Native American prehistoric sites, but also includes Spanish, Mexican, and American period adobe sites. His supervisory experience includes excavation and survey crew chief and project director of an adobe house excavation. He has a wide range of expertise in Phase I & II Environmental Site Assessments, archaeological resource assessment surveys, salvage operations, and cultural background studies for various EIR projects. Mr. O'Neil has worked for several cultural resource management firms, as well as government agencies and Native American entities. He has written technical reports as well as published journal articles.

SELECT PROJECT EXPERIENCE

Cultural Resource Monitoring, St. Joachim Elementary School, Costa Mesa, CA

He provided monitoring services for mitigation during trenching for utility lines and grading for building expansion, at St. Joachim Elementary School, Costa Mesa, Orange County. He prepared the subsequent report, as well as a site record for the 50+ year old school structure. 2004

Cultural Resource Monitoring and Site Evaluation, Los Pinos Youth Conservation Camp, Cleveland National Forest, Orange County, CA

Mr. O'Neil was the crew chief of Phase II prehistoric site excavation to evaluate the size and possible disturbance of CA-ORA-35, an acorn gathering camp in the Santa Ana Mountains. This site is at the County of Orange juvenile

probation facilities' Los Pinos Conservation Camp. He prepared the site evaluation report. Following the Phase II work he then monitored all subsequent foundation retrofitting of several bungalows and administrative buildings of the Camp and modification of the water system ponds. As required for working at the youth facility, Mr. O'Neil went through a background check with the County of Orange Probation Department. 2003-2005

Cultural Resource Monitoring, Owens Lake Dust Mitigation Phase VII, Inyo County, CA

UltraSystems provided cultural resource monitors of behalf of KDG for Phase 7 of the Owens Lake Dust Abatement Project in Owens Valley, Inyo County. The Owens Lake Dust Abatement Project is being conducted by the Los Angeles Department of Water and Power (LADWP) to mitigate the effects of extreme dust pollution blowing across the Owens Lake bed and into the surrounding region through implementation of Dust Control Measures (DCMs). Mr. O'Neil served as Principal Cultural Monitor at the Owens Valley construction site during 2009. 2009

Site Assessments and Field Monitoring, Various Projects, CA

Mr. O'Neil has provided site assessments and field monitoring, excavation of prehistoric sites, archaeological records research and review, technical report writing, and ethnographic studies on historical and prehistoric projects. He also produced research reports on selected topics and ethnographic/archaeological/historic background for ICRMP Management Programs of three central California military bases. 2007-2008

As Ethnographic consultant, researched and prepared a report on the history and cultural significance of the original cemetery at Mission San Juan Capistrano for the Executive Director of the Mission San Juan Capistrano. Responsibilities included on site observation and recordation, archival research, and conducting interviews with stakeholders in the historical, Native American and church communities. 2006

Ethnography and Archaeology, Various Projects, Southern CA

Mr. O'Neil has provided excavation, site survey, monitoring, artifact laboratory work and production of technical reports. He has performed or supervised field surveys and cultural background studies for various EIR projects, including Talega Community development (San Clemente, County of Orange), Travertine community development (La Quinta, County of Riverside), Los Pinos Conservation Camp (Santa Ana Mountains, County of Orange), Sunrise Powerlink (Imperial and San Diego Counties), Mojave River Water Replenishment project (San Bernardino County), Dayton Canton Canyon community development (Chatsworth, County of Los Angeles), and various monitoring, survey and site report studies in Riverside, San Bernardino, San Diego and Orange counties. 2002-2006

Ethnographic Consulting, San Jacinto Valley, CA

Mr. O'Neil served as an ethnographic consultant, producing a report on the locations and demographics of Contact Period Indian villages in the San Jacinto Valley, Riverside County, for the Eastside Reservoir Project. 2002

Ethnographic Consulting, San Juan Capistrano, CA

Mr. O'Neil served as an ethnographic consultant, producing a report on the names, locations, and demographics of Contact Period Indian villages of the Mission Viejo Ranch for the Mission Viejo Ranch Master Plan Project, Orange County. 2002

Cultural Monitoring, Newport Beach, CA

Mr. O'Neil provided monitoring related to fiberoptic trenching and drilling along Pacific Coast Highway in Santa Barbara County, as well as excavation and laboratory analysis of prehistoric sites in Orange County for the Newport Coast Project, Orange County. 1999

Ethnographic and Historic Research, Native American Societies, Temecula, CA

Mr. O’Neil was responsible for an investigation of Luiseño tribal sacred sites and landscape for National Register of Historic Places evaluation as Traditional Cultural Properties. This involved field observation, archival research and interviews. For possible development of a quarry in Rainbow Canyon, Riverside County. 2008

Jet Propulsion Laboratories (NASA), Pasadena, CA

Mr. O’Neil was retained as an ethnographic consultant to JPL’s cosmology (“star lore”) education project and represented the agency by attending the Sun Dance ceremony on the Navajo Reservation (Pinon, Arizona). 2000

Research, Native American Societies, North San Diego County, CA

On behalf of the Santa Barbara Museum of Natural History, Mr. O’Neil conducted research toward reconstructing the pattern of villages in Marine Corps Camp Pendleton in north San Diego County, determining the cultural affiliation of their populations, and tracing modern families with ancestry to those villages. This included archival research and interviews with members of the Luiseño and Acjachemen tribal groups; also constructed a computerized database of over 4,500 mission register entries. He co-authored two reports on the findings of this research in 1998 and 2001 with Dr. John R. Johnson. 1996-2001

SELECT PUBLICATIONS

- 2008 *Luiseño Traditional Cultural Properties, a NRHP Evaluation. Cultural Resources Component of the Liberty Quarry Environmental Impact Report.* Prepared for: Liberty Quarry, Temecula, CA.
- 2007 *Mission San Juan Capistrano Rectory Garden: Cultural-Historical Research on the Old Mission Cemetery, Mission San Juan Capistrano.* Prepared for: Mission San Juan Capistrano.
- 2002 *The Acjachemen and Mission San Juan Capistrano 177601807: The First Thirty Years of Cultural Impact. California Mission Studies Association Newsletter 19(1):5-9.*
- 2001 *Descendants of Native Communities in the Vicinity of Camp Pendleton: An Ethnohistoric Study of Luiseño and Juaneño Cultural Affiliation.* Prepared for: Assistant Chief of Staff, Environmental Security, Marine Corps Base Camp Pendleton. (Co-authored with John R. Johnston.)

APPENDIX B:
Records Search Results

SCCIC Bibliography: Whitenon Airport Project

LA-00013

Author(s): Farrell, Nancy
Year: 1973
Title: Archaeological Survey of the Proposed Foothill Freeway (interstate Route 210)
Affiliation: Caltrans
Resources: 19-000167, 19-000300
Quads: BURBANK, SAN FERNANDO, SUNLAND
Pages:
Notes:

LA-01042

Author(s): McIntyre, Michael J.
Year: 1976
Title: Assessment of the Archaeological Impact by the Proposed Development of Tract Number 18506
Affiliation: Northridge Archaeological Research Center, CSUN
Resources:
Quads: SAN FERNANDO
Pages:
Notes:

LA-01158

Author(s): Desautels, Roger J.
Year: 1981
Title: Archaeological Test Report and Assessment on the Whiteman Airport Site Located in the Pacoima Area of the County of Los Angeles
Affiliation: Scientific Resource Surveys, Inc.
Resources:
Quads: SAN FERNANDO
Pages:
Notes:

LA-01994

Author(s): Singer, Clay A.
Year: 1974
Title: Evaluation of the Archaeological Resources and Potential Impact of Proposed Gravel Excavation and Removal at the Hanson Flood Control Basin, United States Army Corps of Engineers.
Affiliation: University of California, Los Angeles Archaeological Survey
Resources: 19-000300
Quads: SAN FERNANDO
Pages:
Notes: Same as LA158.

LA-02393

Author(s): Bleitz, Dana
Year: 1991
Title: Report of Archaeological Reconnaissance Survey Of: Reclaimed Water Tank East Valley Water Reclamation Project Pomona, California
Affiliation: Northridge Center for Public Archaeology, CSUN
Resources:
Quads: SAN FERNANDO
Pages:
Notes:

SCCIC Bibliography: Whitenon Airport Project

LA-02950

Author(s): Anonymous

Year: 1992

Title: Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project

Affiliation: Peak & Associates, Inc.

Resources: 19-000007, 19-000021, 19-000034, 19-000089, 19-000251, 19-000357, 19-000385, 19-000389, 19-000390, 19-000407, 19-000409, 19-000668, 19-000781, 19-000830, 19-000887, 19-000901, 19-000963, 19-001097, 19-001112, 19-001124, 19-001575, 19-001620

Quads:

Pages:

Notes:

LA-03486

Author(s): Stickel, Gary E.

Year: 1994

Title: A Cultural Resources Inventory for the East Valley Water Reclamation Project

Affiliation: Environmental Research Archaeologists: A Scientific Consortium

Resources: 19-000021, 19-000169, 19-002003, 19-002006, 19-002073, 19-002090

Quads: SAN FERNANDO, VAN NUYS

Pages:

Notes: Indexed. No specific location map provided. Sites mapped.

LA-03565

Author(s): Romani, John F.

Year: 1996

Title: Results of Phase I Archaeological Surveys Located at 12793 Mercer Street, Pacoima, and 7006 Alabama Avenue/21429 Hart Street, Canoga Park, Los Angeles County, California

Affiliation: Compass Rose Archaeological, Inc.

Resources:

Quads: CANOGA PARK, SAN FERNANDO

Pages:

Notes:

LA-04271

Author(s): Romani, John F.

Year: 1995

Title: Letter Report of the Cultural Resource Evaluation of Approximately Eight Acres Located at Whiteman Airport, Pacoima, California. P.o. No. R17313- K3h

Affiliation: Archaeological Consultants

Resources:

Quads: SAN FERNANDO

Pages:

Notes:

SCCIC Bibliography: Whitenon Airport Project

LA-04680

Author(s): Knight, Albert
Year: 2000
Title: Stonehurst - a 1920's Stone House Neighborhood
Affiliation: Albert Knight
Resources:
Quads: BURBANK, SAN FERNANDO, SUNLAND, VAN NUYS
Pages:
Notes:

LA-04963

Author(s): Romani, John F.
Year: 1995
Title: Letter Report on the Cultural Resource Evaluation of Approximately Eight Acres Located at Whiteman Airport, Pacoima, Ca
Affiliation: John Romani
Resources:
Quads: SAN FERNANDO
Pages:
Notes:

LA-04964

Author(s): Duke, Curt
Year: 2001
Title: Cultural Resource Assessment Cingular Wireless Facility No. La352-13 Los Angeles County, California
Affiliation: LSA Associates, Inc.
Resources:
Quads: SAN FERNANDO
Pages:
Notes:

LA-05175

Author(s): Duke, Curt
Year: 2000
Title: Cultural Resource Assessment for Pacific Bell Wireless Facility La 352-12, County of Los Angeles, Ca
Affiliation: LSA Associates, Inc.
Resources:
Quads: SAN FERNANDO
Pages:
Notes:

LA-05677

Author(s): Storey, Noelle
Year: 2002
Title: Cultural Resources Investigation for the Proposed Maclay New Primary Center
Affiliation: Jones & Stokes
Resources: 19-186676
Quads: SAN FERNANDO
Pages:
Notes:

SCCIC Bibliography: Whitenon Airport Project

LA-05678

Author(s): McKenna, Jeanette A.

Year: 2002

Title: Results of an Archaeological Testing Program at the Proposed City of Los Angeles Department of Recreation and Parks Soccer Complex at the Hansen Dam Recreation Area, Los Angeles County, California

Affiliation: McKenna et al.

Resources:

Quads: SAN FERNANDO, SUNLAND

Pages:

Notes:

LA-05927

Author(s): Duke, Curt

Year: 2001

Title: Cultural Resources Assessment Cingular Wireless Facility No. La 352-13 Los Angeles County, California

Affiliation: LSA Associates, Inc.

Resources:

Quads: SAN FERNANDO

Pages:

Notes:

LA-05929

Author(s): McKenna, Jeanette A.

Year: 2002

Title: Results of a Phase I Cultural Resources Investigation of the Proposed Hansen Dam Skate Park at the City of Los Angeles Department of Recreation and Parks Hansen Dam Recreation Area, Los Angeles County, California

Affiliation: McKenna et al.

Resources:

Quads: SAN FERNANDO

Pages:

Notes:

LA-05931

Author(s): Wlodarski, Robert J.

Year: 2002

Title: A Phase I Archaeological Study for the Proposed Foothill Family Housing Apartments Project Located at 12054 and 12066 Foothill Boulevard City of Pacoima, County of Los Angeles, California

Affiliation: Historical, Environmental, Archaeological, Research, Team

Resources:

Quads: SAN FERNANDO

Pages:

Notes:

SCCIC Bibliography: Whitenon Airport Project

LA-05935

Author(s): Sylvia, Barbara
Year: 2002
Title: Negative Archaeological Survey Report: Class I Bike Path Within Mta, San Fernando Road From Wolfskill Street to Brandford Street in San Fernando Valley
Affiliation: Caltrans 7
Resources:
Quads: SAN FERNANDO, VAN NUYS
Pages:
Notes:

LA-05936

Author(s): Sylvia, Barbara
Year: 2002
Title: Negative Archaeological Survey Report: Van Nuys Blvd. and Baldwin Ave Undercrossings, and From Sunland Boulevard to Pennsylvania Avenue
Affiliation: Caltrans 7
Resources:
Quads: BURBANK, MT WILSON, PASADENA, SAN FERNANDO, SUNLAND
Pages:
Notes:

LA-05937

Author(s): Duke, Curt
Year: 2000
Title: Cultural Resource Assessment for Pacific Bell Wireless Facility La 352-12 County of Los Angeles, California
Affiliation: LSA Associates, Inc.
Resources:
Quads: SAN FERNANDO
Pages:
Notes:

LA-07009

Author(s): McKenna, Jeanette A.
Year: 2002
Title: Archaeological Monitoring Program at the Hansen Dam Soccer Fields
Affiliation: McKenna et al.
Resources:
Quads: SAN FERNANDO
Pages:
Notes: No map provided; this one included is from LA5678

LA-07078

Author(s): Slawson, Dana N.
Year: 2004
Title: Archaeological Investigation for Zuma Ranchg Project County of Los Angeles, California
Affiliation: Greenwood and Associates
Resources:
Quads: POINT DUME
Pages:
Notes:

SCCIC Bibliography: Whitenon Airport Project

LA-07079

Author(s): Slawson, Dana N.
Year: 2004
Title: Archaeological Investigation for Ramirez Canyon Ranch Project County of Los Angeles, California
Affiliation: Greenwood and Associates
Resources:
Quads: POINT DUME
Pages:
Notes:

LA-07833

Author(s): Foster, John M.
Year: 2003
Title: Archaeological Survey for Sun Valley Watershed Management Plan County of Los Angeles, California
Affiliation: Greenwood and Associates
Resources:
Quads: BURBANK, SAN FERNANDO, SUNLAND, VAN NUYS
Pages:
Notes:

LA-07947

Author(s): Glenn, Brian K.
Year: 2005
Title: Letter Report for Archaeological Monitoring Services: Hansen Dam Recreation Area Universally Accessible Playground and Restroom (w.o. Prj1246a)
Affiliation: BonTerra Consulting
Resources: 19-000167, 19-000300
Quads: SAN FERNANDO
Pages:
Notes:

LA-08255

Author(s): Arrington, Cindy and Nancy Sikes
Year: 2006
Title: Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II
Affiliation: SWCA Environmental Consultants, Inc.
Resources:
Quads: ANAHEIM, BLACK MTN, BURBANK, CAMARILLO, CANOGA PARK, DANA POINT, EL TORO, FRAZIER MOUNTAIN, HOLLYWOOD, INGLEWOOD, LEBEC, LIEBRE MTN, LONG BEACH, LOS ALAMITOS, LOS ANGELES, MOORPARK, NEWHALL, NEWPORT BEACH, OAT MOUNTAIN, ORANGE, OXNARD, PITAS POINT, SAN CLEMENTE, SAN FERNANDO, SAN JUAN CAPISTRANO, SANTA SUSANA, SATICOY, SIMI, SOUTH GATE, TUSTIN, VAN NUYS, VENICE, VENTURA, WARM SPRINGS MOUNTAIN, WHITAKER PEAK, WHITE LEDGE PEAK, WHITTIER
Pages:
Notes: Same as OR3373, VN2504

SCCIC Bibliography: Whitenon Airport Project

LA-09195

Author(s): Bonner, Wayne H.
Year: 2007
Title: Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11582A (Pacoima Plaza), 12727 Van Nuys Boulevard, Pacoima, Los Angeles County, California
Affiliation: Michael Brandman Associates
Resources:
Quads: SAN FERNANDO
Pages: 12
Notes:

LA-10008

Author(s): Wuellner, Margarita J. and Tanya Wahoff
Year: 2005
Title: Archaeological and Historic Architectural Resources Evaluation for the Hansen Dam Phase II Ranger Station and Trail Improvements Project, San Fernando Valley, Los Angeles County, California
Affiliation: EDAW, Inc.
Resources: 19-002003, 19-002073, 19-002089, 19-002090, 19-003416, 19-100436, 19-186676, 19-186958
Quads: SAN FERNANDO
Pages:
Notes:

LA-10009

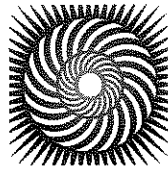
Author(s): Wlodarski, Robert J.
Year: 2004
Title: Phase I Archaeological Study for the Proposed Rehabilitation and Construction Project Located at 13138-13172 Van Nuys Boulevard City of Pacoima, County of Los Angeles, California
Affiliation: Historical, Environmental, Archaeological, Research, Team
Resources:
Quads: SAN FERNANDO
Pages:
Notes:

LA-10289

Author(s): Bonner, Wayne H.
Year: 2009
Title: Cultural Records Search and Site Visit Results for T-Mobile USA Candidate SV12084A (Whiteman Vacant Lot), 13177 Van Nuys Boulevard, Pacoima, Los Angeles County, California
Affiliation: MBA
Resources:
Quads: SAN FERNANDO
Pages: 10
Notes:

APPENDIX C:

Sacred Lands Search Results and Native American Correspondence



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May 7, 2010

Mr. Dave Singleton
Native American Heritage Commission
915 Capital Mall, Room 364
Sacramento, California 95814

Re: Whiteman Airport Master Plan Update Project

Dear Mr. Singleton,

I am contacting you for a current Native American Contact List and search of the sacred lands file. I will be undertaking a cultural resources study for the Whiteman Airport Master Plan Update Project in an unincorporated area near Pacoima, Los Angeles, California. At this time the study will consist of literature research, a field reconnaissance, and report writing.

The proposed project entails an update of the Airport's Master Plan; a new terminal and other, unspecified, improvements to the Airport would follow in three phases extending to 2030.

The study area is located on the USGS 7.5-Minute San Fernando, California Quadrangle, in Township 2 North, Range 15 West (San Bernardino Base and Meridian), in an unsectioned area adjacent to the southwest edge of Hansen Dam Park between San Fernando Road and Glenoaks Boulevard. Enclosed is a portion of the San Fernando USGS 7.5 Quadrangle, showing the project area.

If you require any additional information or have any questions, please contact me.

Thanks you for your help,

Sincerely,

Stephen O'Neil
Project Archaeologist
soneil333@gmail.com

Corporate Office – Orange County
16431 Scientific Way
Irvine, CA 92618-7443
Telephone: 949.788.4900
Facsimile: 949.788.4901
Website: www.ultrasystems.com

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



May 13, 2010

Mr. Stephen O'Neil, Project Archaeologist

UltraSystems

16431 Scientific Way
Irvine, CA 92618-7443

Sent by FAX to: 949-788-4901

No. of Pages: 3

Re: Request for a Sacred Lands File Search and Native American Contacts List for the proposed "Whitman Airport Master Plan Update Project," located in the City of Pacoima; Los Angeles County, California

Dear Mr. O'Neill:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources (c.f. CA Public Resources Code §21070; also c.f. *Environmental Protection Information Center v. Johnson* [198]) 170 Cal App. 3^d 604), was able to perform a record search of its Sacred Lands File (SLF) for the affected project area (APE) requested. The California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 - 21177) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." The NAHC SLF search **did not indicate** the presence of Native American cultural resources within one-half mile of the proposed project site (APE). Vcr

Also, this letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law.

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Culturally-affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation Coordinator's office (at (916) 653-7278, for referral to the nearest Information Center of which there are 10.

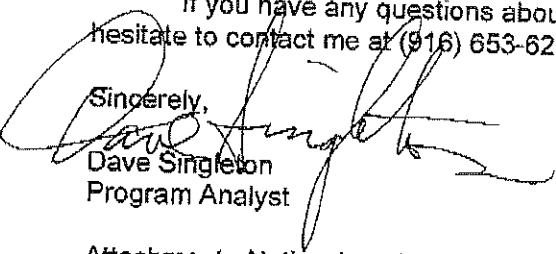
Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f] *et seq.*), 36 CFR Part 800.3 (f) (2), the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes*.

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery.

Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 - 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties.' However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC. Consultation on specific projects must be the result of an on-going relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

The response to this search for Native American cultural resources is conducted in the NAHC Sacred Lands Inventory, established by the California Legislature (CA Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10) although Native Americans on the attached contact list may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of the NHPA or at the Secretary of the Interior's discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C. 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Attachment: Native American Contacts

Native American Contacts
May 13, 2010
Los Angeles County

*Wada 5/13/2010
- sent back*

Charles Cooke
32835 Santiago Road
Acton, CA 93510

(661) 733-1812 - cell
suscol@intox.net

Chumash
Fernandeno
Tataviam
Kitanemuk

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.

tattnlaw@gmail.com
310-570-6567

Gabrielino Tongva

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
805 492-7255
(805) 558-1154 - cell
folkes9@msn.com

Chumash
Tataviam
Fernandeno

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez

981 N. Virginia
Covina, CA 91722
(626) 339-6785

Yowlumne
Kitanemuk

San Luis Obispo County Chumash Council
Chief Mark Steven Vigil

1030 Ritchie Road
Grover Beach CA 93433
cheifmvigil@fix.net

(805) 481-2461
(805) 474-4729 - Fax

Chumash

*P.O. Box 3063
Shell Beach 93448*

- sent back

San Fernando Band of Mission Indians
John Valenzuela, Chairperson

P.O. Box 221838
Newhall, CA 91322
tsen2u@hotmail.com

(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeno
Tataviam
Serrano
Vanyume
Kitanemuk

*Arrange
symbol*

LA City/County Native American Indian Comm
Ron Andrade, Director

3175 West 6th Street, Rm.
Los Angeles, CA 90020
randrade@css.lacounty.gov

(213) 351-5324
(213) 386-3995 FAX

Randy Guzman - Folkes
655 Los Angeles Avenue, Unit E
Moorpark, CA 93021

ndnRandy@gmail.com
(805) 905-1675 - cell

Chumash
Fernandeno
Tataviam
Shoshone Paiute
Yaqui

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.3.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Whiteman Airport Master Plan Update, located in the City of Pacoima, Los Angeles County, California for which a Sacred Lands File search and Native American Contacts list were requested.



May 14, 2010

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, California 91362

RE: Whiteman Airport Master Plan Update

Dear Ms Folkes,

I will be undertaking a cultural resources study for the Whiteman Airport Master Plan Update Project in an unincorporated area near Pacoima, Los Angeles, California. At this time the study will consist of literature research, a field reconnaissance, and report writing.

The proposed project entails an update of the Airport's Master Plan; a new terminal and other, unspecified, improvements to the Airport would follow in three phases extending to 2030.

The study area is located on the USGS 7.5-Minute San Fernando, California Quadrangle, in Township 2 North, Range 15 West (San Bernardino Base and Meridian), in an unsectioned area adjacent to the southwest edge of Hansen Dam Park between San Fernando Road and Glenoaks Boulevard. Enclosed is a portion of the San Fernando USGS 7.5 Quadrangle, showing the project area.

I sent a letter to Mr. David Singleton of the Native American Heritage Commission requesting that a search be made of their Sacred Lands file for the project area. I am contacting you to see if you have additional information relative to the project area or comments on the project.

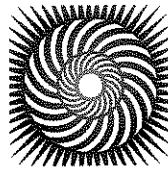
If you require any additional information or have any questions, please contact me.

Thank you for your help,

Sincerely,

Stephen O'Neil
Project Archaeologist
soneil333@gmail.com

Corporate Office – Orange County
16431 Scientific Way
Irvine, CA 92618-7443
Telephone: 949.788.4900
Facsimile: 949.788.4901
Website: www.ultrasystems.com



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May 14, 2010

Charles Cook
32835 Santiago Road
Acton, California 93510

RE: Whiteman Airport Master Plan Update

Dear Mr. Cook,

I will be undertaking a cultural resources study for the Whiteman Airport Master Plan Update Project in an unincorporated area near Pacoima, Los Angeles, California. At this time the study will consist of literature research, a field reconnaissance, and report writing.

The proposed project entails an update of the Airport's Master Plan; a new terminal and other, unspecified, improvements to the Airport would follow in three phases extending to 2030.

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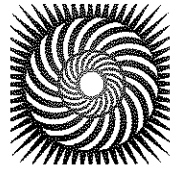
If you require any additional information or have any questions, please contact me.

Thank you for your help,

Sincerely,

Stephen O'Neil
Project Archaeologist
soneil333@gmail.com

Corporate Office – Orange County
16431 Scientific Way
Irvine, CA 92618-7443
Telephone: 949.788.4900
Facsimile: 949.788.4901
Website: www.ultrasystems.com



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May 14, 2010

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez
981 North Virginia
Covina, California 91728

Re: Whiteman Airport Master Plan Update

Dear Ms Dominguez,

I will be undertaking a cultural resources study for the Whiteman Airport Master Plan Update Project in an unincorporated area near Pacoima, Los Angeles, California. At this time the study will consist of literature research, a field reconnaissance, and report writing.

The proposed project entails an update of the Airport's Master Plan; a new terminal and other, unspecified, improvements to the Airport would follow in three phases extending to 2030.

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If you require any additional information or have any questions, please contact me.

Thank you for your help,

Sincerely,

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Project Archaeologist
soneil333@gmail.com

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16431 Scientific Way
Irvine, CA 92618-7443
Telephone: 949.788.4900
Facsimile: 949.788.4901
Website: www.ultrasystems.com



May 14, 2010

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall, California 91322

RE: Whiteman Airport Master Plan Update

Dear Mr. Valenzuela,

I will be undertaking a cultural resources study for the Whiteman Airport Master Plan Update Project in an unincorporated area near Pacoima, Los Angeles, California. At this time the study will consist of literature research, a field reconnaissance, and report writing.

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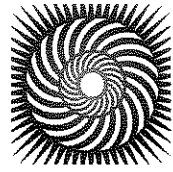
If you require any additional information or have any questions, please contact me.

Thank you for your help,

Sincerely,

Stephen O'Neil
Project Archaeologist
soneil333@gmail.com

Corporate Office – Orange County
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Irvine, CA 92618-7443
Telephone: 949.788.4900
Facsimile: 949.788.4901
Website: www.ultrasystems.com



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May 14, 2010

Los Angeles City/County Native American Indian Commission
Ron Andrade, Director
3175 West 6th Street
Los Angeles, California 90020

RE: Whiteman Airport Master Plan Update

Dear Mr. Andrade,

I will be undertaking a cultural resources study for the Whiteman Airport Master Plan Update Project in an unincorporated area near Pacoima, Los Angeles, California. At this time the study will consist of literature research, a field reconnaissance, and report writing.

The proposed project entails an update of the Airport's Master Plan; a new terminal and other, unspecified, improvements to the Airport would follow in three phases extending to 2030.

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If you require any additional information or have any questions, please contact me.

Thank you for your help,

Sincerely,

Stephen O'Neil
Project Archaeologist
soneil333@gmail.com

Corporate Office – Orange County
16431 Scientific Way
Irvine, CA 92618-7443
Telephone: 949.788.4900
Facsimile: 949.788.4901
Website: www.ultrasystems.com



May 14, 2010

Randy Guzman-Folkes
655 Los Angeles Avenue, Unit E
Moorpark, California 93021

RE: Whiteman Airport Master Plan Update

Dear Mr. Guzman-Folkes,

I will be undertaking a cultural resources study for the Whiteman Airport Master Plan Update Project in an unincorporated area near Pacoima, Los Angeles, California. At this time the study will consist of literature research, a field reconnaissance, and report writing.

The proposed project entails an update of the Airport's Master Plan; a new terminal and other, unspecified, improvements to the Airport would follow in three phases extending to 2030.

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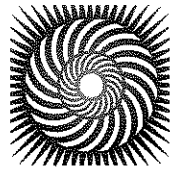
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soneil333@gmail.com

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Facsimile: 949.788.4901
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May 14, 2010

San Luis Obispo County Chumash Council
Chief Mark Steven Vigil
1030 Ritchie Road
Grover Beach, California 93433

RE: Whiteman Airport Master Plan Update

Dear Chief Vigil,

I will be undertaking a cultural resources study for the Whiteman Airport Master Plan Update Project in an unincorporated area near Pacoima, Los Angeles, California. At this time the study will consist of literature research, a field reconnaissance, and report writing.

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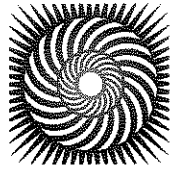
If you require any additional information or have any questions, please contact me.

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Stephen O'Neil
Project Archaeologist
soneil333@gmail.com

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Telephone: 949.788.4900
Facsimile: 949.788.4901
Website: www.ultrasystems.com



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May 14, 2010

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Administrator
[[no address; tattnlaw@gmail.com]]

RE: Whiteman Airport Master Plan Update

Dear Mr. Rosas,

I will be undertaking a cultural resources study for the Whiteman Airport Master Plan Update Project in an unincorporated area near Pacoima, Los Angeles, California. At this time the study will consist of literature research, a field reconnaissance, and report writing.

The proposed project entails an update of the Airport's Master Plan; a new terminal and other, unspecified, improvements to the Airport would follow in three phases extending to 2030.

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Thank you for your help,

Sincerely,

Stephen O'Neil
Project Archaeologist
soneil333@gmail.com

Corporate Office – Orange County
16431 Scientific Way
Irvine, CA 92618-7443
Telephone: 949.788.4900
Facsimile: 949.788.4901
Website: www.ultrasystems.com

APPENDIX D: Noise Analysis

**NOISE ANALYSIS
FOR
WHITEMAN AIRPORT MASTER PLAN UPDATE
PACOIMA (CITY OF LOS ANGELES), CALIFORNIA**

Prepared For:



**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS**

Programs Development Division
Environmental Planning and Assessment Section
900 South Fremont Avenue, A-9 East
Alhambra, California 91803

Prepared By:



UltraSystems Environmental
16431 Scientific Way
Irvine, California 92618-4355

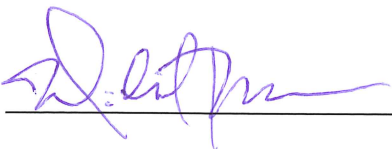
Project No. 5759

December 2012

This noise analysis was prepared in accordance with Section 15063(d)(3) and Appendix G of the *State CEQA Guidelines* to determine the potential significant noise effects on the physical environment that could result from the implementation of the proposed project.


Report Preparers:

Name & Title: MICHAEL ROGOZEN, Senior Principal Engineer

Signature: 

Date: 11/26/13

Name & Title: MIKE LINDSAY, Air & Noise Scientist

Signature: 

Date: 11-26-13

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EXECUTIVE SUMMARY

Whiteman Airport, which is located in the Pacoima district of the City of Los Angeles, is approximately 187 acres, and is owned by the County of Los Angeles Department of Public Works, Aviation Division (County). To determine the potential of the airport and specific opportunities for improving facilities, the County sponsored an airport master plan through a planning grant from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP).¹ The Whiteman Airport Master Plan Update (the Project) includes improvements to the airport runways, reconfiguration of existing roadways within airport property, and construction of a new automobile parking lot and a new non-airworthy aircraft tie-down parking area. Above-grade improvements include the construction of a new two-story terminal facility to replace a one-story terminal. Construction of this facility near the center of the property will require the grading of a portion of the hill facing southwest towards the runways. The Master Plan includes 27 “projects” to be implemented between 2011 and 2030. Because funding for many of the distant future projects is uncertain, the present analysis was limited to those projects contained in the County of Los Angeles’ five-year Federal Airport Capital Improvement Plan (ACIP) and the ten-year State Capital Improvement Plan – California Aviation System Plan (CIP). These comprise of 14 projects to be implemented between 2011 and 2021.

The Master Plan Update forecasts steady growth in aircraft operations. Since 1985, however, aircraft operations have fluctuated considerably, from 87,406 in 2008 to 159,808 in 1988. If there has been any trend in recent years, it has been downward after 1999. The County believes that operations will remain below 1999 levels for the foreseeable future.

The objective of this noise report was to assess the impacts of noise from and on the project. The analysis includes a discussion of the fundamentals of sound; an examination of federal, state and local noise guidelines and policies; a review of existing conditions; an evaluation of potential noise impacts associated with the proposed project; and the mitigation for all identified significant or potentially significant impacts.

The main sources of noise on and near the Project site are aircraft operations and automobile and truck traffic on surrounding roads. Sensitive receivers surrounding the site include residential neighborhoods, schools, parks, and churches. Aircraft noise modeling conducted in 2009 indicated that businesses and residences within about two blocks on the northwest and southwest sides of the airport are exposed to noise levels of 60 dBA CNEL or above; the blocks nearest the airport are exposed to 65 dBA CNEL or above. Southeast of the airport, about one city block is exposed to 65 dBA CNEL or above, while portions of two residential neighborhoods and a trailer park are exposed to 60 dBA CNEL or above. Residential areas and other noise-sensitive land uses on the remaining sides of the airport are outside the 60-dBA CNEL contour. The results of ambient noise monitoring by UltraSystems in the area were consistent with the modeling results.

Predicted increases in ambient noise levels resulting from project construction activities will exceed the City of Los Angeles’ thresholds for significance under CEQA at two sensitive

¹ *Whiteman Airport Master Plan Update. Final Report.* Prepared by AECOM, Orange, California for County of Los Angeles, Department of Public Works, Alhambra, California (February 2011).

receivers. Therefore, noise mitigation measures during construction will be necessary. The report recommends seven measures that will reduce exposures to a less-than-significant level.

After project completion, noise from aircraft operations will not increase because, as noted above, the County estimates that operations will remain below their historical (1999) peak levels. In addition, noise mitigation measures that were absent in 1999 have already been implemented. These include (subject to Federal Aviation Administration approval), requiring pilots to follow an air traffic pattern that minimizes flights over residential areas and other sensitive receivers; and prohibition of nighttime helicopter training operations. If, in any calendar year, year-to-date airport operations exceed their 1999 level, additional noise modeling will be performed using current fleet mix and operations data to determine the actual impact at that time.

Assuming no concurrent growth in non-airport traffic, the future airport-related traffic would be a maximum of 35% of the total traffic. Since the traffic will not double, the increase in noise will not be perceptible, and the impact will be less than significant.

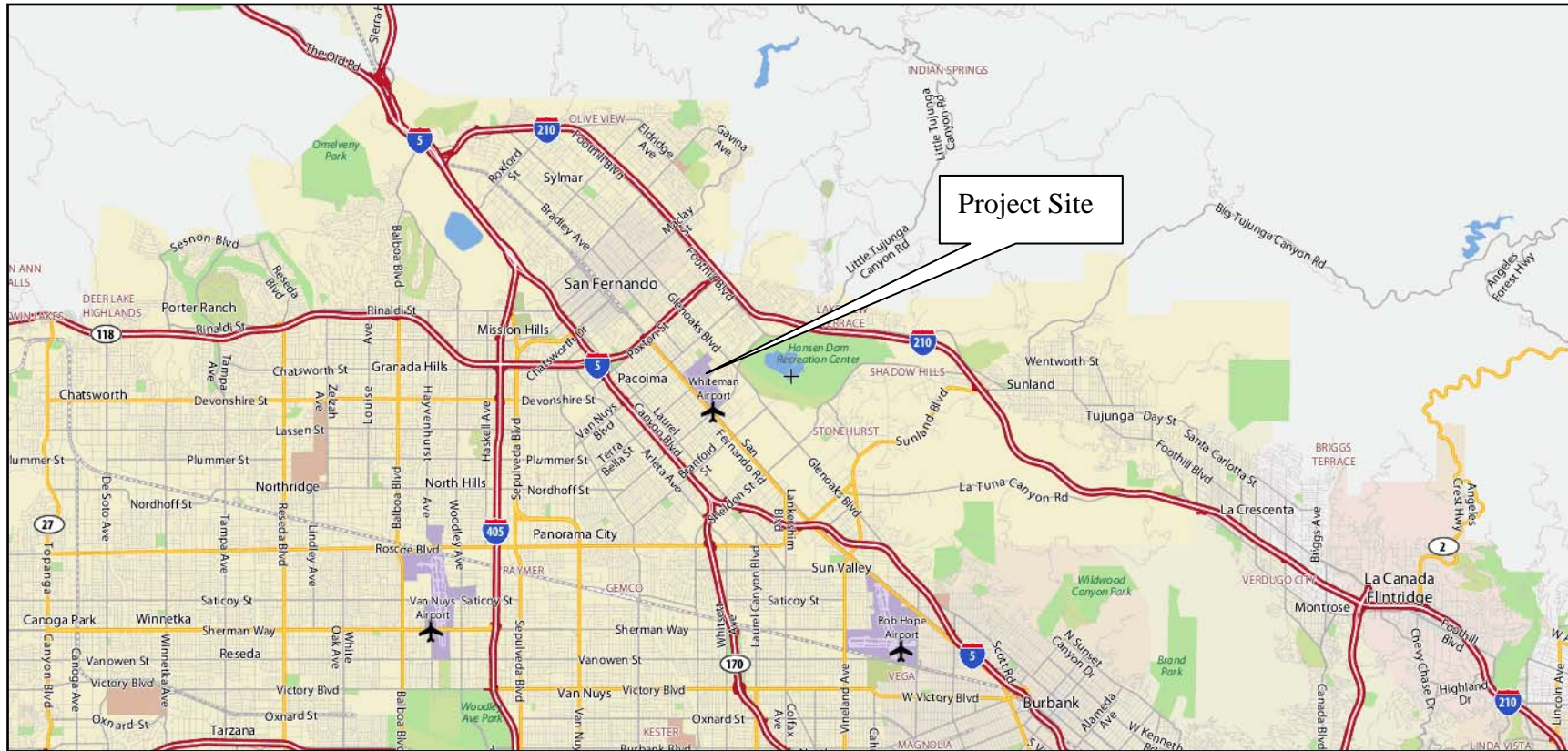
1.0 INTRODUCTION

Whiteman Airport, which is located in the Pacoima district of the City of Los Angeles, in the central western portion of Los Angeles County, is approximately 187 acres, and is owned by the County of Los Angeles Department of Public Works, Aviation Division (County). It is contained in the National Plan of Integrated Airport Systems (NPIAS) and is classified as a Reliever Airport. Reliever airports are defined as general aviation airports that provide general aviation access to the surrounding area and have 100 or more based aircraft or 25,000 annual itinerant operations. Whiteman Airport is operated by a private management company under an agreement with the County. **Figure 1** (Regional Vicinity Map) shows the site in relation to the surrounding area. The immediate vicinity of the project is shown in **Figure 2** (Project Study Area).

In order to determine the potential of the airport and specific opportunities for improving facilities, the County sponsored an airport master plan through a planning grant from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP).² Environmental documentation under the California Environmental Quality Act (CEQA) for the master plan is currently in preparation.

The objective of this report is to assess the impacts of noise from and on the project. The following analysis provides a discussion of the fundamentals of sound; an examination of federal, state and local noise guidelines and policies; a review of existing conditions; an evaluation of potential noise impacts associated with the proposed project; and the mitigation for all identified significant or potentially significant impacts.

² *Whiteman Airport Master Plan Update. Final Report.* Prepared by AECOM, Orange, California for County of Los Angeles, Department of Public Works, Alhambra, California (February 2011).



Source: Yahoo Maps, 2010.
Not to Scale.

Figure 1
Regional Vicinity Map



Figure 2
Project Study Area

2.0 BACKGROUND INFORMATION

2.1 Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The decibel (dB) scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micropascals (zero dBA). The scale ranges from zero (for the average least perceptible sound) to about 130 (for the average human pain level).

The normal range of conversation is between 34 and 66 dBA. Between 70 and 90 dBA, sound is distracting and presents an obstacle to conversation, thinking, or learning. Above 90 dBA, sound can cause permanent hearing loss. Examples of various sound levels in different environments are shown in **Table 1** (Typical Sound Levels).

Table 1 - Typical Sound Levels

Common Sounds	A-Weighted Sound Level in Decibels	Subjective Impression
Oxygen Torch	120	Pain Threshold
Rock Band	110	
Pile Driver at 50 feet	100	Very Loud
Ambulance Siren at 100 feet	90	
Garbage disposal	80	Moderately Loud
Vacuum Cleaner at 10 feet	70	
Air Conditioner at 100 feet	60	
Quiet Urban Daytime	50	Quiet
Quiet Urban Nighttime	40	
Bedroom at Night	30	
Recording Studio	20	Just Audible
	10	Threshold of Hearing
	0	

Sources: Aviation Planning Associates. 1978. Calculations of Maximum A-weighted Sound Levels (dBA) Resulting from Civil Aircraft Operations.

A noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

To the human ear, a sound 10 dBA higher than another is judged to be twice as loud; 20 dBA higher is four times as loud; and so forth. According to the U.S. Environmental Protection Agency (USEPA), a difference of more than 3 dBA is a perceptible change in environmental noise, while a 5 dBA difference typically causes a change in community reaction, and an increase of 10 dBA is perceived by people as doubling of loudness.⁵

2.2 Noise Measurement Scales

Several rating scales have been developed to analyze adverse effects of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people depends largely upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq} , the equivalent noise level, is an average of sound level over a defined time period (such as 1 minute, 15 minutes, 1 hour or 24 hours). Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.
- L_{90} is a noise level that is exceeded 90 percent of the time at a given location; it is often used as a measure of “background” noise.
- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 4.77-dBA “penalty” added to noise during the hours of 7:00 p.m. to 10:00 p.m., and a 10-dBA penalty added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime.⁶ The logarithmic effect of these additions is that a 60-dBA 24-hour L_{eq} would result in a calculation of 66.7 dBA CNEL.
- L_{dn} , the day-night average noise, is a 24-hour average L_{eq} with an additional 10-dBA “penalty” added to noise that occurs between 10 p.m. and 7 a.m. The L_{dn} metric yields values within 1 dBA of the CNEL metric. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment. The Federal Aviation Administration’s policy is to use CNEL for airport noise impact evaluations in California.⁷

⁵ *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.* U.S. Environmental Protection Agency (USEPA). (March 1974).

⁶ *Technical Noise Supplement.* California Department of Transportation, Division of Environmental Analysis, Sacramento, California (November 2009), p. 2-57.

⁷ U.S. Department of Transportation, Federal Aviation Administration, “Environmental Impacts: Policies and Procedures,” Order 1050.1.E, CHG 1 (March 20, 2006), p. A-60.

2.3 Noise Attenuation

The noise level from a particular source generally declines as the distance to the receptor increases. Other factors such as the weather and reflecting or shielding also intensify or reduce the noise level at any given location. Typically, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA. The U.S. Department of Housing and Urban Development (HUD) has stated that exterior noise levels can normally be reduced by 15 dBA inside buildings constructed with no special noise insulation.⁸ The USEPA estimates that residences in “warm” climates provide at least 12 dBA of exterior-to-interior noise attenuation with windows open and 24 dBA with windows closed.⁹

Noise from traffic on roads depends on the volume and speed of traffic and the distance from the traffic. A commonly used rule of thumb for traffic noise is that for every doubling of distance from the road, atmospheric spreading over “hard” or “soft” sites reduces the noise level by about 3 or 4.5 dBA, respectively. For a stationary source, the noise is reduced by at least 6 dBA for each doubling of distance. Further, because of the logarithmic nature of the decibel scale, a doubling of traffic on any given roadway or doubling a stationary source would cause a noise increase of approximately 3 dBA.

3.0 PROJECT SETTING

3.1 Project Description

The Whiteman Airport Master Plan (the Project) includes at-grade improvements such as improvements to the airport runways, reconfiguration of existing roadways within airport property, and construction of a new automobile parking lot and a new non-airworthy aircraft tie-down parking area. Above-grade improvements include the construction of a new two-story terminal facility to replace a one-story terminal. Construction of this facility near the center of the property will require the grading of a portion of the hill facing southwest towards the runways. The Master Plan includes 27 “projects” to be implemented between 2011 and 2030. Because funding for many of the distant future projects is uncertain, the present analysis was limited to those projects contained in the County of Los Angeles’ five-year Federal Airport Capital Improvement Plan (ACIP) and the ten-year State Capital Improvement Plan – California Aviation System Plan (CIP).¹⁰ These comprise 14 projects to be implemented between 2011 and 2021. A summary of the projects, and maps showing their locations, are in **Appendix A**.

The Master Plan forecasts annual aircraft operation in 2013, 2018 and 2030 to be 112,900, 121,900 and 143,500, respectively.¹¹ Since 1985, aircraft operations have fluctuated

⁸ *Noise Guidebook*. U.S. Department of Housing and Urban Development (HUD) (1985).

⁹ *Protective Noise Levels. Condensed Version of EPA Levels Document*. U.S. Environmental Protection Agency, Office of Noise Abatement and Control, Washington, DC, EPA-550/9-79-100 (November 1978).

¹⁰ Project data provided in email from Patrick Di Leva, Airport Project Coordinator, Los Angeles County Department of Public Works, Alhambra, California to Robert Rusby, UltraSystems Environmental Incorporated, Irvine, California (January 25, 2011).

¹¹ *Whiteman Airport Master Plan Update. Final Report*. Prepared by AECOM, Orange, California for County of Los Angeles, Department of Public Works, Alhambra, California (-February 2011), p. 4-7.

considerably, from 87,406 in 2008 to 159,808 in 1988.¹² If there has been any trend in recent years, it has been downward after 1999. Indeed, the 2013 forecast is higher than the historical value for 15 out of the 24 years from 1985 through 2008; the 2030 forecast value is higher than the historical value for 20 of the 24 years. It is unreasonable to assume that aircraft operations will steadily increase through 2030. For the air and noise analyses it was assumed that future operations under the proposed Project would be less than the highest value in the ten years between 1989 and 2008, which was 147,229 in 1999. Therefore, *no increase in annual aircraft operations is assumed in this analysis.*

The Airport has already implemented two measures to reduce noise impacts of aircraft operations. These are not included as mitigation measures in the present study. Whiteman Airport will require, subject to FAA approval, pilots to follow an air traffic pattern that minimizes flights over residential areas and other sensitive receivers. The traffic pattern, which is shown in **Figure 3** (Recommended Traffic Pattern), will include the following restrictions:

- Runway 12 arrivals — crosswind entry to standard left-hand pattern.
- Runway 30 arrivals — crosswind entry to non-standard right-hand pattern.
- No touch-and-go landings or pattern practice between 10 p.m. and 7 a.m.
- Helicopters shall not air-taxi, or hover-taxi, over ramp areas or taxilanes.
- Watch for arriving and departing helicopter traffic mid-field.
- Runway 12 VFR departures - left downwind departures.
- Runway 30 VFR departures — straight-out departure.

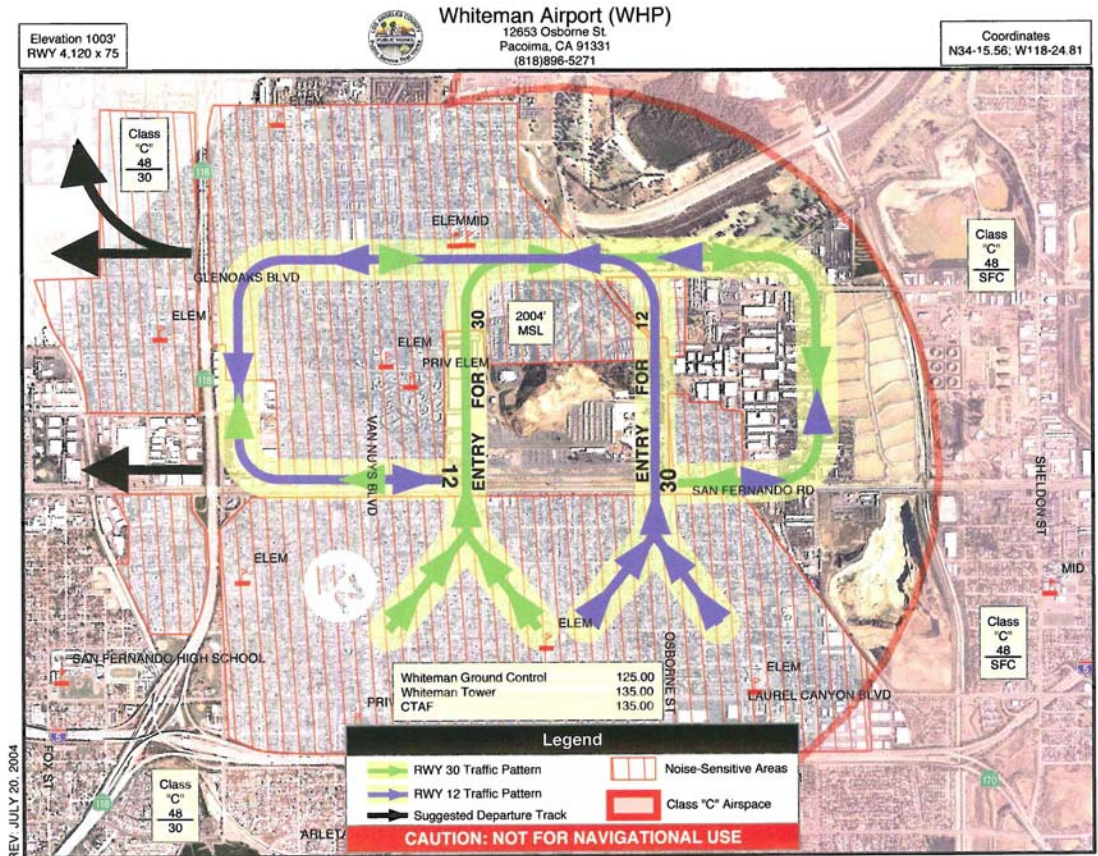
In addition, no helicopter training operations are permitted between the hours of 8:00 p.m. and 8:00 a.m.

3.2 Sensitive Land Uses

Although the regulatory definition of “sensitive receptor” or “sensitive receiver”¹³ varies from jurisdiction to jurisdiction, sensitive land uses are those for which quiet is an essential element in their intended purpose, such as indoor concert halls; places where people sleep; and institutions such as schools, libraries and places of worship. **Figure 4** (Noise Sensitive Areas Surrounding Whiteman Airport) shows noise sensitive areas considered in this study, and **Table 2** (Characteristics of Sensitive Land Uses Near Whiteman Airport) describes them further.

¹² Ibid., p. 3-32.

¹³ The term “sensitive receiver” is used in this noise evaluation, while “sensitive receptor” is used in the project air quality impact analysis and health risk assessment.



Recommended Traffic Pattern unless directed otherwise by ATCT

**Figure 3
 Recommended Traffic Pattern**



Figure 4
Noise Sensitive Areas Surrounding Whiteman Airport

Table 2 – Characteristics of Sensitive Land Uses Near Whiteman Airport

Sensitive Land Use	Location	Distance from Nearest Airport Boundary (Feet)
Single-family residential	Northwest side of Pierce Street between Herrick Avenue and Glenoaks Boulevard	1,210
Pacoima Park	Northwest side of Pierce Street between Herrick Avenue and Norris Avenue	740
Pacoima Early Education Center	11059 Herrick Avenue	1,560
Pacoima Charter School	11016 Norris Avenue	1,670
Guardian Angel Catholic School	10919 Norris Avenue	1,030
Multiple-family residential	Northwest side of Pierce Street between Norris Avenue and Pala Avenue	1,020
Single-family residential	Northwest side of Pierce Street between Pala Avenue and Sutter Avenue	780
Primera Iglesia del Valle (Church)	13027 Pierce Street	190
Single-family residential	Southwest side of Ilex Avenue	500
Single-family residential	Southwest of San Fernando Road and Northeast of El Dorado Avenue	1,230
Single-family residential	Southeast of Osborne Street between San Fernando Road and Bradley Avenue	900
Roger Jessup Park	Northwest side of Osborne Street near Norris Avenue	700
Multiple-family residential	West side of Osborne Street at end of De Haven Avenue	730
Single-family residential	Southeast of Airpark Way, east of Airport	1,720
Shelter Isle Mobile Estates (mobile home park)	Northeast corner of Pierce Street and De Foe Avenue and southeast corner of Glenoaks Boulevard and Gain Street	570
Sara Coughlin Elementary School	11035 Borden Street	2,030
Maclay Middle School	12540 Pierce Street	1,800

3.3 Existing Noise Environment

The main sources of noise on and near the Project site are aircraft operations and automobile and truck traffic on surrounding roads. Aircraft noise modeling for 2009 conditions¹⁴ indicates that businesses and residences within about two blocks on the northwest and southwest sides of the airport are exposed to noise levels of 60 dBA CNEL or above; the blocks nearest the airport are exposed to 65 dBA CNEL or above. Southeast of the airport, about one city block is exposed to

¹⁴ “Whiteman Airport Noise Analysis.” Memorandum from Mike McNerny, AECOM, Fort Worth, Texas to Andrew Scanlon, AECOM (October 14, 2009). A copy of this memorandum is Appendix C.

65 dBA CNEL or above, while portions of two residential neighborhoods and a trailer park are exposed to 60 dBA CNEL or above. Residential areas and other noise-sensitive land uses on the remaining sides of the airport are outside the 60-dBA CNEL contour.

Two of the main roadways (San Fernando Road and Osborne Street) providing access to the project site are designated as Major Highway Class II by the City of Los Angeles' Generalized Circulation Arleta-Pacoima map. Pierce Street is designated as a Collector by this map. Traffic on these thoroughfares contributes to noise in the general vicinity of the airport.

The Antelope Valley Line of the Metrolink rail system runs along the southwestern border of the airport. On Monday through Friday, 24 trains pass the airport. Service on Saturdays and Sundays consists of 12 and 6 trains, respectively.

3.4 Ambient Noise Monitoring

In August, 2010 UltraSystems conducted ambient noise sampling at three locations in the general project area. Five samples were taken at each measurement site: two during the day, two during the evening and one during the night. Measurements were made both during the week and on the weekend. The sites are numbered 1, 2 and 3, with a letter suffix to indicate day, night, weekday or weekend. The sampling locations were chosen to provide an exposure baseline for evaluation of construction and operational impacts. Another selection criterion was that they be as close as practicable to at least one of the noise contours predicted by the airport noise modeling study mentioned in **Section 3.3**. All three of the sampling sites were close to residences that are located near the proposed project. **Table 3** (Characteristics of Ambient Noise Measurement Locations) lists the measurement sites, sampling dates and times, and why each site was chosen. These locations are shown in **Figure 5** (Ambient Noise Measurement Locations).

Table 3 – Characteristics of Ambient Noise Measurement Locations

Site	Sampling Location	Date	Time Interval	Purpose of Selection
1A	12963 Goleta Street Pacoima (City of Los Angeles) 10 feet from property line of this residence	08-02-10 Monday	1451-1521 Day	Near 60-dBA CNEL contour for aircraft noise
1B		08-02-10 Monday	1905-1935 Evening	
1C		08-03-10 Tuesday	2203-2233 Night	
1D		08-14-10 Saturday	1432-1502 Day	
1E		08-14-10 Saturday	1900-1930 Evening	
2A	10768 Sutter Avenue Pacoima (City of Los Angeles), 50 feet from property line of this residence	08-02-10 Monday	1548-1618 Day	Near 60-dBA CNEL contour for aircraft noise
2B		08-02-10 Monday	1949-2019 Evening	

Site	Sampling Location	Date	Time Interval	Purpose of Selection
2C		08-03-10 Tuesday	2247-2317 Night	
2D		08-14-10 Saturday	1526-1556 Day	
2E		08-14-10 Saturday	1946-2016 Evening	
3A	12538 Debell Street Pacoima (City of Los Angeles), 10 feet from property line this residence	08-02-10 Monday	1635-1705 Day	Residences near project site
3B		08-02-10 Monday	2029-2059 Evening	
3C		08-03-10 Tuesday	2328-2358 Night	
3D		08-14-10 Saturday	1638-1708 Day	
3E		08-14-10 Saturday	2052-2122 Evening	



Source: Source: ESRI, i-cubed, USDA FSA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGP; UltraSystems Environmental, Inc., 2010

November 1, 2010

Whiteman Airport Master Plan Update



Legend

- Noise Measurement Site
- Construction Noise Receiver
- Whiteman Airport Property Boundary (Approximate)

Figure 5
Ambient Noise Measurement Locations

A Quest SoundPro Model DL-1-1/3 sound level meter was used in the “slow” mode at each site to obtain a 30-minute average sound level (L_{eq}), as well as other metrics. The meter’s microphone was maintained 5 feet above ground. All measurement locations were unobstructed by sound walls or buildings that could attenuate the readings. This allowed unmitigated exposures to be characterized. Noise meter output records are in **Appendix B**.

Table 4 (Measured and Calculated Ambient Noise Levels) shows the results of the ambient noise sampling. The 30-minute L_{eq} values for all the sites around the project ranged from about 52 to 72 dBA, with maxima ranging from about 73 to 95 dBA. This relatively high maximum value occurred due to large trucks passing by on San Fernando Road. The L_{90} values, which approximate the noise levels without major noise sources, such as individual trucks, airplanes or helicopters, were about 43 to 51 dBA. Site number 2 is closest to the proposed Project. Its 30-minute L_{eq} during the day was 63.7 dBA. CNEL values ranged from 59.4 dBA at Site 1 to 65.0 dBA at Site 3.

Table 4 – Measured and Calculated Ambient Noise Levels

Site	Measurement Results (dBA)			Average (dBA)
	30-Minute L_{eq}	L_{max}	L_{90}	CNEL
1A	54.8	76.6	43.3	59.4
1B	55.5	77.8	45.2	
1C	52.0	76.5	44.2	
1D	58.6	81.5	44.0	
1E	59.6	78.8	47.7	
2A	63.7	85.4	50.8	64.3
2B	58.2	77.7	50.9	
2C	55.3	76.4	48.3	
2D	60.6	84.4	48.8	
2E	62.9	83.0	49.5	
3A	58.3	78.3	47.0	65.0
3B	62.8	86.8	47.5	
3C	52.9	76.6	44.0	
3D	71.5	94.7	48.7	
3E	54.4	73.5	46.1	

4.0 APPLICABLE REGULATIONS

To limit population exposure to noise levels that are physically and/or psychologically damaging or intrusive, the federal government, the State of California, various county governments, and most municipalities in the state have established noise policies, standards and ordinances.

4.1 Federal

Under federal law, safety and national defense have primacy over noise abatement for airport operations.¹³ For example, the City has no authority to regulate noise by designating flight paths, because flight paths are a safety concern. Local governments cannot regulate flight hours, flight patterns or operational procedures. However, they can regulate land use around airports, except where preempted by federal authority.

The Federal Aviation Administration (FAA) has promulgated regulations and guidance for compliance with the National Environmental Policy Act, including those dealing with airport noise issues. *For its own regulatory purposes*, the FAA considers an aircraft-based average noise level of less than 65 dBA CNEL to be compatible with almost all land uses;^{14,15} however, its regulations make it clear that:

“The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.”¹⁶

According to the FAA’s environmental impact guidelines, a significant noise impact would occur if a proposed airport-related action will cause noise-sensitive areas to experience an increase in noise of 1.5 dBA CNEL or more when the exposure is already at or above 65 dBA CNEL.¹⁷ *Only in cases where this 1.5-dBA increase would occur*, the noise analysis should determine whether the noise increase in areas initially at 60 to 65 dBA CNEL would increase by 3 dBA CNEL or more.¹⁸ A 3-dBA increase in residential areas is not considered, for NEPA purposes, to be a significant adverse noise impact.¹⁹

The U.S. Department of Housing and Urban Development has set a goal of 45 dBA L_{dn} as a desirable maximum interior standard for residential units developed under HUD funding (HUD, 1985). While HUD does not specify acceptable exterior noise levels, standard construction of residential dwellings constructed under Title 24 of the California Code of Regulations typically provide 20 dBA of acoustical attenuation with the windows closed and 10 dBA with the windows open. Based on this assumption, the exterior L_{dn} or CNEL should not exceed 65 dBA under normal conditions.

¹³ *Noise Element of the Los Angeles City General Plan*, City Plan Case No. 97-0085, Council File No. 96-1357 (Adopted February 3, 1999), p. 2-11.

¹⁴ *14 Code of Federal Regulations* Part 150, Appendix A – Noise Exposure Maps, §A150.101(d).

¹⁵ The regulation is in terms of L_{dn} . However, as noted in Section 2.2, the FAA acknowledges use of CNEL in California.

¹⁶ *14 Code of Federal Regulations* Part 150, Appendix A – Noise Exposure Maps, Table 1.

¹⁷ U.S. Department of Transportation, Federal Aviation Administration, “Environmental Impacts: Policies and Procedures,” Order 1050.1.E, CHG 1 (March 20, 2006), p. A-61.

¹⁸ *Ibid.*, p. A-62.

¹⁹ U.S. Department of Transportation, Federal Aviation Administration, *Environmental Desk Reference for Airport Actions* (October 2007), Chapter 17, p. 13.

4.2 State of California

The California Department of Health Services (DHS) Office of Noise Control has studied the correlation of noise levels with effects on various land uses. (The Office of Noise Control no longer exists.) The most current guidelines prepared by the state noise officer are contained in the “General Plan Guidelines” issued by the Governor’s Office of Planning and Research in 2003.²⁰ These guidelines establish four categories for judging the severity of noise intrusion on specified land uses:

- **Normally Acceptable:** Is generally acceptable, with no mitigation necessary.
- **Conditionally Acceptable:** May require some mitigation, as established through a noise study.
- **Normally Unacceptable:** Requires substantial mitigation.
- **Clearly unacceptable:** Probably cannot be mitigated to a less-than-significant level.

The types of land uses addressed by the state standards, and the acceptable noise categories for each, are presented in **Table 5** (Land Use Compatibility for Community Noise Sources). There is some overlap between categories, which indicates that some judgment is required in determining the applicability of the numbers in every situation.

Title 24 of the California Code of Regulations requires performing acoustical studies before constructing dwelling units in areas that exceed 60 dBA L_{dn}. In addition, the California Noise Insulation Standards identify an interior noise standard of 45 dBA CNEL for new multi-family residential units. (Local governments frequently extend this requirement to single-family housing.)

Title 21 of the California Code of Regulations has as its goal controlling and reducing the noise impact area in communities in the vicinity of airports.²¹ The standard for acceptable aircraft noise for persons living in the vicinity of an airport is 65 dBA CNEL.²² The noise impact boundary is the 65-dBA CNEL contour. The “noise impact area” is that portion of the area within the noise impact boundary that is devoted to an “incompatible” land use; if there are no incompatible land uses within the noise impact boundary, then the noise impact area is zero. Residential land uses (of all kinds) are “incompatible” unless a wide variety of conditions apply.²³ Other incompatible land uses within a noise impact boundary are schools, hospitals, convalescent homes, and places of worship. However, none of the land use restrictions or other provisions of this regulation apply unless the board of supervisors of the county with jurisdiction over the airport has declared the facility to be a “noise problem airport.” There are no specific, quantitative criteria for designating a facility as a noise problem airport, but the county must base


²⁰ State of California, *General Plan Guidelines*. Governor’s Office of Planning and Research, Sacramento, California (2003).

²¹ Title 21, Division 2.5. Division of Aeronautics, Chapter 6. Noise Standards, *California Code of Regulations*, as amended.

²² *Ibid.*, §5012.

²³ *Ibid.*, §5014(a).

Table 5 - Land Use Compatibility for Community Noise Sources

Land Use Category	Noise Exposure (dBA, CNEL)					
	55	60	65	70	75	80
Residential – Low-Density Single-Family, Duplex, Mobile Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Multiple Family	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Transient Lodging – Motel, Hotels	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	<p>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.</p> <p>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 system or air conditioning will normally suffice.</p> <p>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.</p> <p>Clearly Unacceptable: New construction or development should generally not be undertaken.</p>					

Source: State of California, 2003.

its decision upon a review of relevant noise-related information, including complaints,²⁴ and any person or governmental agency may request a review of its decision.²⁵ According to a list compiled by Caltrans, Whiteman is not a noise problem airport.²⁶

4.3 Local Standards

Although the Airport is the property of the County of Los Angeles, the potential receivers of noise impacts are in the jurisdiction of the City of Los Angeles. The City of Los Angeles' noise-related standards are therefore applicable. The primary regulatory documents that establish noise standards in the City of Los Angeles are the City's *General Plan Noise Element* and the Municipal Code. The Arleta-Pacoima Community Plan,²⁷ which is part of the City's *General Plan Land Use Element*, does not contain noise-related provisions.

Sensitive Receivers

The City of Los Angeles *General Plan Noise Element* defines "noise-sensitive uses" as single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks.²⁸

Construction Noise

The City of Los Angeles Municipal Code prohibits noise-producing construction activity between 9 p.m. and 7 a.m. of the following day,²⁹ although a waiver from this prohibition can be obtained from the Board of Police Commissioners under limited circumstances.³⁰ In addition, construction activities are not allowed within 500 feet of residences before 8:00 a.m. or after 6:00 p.m. on any Saturday or national holiday or at any time on any Sunday.³¹ The Municipal Code also establishes noise exposure limits for types of equipment that are commonly used in construction. Within 500 feet of a residential area, between 7 a.m. and 5 p.m., no one may operate equipment for which the maximum noise exposure at 50 feet exceeds 75 dBA.³² This limit is to be superseded by federal equipment noise limits, but such limits have been promulgated so far only for air compressors. As discussed in **Section 5.1**, almost all construction equipment has a maximum noise level exceeding 75 dBA at 50 feet.

²⁴ Ibid., §5020.

²⁵ Ibid., §5021.

²⁶ California Department of Transportation, Division of Aeronautics, Sacramento, California, "Noise Problem Airports in California," <http://www.dot.ca.gov/hq/planning/aeronaut/avnoise.html>. Last Updated September 28, 2009.

²⁷ *Arleta-Pacoima Community Plan*. City of Los Angeles, California, www.lacity.org/PLN. (Updated November 6, 1996).

²⁸ *City of Los Angeles General Plan, Noise Element*, p. 3-1.

²⁹ *City of Los Angeles Municipal Code, Chapter IV (Public Welfare), Article 1 (Disorderly Conduct Places and Publications)*, §41.40(a).

³⁰ Ibid., §41.40(b).

³¹ Ibid., §41.40(c).

³² *City of Los Angeles Municipal Code, Chapter XI (Noise Regulation), Article 2 (Special Noise Sources)*, §112.05.

Taking the Municipal Code and other factors into account, the City of Los Angeles has developed the following significance thresholds for construction noise:³³

- Construction activities lasting more than one day would exceed ambient exterior noise levels by 10 dBA or more at a noise-sensitive use.
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time Sunday.

Operational Noise

The City of Los Angeles has adopted CEQA thresholds guidelines identical to those presented in **Table 5** (Land Use Compatibility for Community Noise Sources).³⁴ A project is considered to have a significant impact on noise levels if it causes the ambient noise level at the property line of an affected land use to increase:

- By 3 dBA CNEL to or within the “normally unacceptable” or “clearly unacceptable” ranges for the affected land use (as shown in **Table 5**) or
- By 5 dBA CNEL for any affected land use.

The City has also adopted the FAA’s criterion of a 1.5-dBA CNEL or greater increase in noise levels at a sensitive land use already exposed to at least 65 dBA CNEL.³⁵

4.4 Thresholds of Significance for this Analysis

There are two criteria for judging noise impacts. First, noise levels generated by the proposed project must comply with all relevant federal, state and local standards and regulations. Noise impacts on the surrounding community are limited by local noise ordinances, which are implemented through investigations in response to nuisance complaints. It is assumed that all existing regulations for the construction and operation of the proposed project would be enforced. In addition, the proposed project should not produce noise levels that are incompatible with adjacent noise sensitive land uses as defined in the City of Los Angeles *General Plan Noise Element*.

The second measure of impact used in this analysis is the significant increase in noise levels above existing ambient noise levels as a result of the introduction of a new noise source. An increase in noise level due to a new noise source has a potential to adversely impact people.

³³ City of Los Angeles, *L.A. CEQA Thresholds Guide. Your Resource for Preparing CEQA Analyses in Los Angeles*. Environmental Affairs Department. (2006), p. I.1-3.

³⁴ *Ibid.*, p. I.2-4.

³⁵ *Ibid.*, p. I.4-5.

Based on the applicable noise regulations stated above, the proposed project would have a significant noise impact if it would:

- Conflict with applicable noise restrictions or standards imposed by regulatory agencies.
- Result in a 1.5-dBA CNEL or greater increase in noise levels, due to aircraft operations, at a sensitive land use already exposed to at least 65 dBA CNEL.
- Cause the ambient noise level at the property line of an affected land use to increase by 3 dBA CNEL to or within the “normally unacceptable” or “clearly unacceptable” ranges for the affected land use (as shown in **Table 5**).
- Cause the ambient noise level at the property line of an affected land use to increase by 5 dBA CNEL for any affected land use.
- During construction activities lasting more than one day, exceed ambient exterior noise levels by 10 dBA or more at a noise-sensitive use.
- During construction activities lasting more than 10 days in a three-month period, exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.
- During construction activities, exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p. m. on Saturday, or at any time Sunday.
- Contribute to a significant cumulative noise impact.

5.0 PROJECT IMPACTS

Noise impacts associated with airport development projects include short-term and long-term impacts. Construction activities, especially heavy equipment operation, would create noise effects on and adjacent to the construction site. Long-term noise impacts include project-generated on-site and off-site operational noise sources. On-site (stationary) noise sources would include operation of mechanical equipment and other industrial processes, landscape and building maintenance, and other commercial and industrial activities. Off-site noise would be attributable to aircraft operations and project-induced traffic, which would cause an incremental increase in noise levels within and near the project vicinity.

This section also evaluates potential groundborne vibration that would be generated from the construction or operation of the proposed project.

5.1 Short-Term Noise Impacts

Execution of the improvement projects defined in the ACIP and CIP could generate noise levels in excess of standards adopted in local ordinances. Noise impacts from construction activities would be a function of the noise generated by the operation of construction equipment and on-road delivery and worker commuter vehicles, the location of equipment, and the timing and duration of the noise-generating activities. The types and number of pieces of equipment to be

used in construction were the same as for the equipment complement in the URBEMIS 2007 model used for the air quality assessment.³⁶ **Table 6** (Construction Equipment Noise Characteristics) lists the equipment expected to be used. For each equipment type, the table shows an average noise emission level (in dB at 50 feet) and a “usage factor,” which is an estimated percentage of operating time that the equipment would be producing noise at the stated level.³⁷ The aforementioned URBEMIS 2007 run identified the date intervals during which each type of equipment would be used.

Table 6 – Construction Equipment Noise Characteristics

Equipment Type	Maximum Sound Level (dBA @ 50 feet)	Usage Factor (%)
Aerial Lift (Scissors Lift/Man Lift)	85	20
Cement and Mortar Mixer	79	40
Concrete/Industrial Saw	90	20
Crawler Tractor	84	40
Forklift ³⁸	65	50
Generator Set	81	50
Grader ³⁹	85	40
Paver	85	50
Paving Equipment	77	50
Roller	85	20
Scraper	84	40
Surfacing Equipment ⁴⁰	77	50
Tractor/Loader//Backhoe	79	40
Water Truck	84	50
Welding Machine	74	40

Using the construction equipment noise emission characteristics given in **Table 6** and methods suggested by the Federal Transit Administration (FTA),⁴¹ UltraSystems estimated composite

³⁶ *Air Quality Analysis for Whiteman Airport Master Plan Update, Pacoima (City of Los Angeles), California.* Prepared by UltraSystems Environmental Incorporated, Irvine, California, for Los Angeles County Department of Public Works, Alhambra, California (August 2011).

³⁷ Equipment noise emissions and usage factors are from Knauer, H. et al., 2006. *FHWA Highway Construction Noise Handbook.* U.S. Department of Transportation, Research and Innovative Technology, Administration, Cambridge, Massachusetts, FHWA-HEP-06-015 (August 2006), except where otherwise noted.

³⁸ *Construction Noise Threshold Criteria and Control Plan.* Prepared by Advanced Engineering Acoustics, Simi Valley, California for County of Ventura (November 2006), p. 4; usage factor is estimate by UltraSystems.

³⁹ City of Moreno Valley, *Moreno Valley General Plan, Final Program EIR* (July 2006) (http://www.moreno-valley.ca.us/city_hall/general-plan/06gpfinal/ieir/5_4-noise.pdf), p. 5.4-8 is reference for sound level; usage factor is estimate by UltraSystems.

⁴⁰ No data available; used value for paving machines.

⁴¹ *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06. U.S. Department of Transportation, Federal Transit Administration (May 2006).

hourly L_{eq} values for each project defined in the ACIP and CIP,⁴² at the closest sensitive receiver points. **Table 7** (Maximum One-Hour Construction Noise Exposures at Nearest Sensitive Receivers) summarizes the maximum noise exposures that would be anticipated from Project construction. Please note that these estimated construction noise levels represent a conservative (worst-case) scenario, in which the three noisiest types of construction equipment would be operating on the same schedule and in the same area on the construction site. These worst-case values would not be continuous, nor would they be typical of noise levels throughout the construction period. The maximum exposure, 76.8 dBA L_{eq} , would occur in 2012, during implementation of Project 1.2 (Perimeter Fencing).

One-hour construction noise exposures at the three ambient noise monitoring sites were also calculated. The construction noise was added to the measured daytime (weekday) ambient L_{eq} value to obtain the maximum total hourly average noise exposure (as L_{eq}) for each year of construction. **Table 8** (Construction-Related Noise Increases at Ambient Noise Measurement Sites) shows the results.

To evaluate the impact of construction noise on the nearest sensitive receivers, it was assumed that ambient exterior noise levels at those locations are about 65 dBA CNEL, as approximated by the 2009 noise contours developed by AECOM. For SR-A, which is not covered by the modeling noise contours, the mean of all daytime ambient 30-minute ambient L_{eq} values obtained through residential neighborhood monitoring for this report was used. This value was 65.1 dBA. An evaluation of the unmitigated impacts at sensitive receivers SR-A through SR-D is shown in **Table 9** (Significance of Construction Noise Impacts at Nearest Sensitive Receivers). Whether construction lasts from one to ten days, or for more than 10 days, significant impacts would occur in at least one construction year at sites SR-A and SR-C. Therefore, mitigation measures are necessary to reduce impacts at those sites to a less-than-significant level. (Mitigation provided by an existing soundwall along the side of DeFoe Avenue across the street from Whiteman Airport was not taken into account in the analysis.) Construction noise mitigation measures are discussed in **Section 6.1**.

Evaluation of the data in **Table 8** (Construction-Related Noise Increases at Ambient Noise Measurement Sites) indicates that construction-related noise impacts at the three ambient measurement sites would be less than significant, for any number of days of construction.

5.2 Long-Term Noise Impacts

5.2.1 Noise from On-Site Sources

On-site noise sources not directly associated with aircraft operations include motor vehicle traffic on internal streets, landscaping maintenance, and office building air conditioning. These noise-generating activities are not expected to increase significantly due to implementation of the ACIP and CIP.

⁴² Projects that will be more than 300 feet from any sensitive receiver were not analyzed.

Table 7 – Maximum One-Hour Construction Noise Exposures at Nearest Sensitive Receivers

Nearest Sensitive Receiver Land Use and Location		One-Hour L _{eq} (dBA)				
		2012	2015	2016	2017	2020
		Project 1.2	Project 2.2	Project 2.3	Project 2.10	Project 3.8
SR-A ⁴³	Mobile home park on northeast side of De Foe Avenue	76.8			74.5	
SR-B	Single-family residential on south side of San Fernando Road					68.2
SR-C	Single-family residential on northwest side of Pierce Street		72.1			
SR-D	Single-family residential on northwest side of Wingo Street			66.8		
SR-E	Single-family residential on south side of Chanute Street					

Note: Shaded cells of the table are cases for which receivers are too far from the construction noise sources for the construction noise to be distinguishable from background.

⁴³ This result does not take into account an existing soundwall along the entire length of De Foe Avenue, across the street from Whiteman Airport.

Table 8 – Construction-Related Noise Increases at Ambient Noise Measurement Sites

Year	Measurement Site #1		Measurement Site #2		Measurement Site #3	
	Background + Project (dBA L _{eq})	Increment (dBA L _{eq})	Background + Project (dBA L _{eq})	Increment (dBA L _{eq})	Background + Project (dBA L _{eq})	Increment (dBA L _{eq})
2012	55.5	0.7	63.8	0.1	58.3	< 0.1
2015	55.4	0.6	64.0	0.3	58.5	0.3
2016	55.5	0.7	64.1	0.4	58.8	0.5
2017	54.9	0.1	63.9	0.2	58.3	< 0.1
2020	58.7	3.9	63.7	< 0.1	58.6	0.3

Table 9 – Significance of Construction Noise Impacts at Nearest Sensitive Receivers^a

Sensitive Receiver	Noise Increase (dBA)	Significant?	
		1 – 10 Days	> 10 Days
SR-A ^b	12.0 (2012), 9.9 (2017)	Yes (2012, 2017)	Yes (2012, 2017)
SR-B	4.9	No	No
SR-C	7.9	No	Yes
SR-D	4.0	No	No

^a No noise-generating construction activity is scheduled near Sensitive Receiver E.

^b This result does not take into account an existing soundwall along the entire length of De Foe Avenue, across the street from Whiteman Airport.

5.2.2 Aircraft Noise

As discussed in **Section 3.1**, flight activity is not projected to increase as a result of Project activities. Therefore there will be no increase in noise from aircraft operations.

5.2.3 Roadway Noise

The principal noise source in the project area other than those associated with aircraft operations is traffic on local roadways. The project may contribute to a permanent increase in ambient noise levels in the project vicinity due to project-generated vehicle traffic on neighborhood roadways and at intersections. A noise impact would occur if the project contributes to a

permanent increase in ambient noise levels affecting sensitive receptors along roadways that would carry project-generated traffic.

A formal traffic study was not conducted for this project. However, the County of Los Angeles, Department of Public Works obtained and forwarded to UltraSystems 24-hour machine counts of motor vehicles entering and exiting the Airport from three gates from 12:00 a.m. June 9, 2010 through 12:00 a.m. on June 15, 2010.⁴⁴ **Table 10** (Average Whiteman Airport Gate Traffic, June 9-15, 2010) summarizes the results of the counting.

Table 10 – Average Whiteman Airport Gate Traffic, June 9-15, 2010

Gate	24-Hour	AM-Peak Hour	PM-Peak Hour
Main	621	64	70
North	182	21	25
South	192	29	27
Totals	995	114	122

A limited amount of traffic count data from four road intersections surrounding the Airport was obtained from the City of Los Angeles Department of Transportation (LADOT).^{45,46} The information obtained is summarized in **Table 11** (Traffic Count Data for Surrounding Intersections). These values are consistent with the statement in the *Whiteman Airport Master Plan Update* that the average daily traffic (ADT) was 21,987 along Osborne Street in 2003 and was 21,215 along San Fernando Road in 2006.⁴⁷ **Table 12** (Airport Gate Traffic as a Percentage of Intersection Traffic) was prepared by dividing the gate traffic by the corresponding intersection traffic values.

Table 11 – Traffic Count Data for Surrounding Intersections

Intersection	Date	24-Hour	AM Peak Hour	PM Peak Hour
San Fernando Road at Osborne Street	September 17, 2006	21,561	1,692	1,638
San Fernando Road at Pierce Street	September 16, 2006	6,599	488	647
Glenoaks Boulevard at Pierce Street	November 15, 2006	25,296	2,171	2,153

⁴⁴ Email transmittal of data from Patrick Di Leva, Airport Project Coordinator, Los Angeles County Department of Public Works, Aviation Division, Alhambra, California to Robert Rusby, UltraSystems Environmental Incorporated, Irvine, California (June 22, 2010).

⁴⁵ “LADOT Automatic Traffic Counts – ARCHIVES.” (<http://ladot.lacity.org/autocountlist.htm>). Accessed October 21, 2010.

⁴⁶ Although the airport is accessed from De Foe Avenue, no traffic data for that street were available.

⁴⁷ *Whiteman Airport Master Plan Update. Final Report.* Prepared by AECOM, Orange, California for County of Los Angeles, Department of Public Works, Alhambra, California (February 2011), p. 9-15.

Intersection	Date	24-Hour	AM Peak Hour	PM Peak Hour
Glenoaks Boulevard at Osborne Street	July 28, 2006	21,172	1,513	1,665

Table 12 – Airport Gate Traffic as a Percentage of Intersection Traffic

Intersection	Date	24-Hour	AM Peak Hour	PM Peak Hour
San Fernando Road at Osborne Street	September 17, 2006	5	7	7
San Fernando Road at Pierce Street	September 16, 2006	15	23	19
Glenoaks Boulevard at Pierce Street	November 15, 2006	4	5	6
Glenoaks Boulevard at Osborne Street	July 28, 2006	5	8	7

As discussed in **Section 2.1**, a difference of more than 3 dBA is a perceptible change in environmental noise, while a 5 dBA difference typically causes a change in community reaction. Given the logarithmic nature of the dBA metric, an increase of 3 dBA requires a doubling of the strength of the noise source. Therefore, traffic near the Airport would have to double before sensitive receptors even perceived an increase. Assuming, as maximum case, that all Airport-related traffic passes through the intersection of San Fernando Road and Pierce Street, the Airport-related traffic constitutes 15% of the ADT. According to the *Whiteman Airport Master Plan Update*, the trip generation for the projected increase of 267 based aircraft is 1,310 ADT. Airport-related traffic would thus be about 995 + 1,310, or 2,305 ADT.⁴⁸ Assuming no concurrent growth in non-airport traffic, the future airport-related traffic would be a maximum of 35% of the total traffic. Since the traffic will not double, the increase in noise will not be perceptible, and the impact will be less than significant.

5.3 Vibration Impacts

Vibration is sound radiated through the ground. Groundborne noise is the rumbling sound caused by the vibration of building interior surfaces. The ground motion caused by vibration is measured as peak particle velocity (PPV) in inches per second and is referenced as vibration decibels (VdB). Typical outdoor sources of perceptible groundborne vibration are construction equipment and traffic on rough roads.

The American National Standards Institute (ANSI) indicates that vibration levels in critical care areas, such as hospital surgical rooms and laboratories, should not exceed 0.2 inch per second of

⁴⁸ Ibid.

PPV.⁴⁹ The FTA also uses a PPV of 0.2 inch per second as a vibration damage threshold for fragile buildings and a PPV of 0.12 inch per second for extremely fragile historic buildings. The FTA criteria for infrequent groundborne vibration events (less than 30 events per day) that may cause annoyance are 80 VdB for residences and buildings where people normally sleep, and 83 VdB for institutional land uses with primarily daytime use.⁵⁰

5.3.1 Construction Vibration

It is expected that groundborne vibration from project construction activities would cause only intermittent, localized intrusion. The proposed project’s construction activities most likely to cause vibration impacts are:

- **Heavy Construction Equipment:** Although all heavy, mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any sensitive receptors to cause vibration impact.
- **Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes almost always eliminates the problem.

The FTA has published standard vibration levels for construction equipment operations, at a distance of 25 feet.⁵¹ The calculated vibration levels expressed in VdB and PPV for construction equipment at distances of 50, 100, and 150 feet are listed in **Table 13** (Vibration Levels of Construction Equipment).

Table 13 - Vibration Levels of Construction Equipment

Equipment	PPV at 50 ft (in/sec)	Vibration Decibels at 50 ft (VdB)	PPV at 100 ft (in/sec)	Vibration Decibels at 100 ft (VdB)	PPV at 150 ft (in/sec)	Vibration Decibels at 150 ft (VdB)
Large Bulldozer	0.0315	78	0.0111	69	0.0061	64
Loaded Truck	0.0269	77	0.0095	68	0.0052	63
Jackhammer	0.0124	70	0.0044	61	0.0024	56
Small Bulldozer	0.0011	49	0.0004	40	0.0002	35

⁴⁹ American National Standards Institute (ANSI). 1983. “*Guide to the Evaluation of Human Exposure to Vibration in Buildings*”, ANSI S.329-1983.

⁵⁰ *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06. U.S. Department of Transportation, Federal Transit Administration (May 2006).

⁵¹ *Ibid.*, p. 12-12.

Source: Calculated by UltraSystems from FTA data.

As shown in **Table 13**, the vibration level of construction equipment at a distance of 50 feet is less than the FTA damage threshold of 0.12 inch per second PPV for fragile historic buildings. In addition, since it is not expected that heavy equipment such as large bulldozers would operate close enough to any sensitive land uses, construction activities would not generate groundborne vibrations that cause human annoyance. Therefore, groundborne vibration or groundborne noise impacts from the project’s construction activities are not expected to be significant.

5.3.2 Operational Vibration

Operation of the proposed project would not involve significant sources of groundborne vibration or groundborne noise. Thus, operation of the proposed project would result in no impact.

6.0 MITIGATION MEASURES

6.1 Construction

The following measures will reduce noise impacts from construction of the proposed project:

- M1 The construction contractor shall ensure that all construction equipment, fixed or mobile, is properly operating (tuned-up) and that mufflers are working adequately.
- M2 The construction contractor shall ensure that all construction equipment is located so that emitted noise is directed away from sensitive noise receivers.
- M3 The construction contractor shall ensure that stockpiling and vehicle-staging areas are located as far as practical from noise-sensitive receptors during construction activities.
- M4 The construction contractor shall route heavily loaded trucks away from neighboring residential dwelling units.
- M5 Two weeks prior to the construction, the construction contractor shall provide notification in writing to adjacent residences if they would be located within 150 feet of the active construction activity.
- M6 The construction contractor shall provide temporary noise barriers, including sound blankets, between the areas of active construction and sensitive receivers.
- M7 The construction contractor shall, to the extent practicable, use electrically powered equipment instead of equipment powered by fuel consumption; the electric power in this case shall not be derived from use of on-site fossil fuel-based generator sets.

6.2 Off-Site Impacts of Project Operations

Because airport operations are not expected to exceed their 1999 levels, no mitigation is necessary. If, in any calendar year, year-to-date airport operations exceed their 1999 level, additional noise modeling will be performed using current fleet mix and operations data to determine the actual impact at that time.

7.0 IMPACTS AFTER MITIGATION

Mitigation measures **M1** through **M7** will ensure that exposures during construction remain less than significant.

APPENDICES

APPENDIX A
MASTER PLAN IMPROVEMENTS

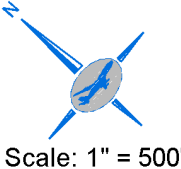
PHASE 1 (2009 - 2013)

FUNDING SOURCES KEY

- 1.X FAA and Local Funds
- 1.X FAA, State, and Local Funds
- 1.X Local Funds
- 1.X Private Party Funds
- 1.X State and Local Funds
- 1.X Local and Private Party Funds

LEGEND

- Future Buildings
- Future Roads/Automobile Parking
- Future Airfield Pavement



Project	County Cost	Project Cost	Timing
Phase 1 (2009 - 2013)			
1.1 Slurry Seal Aircraft Parking Ramp	\$ 25,000	\$ 500,000	2011
1.2 Perimeter Fencing Rehabilitation and "Penalty Box" Gate Access System	\$ 65,650	\$ 1,313,000	2011
1.3 Grade Hill for Terminal Facility	\$ 5,783,000	\$ 10,918,000	2011
1.4 Reroute Airpark Way behind Terminal Facility	\$ 159,450	\$ 1,594,500	2012
1.5 Construct Transient Apron	\$ 195,440	\$ 1,954,400	2013
Phase 1 Total	\$ 6,228,540	\$ 16,279,900	

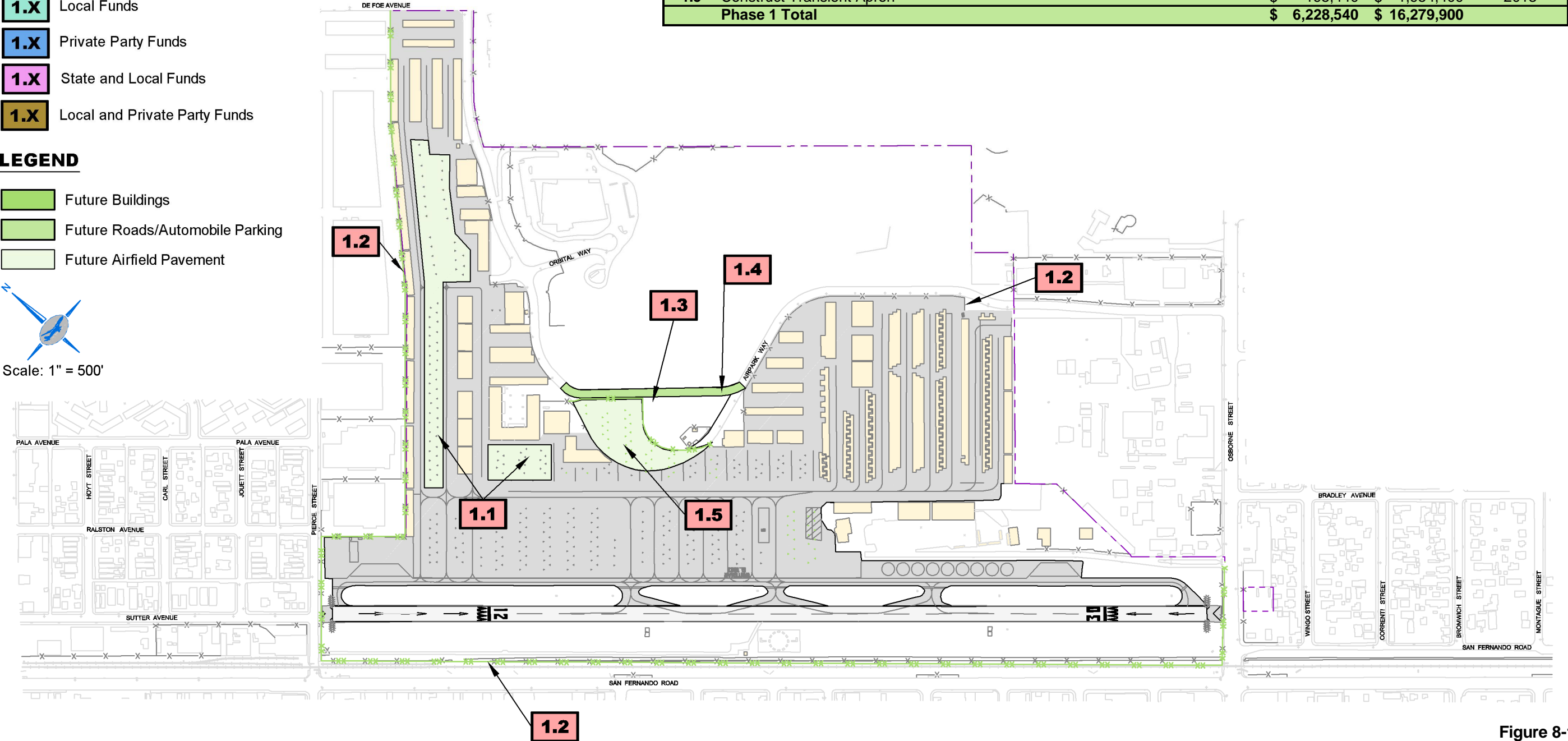


Figure 8-1
Phase 1 Improvements

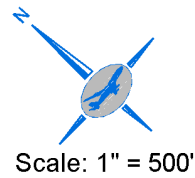
PHASE 2 (2014 - 2018)

FUNDING SOURCES KEY

- 2.X FAA and Local Funds
- 2.X FAA, State, and Local Funds
- 2.X Local Funds
- 2.X Private Party Funds
- 2.X State and Local Funds
- 2.X Local and Private Party Funds

LEGEND

- Future Buildings
- Future Road/Automobile Parking
- Future Airfield Pavement



Project	County Cost	Project Cost	Timing
Phase 2 (2014 - 2018)			
2.1 Construct Terminal Facility, Associated Parking, and Green Space	\$ 994,400	\$ 2,917,400	2014
2.2 Relocate Runway Thresholds and Paint Non-Precision Markings	\$ 67,875	\$ 678,750	2014
2.3 Construct Runway 30 Hold Apron	\$ 33,525	\$ 335,250	2014
2.4 Demolish Existing Terminal Facility	\$ 87,700	\$ 87,700	2015
2.5 Construct New Conventional Hangar in Helicopter Area	\$ -	\$ 1,428,400	2015
2.6 Construct Hangars	\$ -	\$ 658,600	2015
2.7 Reroute Airport Entrance Road and Construct Automobile Parking Lot	\$ 143,150	\$ 1,731,500	2016
2.8 Construct Conventional Hangars	\$ -	\$ 1,437,800	2016
2.9 Stripe Zipper Lane	\$ 20,000	\$ 30,000	2016
2.10 Enhance Blast Protection	\$ 122,750	\$ 132,750	2017
2.11 Survey Underground Utilities - Develop Utility Map	\$ 24,000	\$ 480,000	2018
2.12 Replace Northeast County T-Hangars	\$ -	\$ 770,000	2018
Phase 2 Total	\$ 1,493,400	\$ 10,688,150	

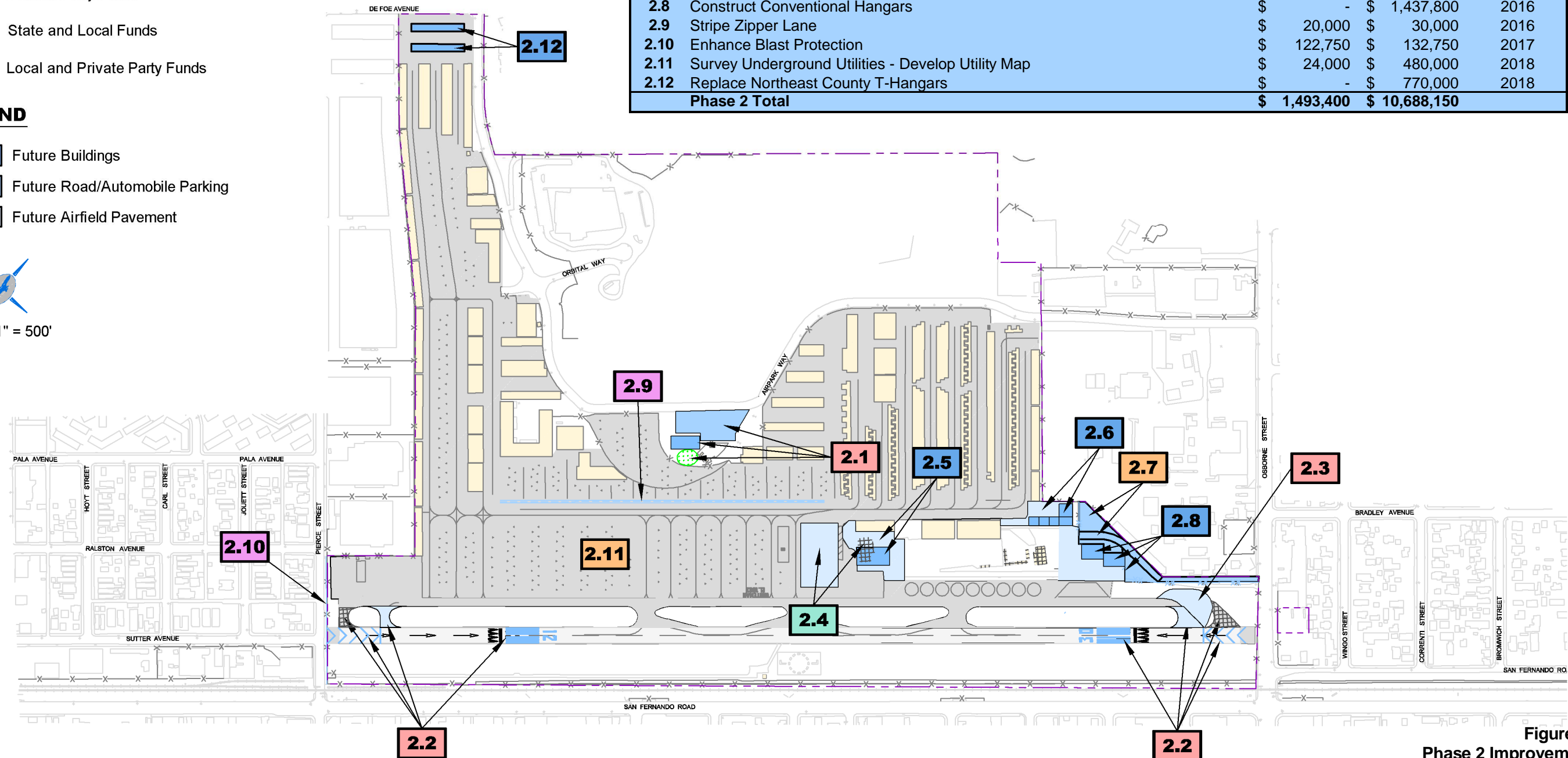


Figure 8-2
Phase 2 Improvements

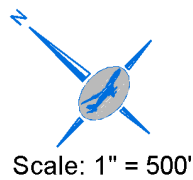
PHASE 3 (2019 - 2030)

FUNDING SOURCES KEY

- 3.X FAA and Local Funds
- 3.X FAA, State, and Local Funds
- 3.X Local Funds
- 3.X Private Party Funds
- 3.X State and Local Funds
- 3.X Local and Private Party Funds

LEGEND

- Future Buildings
- Future Road/Parking
- Future Pavement/Avigation Easement



Project	County Cost	Project Cost	Timing
Phase 3 (2019 - 2030)			
3.1 Upgrade Apron Lighting/Security Camera System	\$ 142,300	\$ 1,723,000	Long-Term
3.2 Construct Second Conventional Hangar in Helicopter Area	\$ -	\$ 987,000	Long-Term
3.3 Construct Exit Taxiways	\$ 46,400	\$ 764,000	Long-Term
3.4 Construct Hangars in Helicopter Area	\$ -	\$ 2,267,900	Long-Term
3.5 Reroute Airpark Way behind County Hangars	\$ 294,255	\$ 3,242,550	Long-Term
3.6 Construct Additional Portable Hangars	\$ -	\$ 574,500	Long-Term
3.7 Construct Portable Hangars/Individual Hangars and Associated Auto Parking	\$ -	\$ 4,294,500	Long-Term
3.8 Construct Non-Airworthy Tie-Down Parking Area	\$ 278,800	\$ 557,600	Long-Term
3.9 WAAS/LPV Survey	\$ 13,000	\$ 260,000	Long-Term
3.10 Acquire 10.8 Acres in Avigation Easements	\$ 20,250	\$ 405,000	Long-Term
Phase 3 Total	\$ 795,005	\$ 15,076,050	

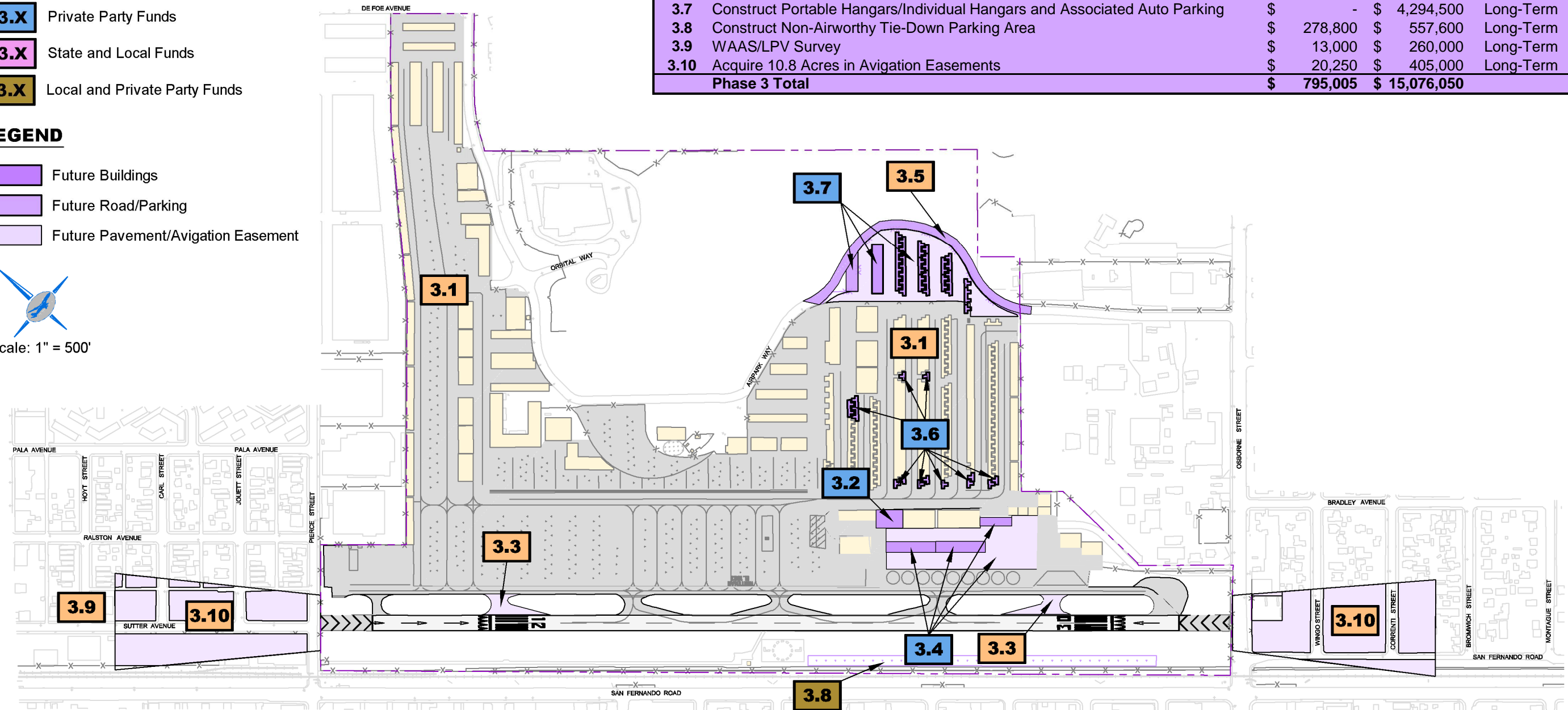


Figure 8-3
Phase 3 Improvements

APPENDIX B
NOISE MEASUREMENT OUTPUT FILES

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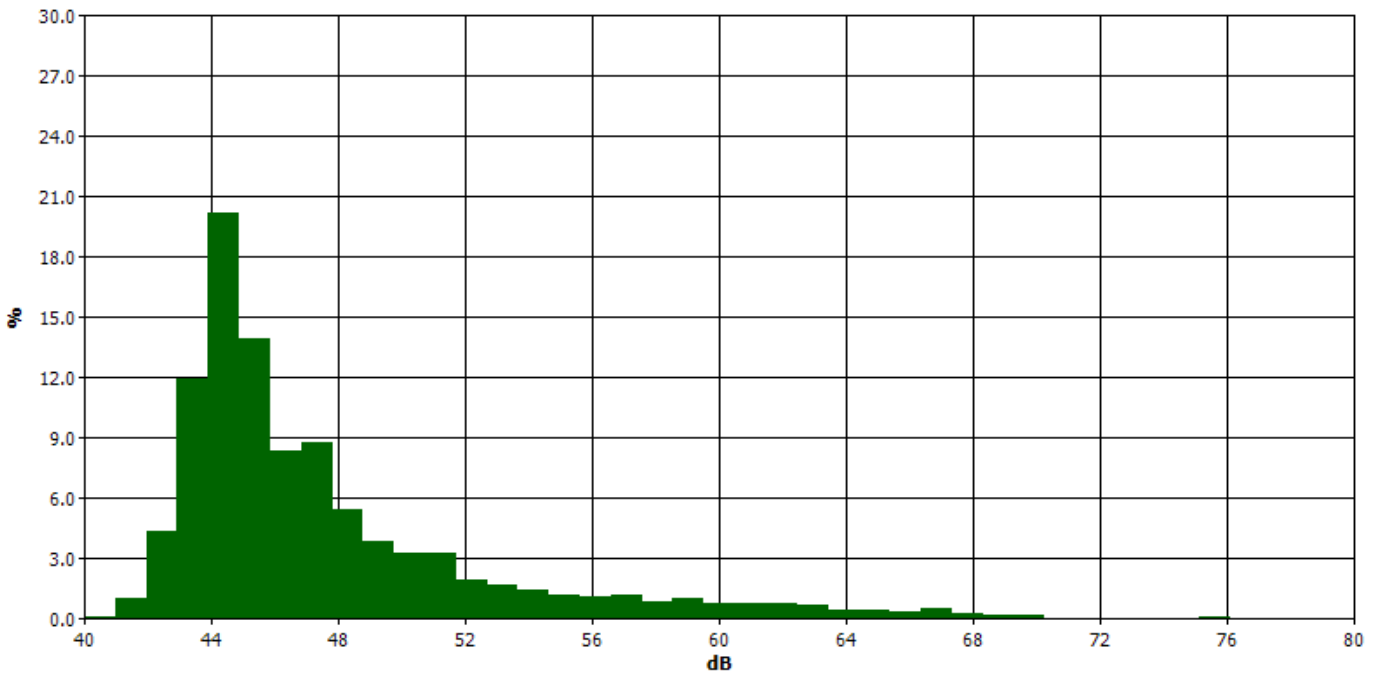
Information Panel

Name 5759 - Whiteman Airport site #1A
Start Time Monday, August 02, 2010 14:51:46
Stop Time Monday, August 02, 2010 15:21:46
Comments Measurement made at 12963 Goleta Street. 10 feet from property line. 5 feet above ground. Helocopter at 1507. Truck at 1509. Plane at 1513.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S072. Location: N34-15-24.8 - W118-24-54.6, 913 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	43.3 dB
Leq	1	54.8 dB	Lmax	1	76.6 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	88.9 dB
Leq	2	66.8 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/2/2010 2:45:55 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/2/2010 3:24:50 PM	Verification	114.0	QOH070022	12/3/2009 4:00:05 PM

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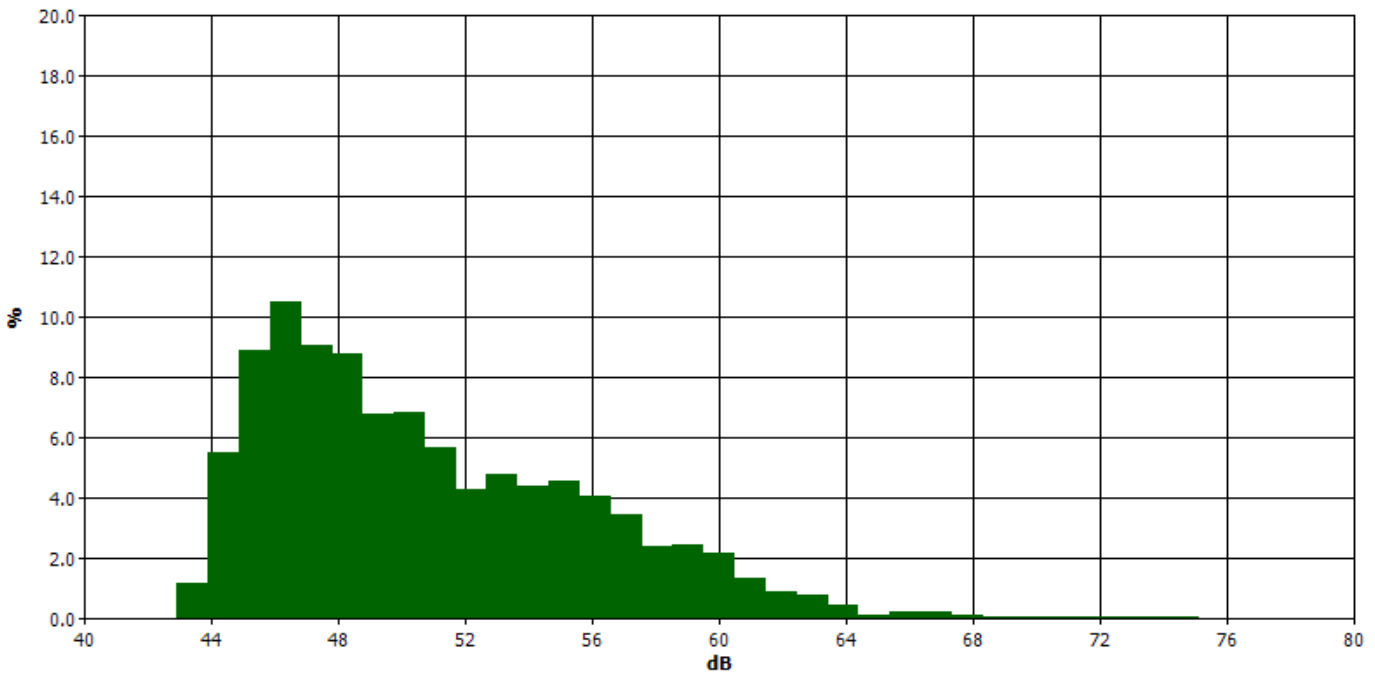
Information Panel

Name 5759 - Whiteman Airport site #1B
Start Time Monday, August 02, 2010 19:05:16
Stop Time Monday, August 02, 2010 19:35:16
Comments Measurement made at 12963 Goleta Street. 10 feet from property line. 5 feet above ground. Helocopter at 1909, 1910. Truck at 1910. Plane at 1920.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S075. Location: N34-15-24.8 - W118-24-54.6, 913 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	45.2 dB
Leq	1	55.5 dB	Lmax	1	77.8 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	83.6 dB
Leq	2	66.2 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/2/2010 6:54:03 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/2/2010 7:36:41 PM	Verification	113.8	QOH070022	12/3/2009 4:00:05 PM

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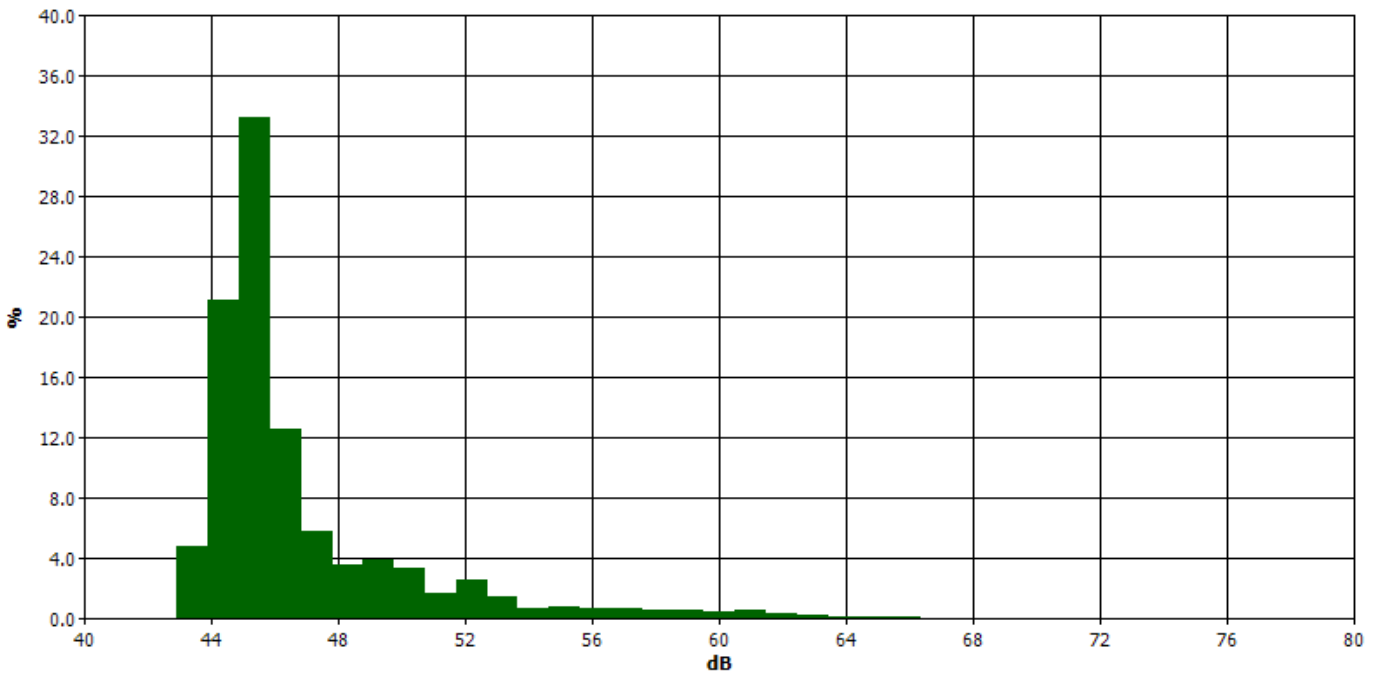
Information Panel

Name 5759 - Whiteman Airport site #1C
Start Time Tuesday, August 03, 2010 22:03:34
Stop Time Tuesday, August 03, 2010 22:33:34
Comments Measurement made at 12963 Goleta Street. 10 feet from property line. 5 feet above ground.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S078. Location: N34-15-24.8 - W118-24-54.6, 913 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	44.2 dB
Leq	1	52 dB	Lmax	1	76.5 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	96.4 dB
Leq	2	66.4 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/3/2010 9:51:56 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/3/2010 10:34:28 PM	Verification	114.0	QOH070022	12/3/2009 4:00:05 PM

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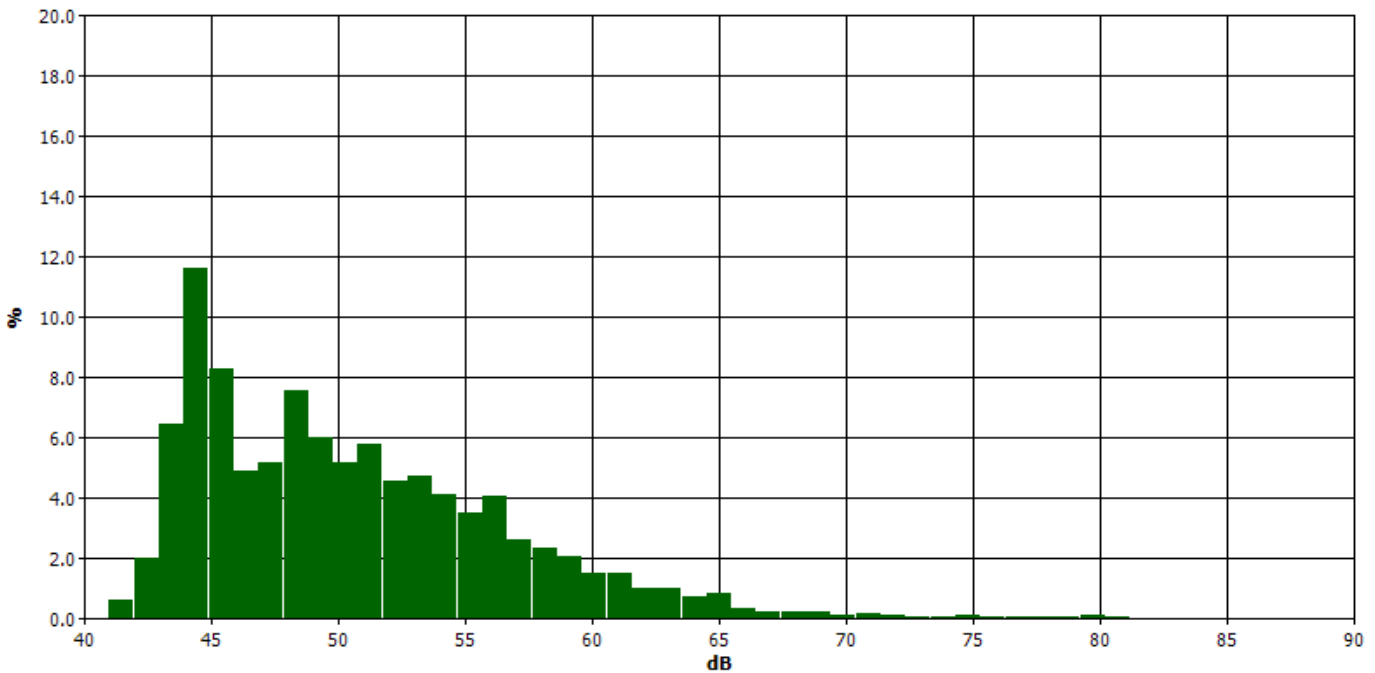
Information Panel

Name 5759 - Whiteman Airport site #1D
Start Time Saturday, August 14, 2010 14:32:49
Stop Time Saturday, August 14, 2010 15:02:49
Comments Measurement made at 12963 Goleta Street. 10 feet from property line. 5 feet above ground. Ice cream truck 1450.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S081. Location: N34-15-24.8 - W118-24-54.6, 913 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	44 dB
Leq	1	58.6 dB	Lmax	1	81.5 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	99.1 dB
Leq	2	70.6 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/14/2010 2:31:32 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/14/2010 3:06:11 PM	Verification	114.0	QOH070022	12/3/2009 4:00:05 PM

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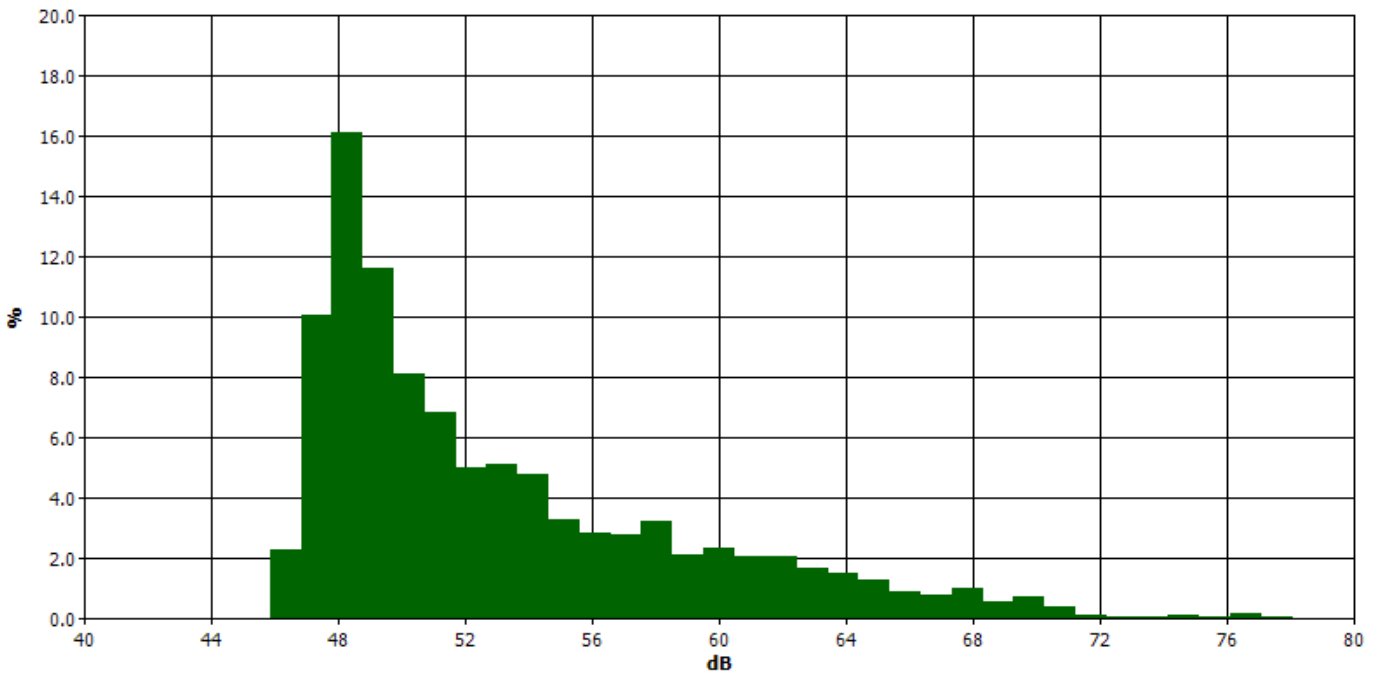
Information Panel

Name 5759 - Whiteman Airport site #1E
Start Time Saturday, August 14, 2010 19:00:06
Stop Time Saturday, August 14, 2010 19:30:06
Comments Measurement made at 12963 Goleta Street. 10 feet from property line. 5 feet above ground. Helicopter 1901, 1915, 1916; Airplane 1915, 1926, 1929; Train 1907; Ice cream truck 1911.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S084. Location: N34-15-24.8 - W118-24-54.6, 913 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	47.7 dB
Leq	1	59.6 dB	Lmax	1	78.8 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	96.5 dB
Leq	2	71.6 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/14/2010 6:36:53 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/14/2010 7:32:06 PM	Verification	114.0	QOH070022	12/3/2009 4:00:05 PM

5759 - Whiteman Airport

10/27/2010

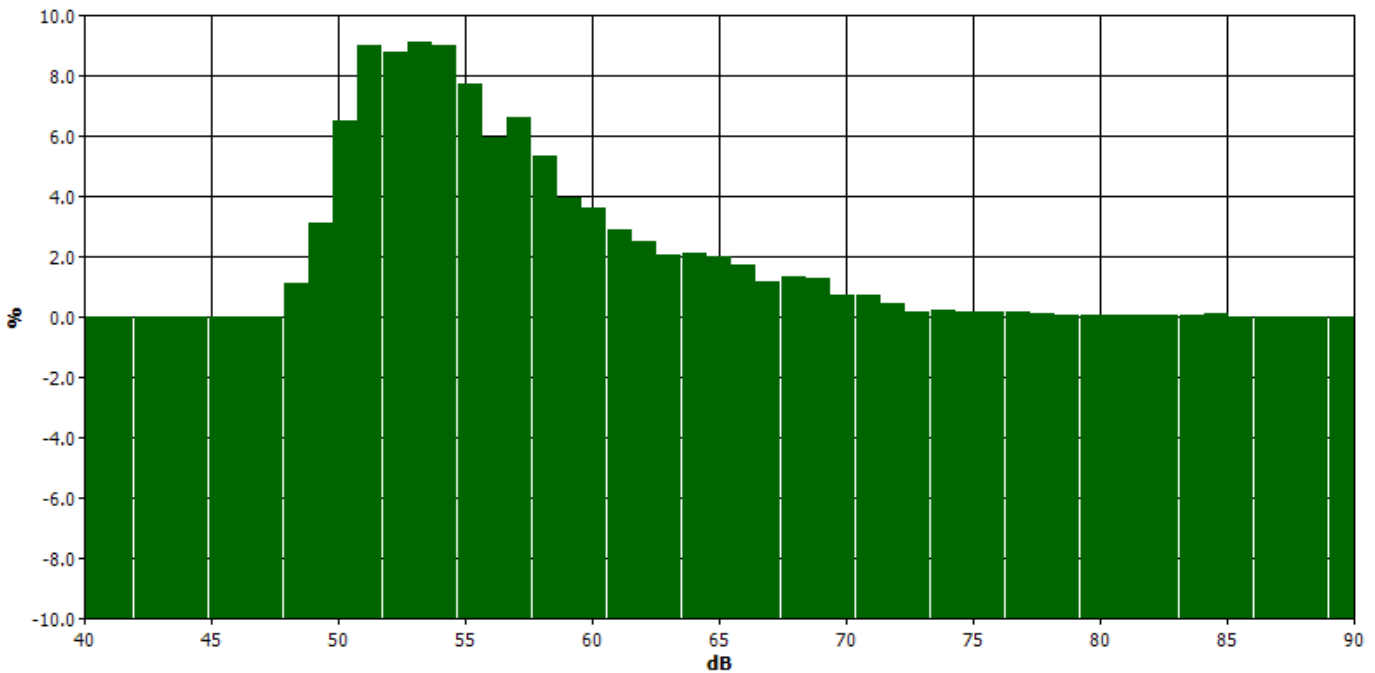
Information Panel

Name 5759 - Whiteman Airport site #2A
Start Time Monday, August 02, 2010 15:48:12
Stop Time Monday, August 02, 2010 16:18:12
Comments Measurement made at 10768 Sutter Avenue. 50 feet from property line. 5 feet above ground. Plane at 1545, 1550, 1552, 1600, 1607. Helicopter at 1548, 1550, 1551. Train at 1610.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S073. Location: N34-15-56.0 - W118-25-12.6, 1,164 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	50.8 dB
Leq	1	63.7 dB	Lmax	1	85.4 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	91.9 dB
Leq	2	73.5 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/2/2010 3:47:06 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/2/2010 4:21:23 PM	Verification	114.1	QOH070022	12/3/2009 4:00:05 PM

5759 - Whiteman Airport

10/27/2010

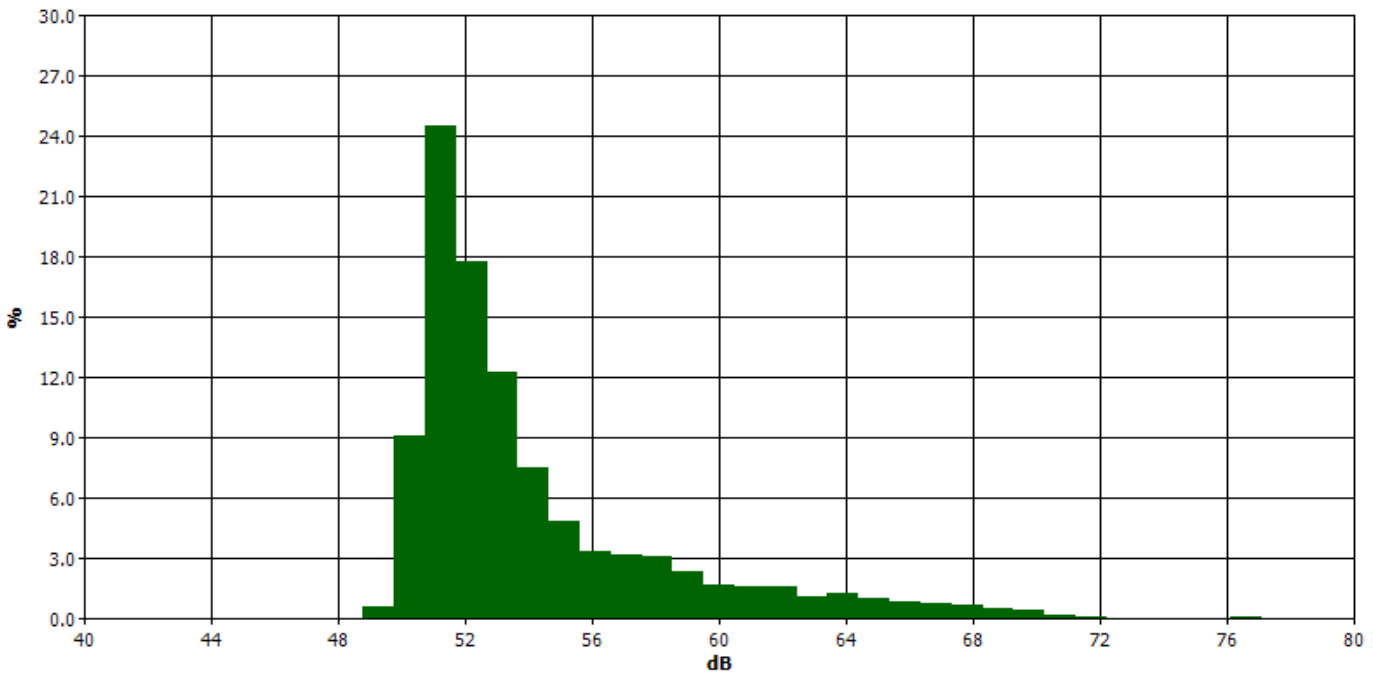
Information Panel

Name 5759 - Whiteman Airport site #2B
Start Time Monday, August 02, 2010 19:49:35
Stop Time Monday, August 02, 2010 20:19:35
Comments Measurement made at 10768 Sutter Avenue. 50 feet from property line. 5 feet above ground. Plane at 1945. Helicopter at 1949, 2000, 2009. Train at 2002, 2009.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S076. Location: N34-15-56.0 - W118-25-12.6, 1,164 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	50.9 dB
Lmax	2	92.5 dB	Leq	2	70.6 dB
Leq	1	58.2 dB	Lmax	1	77.7 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/2/2010 7:48:32 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/2/2010 8:20:28 PM	Verification	114.0	QOH070022	12/3/2009 4:00:05 PM

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10/27/2010

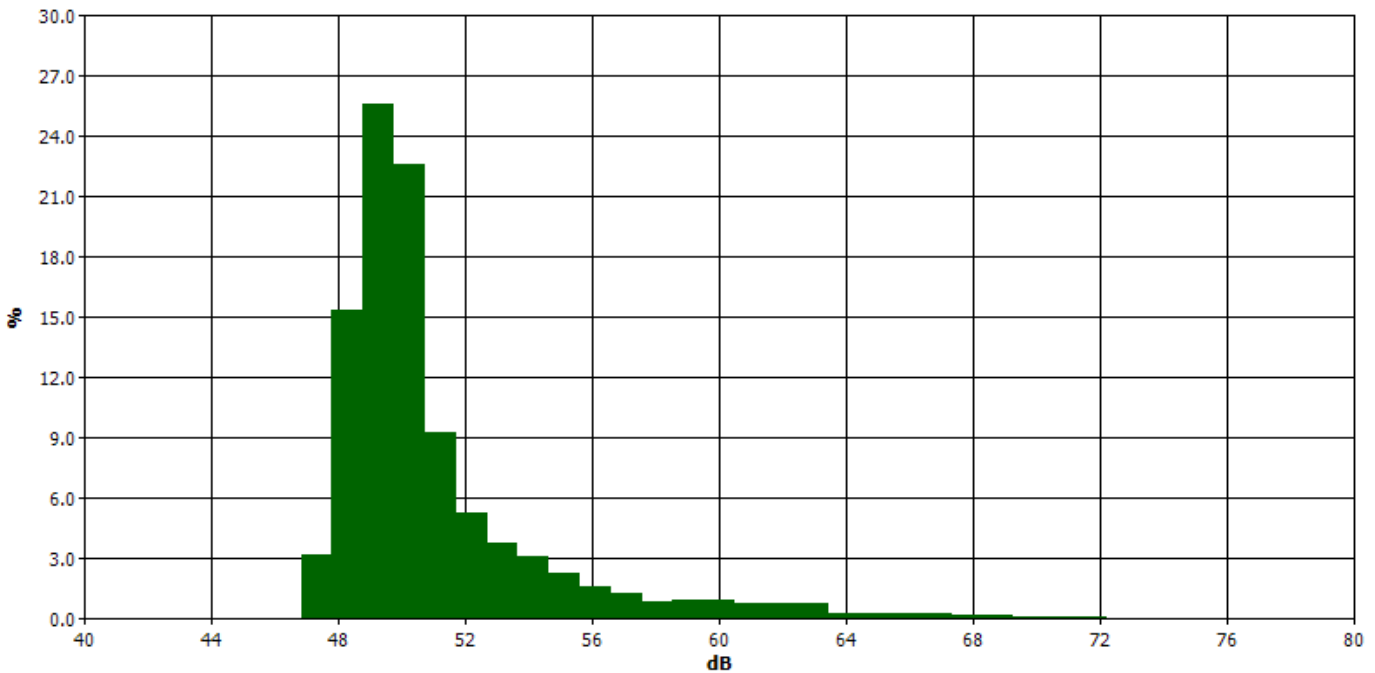
Information Panel

Name 5759 - Whiteman Airport site #2C
Start Time Tuesday, August 03, 2010 22:47:20
Stop Time Tuesday, August 03, 2010 23:17:20
Comments Measurement made at 10768 Sutter Avenue. 50 feet from property line. 5 feet above ground. Train 2056.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S079. Location: N34-15-56.0 - W118-25-12.6, 1,164 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	48.3 dB
Leq	1	55.3 dB	Lmax	1	76.4 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	96.3 dB
Leq	2	68.6 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/3/2010 10:45:12 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/3/2010 11:18:01 PM	Verification	113.8	QOH070022	12/3/2009 4:00:05 PM

5759 - Whiteman Airport

10/27/2010

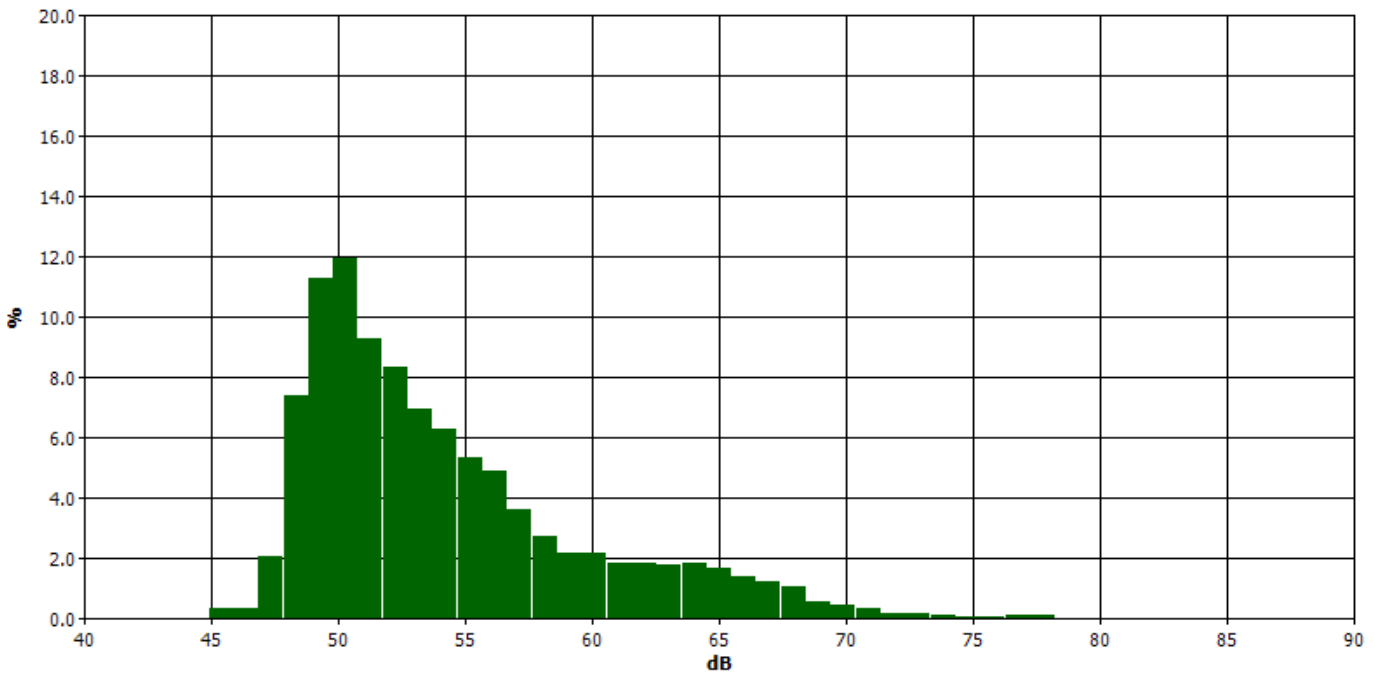
Information Panel

Name 5759 - Whiteman Airport site #2D
Start Time Saturday, August 14, 2010 15:26:13
Stop Time Saturday, August 14, 2010 15:56:13
Comments Measurement made at 10768 Sutter Avenue. 50 feet from property line. 5 feet above ground. Plane 1530, 1537, 1547.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S082. Location: N34-15-56.0 - W118-25-12.6, 1,164 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	48.8 dB
Leq	1	60.6 dB	Lmax	1	84.4 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	100.4 dB
Leq	2	73.8 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/14/2010 3:24:24 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/14/2010 4:01:03 PM	Verification	114.1	QOH070022	12/3/2009 4:00:05 PM

5759 - Whiteman Airport

10/27/2010

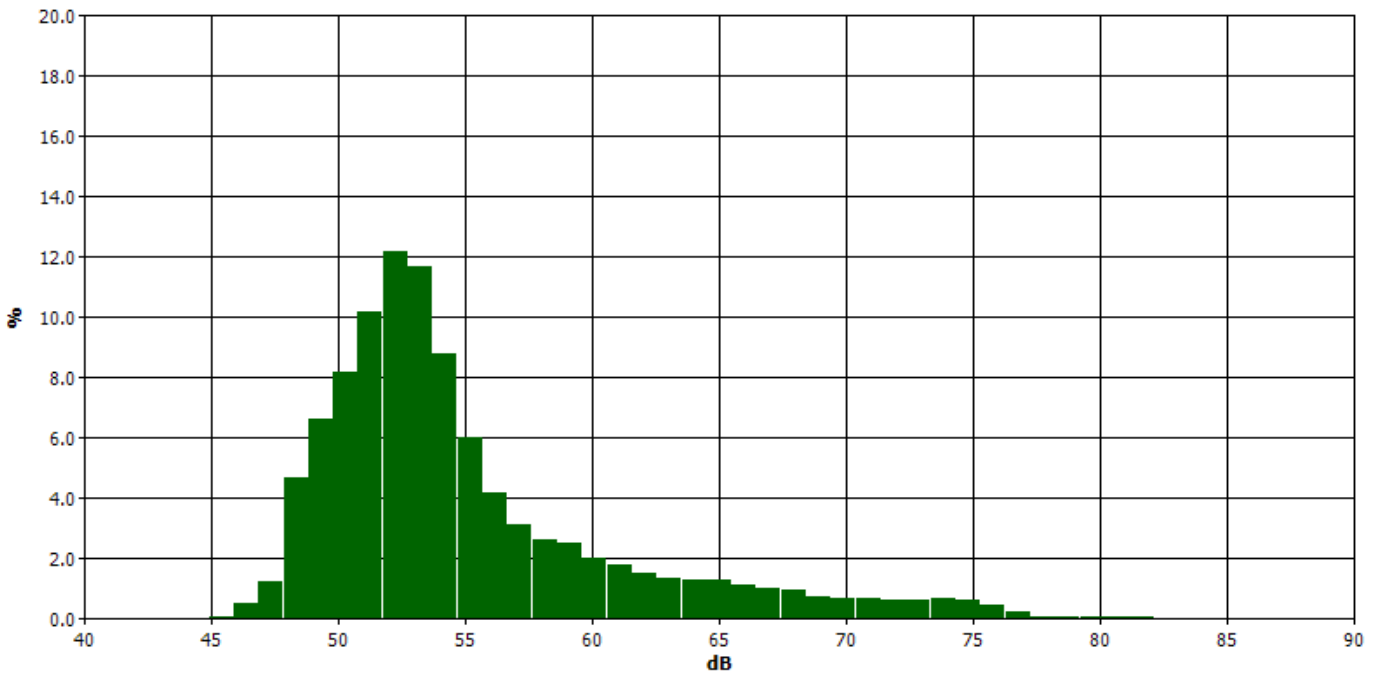
Information Panel

Name 5759 - Whiteman Airport site #2E
Start Time Saturday, August 14, 2010 19:46:23
Stop Time Saturday, August 14, 2010 20:16:23
Comments Measurement made at 10768 Sutter Avenue. 50 feet from property line. 5 feet above ground. Plane 1952; Train 1951.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S085. Location: N34-15-56.0 - W118-25-12.6, 1,164 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	49.5 dB
Leq	1	62.9 dB	Lmax	1	83 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	88.7 dB
Leq	2	69.3 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/14/2010 7:44:43 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/14/2010 8:20:00 PM	Verification	114.1	QOH070022	12/3/2009 4:00:05 PM

5759 - Whiteman Airport

10/27/2010

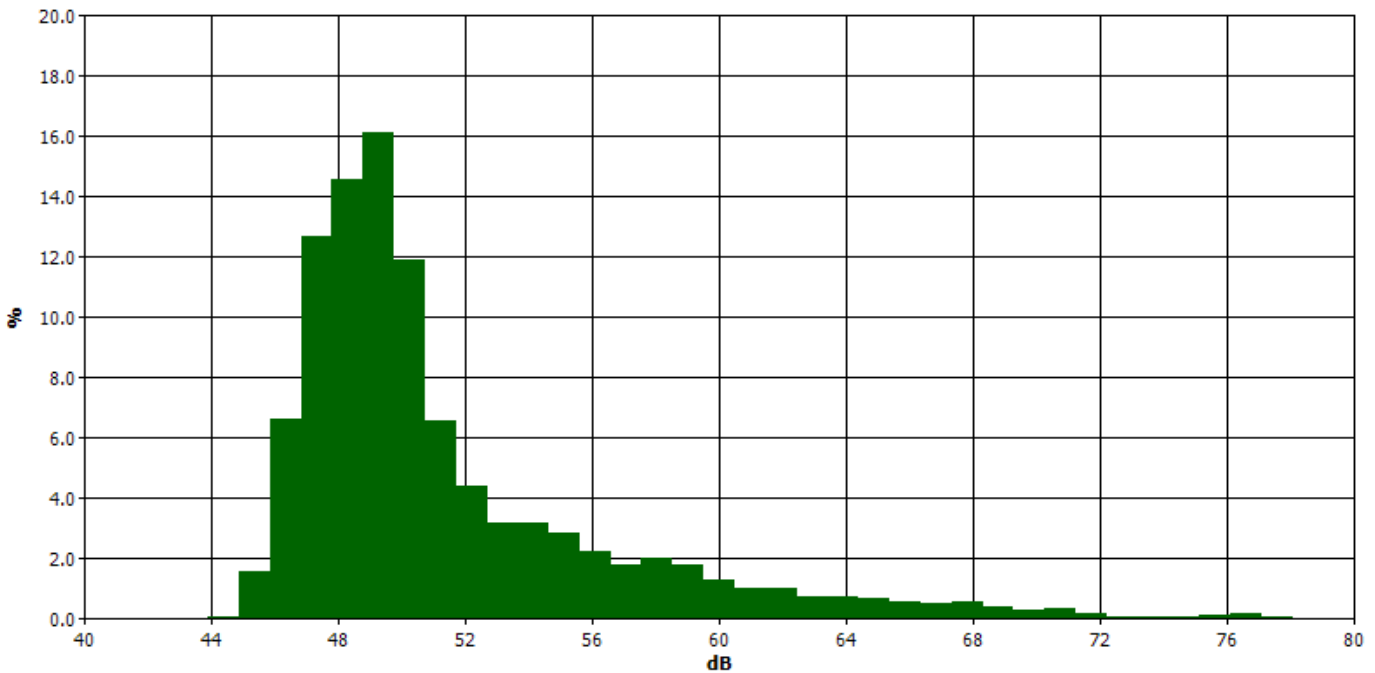
Information Panel

Name 5759 - Whiteman Airport site #3A
Start Time Monday, August 02, 2010 16:35:04
Stop Time Monday, August 02, 2010 17:05:04
Comments Measurement made north of park on Beverly Blvd. 20 feet from residence, 5 feet above ground. Plane 1632, 1637, 1641; Helicopter 1641, 1642.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S074. Location: N34.006593 deg - W118.075600 deg, 186 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	47 dB
Leq	1	58.3 dB	Lmax	1	78.3 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	88.4 dB
Leq	2	70.1 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/2/2010 4:32:57 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/2/2010 5:05:55 PM	Verification	114.0	QOH070022	12/3/2009 4:00:05 PM

5759 - Whiteman Airport

10/27/2010

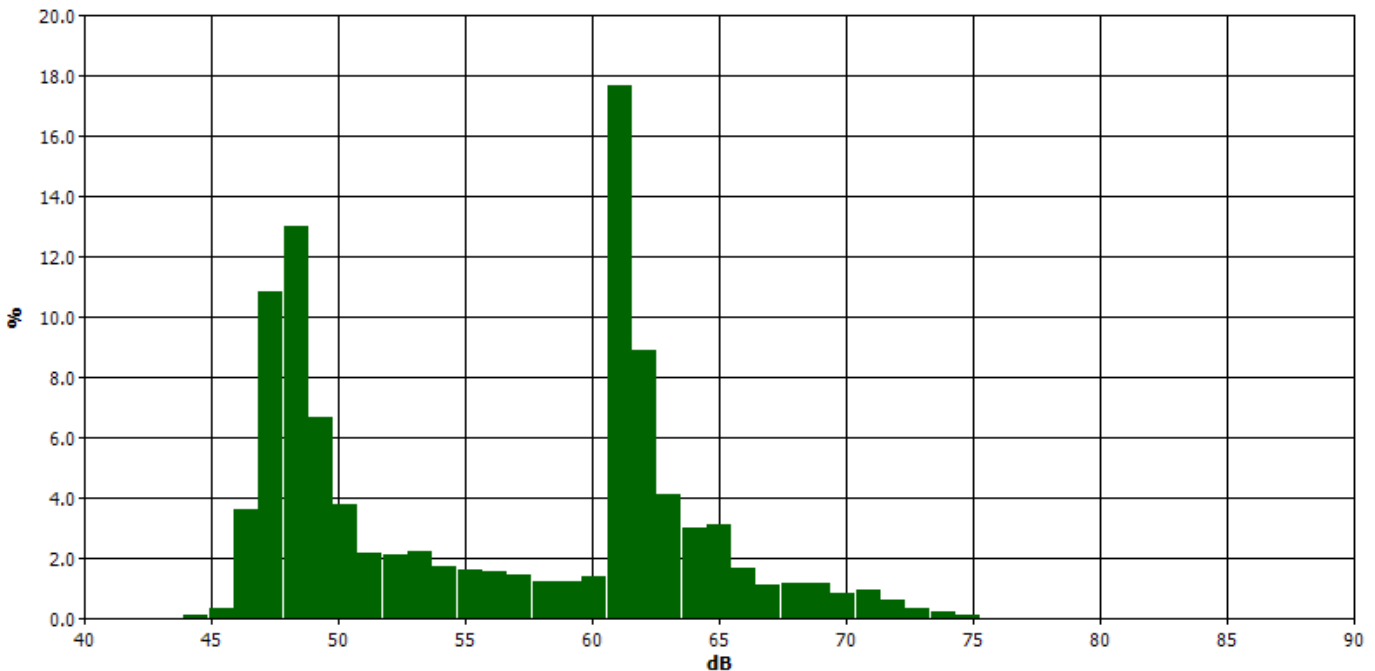
Information Panel

Name 5759 - Whiteman Airport site #3B
Start Time Monday, August 02, 2010 20:29:23
Stop Time Monday, August 02, 2010 20:59:23
Comments Measurement made north of park on Beverly Blvd. 20 feet from residence, 5 feet above ground. Plane 2026, 2030, 2035, 2036, 2046, 2048.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S077. Location: N34.006593 deg - W118.075600 deg, 186 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	47.5 dB
Leq	1	62.8 dB	Lmax	1	86.8 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	93.1 dB
Leq	2	70.5 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/2/2010 8:28:42 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/2/2010 9:00:20 PM	Verification	113.9	QOH070022	12/3/2009 4:00:05 PM

5759 - Whiteman Airport

10/27/2010

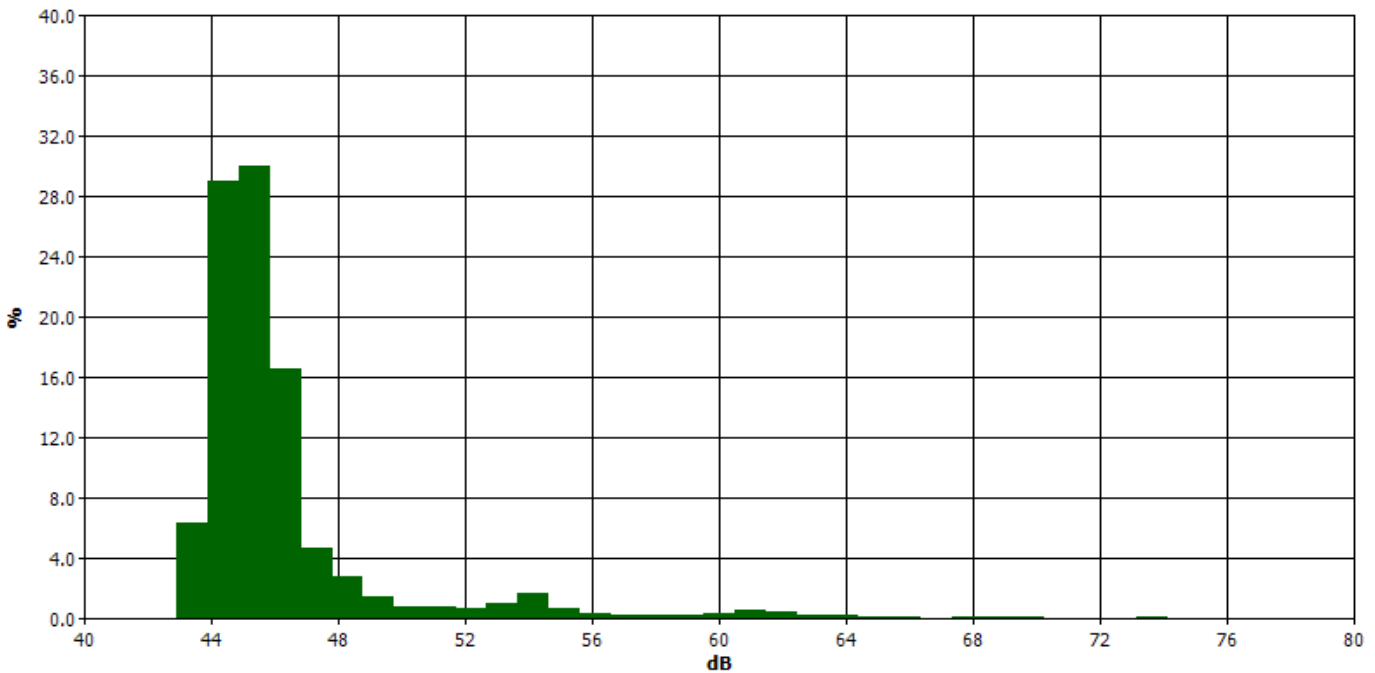
Information Panel

Name 5759 - Whiteman Airport site #3C
Start Time Tuesday, August 03, 2010 23:28:44
Stop Time Tuesday, August 03, 2010 23:58:44
Comments Measurement made north of park on Beverly Blvd. 20 feet from residence, 5 feet above ground. Train 2127.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S080. Location: N34.006593 deg - W118.075600 deg, 186 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	44 dB
Leq	1	52.9 dB	Lmax	1	76.6 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	85.7 dB
Leq	2	64.1 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/3/2010 11:26:04 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/3/2010 11:59:47 PM	Verification	114.0	QOH070022	12/3/2009 4:00:05 PM

5759 - Whiteman Airport

10/27/2010

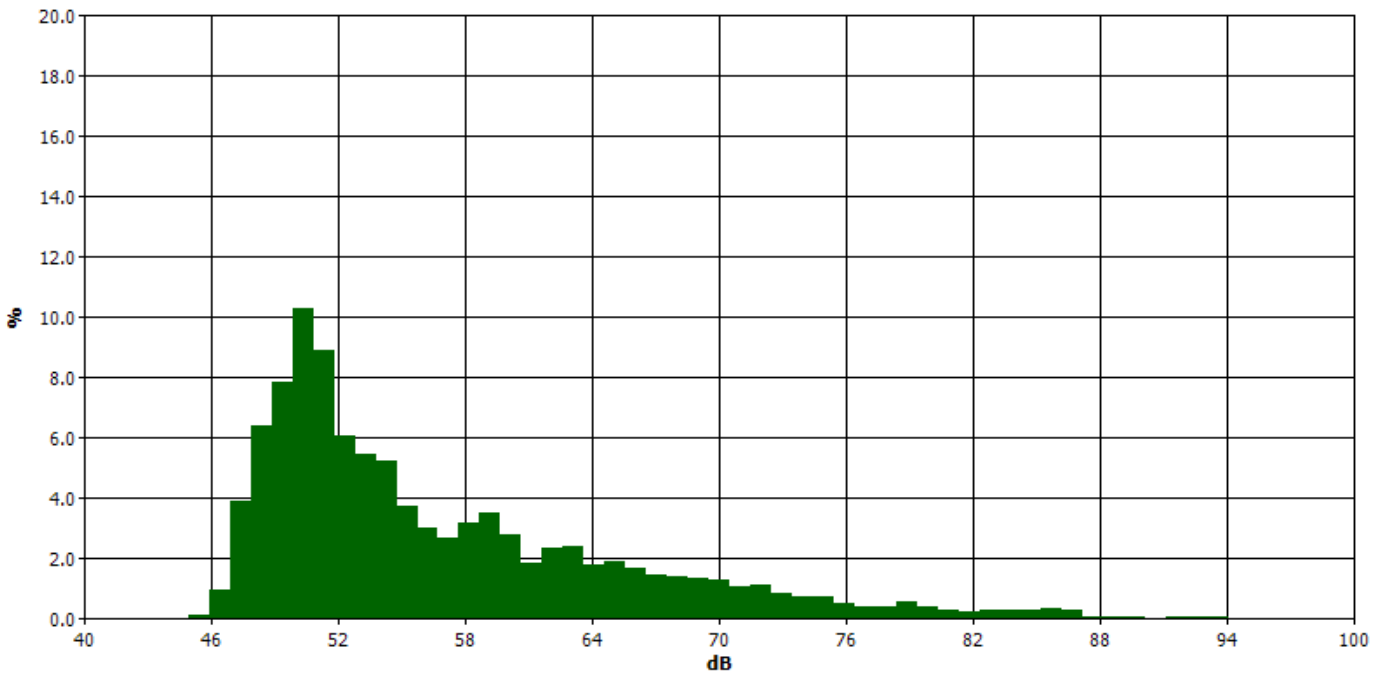
Information Panel

Name 5759 - Whiteman Airport site #3D
Start Time Saturday, August 14, 2010 16:38:41
Stop Time Saturday, August 14, 2010 17:08:41
Comments Measurement made north of park on Beverly Blvd. 20 feet from residence, 5 feet above ground. Plane 1621, 1624, 1642, 1649, 1652, 1655, 1700, 1706; Helicopter 1626, 1643; Train 1701.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S083. Location: N34.006593 deg - W118.075600 deg, 186 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	48.7 dB
Leq	1	71.5 dB	Lmax	1	94.7 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	101.5 dB
Leq	2	75 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/14/2010 4:37:08 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/14/2010 5:15:00 PM	Verification	64.5	QOH070022	12/3/2009 4:00:05 PM

5759 - Whiteman Airport

10/27/2010

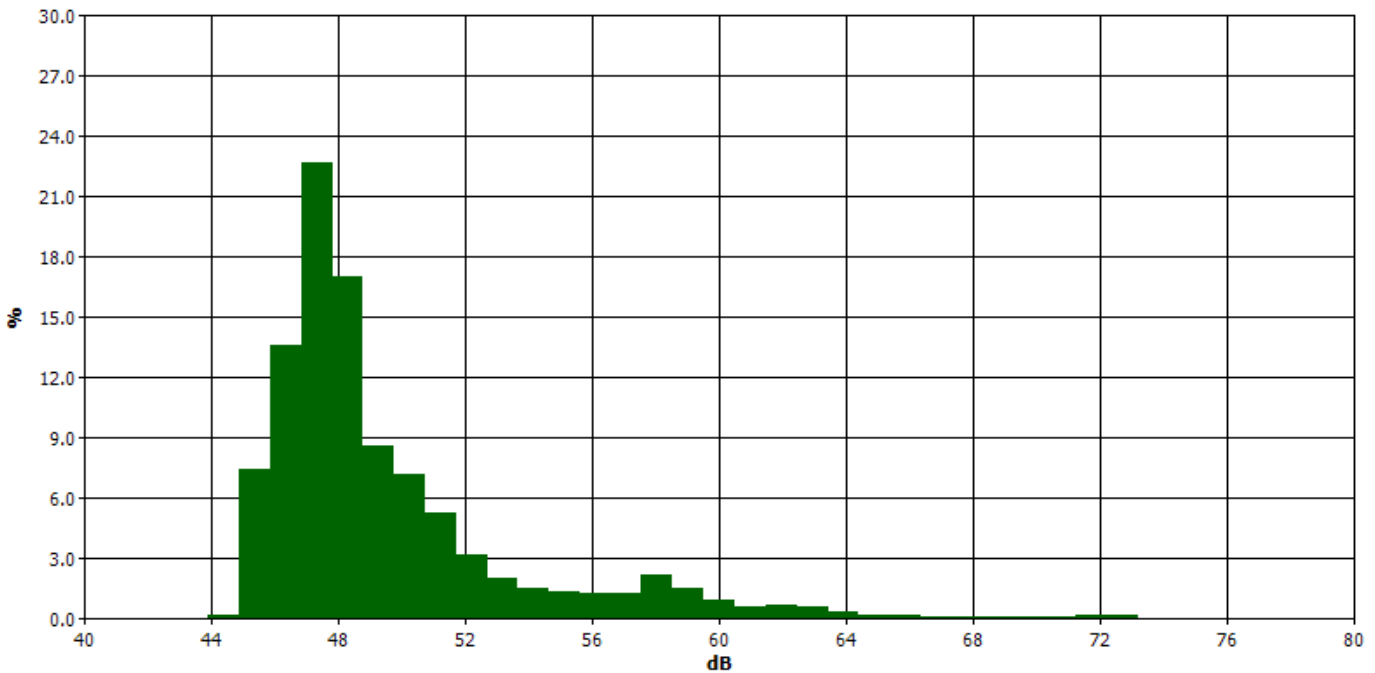
Information Panel

Name 5759 - Whiteman Airport site #3E
Start Time Saturday, August 14, 2010 20:52:13
Stop Time Saturday, August 14, 2010 21:22:13
Comments Measurement made north of park on Beverly Blvd. 20 feet from residence, 5 feet above ground. Helicopter 2114.
User Name Mike Lindsay
Company Name UltraSystems Environmental
Device Name Quest SoundPro DL-1-1/3
Description File name: S086. Location: N34.006593 deg - W118.075600 deg, 186 feet.

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Rtime	1	00:30:00	L90	1	46.1 dB
Leq	1	54.4 dB	Lmax	1	73.5 dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Log Rate	1	60 s
Exchange Rate	1	3 dB	Lmax	2	85.8 dB
Leq	2	67.3 dB	Weighting	2	C
Response	2	FAST			

Statistics Chart



Calibration History

<u>Date</u>	<u>Action</u>	<u>Level</u>	<u>Serial Number</u>	<u>Certification Date</u>
8/14/2010 8:50:32 PM	Calibration	114.0	QOH070022	12/3/2009 4:00:05 PM
8/14/2010 9:27:58 PM	Verification	114.0	QOH070022	12/3/2009 4:00:05 PM

APPENDIX C
AIRCRAFT NOISE MODELING MEMORANDUM

AECOM
1200 Summit Ave., Suite 600, Fort Worth, TX 76102
T 698.6830 www.aecom.com

Memorandum

Date: October 14, 2009
To: Andrew Scanlon
From: Mike McNerney
Subject: Whiteman Airport Noise Analysis

Distribution:

An analysis of aircraft noise was performed for Whiteman Airport using the FAA sponsored Integrated Noise Model. The INM software is required by FAA and conforms to ICAO international standards for calculating noise contours near airports. The analysis was performed with INM version 7.01a which includes the analysis of helicopter noise. Prior to version 7 of INM, a separate analysis using the helicopter noise model (HNM) would have been required, but now both fixed wing aircraft and helicopters are fully included in the INM software.

The noise modeling was performed by Dr. Michael McNerney, who is both a Professional Engineer and a pilot with commercial and airline transport ratings. Dr. McNerney has 14 years of experience with INM and teaches short courses on using INM at The University of Texas at Austin.

The quality of the noise analysis is dependent upon the software used, the capability of the modeler and the most importantly the quality of the input data. The input data consists of the number and type of aircraft operations; the flight tracks including altitudes and speeds the aircraft fly, and the time of day of flight operations. The noise analysis for Whiteman Airport was performed using the best software, with a highly experienced modeler, and using the best input data available.

Input Data

Whiteman Airport is a towered airport and airport tower traffic counts are the best source of current airport operations. Most general aviation airports do not have air traffic control towers and the airport traffic counts are matter of educated speculation. The tower at Whiteman airport between the hours of 0800 and 2000 and the amount of traffic that occurs during hours in which the tower is closed has been estimated at 2 percent of operations.

The noise contours were calculated for Whiteman Airport both for current year of 2009 (based upon traffic counts from September 2007 to July 2008) and for a forecast level of demand that represents aircraft operations in the year 2030. The tower count in those 335 days was 83,739 operations for an average day of 250 operations.

The noise modeling for FAA requirements is that the annualized average day is used for modeling. This means that the annual 90% of operations on Runway 12 and ten percent of Runway 30 must be split on a single modeling day. The input for modeling was 255 daily operations for 2009 and a forecast of 393 daily operations for 2030. The assumption for modeling was that 80 percent of operations were fixed wing aircraft and 20% were helicopters. Another assumption was that 5% of operations in 2009 were touch and go operations and 50% of future operations in 2030 would be touch and go operations.

The air traffic control manager and the airport manager were consulted as to the type of aircraft operations, the actual aircraft based, and the ground tracks flown. As a result of discussions the actual aircraft modeled were reviewed by the tower manager and the airport manager. INM uses substitute aircraft rather than have a noise curve for every aircraft produced. For example the Cessna 172 aircraft is the substitute aircraft for the Cessna 150, 152, 170, and 177 aircraft. The Beechcraft Model 58 Barron (BEC58P) is the INM substitute aircraft for about 28 models of Beechcraft, Cessna, and Piper light twin engine aircraft. The INM standard substitution has created a general aviation single engine variable-pitch propeller aircraft (GASEPV) and fixed pitch propeller aircraft (GASEPF) were are standard substitutions for about 17 different aircraft models each.

The aircraft using Whiteman Airport were divided into groups of single engine propeller, multiengine propeller and light jet and percentages were assigned to each. Likewise the most common helicopters using the airport were grouped into four typical helicopters in the INM database: Astar 350D, Bell 206L Long Ranger, Hughes 500D, and Robinson R22/R44.

Table 1 shows the number of daily operations of each aircraft type using the airport on an average day in the year 2009 and the percentage assigned to each runway. The numbers are a daily average of a typical year and therefore decimal percentages have meaning when running the model even if the actual number of operations is less than one.

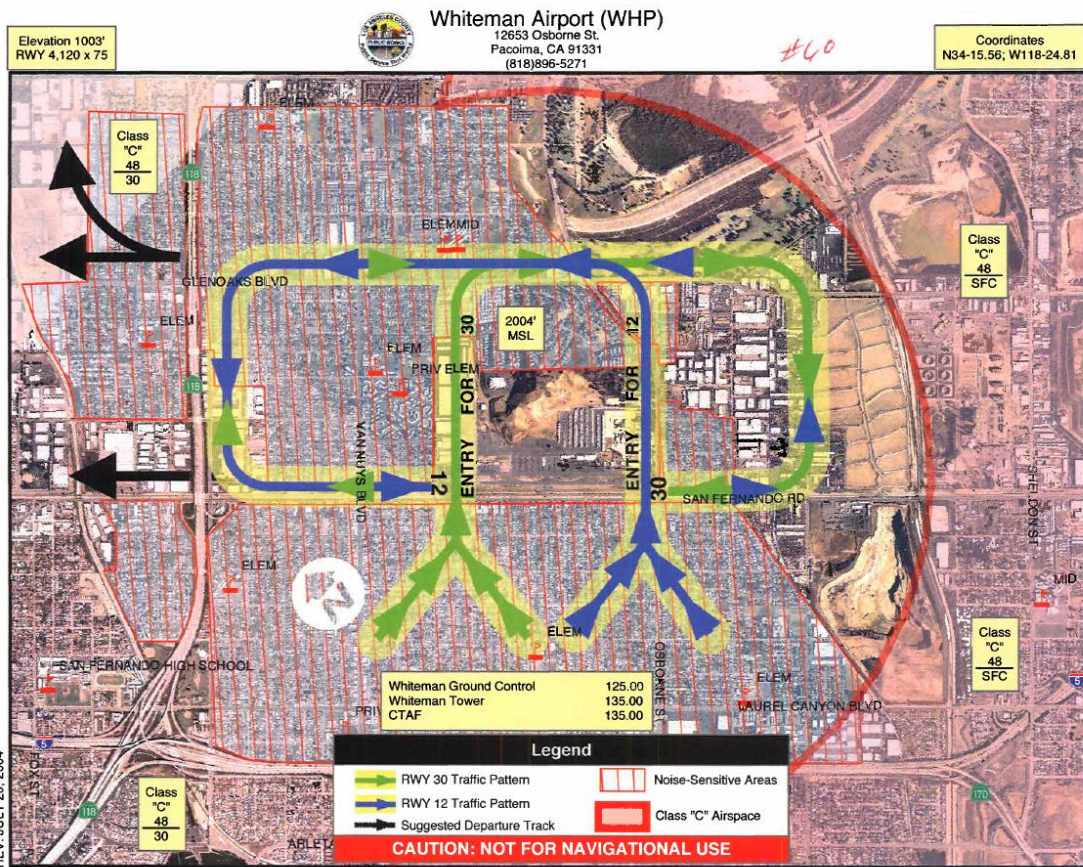
Whiteman Airport Fleet Mix 2009				
	INM	Total Ops	Runway 12	Runway 30
Fixed Wing Aircraft	203.2			
Cessna 172 family	CNA172	54.8640	49.3776	5.4864
GA Single Engine Fixed Pitch Prop	GASEPF	54.8640	49.3776	5.4864
Cessna 206 Family	CNA206	9.1440	8.2296	0.9144
Cessna 206Turbo	CNA20T	9.1440	8.2296	0.9144
GA Single Engine Variable Pitch Prop	GASEPV	54.8640	49.3776	5.4864
Cessna 441 Turbine Twin	CNA441	2.6416	2.3774	0.2642
Beech Barron Piston Twin	BEC58P	17.6784	15.9106	1.7678
Cessna Citation I or II	CNA500	1.00	1.00	0
Helicopters	50.8			
Astar 350D	SA350D	12.7000	11.4300	1.2700
Bell 206L Long Ranger	B206L	12.7000	11.4300	1.2700
Hughes 500D	H500D	12.7000	11.4300	1.2700
Robinson R22/R44	R22	12.7000	11.4300	1.2700
total		255	229.6	25.4

Table 2 shows the number of daily operations for the year 2030 used in the INM input.

Whiteman Airport Fleet Mix 2030				
	INM	Total Ops	Runway 12	Runway 30
Fixed Wing Aircraft	312			
Cessna 172 family	CNA172	84.2400	75.8160	8.4240
GA Single Engine Fixed Pitch Prop	GASEPF	84.2400	75.8160	8.4240
Cessna 206 Family	CNA206	14.0400	12.6360	1.4040
Cessna 206Turbo	CNA20T	14.0400	12.6360	1.4040
GA Single Engine Variable Pitch Prop	GASEPV	84.2400	75.8160	8.4240
Cessna 441 Turbine Twin	CNA441	4.0560	3.6504	0.4056
Beech Barron Piston Twin	BEC58P	27.1440	24.4296	2.7144
Cessna Citation I or II	CNA500	3	2	0
Helicopters	78			
Astar 350D	SA350D	19.5000	17.5500	1.9500
Bell 206L Long Ranger	B206L	19.5000	17.5500	1.9500
Hughes 500D	H500D	19.5000	17.5500	1.9500
Robinson R22/R44	R22	19.5000	17.5500	1.9500
total		393	353	39

Ground Tracks

The Ground tracks were provided by the airport. The airport being constrained in airspace with nearby airports of Bob Hope Burbank Airport and Van Nuys Airport and to limit noise to the surrounding neighborhood, has a prescribed ground track that it asks the local based pilots fly when using Whiteman Airport. As shown in Figure 1, all patterns are flown on the north side of the runway which means left traffic on Runway 12 and right traffic on Runway 30. All entries to the pattern are from the south and all exits to the pattern are to the west. From our experience this is one of the smallest or tightest traffic patterns we had ever tried to model. In fact we had to extend the ground track about 200 feet for the touch and go ground track to keep the standard touch and go profile in the model from having an error message for having too short of a ground track for the profile. Helicopters use the same traffic pattern as the fixed wing aircraft at Whiteman Airport but require separate tracks in the INM model.



Recommended Traffic Pattern unless directed otherwise by ATCT

Figure 1 Whiteman Airport Traffic Pattern.

Noise Metric

INM Model has several noise metrics that can be used to evaluate the noise produced by the aircraft at an airport. FAA requires the use of the Day Night Level (DNL) for all airports except in California. The DNL is an equivalent sound level calculated by averaging the sound energy produced from aircraft passes over a 24 hour day. The DNL assesses a 10 dB penalty for all sounds produced at night time defined as 10pm to 7am.

The Community Noise Equivalent Level (CNEL) is required by State Law in California as the required sound metric for evaluating aircraft noise. The CNEL is calculated exactly like the DNL with the exception that there is a 3 dB penalty for all sound produced during the evening hours which is defined as from 7pm to 10pm. The CNEL noise contour by definition cannot be less than the DNL contour, but the relative increase could be imperceptible. The difference is dependent upon the contribution of evening flights relative to the number of night flights, and total flights.

The INM was input was prepared using the distribution of 86% day flights, 10% evening flights and 4% night flight. Although no tower counts exist when the tower is closed after 8pm, this percentage was agreed upon by the airport manager for the noise analysis. Although the actual night and evening percentage may be lower than these numbers, a conservative approach that would calculate larger contours was used.

The INM noise model was used and CNEL contours were produced. The results of the Noise contours are shown in Figure 2 for 2009 and Figure 3 for 2030. The results of the noise contours show that the 65 CNEL noise contour for all practical purposes does not leave the airport.

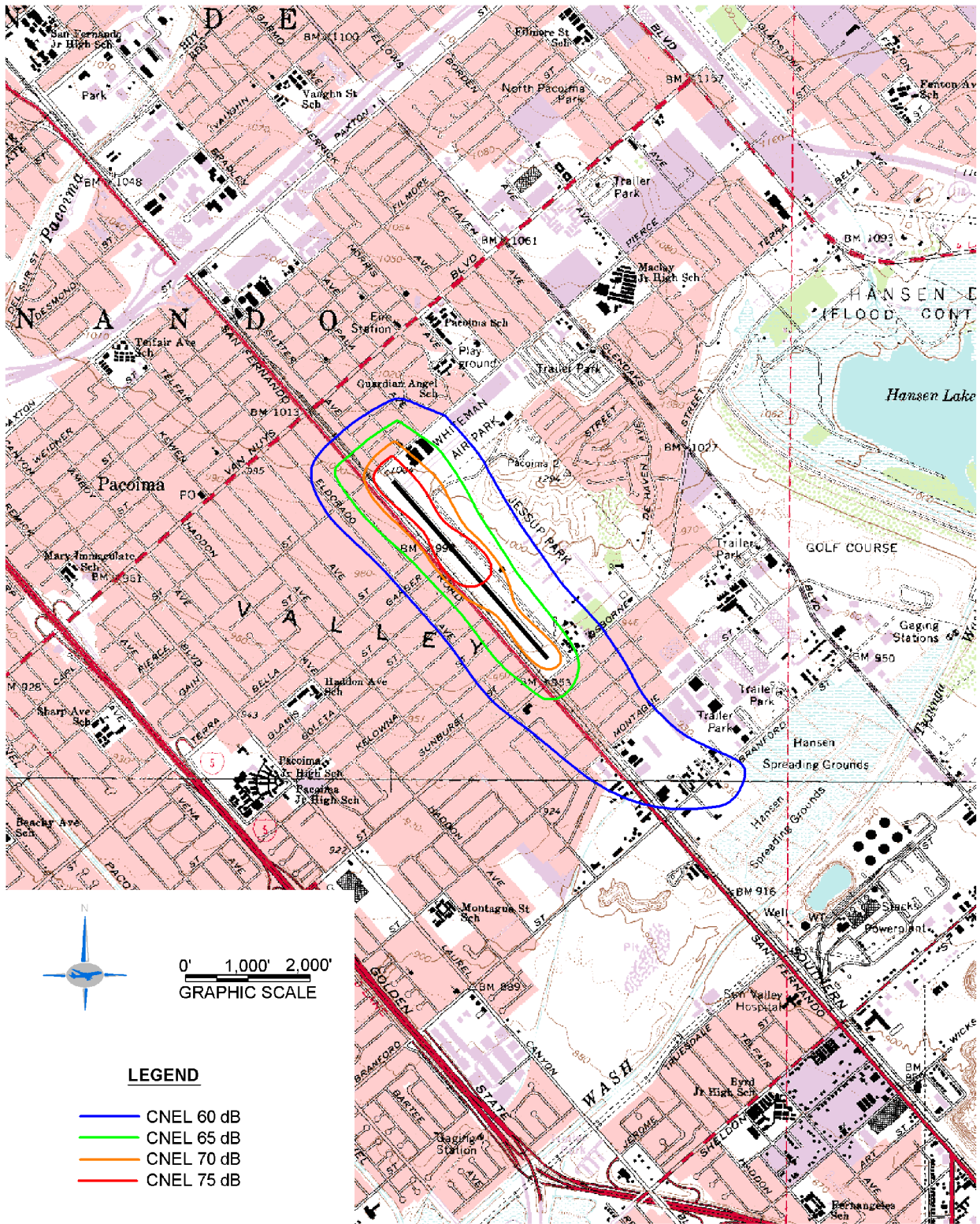


Figure 1
2009 CNEL Noise Contours

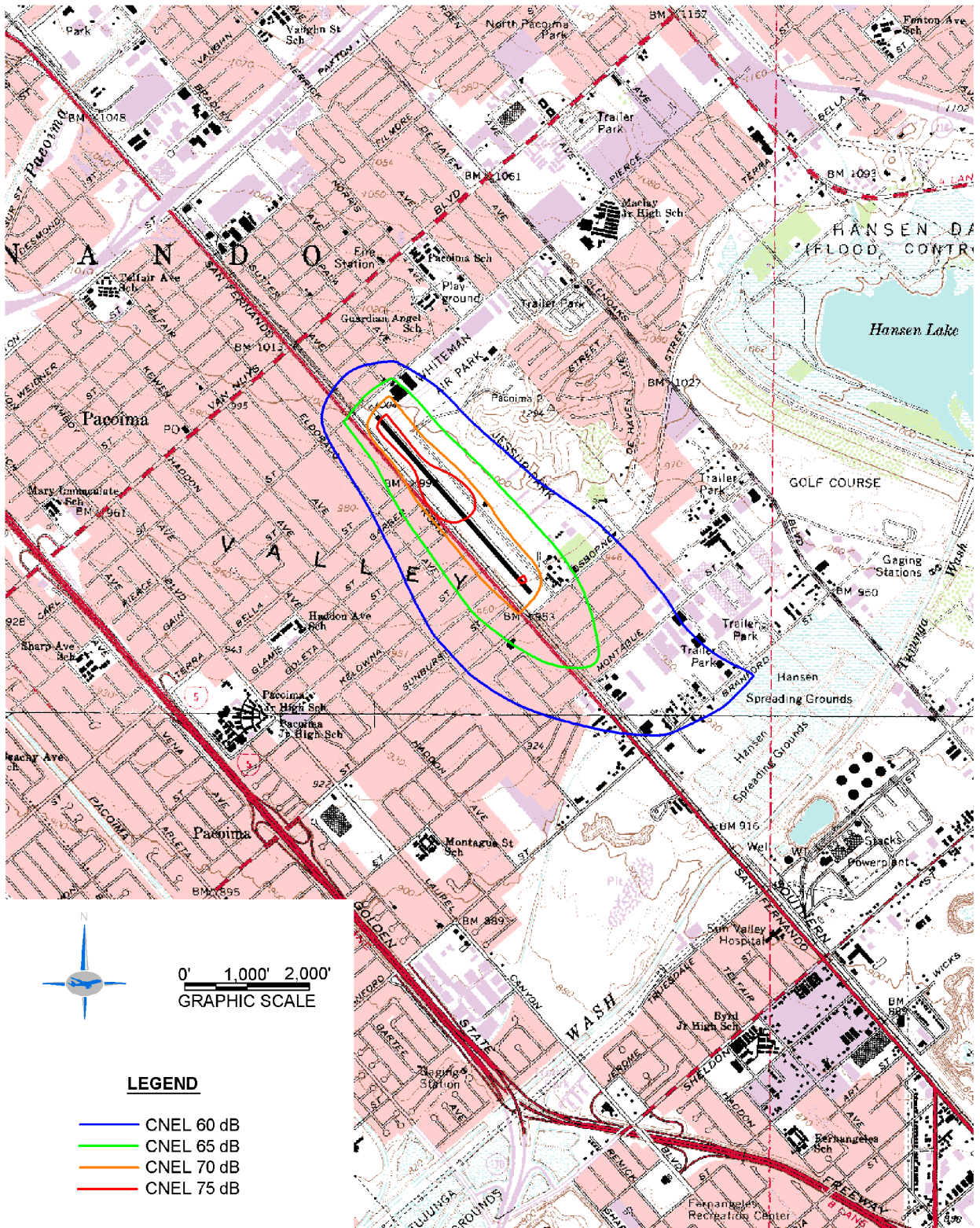


Figure 2
2030 CNEL Noise Contours

APPENDIX E: Focused Phase I Report

FOCUSED PHASE I ENVIRONMENTAL SITE ASSESSMENT

Whiteman Airport
County of Los Angeles
Pacoima, CA 91331

August 2010

Prepared for:

**Los Angeles Department of Public Works
Programs Development Division
Environmental Planning and Assessment Section
900 South Fremont Avenue, A-9 East
Alhambra CA 91803-1331
Attention: Albert Anidi**

Prepared by:



**16431 Scientific Way
Irvine, CA 92618**

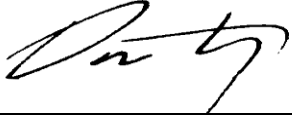
Project: 5759

SIGNATURES

FOCUSED PHASE I ENVIRONMENTAL SITE ASSESSMENT

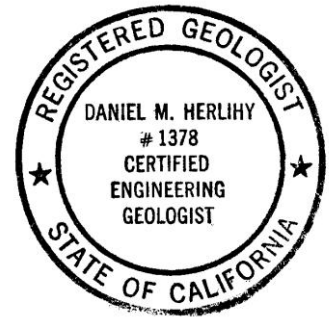
WHITEMAN AIRPORT
COUNTY OF LOS ANGELES
PACOIMA, CA 91331

This report was prepared by:



Signature
Dan Herlihy
Registered Geologist No. 4388
Certified Hydrogeologist No. 108
Certified Engineering Geologist No. 1378
Registered Environmental Assessor No. REA-00224

August 31, 2010
Date



This report was reviewed by:



Signature
Mina Rouhi
Quality Control/Quality Assurance

August 31, 2010
Date

This report was approved by:



Signature
Robert Rusby
Project Manager

August 31, 2010
Date

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GLOSSARY

ACRONYMS AND ABBREVIATIONS

EXECUTIVE SUMMARY

UltraSystems Environmental Incorporated (UltraSystems) conducted a focused Phase I Environmental Site Assessment (ESA) on behalf of the Los Angeles Department of Public Works (LADPW) for specific areas within approximately 187 acres at the Whiteman Airport in Pacoima, County of Los Angeles, California (subject property) in conformance with industry-accepted practices, American Society of Testing Materials (ASTM) Designation E1527-05, and the EPA All Appropriate Inquiry (AAI) Rule (40 CFR 312).

The purpose of the Phase I ESA was to identify recognized environmental conditions (REC) for the subject property. These include: 1) Presence or likely presence of hazardous substances or petroleum products on the subject property; 2) Conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures, the ground, groundwater, or surface water of the subject property; and 3) Issues that may have an environmental impact on the subject property.

This Phase I ESA included the following scope of work.

- Researched and reviewed available information regarding past owners and occupants of the subject property to assess the potential for contamination resulting from prior on-property activities.
- Researched available information regarding nearby and adjacent properties for evidence of environmental conditions that could adversely impact the subject property.
- Interviewed available person(s) familiar with current and former on-property activities for relevant information regarding potential areas of environmental concern.
- Reviewed federal and state regulatory agency database information for the subject property and nearby properties to identify potential concerns that could adversely affect the environmental condition of the subject property.
- Performed a property visit to identify areas of environmental concern. To the extent possible, a review of immediately adjacent properties was also performed from the subject property and public thoroughfares.

This Phase I report focused only on specific areas that will be modified or constructed as part of the Master Plan Improvements scheduled through 2030 at subject property. Based on aerial photograph reviews, railroad tracks along San Fernando Road southwest of the subject property, and gravel mining in the north portion of the subject property were present in 1928, and the runways within the subject property were constructed by 1965. Subject property development continued through 1989.

The subject property is within the San Fernando Valley (SFV) at elevations between approximately 950 and 1,290 feet above mean sea level (MSL). Surface water drainage in the vicinity of the subject property is to the southeast towards the Tujunga Wash, which drains to the Los Angeles River. The subject property is downstream of the Hansen Dam flood control structure. Depth to groundwater ranges from 58 to 800 feet bgs depending on the proximity of producing wells.

The North Hollywood Operable Unit (OU) is one of four groundwater contaminated OUs in the eastern portion of the SFV Superfund site. The north boundary of the North Hollywood OU occurs

beneath the southeast corner of the subject property. Because the proposed Master Plan Improvement modification and construction activities are above ground, no impacts from the North Hollywood OU to the Master Plan Improvements would be expected.

This Phase I ESA has revealed no evidence of RECs in connection with the subject property except for the following.

- Transformers, capacitors, or switchgear equipment were observed on the north side of Airpark Way during the property visit. PCBs (historic insulation material), if any, associated with this equipment should be properly managed prior to removal.
- A preliminary visual review was conducted for the presence of lead based paint (LBP) and asbestos-containing materials (ACMs) in areas to be disturbed during Phase I, II or III. Because the Terminal Building and other structures constructed prior to 1981 could contain ACMs in ceilings, flooring or pipe coverings, and LBP may have been used, an assessment for ACMs and LBP should be performed by certified professionals for buildings or other structures that will be removed or altered as part of the Master Plan Improvement project. ACMs and LBP must be properly abated prior to demolition.
- Household paints, petroleum products, hazardous materials and waste may be stored in some of the Northeast County T-Hangers. These storage facilities should be inspected for these materials prior to demolition, and these materials should be properly disposed, if present.
- Some project areas to be modified or constructed during or after 2014 were not inspected because the locations were not known to Mr. Ara Martirosyan, Assistant Airport Manager, at the time of the property visit by UltraSystems. Potentially disturbed areas associated with these projects should be inspected by qualified professionals prior to modification or construction.

1.0 INTRODUCTION

UltraSystems Environmental Incorporated (UltraSystems) conducted a focused Phase I Environmental Site Assessment (ESA) on behalf of the Los Angeles Department of Public Works (LADPW) for specific areas within approximately 187 acres at the Whiteman Airport in Pacoima, County of Los Angeles, California (subject property) in conformance with industry-accepted practices, American Society of Testing Materials (ASTM) Designation E1527-05, and the EPA All Appropriate Inquiry (AAI) Rule (40 CFR 312). The subject property location is shown in Figure 1.

1.1 Purpose

The purpose of this Phase I ESA was to identify recognized environmental conditions (REC) for the areas referenced above, including:

- Presence or likely presence of hazardous substances or petroleum products on the subject property.
- Conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures, the ground, groundwater, or surface water of the subject property.
- Issues that may have an environmental impact on the subject property.

This report is not intended to serve as a compliance assessment of the subject property and does not include de minimus conditions that generally do not present a material risk of harm to public health or the environment, and would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Qualifications of the individual performing the Phase I ESA are included in Appendix A.

1.2 Scope of Work

This Phase I ESA included the following scope of work:

- Researched and reviewed available information regarding past owners and occupants of the subject property to assess the potential for contamination resulting from prior on-property activities.
- Researched available information regarding nearby and adjacent properties for evidence of environmental conditions that could adversely impact the subject property.
- Attempted to interview available person(s) familiar with current and former on-property activities for relevant information regarding potential areas of environmental concern.
- Reviewed federal and state regulatory agency database information for the subject property and nearby properties to identify potential concerns that could adversely affect the environmental condition of the subject property.
- Performed a property visit to identify areas of environmental concern. To the extent possible, a review of immediately adjacent properties was also performed from the subject property and public thoroughfares.
- Prepared this Phase I ESA report to document the findings regarding the current environmental condition of the subject property.

Research records provided by Environmental Data Resources (EDR) of Southport, Connecticut were used to obtain city directories, fire insurance maps, aerial photographs, topographic maps, and regulatory agency database information.

1.3 Master Plan Improvements

This Phase I report focuses on specific areas that will be modified or constructed as part of the Master Plan Improvements scheduled through 2030 at subject property. The modifications and construction activities will occur in three phases. These are listed below.

1.3.1 Phase I

Phase I improvements are scheduled to take place between 2009 and 2013.

- Project 1.1 - Slurry Seal Aircraft Parking Ramp.
- Project 1.2 - Perimeter Fencing Rehabilitation and "Penalty Box" Gate Access System.
- Project 1.3 - Grade Hill for Terminal Facility.
- Project 1.4 - Reroute Airpark Way behind Terminal Facility.
- Project 1.5 - Construct Transient Apron.

1.3.2 Phase II

Phase II improvements are scheduled to take place between 2014 and 2018.

- Project 2.1 - Construct Terminal Facility, Associated Parking, and Green Space.
- Project 2.2 - Relocated Runway Thresholds and Paint Non-Precision Markings.
- Project 2.3 - Construct Runway 30 Hold Apron.
- Project 2.4 - Demolish Existing Terminal Facility.
- Project 2.5 - Construct New Conventional Hangar in Helicopter Area.
- Project 2.6 - Construct Hangars.
- Project 2.7 - Reroute Airport Entrance Road and Construct Automobile Parking Lot.
- Project 2.8 - Construct Conventional Hangars.
- Project 2.9 - Stripe Zipper Lane.
- Project 2.10 - Enhance Blast Protection.
- Project 2.11 - Survey Underground Facilities - Develop Utility Map.
- Project 2.12 - Replace Northeast County T-Hangars.

1.3.3 Phase III

Phase III improvements are scheduled to take place between 2019 and 2030.

- Project 3.1 - Upgrade Apron Lighting/Security Camera System.
- Project 3.2 - Construct Second Conventional Hangar in Helicopter Area.
- Project 3.3 - Construct Exit Taxiways.

- Project 3.4 - Construct Hangars in Helicopter Area.
- Project 3.5 - Reroute Airpark Way behind County Hangars.
- Project 3.6 - Construct Additional Portable Hangars.
- Project 3.7 - Construct Portable Hangars/Individual Hangars and Associated Auto Parking.
- Project 3.8 - Construct Non-Airworthy Tie-Down Parking Area.
- Project 3.9 - WAAS/LPV Survey.
- Project 3.10 - Acquire 10.8 Acres in Aviation Easements.

1.4 Significant Assumptions

This report, in part, is based on information from secondary sources such as government agencies, the client, designated representatives of the client, property contact, property owner, property owner representatives, computer databases, and personal interviews. Except as specifically stated in this report, no independent investigation as to the accuracy and completeness of the information from secondary sources has been made. It is assumed that information provided by or obtained from governmental agencies including information obtained from government websites is accurate and complete, and that the client or its representatives have correctly and accurately identified the property.

1.5 Limitations and Exceptions of the Assessment

The observations, findings, conclusions, and recommendations, if any, of this report are limited by the contract technical requirements and the methods used to perform the services outlined in the scope of work. In order to perform a comprehensive environmental evaluation, subsurface investigation and testing would be required to evaluate whether contamination has affected the subject property. Therefore, the findings, conclusions, and recommendations are based solely on the scope of work previously described and information gathered. Incomplete or outstanding information identified throughout the body of this report is considered a limitation to the assessment. Limitations to the assessment also include weather conditions, vegetation cover, parked cars, trucks, dumpsters, and anything limiting visual observation of the subject property and neighboring properties.

All findings, conclusions, and recommendations stated in this report are based upon industry-accepted procedures for such services as they existed at the time that this report was prepared, data and information provided, and observations and conditions that existed on the date and time of the property visit. Responses received from local, state, or federal agencies or other secondary sources of information after the issuance of this report may change certain facts, findings, conclusions, and recommendations in this report. A change in any fact, circumstance, or industry-accepted procedure upon which this report was based may affect the findings, conclusions, and recommendations expressed in this report.

2.0 GENERAL INFORMATION

Mr. Dan Herlihy, a Registered Environmental Assessor, conducted a property visit on August 26, 2010. During the visit, Mr. Herlihy was escorted by Mr. Ara Martirosyan¹, Assistant Airport Manager, who was knowledgeable of the subject property. Photographs taken during the subject property visit are included in Appendix B.

2.1 Administration

Property Location	
Client Name	LADPW
Client Contact	Patrick Di Leva – Airport Project Coordinator
Client Phone Number	(626) 300-4615
Project Manager	Robert Rusby - UltraSystems

2.2 Property Location

Property Location	
Property Name	Whiteman Airport
Property Address	12653 Osborne Street
Property County	County of Los Angeles
Nearest Intersection	Osborne Street/San Fernando Road
Area Description	Urban

The location of the subject property is provided in Figure 1.

2.3 Property Description

Property Information	
Property Acreage	187 acres
Property Shape	Irregular
Property Use	Airport
Number of Buildings	Numerous
Date of Construction	Prior to 1970
Basement/Slab-on-grade	Yes
Vehicular Access	From Osborne Street

2.4 Utilities and Disposal

Transmission lines were observed along major roadways. No disposal facilities were observed on the subject property.

2.5 Neighboring Properties

Review of neighboring properties from the subject property and from public thoroughfares were performed to identify evidence of environmental concerns that could adversely impact the subject property. The following adjoining properties were observed.

¹ Phone: 818-896-5271

Direction	Property	REC
Northeast	Commercial properties, gravel mine and vacant land	No
Southwest	San Fernando Road, then commercial and light industrial properties	No
Northwest	Commercial and light industrial properties, and then Pierce Street	No
Southeast	Osborne Street, then light industrial and residential properties	No

The adjoining properties do not appear to be of the type likely to pose a significant threat to the environmental condition of the subject property.

3.0 PHYSICAL SETTING

3.1 Topography

The site is within the San Fernando Valley (SFV) in southern California. Review of United States Geological Survey (USGS) 7.5-minute series topographic quadrangle maps for the area reveals that the subject property occurs in between the elevations of approximately 950 and 1,290 feet above mean sea level (MSL).

3.2 Soils

Based on the property visit, the subject property and surrounding area was mostly urban land that is defined as an area where more than 85% of the surface is covered by asphalt, concrete, buildings, and other structures. Urban land contains soil that has been disturbed to the extent that no natural deposits may be found and the original profile of the soil has been altered.

3.3 Underlying Formation

Surface deposits in the SFV are composed of Holocene age alluvium, which consists primarily of coarse-grained unsorted gravel and sand deposited by coalescing alluvial fans emanating from the surrounding highlands. The maximum thickness of Holocene alluvium ranges from about 100 feet in the north to 400 feet in the east to about 800 feet on the west and a maximum of about 900 feet near Burbank (CSWRB, 1962).

3.4 Groundwater

The SFV Groundwater Basin was adjudicated in 1979 and includes the water-bearing sediments beneath the SFV, Tujunga Valley, Browns Canyon, and the alluvial areas surrounding the Verdugo Mountains near La Crescenta and Eagle Rock. The basin is bounded on the north and northwest by the Santa Susana Mountains, on the north and northeast by the San Gabriel Mountains, on the east by the San Rafael Hills, on the south by the Santa Monica Mountains and Chalk Hills, and on the west by the Simi Hills. Recharge of the basin is from a variety of sources including spreading of imported water and runoff in the Pacoima, Tujunga, and Hansen Spreading Grounds southeast of the subject property (ULARA, 1999). Depth to groundwater ranges from 58 to 800 feet bgs depending on the proximity of producing wells.²

3.5 Surface Water

Precipitation in the SFV ranges from 15 to 23 inches per year and averages about 17 inches. Runoff contains natural stream flow from the surrounding mountains, precipitation falling on impervious areas, reclaimed wastewater, and industrial discharges. Water flowing in surface washes infiltrates, particularly in the eastern portion of the SFV. Surface water drainage in the vicinity of the subject property is to the southeast towards the Tujunga Wash, which drains to the

² <http://www.mwdh2o.com/mwdh2o/pages/yourwater/supply/groundwater/PDFs/SanFernandoValleyBasins/UpperLARiverAreaBasins.pdf>

Los Angeles River (ULARA, 1999). The subject property is downstream of the Hansen Dam flood control structure.

4.0 ENVIRONMENTAL RECORDS RESEARCH

In an effort to identify past land uses and evidence of environmental concern within and near the subject property, fire insurance maps, aerial photographs, topographic maps and relevant databases provided by EDR and others were reviewed. These are discussed below.

4.1 Map Reviews

4.1.1 Fire Insurance Maps

Sanborn fire insurance maps were requested from EDR for the subject property. The Sanborn fire insurance map collection consists of a uniform series of maps, dating from 1867 to the present, and depicts commercial, industrial, and residential sections of approximately twelve thousand cities and towns in the United States, Canada, and Mexico to assist insurance agents and underwriters in determining the degree of fire hazard associated with a particular property. Sanborn fire insurance maps are typically available for areas that were densely populated prior to the 1980s, but may not be available for other areas. Where available, Sanborn maps show size, shape, and construction of dwellings, commercial buildings, factories, fire walls, locations of windows and doors, sprinkler systems, types of roofs, widths and names of streets, property boundaries, building use, house and block numbers, water mains, fire alarm boxes, hydrants, and features that may represent a fire hazard. Each map generally includes many properties. No Sanborn fire insurance maps were available for the subject property (see Appendix C).

4.1.2 Aerial Photographs

Aerial photographs for the subject property and surrounding area for the years 1928, 1938, 1956, 1965, 1976, 1989, 1994, 2002 and 2005 were obtained from EDR. Review of the aerial photographs revealed that the railroad tracks along San Fernando Road southwest of the subject property, and gravel mining in the north portion of the subject property were present in 1928. The subject property runways were constructed by 1965. Additional development within the subject property continued through 1989. Residential, commercial and industrial development in the vicinity mostly occurred between 1956 and 1989. Based on review of the aerial photographs, no evidence of environmental impact was observed on the subject property. The aerial review findings are summarized in Table 1. Copies of the aerial photographs are included in Appendix D.

4.1.3 Topographic Quadrangle Maps

USGS Quadrangle topographic maps for the subject property and surrounding area for the years 1900, 1901, 1927, 1947, 1953, 1966, 1972, 1988, and 1995 were obtained from EDR. The USGS topographic quadrangle maps were reviewed to identify evidence of man-made structures, fill areas, and natural features that may have an adverse effect on the environmental condition of the subject property. Based on review of the topographic maps, no evidence of environmental impact was observed on the subject property. Topographic maps are included in Appendix E.

4.2 Database Reviews

4.2.1 City Directories

City directories have been published for cities and towns across the U.S. since the 1700s, and may be used to locate individuals and businesses in a particular urban or suburban area. The directory lists the name of a resident, or the name and type of business at certain addresses. City directories were selected for 10 addresses within the subject property or adjoining properties that historically used, transported, or stored hazardous waste. Where information was available, city directories indicated that these addresses were commercial facilities since at least 1930. EDR City directory information is provided in Appendix F.

4.2.2 Environmental Database

EDR is a data retrieval service that was used to identify past land use, and properties where hazardous materials and wastes were used, transported, stored, disposed or released that could potentially impact areas of potential disturbance. EDR was founded in 1990, and is a leading provider of environmental information to real estate and environmental professionals, lenders, attorneys, corporations, insurance companies, and government agencies. EDR provides environmental information gathered from federal, state, local, tribal and proprietary databases.³

A search for environmental records was conducted by EDR to satisfy the government record search requirements of ASTM Standard Practice for Environmental Site Assessment (E1527-05). ASTM Standard search distances are one-quarter, one-half and one mile, depending on the particular government database where the information was obtained. For example, a property contained in the National Priority List (NPL) Superfund database may potentially impact large areas, and has a one-mile search distance, whereas properties identified from the historical underground storage tank (UST) database may potentially impact only a localized area, and have a one-quarter mile search distance. A summary of the data bases reviewed by EDR is provided in Table 2.

A preliminary screening was performed for properties where petroleum products or hazardous materials were transferred, stored, generated, used, disposed of or released up to one mile of the subject property by reviewing detailed information provided by EDR, and then assessing the potential for impact to the subject property. The following criteria were used in the preliminary screening process.

- Listed properties where no violations or hazardous material releases were reported were considered to have a low potential to impact the subject property, and no further review was necessary.
- Listed properties where hazardous material releases or spills were deemed insignificant by the regulatory authority were considered to have a low potential to impact the subject property, and no further review was necessary.
- Listed properties with a “closed file” or “no further action” designation by the regulatory authority were considered to have a low potential to impact the subject property because these releases or spills have been mitigated or remediated.

³ <http://www.edrnet.com>.

- Listed properties with an “open” or “active” file designation were considered to have a medium to high potential to impact the subject property, and an on-line regulatory file review was conducted.

The potential adverse environmental impacts that orphan sites may have on the subject property were evaluated by reviewing street names in an effort to learn if the site is located on an adjoining property. Orphan sites are properties where the location and address are not known to EDR. Based on the evaluation, no environmental impacts to the subject property are expected from orphan sites. A summary of preliminary screening results is included in Table 3, and the results of web-based file reviews for “open” or “active” files are provided in Table 4. The EDR DataMap Area Study database is provided in Appendix G.

4.2.2.1 Subject Property

Two sites within the subject property were listed in the environmental database, but no releases of hazardous materials or waste were reported (Table 3).

4.2.2.2 Other Properties

Based on file reviews, adjoining or nearby properties: 1) had Phase I ESA completed but no releases reported, 2) had shallow soil impacts that would not be expected to impact the subject property, or 3) where more than one-half mile downgradient or crossgradient from the subject property. Releases, if any, at these properties would not be expected to impact the subject property. For this reason, no further investigations appear warranted (see Table 4).

4.2.2.3 North Hollywood Operable Unit

The North Hollywood Operable Unit (OU)⁴ is one of four OUs in the eastern portion of the San Fernando Valley (SFV) Superfund site. The north boundary of the North Hollywood OU occurs beneath the southeast corner of the subject property (Figure 2). Since 1989, the Los Angeles Department of Water and Power (LADWP), with EPA funding and oversight, has operated a series of extraction wells within the North Hollywood Operable Unit to remove volatile organic compounds (VOCs) from groundwater and prevent movement of the contaminant plume. Recovered groundwater is treated, and blended with the Los Angeles water supply at the North Hollywood Pumping Station. In 1998, EPA completed a five-year review, and concluded that the current groundwater extraction and treatment systems were not meeting the objective of plume capture identified in a 1987 Record of Decision (ROD). Additional contaminants including hexavalent chromium and 1,4 dioxane were identified in the extracted groundwater. Improvements to the design of groundwater extraction and treatment systems are currently under evaluation by EPA (December 2009). Because the proposed Master Plan Improvements modification and construction activities are above ground, no impacts from the North Hollywood OU would be expected.

4.2.3 Oil and Geothermal Wells

California is the largest generator of electricity from geothermal energy in the United States, and has over 600 active geothermal wells.⁵ Based on review of the database listing of geothermal wells and

⁴ Operable Units are areas that are defined so that EPA may take action on a distinct area or type of contamination, as part of an overall site cleanup.

⁵ <http://www.conservation.ca.gov/dog/geothermal/Pages/Index.aspx>.

springs published by the California Department of Conservation (DOC), no geothermal wells or springs occur within one mile of the subject property. Most major oil fields in Southern California occur within Cenozoic formations in the vicinity of anticlines and faults, and were developed in the early 1900s (Harden, 1998). Based on review of DOC District Map W1-2, no oil wells occur within the subject property (Figure 3). Several oil and gas wells occur approximately one mile or more from the center of the subject property. Oil and gas wells are sometimes associated with waste disposal pits and subsurface methane accumulations. No impacts to the subject property from oil and gas wells are expected.

4.2.4 Other Reports and Plans

Except as referenced in this report, no other documents were reviewed to complete this Phase I ESA.

5.0 PROPERTY VISIT

UltraSystems observed common areas during the property visit on August 26, 2010 from paved or accessible roadways or aprons within the subject property. Weather conditions at the time of the property visit consisted of sunny skies with an approximate outside air temperature of 90 degrees Fahrenheit. Prior to the visit, each of the Phase I, II and III activities were reviewed with Mr. Ara Martirosyan, Assistant Facility Manager, to determine the precise areas of potential disturbance during modification of construction. Mr. Ara Martirosyan then escorted Mr. Dan Herlihy representing UltraSystems to each potentially impacted area to conduct the site inspection. Below is a summary of the inspection findings.

5.1 Underground Storage Tanks

Jet A fuel and AVGAS underground storage tanks (USTs) and associated dispenser islands were observed on the subject property during the property visit. No releases were reported, and no modification or construction is planned. Based upon the above information, no further action is recommended.

5.2 Aboveground Storage Tanks

No aboveground storage tanks (ASTs) were observed in areas to be disturbed during Phase I, II or III during the property visit. Based upon the above information, no further action is recommended.

5.3 Polychlorinated Biphenyl-Containing Electrical Equipment

A visual review was conducted for the presence of electrical equipment that could contain polychlorinated biphenyl (PCB), an environmentally regulated material used in dielectric fluid in some electrical equipment. Transformers, capacitors, or switchgear equipment were observed on the north side of Airpark Way (Appendix B, Photograph 20) during the property visit. PCBs, if any, associated with this equipment should be properly managed.

5.4 Hydraulic Equipment

No evidence of industrial hydraulic equipment was observed in areas to be disturbed during Phase I, II or III during the property visit. Based upon the above information, no further action is recommended.

5.5 Asbestos-Containing Materials

A preliminary visual review was conducted for the presence of potential asbestos-containing materials (PACMs) in areas to be disturbed during Phase I, II or III. Because the Terminal Building was constructed prior to 1981, PACMs and vinyl/asbestos flooring may be located in ceiling (Appendix B, Photograph 2.4c), flooring or pipe coverings (Appendix B, Photograph 2.4d). According to U.S. Occupational Safety and Health Administration (OSHA) regulations [29 CFR 1926.1101 (k)], building owners are required, under certain circumstances, to notify maintenance people and all persons potentially exposed to PACM at the facility of the presence and location of materials that contain (or are presumed to contain) asbestos. Thermal system insulation, surfacing

material, and asphalt/vinyl flooring materials that are present in buildings constructed prior to 1981, and have not been analytically tested and determined to be non asbestos-containing materials (ACM), are to be presumed to contain asbestos, and should be addressed in accordance with 29 CFR 1926.1101, as well as other applicable federal, state, and local regulations. Currently, there are no regulations requiring the removal of ACM unless it will be disturbed during renovation, repairs, or demolition. Dwelling structures may contain ACM because they were constructed prior to 1981. An ACM survey should be conducted by a certified professional for buildings or other structures that will be removed or altered as part of the Master Plan Improvement project.

5.6 Chemical, Hazardous Materials, and Raw Materials Storage

Household paints and similar products are likely stored in some of the Northeast County T-Hangers (Appendix B, Photographs 2.12a to c). The storage areas should be inspected for these products prior to demolition, and these products should be properly disposed, if present.

5.7 Waste Generation and Storage

Waste may be present in some of the Northeast County T-Hangers (Appendix B, Photographs 2.12a to c). The storage areas should be specifically inspected for the wastes, and properly disposed if present.

5.8 Wells, Sumps, Pits, and Floor Drains

No wells, sumps, pits or floor drains were observed in areas to be disturbed during Phase I, II or III during the property visit. Based upon the above information, no further action is recommended at this time.

5.9 Storm Water Runoff and Surface Water

Storm water runoff is expected to exit the subject property via overland flow and local drainages. Based upon the above information, storm water runoff and surface water are not expected to be a serious environmental concern, and no further action is recommended at this time.

5.10 Lagoons, Septic Systems, and Separators

No evidence of lagoons or oil water separators was observed in areas to be disturbed during Phase I, II or III during the property visit. Based on the above information, no further action is recommended at this time.

5.11 Stressed Vegetation, Staining, and Odors

No evidence of stressed vegetation, outdoor staining, or odors that would indicate surface contamination was noted in areas to be disturbed during Phase I, II or III during the property visit. Based upon the above information, no further action is recommended.

5.12 Surface Disturbance

No evidence of surface disturbances that would indicate surface contamination was noted in areas to be disturbed during Phase I, II or III during the property visit. Based upon the above information, no further action is recommended.

5.13 Potential Wetlands

No wetlands occur in areas to be disturbed during Phase I, II or III during the property visit. Based upon the above information, no further action is recommended.

5.14 Radon

The subject property is located in Zone One of the federal EPA Radon Zone of the County of Los Angeles. The maximum acceptable indoor air level for this zone is 4.0 picocuries per Liter. Based on the low radon potential for this area south of the County of Los Angeles⁶, no further action regarding radon is recommended.

5.15 Lead-Based Paint

A preliminary visual review was conducted for the presence of lead-based paint (LBP) in areas to be disturbed during Phase I, II or III. Because the Terminal Buildings and other structures may have been constructed prior to 1978, LBP may be located on the subject property. LBP may be harmful to children and pregnant women. An assessment for LBP should be performed by a certified professional for buildings or other structures that will be removed or altered as part of the Master Plan Improvement project.

5.16 Air Emissions

No evidence of air emissions was observed within the subject property. Based on the above information, no further action is recommended.

5.17 On-Property Dry Cleaners

No dry cleaning operations were observed at the subject property at the time of the property visit. No dry cleaners were identified on adjoining properties during the historical review of the subject property. Based on the above information, no further action is recommended.

5.18 Mold/Water Intrusion

Molds produce tiny airborne spores to reproduce. When mold spores land on a damp spot indoors, they may begin growing and digesting whatever they are growing on in order to survive. No obvious visual evidence of mold, water intrusion, water damage, or standing water was observed during the property visit. Based on the above information, no further action is recommended.

⁶ (see http://county-radon.info/CA/SoLA_SR182Map.html)

6.0 DATA GAPS

A data gap is information specified by ASTM 1527-05 that was not available or obtained during site reconnaissance, interviews or research effort. The following areas were not inspected during the property visit, and are considered data gaps.

- Project 2.9 - Stripe Zipper Lane.
- Project 2.11 - Survey Underground Facilities - Develop Utility Map.
- Project 2.12 - Replace Northeast County T-Hangars.
- Project 3.1 - Upgrade Apron Lighting/Security Camera System.
- Project 3.3 - Construct Exit Taxiways.
- Project 3.6 - Construct Additional Portable Hangars.
- Project 3.7 - Construct Portable Hangars/Individual Hangars and Associated Auto Parking.
- Project 3.8 - Construct Non-Airworthy Tie-Down Parking Area.
- Project 3.9 - WAAS/LPV Survey.

These areas were not inspected because the locations were not known to Mr. Ara Martirosyan, Assistant Airport Manager, at the time of the property visit. These projects will be modified or constructed during or after 2014. Potentially disturbed areas associated with these projects should be inspected prior to modification or construction.

7.0 CONCLUSIONS AND RECOMMENDATIONS

This Phase I ESA was conducted on behalf of the LADPW for approximately 187 acres at the Whiteman Airport in Pacoima, County of Los Angeles, California (subject property) in conformance with industry-accepted practices, American Society of Testing Materials (ASTM) Designation E1527-05, and the EPA All Appropriate Inquiry (AAI) Rule (40 CFR 312). Exceptions to, or deletions from, these practices, designations and rules are discussed in Section 6. This Phase I ESA has revealed no evidence of RECs in connection with the subject property except for the following.

- Transformers, capacitors, or switchgear equipment were observed on the north side of Airpark Way during the property visit. PCBs (historic insulation material), if any, associated with this equipment should be properly managed prior to removal.
- A preliminary visual review was conducted for the presence of lead based paint (LBP) and asbestos-containing materials (ACMs) in areas to be disturbed during Phase I, II or III. Because the Terminal Building and other structures constructed prior to 1981 could contain ACMs in ceilings, flooring or pipe coverings, and LBP may have been used, an assessment for ACMs and LBP should be performed by certified professionals for buildings or other structures that will be removed or altered as part of the Master Plan Improvement project. ACMs and LBP must be properly abated prior to demolition.
- Household paints, petroleum products, hazardous materials and waste may be stored in some of the Northeast County T-Hangers. These storage facilities should be inspected for these materials prior to demolition, and these materials should be properly disposed, if present.
- Some project areas to be modified or constructed during or after 2014 were not inspected because the locations were not known to Mr. Ara Martirosyan, Assistant Airport Manager, at the time of the property visit by UltraSystems. Potentially disturbed areas associated with these projects should be inspected by qualified professionals prior to modification or construction.

8.0 REFERENCES

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- EPA, December 2009, San Fernando Valley Superfund Sites Update, and EPA Selects Second Interim Remedy of the North Hollywood Operable Unit: US Environmental Protection Agency, Region 09, San Francisco, CA
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TABLES

**TABLE 1
AERIAL PHOTOGRAPH REVIEW**

Year	Description	
1928	Subject Property	Mostly vacant land, with north portion used for gravel mining
	Northeast	Vacant land
	Southeast	Mostly vacant land, then Osborne Street
	Southwest	Railroad tracks, San Fernando Road, then mostly vacant land parcels
	Northwest	Vacant land then Pierce Street
1938	Subject Property	Essentially unchanged
	Northeast	Essentially unchanged
	Southeast	Essentially unchanged
	Southwest	Essentially unchanged
	Northwest	Essentially unchanged
1956	Subject Property	New road ways prior to property development
	Northeast	Minor development
	Southeast	Residential and other development
	Southwest	Commercial and industrial development
	Northwest	Commercial industrial development
1965	Subject Property	Airport runway constructed, remainder of site appears to be under development
	Northeast	Commercial development
	Southeast	Additional Residential development
	Southwest	Additional Commercial and industrial development
	Northwest	New commercial buildings and then additional commercial development
1976	Subject Property	Additional development in west portion
	Northeast	Additional commercial and industrial development
	Southeast	Essentially unchanged
	Southwest	Essentially unchanged
	Northwest	Essentially unchanged
1989	Subject Property	Additional development in west and north portion
	Northeast	Additional commercial and industrial development
	Southeast	Essentially unchanged
	Southwest	Essentially unchanged
	Northwest	Essentially unchanged
1994	Subject Property	Essentially unchanged
	Northeast	Essentially unchanged
	Southeast	Essentially unchanged
	Southwest	Essentially unchanged
	Northwest	Essentially unchanged
2002	Subject Property	Essentially unchanged
	Northeast	Essentially unchanged
	Southeast	Essentially unchanged
	Southwest	Essentially unchanged
	Northwest	Essentially unchanged
2005	Subject Property	Essentially unchanged
	Northeast	Essentially unchanged
	Southeast	Essentially unchanged
	Southwest	Essentially unchanged
	Northwest	Essentially unchanged

TABLE 2 EDR DATABASE LISTING AND DESCRIPTIONS

AST

The Aboveground Storage Tank (AST) database contains registered ASTs. The data are provided by the State Water Resources Control Board Hazardous Substance Storage Container database. The search radius for this database is 0.25 miles.

AWP

California DTSC Annual Work Plan identifies known hazardous sites targeted for cleanup. The source is the California Environmental Protection Agency. The search radius for this database is 0.5 miles.

BEP

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated. The search radius for this database is the subject property.

CA FID

The facility inventory database contains active and inactive UST locations. The source is the SWRCB. The search radius for this database is 0.25 miles.

CAL-Sites

Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. The search radius for this database is 0.25 miles.

CA WDS

Sites containing a waste discharge system. The source is the California Water Resources Control Board. The search radius for this database is the subject property.

CDL

This database is a listing of drug lab locations. The listing of a location does not indicate that any illegal drug lab materials were or were not present, and does not constitute a determination that the location either requires or does not require additional cleanup work. The search radius for this database is the subject property.

CERCLIS

The Comprehensive Environmental Response, Compensation and Liability Information System contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL. The search radius for this database is 0.5 miles.

CERCLIS-NFRAP

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be on the NPL, or the contamination was not serious enough to require Federal Superfund Action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not need to repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites. The search radius for this database is 0.5 miles.

TABLE 2 (continued)

CHMIRS

The California Hazardous Material Incident Report System contains information on reported hazardous material incidents such as accidental releases or spills. The source is the California Office of Emergency Services. The search radius for this database is the subject property.

CLEANERS

Dry cleaners including power laundries, family and commercial, garment pressing and cleaners' agents, linen supply, coin operated laundries, dry cleaning plants except rugs, carpet and upholstery cleaning, industrial launderers, and laundry and garment services. The search radius for this database is 0.25 miles.

CONSENT

This database includes major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites, and is released periodically by US District Courts after settlement by parties to litigation matters. The search radius for this database is one mile.

CORRACTS

CORRACTS is a list of hazardous materials and waste handlers with Resource Conservation and Recovery Act (RCRA) Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity. The search radius for this database is one mile.

CORTESE

This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is Cal-EPA/Office of Emergency Information. The search radius for this database is 0.5 miles.

DEED

The use of recorded land use restrictions is one of the methods the DTSC uses to protect the public from unsafe exposures to hazardous substances and waste. The search radius for this database is 0.5 miles.

DHES

Los Angeles County Fire Department Hazardous Material permit for storage of hazardous materials. The search radius for this database is 0.25 miles.

DRY CLEANERS

A list of dry cleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; dry-cleaning plants except rugs; carpet and upholstery cleaning; industrial laundries; laundry and garment services. The search radius for this database is 0.5 miles.

Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the Air Resources Board and local air pollution agencies. The search radius for this database is the subject property.

ENVIROSTOR

The DTSC Site Mitigation and Brownfields Reuse Program Envirostor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database also identifies formerly contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites. The search radius for this database is one mile.

TABLE 2 (continued)

ERNS

The Emergency Response and Notification System records and stores information on reported releases of oil and hazardous substances. The source of the database is the EPA. The search radius for this database is the subject property.

FINDS

The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval Systems (AIRS); FATES (FIFRA Federal Insecticide Fungicide Rodenticide Act) and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases of all environmental statuses); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS. The search radius for this database is the subject property.

FTTS

This database tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA over the previous five years, and is updated quarterly. The search radius for this database is the subject property.

FUD

This listing includes location of formerly used Department of Defense properties where the US Army Corps of Engineers is actively working or will take necessary clean up actions. The search radius for this database is one mile.

HAZNET

The data are extracted from the copies of hazardous waste manifests received each year by the DTSC. Data from non-California manifests and continuation sheets are not included. Data are from the manifests submitted without correction, and therefore, may contain some invalid values for data elements. The source is the DTSC. The search radius for this database is the subject property.

HIST AUTO STATIONS

The EDR Proprietary Historical Auto Stations includes records of gas stations/filling stations/service stations compiled by EDR's researchers. The search radius for this database is 0.25 miles.

HIST CAL-SITES

Formerly known as ASPIS, this database contains both known and potential hazardous substances sites. The source is the California DTSC. This database is no longer updated by the DTSC. It has been replaced by ENVIROSTOR. The search radius for this database is one mile.

HIST CLEANERS

The EDR Proprietary Historical Dry Cleaners includes records of dry cleaners compiled by EDR's researchers. The search radius for this database is 0.25 miles.

HIST CORTESE

The sites for the list are designated by the State Water Resources Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (CALSITES). The search radius for this database is 0.5 miles.

HIST FTTS

This database includes a complete administrative case historic listing from the FIFRA/TSCA Tracking System for all ten EPA Regions, which includes records that may not be included in the newer FTTS database. This database is no longer updated. The search radius for this database is one mile.

TABLE 2 (continued)

HIST UST

Historical UST registered database. The search radius for this database is 0.25 miles.

HWP

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor. The search radius for this database is one mile.

INDIAN LANDS

Indian administered lands of the United States that have an area equal to or greater than 640 acres. The search radius for this database is one mile.

INST CONTROLS

This database is a listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls. The search radius for this database is 0.5 miles.

LIENS 2

A Federal CEERCLA (Superfund) lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties. The search radius for this database is the subject property.

LUST

The Leaking Underground Storage Tank report contains an inventory of reported leaking UST incidents. The source is the SWRCB leaking UST information system. The search radius for this database is 0.5 miles.

MANUFACTURED GAS PLANTS

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Many of the byproducts of the gas production are potentially hazardous to human health and the environment. The search radius for this database is one mile.

MCS

The State Water Resources control Board and the Regional Water Quality Control Boards partner with the Department of Defense through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities. The search radius for this database is the subject property.

MINES

This is a list of mines included in a Master Index File. The source of this database is the Department of Labor, Mine Safety and Health Administration. The search radius for this database is 0.25 miles.

NPDES

A listing of facilities with National Pollutant Discharge Elimination System permits, including stormwater. The search radius for this database is the subject property.

NPL

Also known as Superfund, the National Priorities List database is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. The source of this database is the EPA. The search radius for this database is one mile.

TABLE 2 (continued)

NOTIFY 65

Notify 65 records contain facility notifications about any release that could impact drinking water and thereby expose the public to a potential health risk. The data come from the SWRCB Proposition 65 database. The search radius for this database is one mile.

PADS

The PCB Activity Database identifies generators, transporters, commercial storers, brokers and disposers of PCBs who are required to notify the EPA of such activities, the source of this database is the EPA. The search radius for this database is the subject property.

RAATS

The RCRA Administration Action Tracking System contains records based on enforcement actions issued under RCRA and pertaining to major violators, and includes administrative and civil actions brought by the EPA. The source is the EPA. The search radius for this database is the subject property.

RCRA-CESQG

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the RCRA of 1976 and the HSWA of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. Conditionally exempt small quantity generators are those that generate less than 100 kg of hazardous waste or less than 1 kg of acutely hazardous waste per month. The search radius for this database is 0.25 miles.

RCRA LQG

RCRAInfo is EPA's comprehensive information system, providing access to data supporting RCRA of 1976 and the HSWA of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. Large quantity generators are those that generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. The search radius for this database is 0.25 miles.

RCRA-NonGen

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the RCRA of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. Non-generators do not presently generate hazardous waste. The search radius for this database is 0.25 miles.

RCRA SQG

RCRAInfo is EPA's comprehensive information system, providing access to data supporting RCRA of 1976 and the HSWA of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. SQGs generate between 100 kg and 1,000 kg of hazardous waste per month. The search radius for this database is 0.25 miles.

RCRA-TSDF

This database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste. The search radius for this database is 0.5 miles.

TABLE 2 (continued)

REF

This category contains properties where contamination has been confirmed and which were determined as not requiring direct DTSC Site Mitigation Program action or oversight. Accordingly, these sites have been referred to another state or local agency. The search radius for this database is up to one mile.

RESPONSE

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites represent high-priority and high potential risk. The search radius for this database is one mile.

ROD

Record of Decision documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information that aid in cleanup. The search radius for this database is one mile.

SCH

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat and environmental concern they pose. The search radius for this database is 0.25 miles.

SLIC

This database includes sites listed under a California regional Water Quality Control Board Program for sites with releases that threaten groundwater. The search radius for this database is 0.5 miles.

SSTS

Section 7 of FIFRA, as amended, requires all registered pesticide-producing establishments to submit a report to the EPA by March 1st each year to include the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced, sold or distributed in the last year. The search radius for this database is the subject property.

SWEEPS

Statewide Environmental Evaluation and Planning System is an underground storage tank listing that was updated and maintained by a company contracted by the SWRCB in the 1980s. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list. The search radius for this database is 0.25 miles.

SWF/LF

The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste facilities or landfills in a particular state. The source is the Integrated Waste Management Board (IWMB) Solid Waste Information System (SWIS) database. The search radius for this database is 0.5 miles.

SWRCY

This database is a listing of recycling facilities in California. The search radius for this database is 0.5 miles.

TCRA-TSDF

This database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. TSDFs treat, store, or dispose of hazardous waste. The search radius for this database is 0.5 miles.

TRIBAL INDIAN LANDS

This database includes Indian administered lands of the United States that have any area equal to or greater than 640 acres. The search radius for this database is one mile.

TABLE 2 (continued)

TRIS

The Toxic Release Inventory System identifies facilities that release toxic chemicals to air, water and land in reportable quantities under the SARA Title III, Section 313. The source of this database is the EPA. The search radius for this database is the subject property.

US BROWNFIELDS

These properties include EPA's listing of environmentally impacted properties addressed by Cooperative Agreement Recipients and Targeted Brownfields Assessments. The search radius for this database is 0.5 miles.

US ENG CONTROLS

A listing of sites with engineering controls in place. Engineering controls include capping with impermeable liners, permeable reaction walls, and other measure to mitigate the migration of contaminants. Deed restrictions are generally required as part of the engineering controls. The search radius for this database is 0.5 miles.

UST

The Underground Storage Tank (UST) database contains registered USTs. USTs are regulated under Subtitle I of RCRA. The source is the SWRCB Hazardous Substance Storage Container Database. The search radius for this database is 0.25 miles.

VCP

The Voluntary Cleanup Program (VCP) contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs. The search radius for this database is 0.5 miles.

WIP

The Well Investigation Program (WIP) database is a listing of sites where wells are impacted with contaminants in the San Gabriel and San Fernando Valleys. The search radius for this database is 0.25 miles.

WMUDS/SWAT

The Waste Management Unit Database system is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board. The search radius for this database is 0.5 miles.

TABLE 3
SUMMARY OF ENVIRONMENTAL SCREENING RESULTS

Whiteman Airport, San Fernando Road, Pacoima, CA 93534

Property				EDR Report			File Review Needed
Name	Street Address	Dist (mi)	Direct.	Map ID	Page	Web-Based File Review	Primary Reason
		Detail Radius (mi) >>>					
SUBJECT PROPERTY	12653 Osborne Street	SP	-	A	7-12	No	No unauthorized releases reported
ARC Machines Inc.	10500 Orbital Way	SP	-	4	38	No	No unauthorized releases reported
San Fernando Valley (Area 1)	North Hollywood Well Field	0.360	SW	0	12	Yes	Groundwater impacted with chlorinated hydrocarbons in Area I (Superfund Site)
Colvin G H	10133 San Fernando Rd.	0.015	SW	B5	40	No	No unauthorized releases reported
Loose & Bohl	10504 San Fernando Rd.	0.015	SW	C6	41	No	No unauthorized releases reported
Chacorin's Service	10189 San Fernando Rd.	0.017	SW	D8,D7	41,42	No	No unauthorized releases reported
J D Plumbing Co./ Lesly Recycling*	10537 San Fernando Rd.	0.017	SW	C9,C10	43,44,45	No	No unauthorized releases reported
Motis Auto Electric Inc.	10135 San Fernando Rd.	0.017	SW	B12	45	No	No unauthorized releases reported
Mesa Contracting Corp.	13020 Pierce St.	0.021	NE	E13	46	No	No unauthorized releases reported
Rudy Prince Auto Sales	10115 San Fernando Rd.	0.031	S	B15	48	No	No unauthorized releases reported
Grillo Pasquale	10119 San Fernando Rd.	0.023	S	B14	48	No	No unauthorized releases reported
Leonard Sower*	10100 San Fernando Rd.	0.069	SE	F17,F16	49,50	No	No unauthorized releases reported
SDI Industries, Inc.	13000 Pierce St.	0.072	NE	E18	50	No	No unauthorized releases reported
Gutierrez I C	13040 Jovett Ave.	0.078	N	19	57	No	No unauthorized releases reported
Foothill Police Station	12760 Osborne St.	0.080	SW	G20	57	No	No unauthorized releases reported
Golden State Mag & Penetrant	12770 Pierce St. #17	0.080	NW	22	64	No	No unauthorized releases reported
Air Flow Research Heads Inc*D	10490 Ilex Ave.	0.083	SW	23	67	No	No unauthorized releases reported
Production Industries Inc.	12880 Pierce St.	0.088	NW	24	70	No	No unauthorized releases reported
Lusk Quality Machine Products	12926 Pierce St.	0.091	NW	H25	73	No	No unauthorized releases reported
Julian Ganz	12950 Pierce St.	0.092	NW	H26	74	No	No unauthorized releases reported
Vita Juice Corporation	10725 Sutter Ave.	0.107	NW	I27	75	No	No unauthorized releases reported
County of Los Angeles*	12605 Osborne St.	0.114	NE	J29,J28,J30	80,82	No	No unauthorized releases reported
Valley Circuits, Inc.	11031 Glenoaks Blvd.	0.194	NE	M41,M42,M39,M40	89,90,91,92,	No	No unauthorized releases reported
LA CO FD Warehouse	12605 Osborne St.	0.115	NE	J31	82	No	No unauthorized releases reported
Foothill Police Station Garage	12760 Osborne St.	0.126	SW	G21,G32	58,83	No	No unauthorized releases reported
S-G Roofing Supplies, Inc.	10753 Sutter Ave.	0.148	NW	I34,I33	84	No	No unauthorized releases reported
S.O.S. Planet Recycling	10022 San Fernando Rd.	0.169	SE	K35	85	No	No unauthorized releases reported
Pacoima	10743/10740 San Fernando Rd.	0.181	NW	L37	86	Yes	Brownfield formerly gas stations and auto repair shop
Isabel Vedez	10016 San Fernando Rd.	0.178	SE	K36	86	No	No unauthorized releases reported
Muffler & Radiator Shop - Paco	10741 to 10767 San Fernando Rd.	0.187	NW	L38	88	No	Preliminary Endangerment assessment completed, and No Further Action necessary
D & K Milk Palace (Beacon)*	11045 N Glenoaks Blvd.	0.201	NNE	M45,M44,M43	97,99	No	Former Leaking UST. Case closed
Stop 'N Go*	10763 San Fernando Rd.	0.213	NW	L47,L46	99, 100	No	No unauthorized releases reported
Willies Auto Repair	9954 San Fernando Rd	0.262	SE	48	102	Yes	Phase I ESA completed under Brownfield program
Gag Recycling	13225 Van Nuys Blvd.	0.275	NW	49	104	No	No unauthorized releases reported
Leos Recycling, Inc.	13158 Van Nuys Blvd.	0.280	NNW	50	104	No	No unauthorized releases reported
Cordova Construction Services*	12506 Montague St.	0.287	SE	N52, N51	105, 107	Yes	Phase I ESA completed under Brownfield program
Fortin Industries #610	9880 San Fernando Rd.	0.349	SE	O53	107	No	Former Leaking UST. Case closed
Roadway Express, Inc*	12355 Montague St.	0.355	E	P55, P54	110	No	Former Leaking UST. Case closed
Thrifty #230*	12957 Van Nuys Blvd.	0.358	NW	Q56, Q57	112, 113	Yes	Former Leaking UST. Soil only impacted
LA City Fire Station #98	13035 Van Nuys Blvd.	0.362	NW	58	115	No	Former Leaking UST. Case closed
Cadillac King Auto Dismantling	9830 San Fernando Rd.	0.402	SE	O59	116	Yes	Phase I ESA completed under Brownfield program
SDS Industries, Inc.	10241 Norris Ave.	0.406	E	R60	118	Yes	Site cleanup in progress
Exxon #7-3332	12786 Van Nuys Blvd.	0.411	N	61	123	No	Former Leaking UST. Case closed
Moc The Professional Choice	12307 Montague St.	0.421	E	R62	127	Yes	Phase I ESA completed under Brownfield program
Moc Products Co. Inc.	12306 Montague St.	0.425	E	R63	128	No	Former Leaking UST. Case closed
Pacoima Company	13461 Van Nuys Blvd.	0.436	W	64	136	No	Former Leaking UST. Case closed
Maclay ES Addition Site 1 564	11071 Borden Ave.	0.447	ENE	65	137	No	Preliminary Endangerment assessment completed, and No Further Action necessary
STD Inert Co., Inc.	12280 Montague St.	0.464	E	S66	140	Yes	Site cleanup in progress
12269 Montague St.	12269 Montague St.	0.480	E	S67	141	Yes	Phase I ESA completed under Brownfield program
Zee Recycling Center	9833 San Fernando Rd.	0.487	SE	68	142	No	No unauthorized releases reported
Jesse Plating	12229 Montague St.	0.504	SE	69	143	Yes	Site is being evaluated
Ultramet	12173 Montague St.	0.527	ESE	70	144	Yes	Site is being evaluated
HR Textron	12137 Montague St.	0.555	ESE	71	145	Yes	Site evaluation requested by DTSC
Ledger Landfill	10403 Glenoaks Blvd.	0.584	ESE	72	146	Yes	Site evaluation requested by DTSC
PB Fiberglass	12177 Branford St.	0.617	ESE	73	147	Yes	Site evaluation requested by EPA
D & M Steel, Inc.	11035 Sutter Ave.	0.620	NW	74	148	No	No further action needed
Pacific Plating	12113 Branford St.	0.682	ESE	75	151	Yes	Evaluation request by SMBRP
Branford Landfill	9701 San Fernando Rd.	0.746	SE	76	152	No	No further action needed
Chevron USA Inc.	11113 San Fernando Rd.	0.769	NW	77	153	No	No unauthorized releases reported
California Chemical Co.	12734 Branford St.	0.795	S	78	154	Yes	Site evaluation requested by EPA
Price Pfister Incorporated	13500 Paxton St.	0.819	NW	79	155	Yes	Site is being evaluated
Pacoima	13546 Desmond St.	0.965	NW	T80	165	Yes	Extensive assessment and remedial actions completed, and in progress
Burbank Plating	13561 Desmond St.	0.966	NW	T81	197	Yes	Site evaluation requested by EPA

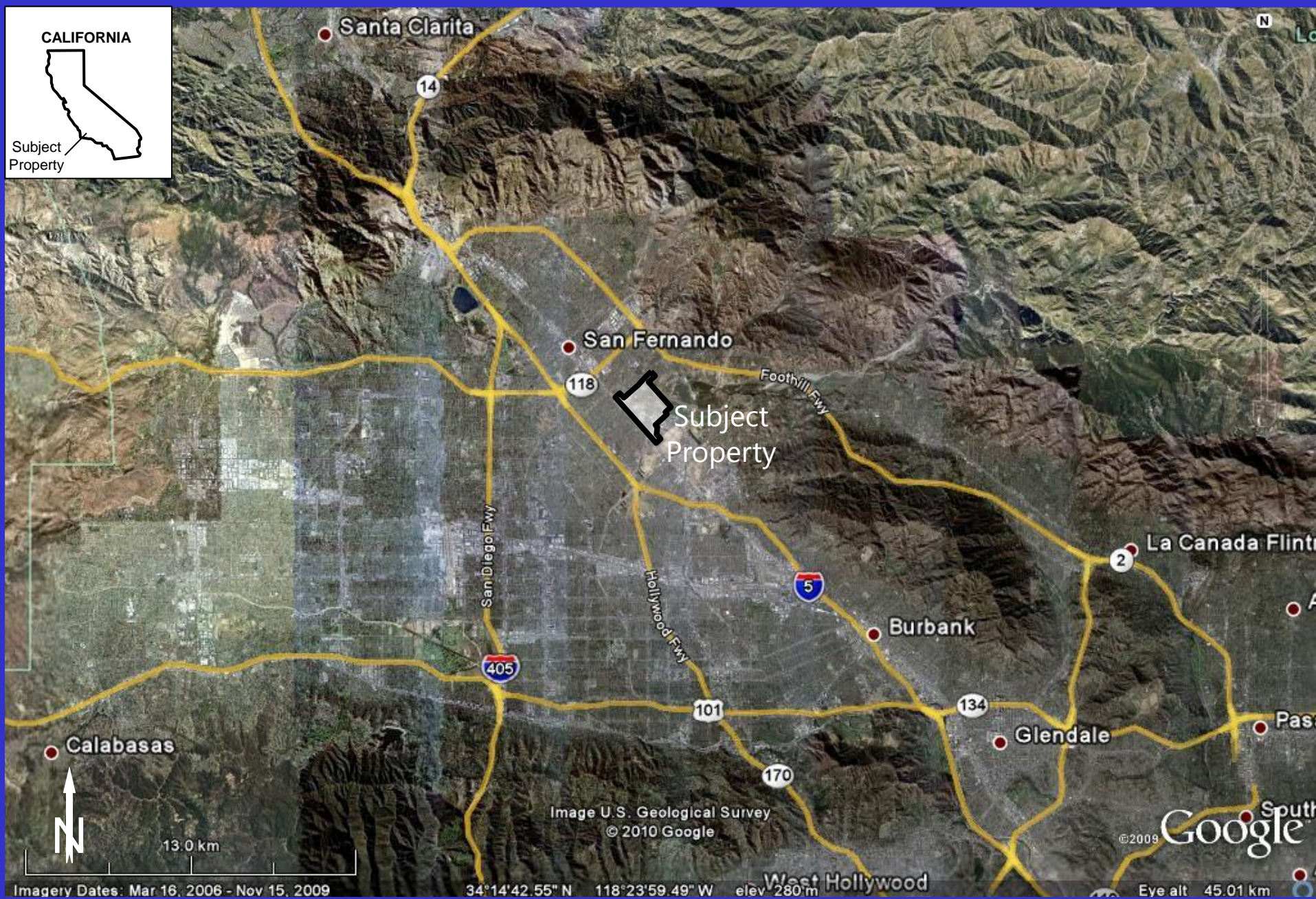
* = Denotes multiple site names

**TABLE 4
SUMMARY OF WEB-BASED FILE REVIEW FINDINGS**

Property					File Review				Further Investigation	
Name	Street Address	Dist (mi) Detail Radius (mi) >>>	Direct.	EDR Map ID	Database (8/25/10)		Findings	Needed	Primary Reason	
					GT	ES				
San Fernando Valley (Area 1)	North Hollywood Well Field	0.360	SW	0	*	*	Located within North Hollywood Operable Unit	Yes	Known groundwater contamination	
Pacoima	10743/10740 San Fernando Rd.	0.181	NW	L37	-	x	Former auto repair and service station. USTs abandoned in-place. Soil impact only.	No	No further action issued by regulatory authority.	
Willies Auto Repair	9954 San Fernando Rd	0.262	SE	48	-	-	Phase I ESA completed. No further assessment of record found.	No	No releases reported.	
Cordova Construction Services*	12506 Montague St.	0.287	SE	N52, N51	-	-	Phase I ESA completed. No further assessment of record found.	No	No releases reported.	
Thrifty #230*	12957 Van Nuys Blvd.	0.358	NW	Q56, Q57	x	-	Soil and groundwater is impacted with petroleum hydrocarbons.	No	Due to the distance on the release, no soil impact is expected.	
Cadillac King Auto Dismantling	9830 San Fernando Rd.	0.402	SE	O59	-	-	Phase I ESA completed. No further assessment of record found.	No	No releases reported.	
SDS Industries, Inc.	10241 Norris Ave.	0.406	E	R60	x	x	Small release of VOCs that does not extend beyond the property boundaries.	No	Release does not extend off-site	
Moc The Professional Choice	12307 Montague St.	0.421	E	R62	-	-	Phase I ESA completed. No further assessment of record found.	No	No releases reported.	
STD Insert Co., Inc.	12280 Montague St.	0.464	E	S66	x	x	Small release that does not extend beyond the property boundaries.	No	Release does not extend off-site	
12269 Montague St.	12269 Montague St.	0.480	E	S67	-	-	Phase I ESA completed. No further assessment of record found.	No	No releases reported.	
Jesse Plating	12229 Montague St.	0.504	SE	69	-	x	Small plating shop with potential metal impact.	No	Site in screening process, and > 1/2 mile away. No impact to subject property expected.	
Ultramet	12173 Montague St.	0.527	ESE	70	-	x	Chemical vapor deposition fabrication and coatings facility. Soil only impacted.	No	Soil only impacted, and is > 1/2 mile away. No impact to subject property expected.	
HR Textron	12137 Montague St.	0.555	ESE	71	-	x	Storage of solvents and hazardous waste has occurred at various locations across the site. No evaluations since 2001. No further action has been recommended.	No	No further action recommended, and > 1/2 mile away. No impact to subject property expected.	
Ledger Landfill	10403 Glenoaks Blvd.	0.584	ESE	72	-	x	Former landfill with a variety of materials disposed. Limited assessment completed.	No	Site is downgradient or crossgradient, and > 1/2 mile away. Impact would move away from subject	
PB Fiberglass	12177 Branford St.	0.617	ESE	73	-	x	Former fiberglass and plastic manufacturing company with unknown impact.	No	Site is downgradient or crossgradient, and > 1/2 mile away. Impact would move away from subject property.	
Pacific Plating	12113 Branford St.	0.682	ESE	75	-	x	No information available for the site	No	No releases reported.	
California Chemical Co.	12734 Branford St.	0.795	S	78	-	-	Manufacturer of resins, epoxy and adhesive, and was evaluated in 2009 under the Tujung Well Field Discovery Project. No chemicals detected.	No	No releases reported.	
Price Pfister Incorporated	13500 Paxton St.	0.819	NW	79	x	-	Extensive soil excavation and SVE at site, and groundwater monitoring in progress.	No	Site is currently a shopping center, and is currently suitable for public use.	
Pacoima	13546 Desmond St.	0.965	NW	T80	x	-	Small solvent release containing metals, semi-VOCs and VOCs that does not extend beyond the property boundaries.	No	Release does not extend off-site	
Burbank Plating	13561 Desmond St.	0.966	NW	T81	x	-	Small release of solutions containing chromium that does not extend beyond the property boundaries.	No	Release does not extend off-site	

* See EPA, December 2009
ES = EnviroStor - <http://www.envirostor.dtsc.ca.gov/public/>
GT = GeoTracker - <http://geotracker.swrcb.ca.gov/>
SVE = Soil vapor extraction
VOCs = Volatile organic compounds

FIGURES



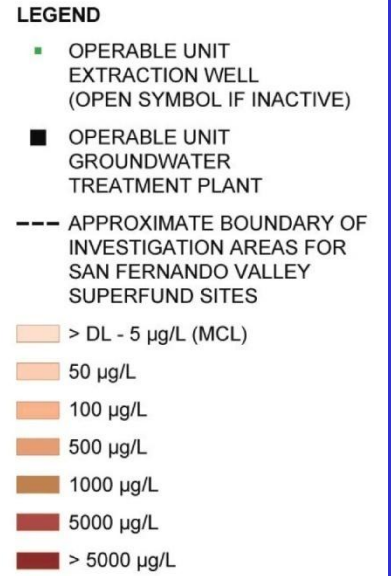
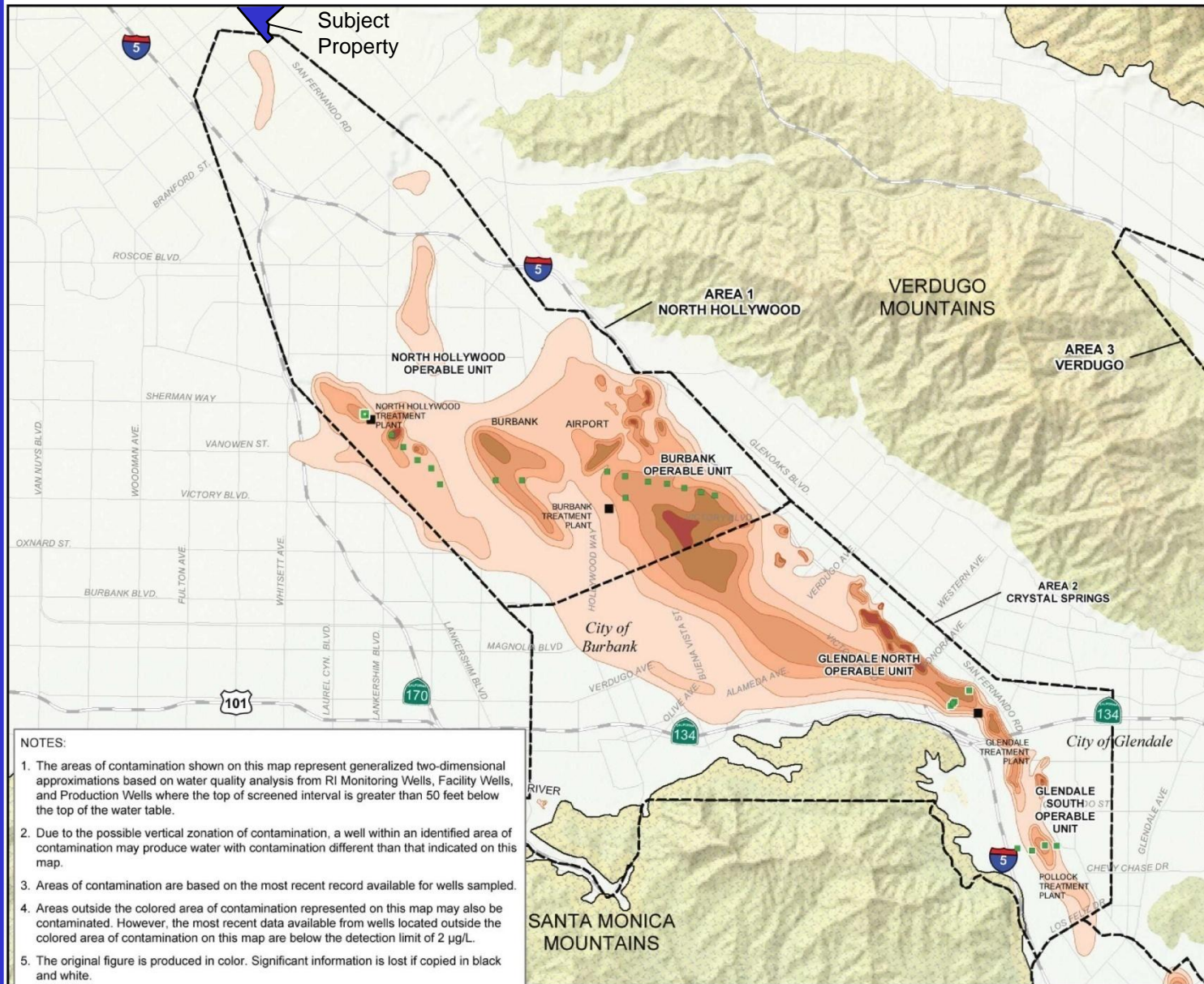

UltraSystems
 environmental management planning

16431 Scientific Way
 Irvine, CA 92618

SITE LOCATION

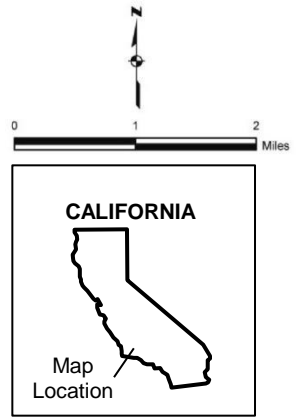
Whiteman Airport, Pacoima, County of Los Angeles, California

FIGURE 1



NOTES:

1. The areas of contamination shown on this map represent generalized two-dimensional approximations based on water quality analysis from RI Monitoring Wells, Facility Wells, and Production Wells where the top of screened interval is greater than 50 feet below the top of the water table.
2. Due to the possible vertical zonation of contamination, a well within an identified area of contamination may produce water with contamination different than that indicated on this map.
3. Areas of contamination are based on the most recent record available for wells sampled.
4. Areas outside the colored area of contamination represented on this map may also be contaminated. However, the most recent data available from wells located outside the colored area of contamination on this map are below the detection limit of 2 $\mu\text{g/L}$.
5. The original figure is produced in color. Significant information is lost if copied in black and white.



Taken from: EPA, December 2009, San Fernando Valley Superfund Sites Update, and EPA Selects Second Interim Remedy of the North Hollywood Operable Unit: US Environmental Protection Agency, Region 09, San Francisco, CA



16431 Scientific Way
Irvine, CA 92618

2007 SFV BASIN TCE CONCENTRATIONS IN SHALLOW GROUNDWATER

Whiteman Airport, Pacoima, County of Los Angeles, California

FIGURE 2

State of California - Department of Conservation
Division of Oil, Gas, and Geothermal Resources

NOTE: Wells with directional surveys on file with the division are indicated with a short line under the well symbol.
 Current well status should be confirmed at the appropriate division office.

The Department of Conservation makes no warranties as to the suitability of this product for any particular purpose.

Some base map data are provided by ETAK, Inc. © 1984-1998.

LEGEND

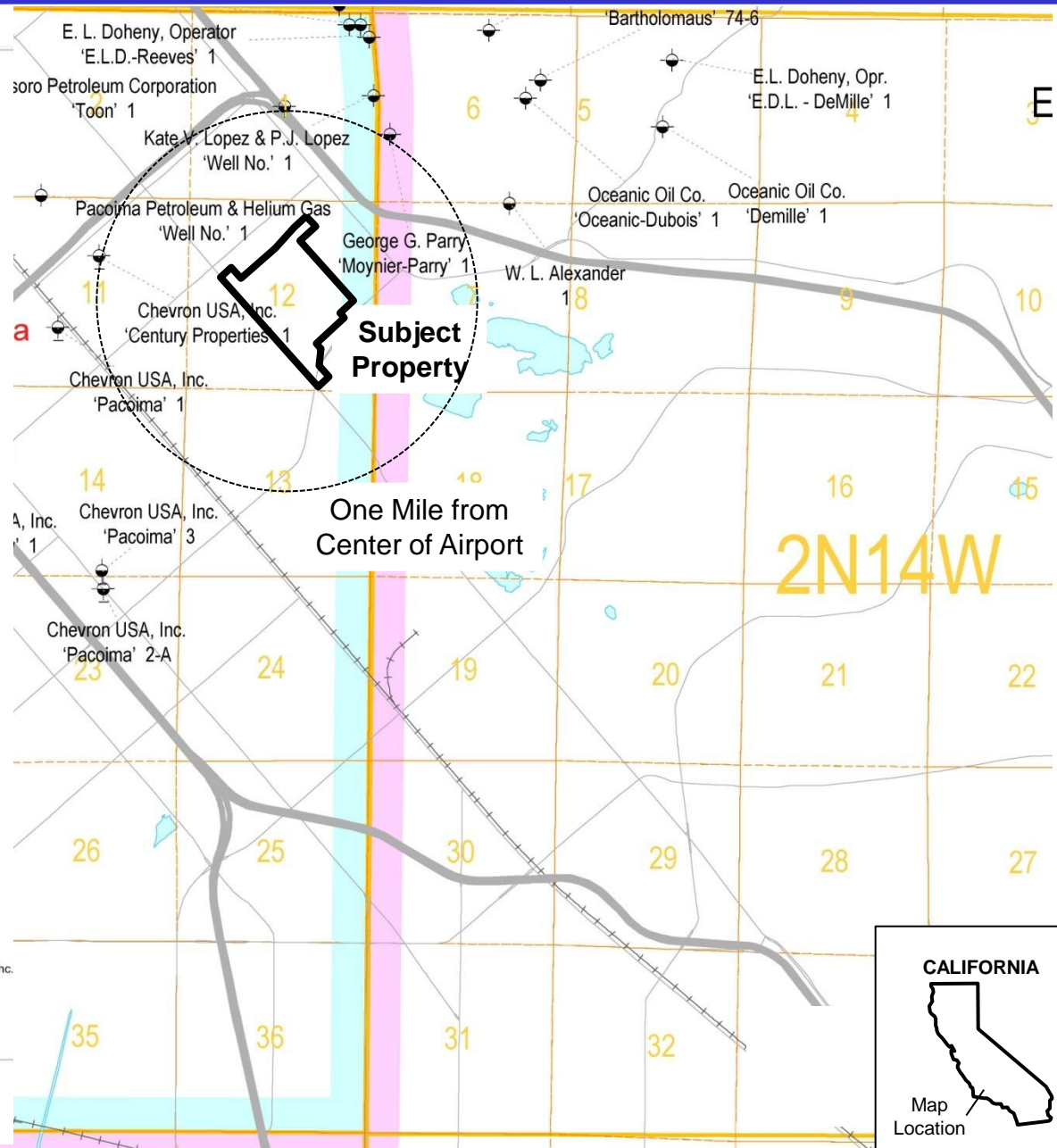
- Drilling
- Drilling - idle
- Plugged and abandoned - dry hole
- Completed - oil
- Idle - oil
- Plugged and abandoned - oil
- Completed - gas
- Idle - gas
- Plugged and abandoned - gas
- Completed - water disposal
- Completed - waterflood
- Idle - observation
- Oil - converted to water disposal
- Completed - gas injection
- Buried idle
- Abandoned - conductor
- Gas injection
- Gas - open to oil zone
- Water source
- Plugged & abandoned - oil & gas
- Gas storage
- Observation
- Gas - converted to gas storage
- Abandoned oil - converted to water disposal
- Oil - converted to air storage
- Plugged and abandoned - waterflood
- Plugged and abandoned - oil to waterflood
- Idle - dual completion - producing oil and disposal

Symbols with a circle around them (○) represent Vickers-Rindge Zone Unit, Stocker Resources, Inc.

Symbols with a half-circle under them (◐) represent West Robel Unit, Stocker Resources, Inc.

Field boundary

Taken from: <ftp://ftp.consrv.ca.gov/pub/oil/maps/dist1/w1-2/Mapw1-2.pdf>



16431 Scientific Way
 Irvine, CA 92618

OIL & GAS WELLS

Whiteman Airport, Pacoima, County of Los Angeles, California

FIGURE 3

APPENDIX A

RESUME

DAN HERLIHY - RG, CEG, CHG, REA

Project Manager

Education

- 1977: University of Wyoming - Hydrogeologic studies under National Science Foundation Traineeship - Spears & Belford Fellowships
- 1975: University of New Hampshire - MS Geology
- 1973: Long Island University (Southampton College) - BS Geology - Cum Laude

Professional Registrations

Registered Environmental Assessor (REA #224), CA
Registered Geologist (RG #4388), CA
Certified Engineering Geologist (CEG #1378) ,CA

Certified Hydrogeologist (CHG #107), CA
Cert. Prof. Geol. (PG. #6210), AIPG
National Ground Water Assoc. (Member)

Qualifications

Executive Manager for the environmental sciences with more than twenty years of experience in:

- Groundwater Hydrology and Aquifer Evaluation
- Groundwater and Soil Contamination
- Environmental Project Management
- Regulatory Affairs & Expert Testimony

Experience

Mr. Herlihy has been involved with hydrologic testing and analysis since 1976, and performed aquifer tests and hydrogeologic studies in a variety of geologic settings in California, Wyoming, New Mexico, Texas, Australia and Mexico. Mr. Herlihy has been selected as a Subject Matter Expert (SME) by the California Board of Registration for Geologists and Geophysicists to develop qualifications for the practice of hydrogeology in California. His hydrologic experience includes soil and groundwater assessments for remediation investigations and feasibility studies, and groundwater resource studies in unconsolidated and fractured rocks. Mr. Herlihy has conducted dozens of single well slug tests, production well step drawdown tests, and multi-well long term aquifer tests in shallow low permeability water table aquifers, and deep high permeability artesian aquifers. Aquifer test evaluation included delayed drainage, leakage, no flow and recharge boundary conditions, fluctuating atmospheric pressure conditions, and well spacing from a few feet to a quarter mile. Mr. Herlihy has developed conceptual, finite difference and analytical modeling solutions to design groundwater remediation programs and to assess groundwater resources.

Representative Project Experience

Water Resource Study for Metro Red Line Segment #3: Mr. Herlihy presented a workplan to the Los Angeles County Metropolitan Transportation Authority (MTA) to complete up to two years of hydrological and biological monitoring to measure the potential effects on flora and water resources within and near Runyon Canyon Park, California due to previous tunneling along Metro Red Line Segment #3 Expansion to North Hollywood. The primary objectives of the monitoring program were to: 1) Monitor groundwater elevations and spring flows in the vicinity of the Metro Red Line Segment #3 alignment, 2) Determine if observed changes to groundwater elevations and spring flows are a result of tunneling along Metro Red Line Segment #3, and 3) Determine if substantial changes to flora are the result of changes in groundwater elevation and spring flows.

Metro Red Line Segment #3 includes the “Alignment Right” (AR) and “Alignment Left” (AL) which are parallel tunnels that are approximately 21 feet in diameter, and approximately 15 feet apart. The AR and AL tunnels extend approximately 12,900 feet from the Universal City Station, south along Lankershim Boulevard, beneath the Santa Monica Mountains, and then to the Hollywood/Highland Avenue station. The AR and AL are connected by 18 lateral tunnels for worker access between tunnels (cross passages). Groundwater that may seep into the tunnels is collected in subterranean pipe drains that direct seepage water to a sump (#39A) within cross passage #39 at the southern extent of the rail lines. This water is directed by pumping to sanitary sewer outfall #1070. The AR and AL tunnels pass through a truncated anticline of Cretaceous and Paleocene rocks in the Santa Monica Mountains bounded by the Benedict Canyon Fault to the north and the active Hollywood Fault to the south. The tunnels were constructed through six “Reaches” which correspond to the geologic formations penetrated. Throughout the length of the AR and AL tunnels, numerous shears, faults, fractured rock, and gouge zones provide substantial secondary permeability. The Hollywood Fault Zone, which is referred to as the “Seismic Section”, contains brecciated granodiorite and gouge clays, and represents a barrier to groundwater flow.

Environmental studies in the 1980s identified the need for biological and hydrological monitoring to assess potential impacts to flora above the AR and AL due to water drainage caused by tunnel construction beneath the mountains. Prior to tunnel construction, the MTA (defendant) entered into a 1996 Consent Decree (No. 96-2078 JGB) by the US Central District Court of California with Rescue Our Canyons and Friends of Runyon Canyon (Plaintiffs). The decree required MTA “to carry out whatever grouting is necessary ahead of and behind the boring machines to ensure there is “zero leakage” beneath the seasonal springs”. The reference to “zero leakage” was later clarified by the plaintiffs to mean less than 200 gallons per minute (288,000 gallons per day) total groundwater seepage into the tunnels. Tunneling and grouting for Metro Red Line Segment #3 beneath the Santa Monica Mountains proceeded from north to south, began in May 1996 and was completed in November 1997 (UCM, April 2001). Additional pressure grouting around the AR and AL to reduce groundwater seepage into the tunnels was completed in July 1999. The AR and AL rail lines were ready for service in June 2000. As part of the Consent Decree, the MTA agreed to supply Metropolitan Water District (MWD) water to drainages where springs were potentially impacted by a decline in groundwater levels during and after construction of the AR and AL tunnels. These supplemental flows are to be provided until pre-construction spring flows are reestablished through natural recharge.

To comply with the Consent Decree, Mr. Herlihy, Dr. Philip Rundel (botanist), and MacTec participated in a hydrological and biological monitoring program across the Santa Monica Mountains within 6,000 feet of the AR and AL tunnel alignments. The monitoring included: 1) Periodic monitoring by Mr. Herlihy of groundwater levels, temperature, pH, and electrical conductivity at monitoring wells, 2)

Periodic monitoring by Mr. Herlihy of pressure head at three vibrating wire piezometers, and of spring discharge and stream flow length beneath the spring headwaters, 3) Sampling by Dr. Philip Rundel of flora in the vicinity of the wells and springs, and 4) Periodic measurements by MacTec of pressure head above the AR and AL tunnel inverts using vibrating wire piezometers.

Periodic measurements by MacTec of discharge from the AR and AL tunnels. The findings are reported quarterly to the MTA by Mr. Herlihy.

Various Hydrogeologic Studies, Southern California: The majority of the technical work in California since December 1986 has centered around groundwater assessment and groundwater remediation including the delineation of plumes of petroleum and chlorinated hydrocarbons in groundwater. Mapping and delineation of these plumes included impacted groundwater in fractured rock, mountainous terrain controlled by faulting, major water producing aquifers, high permeability alluvial systems, coastal aquifers and low permeability silts and clays. The plumes were delineated by accounting for historical water quality data, groundwater gradient, groundwater velocity, changes in permeability within the aquifer, and preferential migration along faults, fractures or high permeability zones.

Mr. Herlihy evaluated numerous sites for the presence and distribution of gasoline, diesel, waste oil, other petroleum hydrocarbons, and chlorinated volatile organic compounds (VOCs) associated with releases from USTs, above-ground storage tanks, ponds, and sumps. These evaluations were conducted in alluvial sediments, low permeability units, near coast high permeability aquifers, fractured rock, and major aquifers of the Los Angeles Basin.

Groundwater Modeling: Mr. Herlihy have performed numerical finite difference modeling (MODFLOW) for an alluvial aquifer to predict dewatering requirements for mining within a highly permeable alluvial system, and recently utilized MODFLOW to simulate two dimensional groundwater flow to assess the location of injection and extraction wells to control the migration and recovery of groundwater impacted with petroleum hydrocarbons at a site where the permeability varied over an order of magnitude. Mr. Herlihy has used numerous analytical models to predict the contaminant zone of capture at sites where sufficient information to use a numerical model was not available. The analytical modeling results have usually proved adequate to estimate the radius of influence or zone of contaminant capture.

Groundwater Resource Study, Yucaipa, California: Previous investigations indicated that groundwater in the Yucaipa area was impacted by petroleum hydrocarbons. Mr. Herlihy conducted a water resource study to determine the proportion of groundwater in the Yucaipa basin that could be impacted by this release.

The Yucaipa Valley Water District (YVWD) obtains a majority of its municipal water supply from groundwater sources within Older Alluvium deposits in the Yucaipa Basin. Consequently, concerns were raised regarding the extent of the groundwater impact in the vicinity of a service station of known gasoline releases, and to the proportion of the YVWD that could be potentially impacted due to the suspected release. Local groundwater flow throughout the basin was controlled by faulting and separated the Yucaipa Basin into several sub-basins.

At the time of the study, 25 wells within the Yucaipa Basin were used to supply water to the YVWD. The groundwater contribution to the total YVWD supply, which is also derived from surface water and other sources, has increased from approximately 87% in 1994 to approximately 93% in 1999. In 1999, approximately 8,900 acre-feet of groundwater was produced which is almost equivalent to the estimated perennial (sustainable) yield of 9,270 acre-feet for the Yucaipa Basin. The nearest pumping well YVWD well (#07) to the highest impacted area was approximately 2,000 feet up-gradient and accounted for approximately 3.4% (338 AF) of the total 1999 YVWD water supply. The nearest YVWD down-gradient well (#11) was approximately 1.2 miles to the southwest in a separate sub-basin on the opposite side of a suspected fault. This well accounted for approximately 0.5% (53 AF) of the total 1999 water supply.

Two nearby wells (#5 and 6) which were cross-gradient from the release, were used for water well monitoring only and did not contribute water to the 1999 YVWD water supply. Based on these findings, a conceptual model was prepared to serve as a basis to delineate the lateral and vertical extent of impact, and to develop a groundwater fate-transport model as a predictive tool to determine long term potential impacts, if any, to nearby YVWD water supply wells under various groundwater-use scenarios. As currently used, however, the impact to nearby YVWD wells was considered unlikely because the groundwater flow beneath the area of impact was away from one of the water supply wells (#07), and the other water supply well (#11) was down-gradient of the release area, but, on the opposite side of a fault.

Groundwater Remediation Closure, Valentec International Corporation: Near surface groundwater was impacted by volatile organic compounds (VOCs) from the suspected release of chlorinated solvents during degreasing operations at an industrial facility. Groundwater occurred between approximately 10 to 15 feet below the ground surface. Prior to remediation, the plume contained total VOC concentrations up to approximately 2,000 ug/L, and extended approximately 200 feet down-gradient of the release area. A vapor extraction and groundwater recovery remediation system was designed under the supervision of Mr. Herlihy and began operation in October 1997. During the two year operation of the system, the size of the plume decreased and the VOC concentrations were reduced by up to two orders of magnitude. Mr. Herlihy established that the most mobile VOCs were removed from the plume and future measurable migration of the plume was unlikely. After a demonstration indicating that the plume was stable, the Regional Water Quality Control Board closed the site in July 2002.

Stringfellow Superfund Site, Glen Avon, California: Mr. Herlihy was retained by the IT Corporation (IT) to prepare a sampling and analysis plan (SAP) on behalf of the California Department of General Services, Real Estate Services Division (RESA) and the California Department of Toxic Substances Control (DTSC) in support of a variance for the disposal of filter cake solids containing pesticides at concentrations above the US Environmental Protection Agency (EPA) universal treatment standard (UTS). Filter cake solids were wastes generated from the ongoing groundwater remediation program at the Stringfellow Hazardous Waste Facility (site) in Glen Avon, California.

The filter cake was historically disposed of as a hazardous waste in a landfill. However, filter cake derived from one (A-Stream) of the six (A- through F-Streams) liquid wastes treated contained pesticides: 4,4'-DDE [1,1'-dichloro-2,2-bis(p-chlorophenyl)ethylene]; 4,4'-DDD [1,1-dichloro-2,2-bis(p-chlorophenyl) ethane]; 4,4'-DDT[1,1,1-trichloro-2,2-bis(p-chlorophenyl)ethane]; and 2,4'-DDT[1,1,1-trichloro-1-(4-chlorophenyl)ethane]. In some cases, the concentrations of these pesticides in this filter cake were above the EPA UTS of 0.087 mg/Kg. Consequently, this filter cake would be banned from land disposal unless a variance was granted by the EPA under the land disposal restriction (LDR) program. The purpose of the SAP was to acquire data to determine if a variance for the land disposal of the Filter Cake was feasible.

Bradley Landfill, Waste Management Corporation: Three deep (up to 300 feet) dual completion groundwater-monitoring wells were installed and historic data from existing wells were used to: 1) characterize groundwater quality up-gradient and down-gradient of the landfill in the San Fernando Valley to verify the direction of groundwater flow and historic groundwater level fluctuations, 2) establish spatial changes in groundwater quality and magnitude of groundwater level fluctuations, and 3) further delineate a known fault within the alluvial aquifer system. Based on the findings of the study, groundwater quality, levels and flow direction were controlled by the nearby groundwater recharge spreading grounds located up-gradient of the landfill.

The landfill could potentially impact portions of this recharged groundwater, A fault in the area was mapped within a 50-foot area of certainty in the vicinity of the landfill. The three wells were included in the monitoring program for the landfill.

Chiquita Canyon Landfill, Laidlaw Waste Systems: Groundwater monitoring wells were installed in the vicinity of a new landfill expansion area for the Chiquita Canyon Landfill near Santa Clarita, California. and, the expansion area was geologically mapped. Based on the mapping and the groundwater study, the direction of groundwater flow and groundwater quality was determined to flow to the Santa Clarita River which was an intermittent gaining stream. Areas of existing groundwater impact were identified, and a groundwater monitoring plan and contingency plan were prepared to protect the nearby surface water and groundwater resources. A permit application for the expansion area was submitted to the Regional Water Quality Control Board and was approved. The landfill area expansion was constructed.

Campo Landfill, Mid-American Waste Systems: Mr. Herlihy participated in the estimation of costs to develop a landfill on the Campo Indian Reservation near the south San Diego County border with Mexico. Mr. Herlihy attended public hearings with Mid-American Waste Systems to advise Mid-American of technical detail during the public hearing process to gain regulatory and tribe approval for the landfill.

Hydrogeologic Assessment, Wyoming: The federal Nuclear Regulatory Commission (NRC) and the State of Wyoming requested a complete hydrogeologic study of an area proposed for uranium mining using the new and advanced mining technique called in-situ mining. Hydrogeologic studies and testing were used to design well fields for in-situ uranium mining operations. The well fields were used to inject solutions into selected wells to dissolve and mobilize uranium minerals beneath the water table, recover the uranium laden solutions from a series of extraction wells, and evaluate groundwater quality and flow patterns using a series of monitoring wells. The hydrogeologic testing and analysis that Mr. Herlihy performed was presented to the Federal NRC and the Wyoming Department of Environmental Quality. Both agencies reviewed and accepted the testing results, interpretations and groundwater flow predictions, and issued federal and state approvals for the operation.

Aquifer Testing, Chemical and Flow Modeling and Site Remediation, Newport Beach, California: Prior to 1984, vadose zone soils and the near surface Semi-perched aquifer were impacted by the leakage of petroleum hydrocarbons from underground storage tanks (USTs) and one of the dispenser islands at a former service station. The impacted interval within the vadose zone occurred to a depth of approximately 25 feet below the ground surface (bgs) in fine well graded sands with minor amounts of silts and clays. Three long term constant discharge rate pumping tests were conducted across the site within the impacted aquifer which occurred between the depths of 25 and 50 feet bgs. Based on the testing results, high permeability portions of the aquifer were separated by numerous low permeability areas. Three extraction wells were placed in the high permeability portions of the aquifer to capture contaminants on opposite sides of the low permeability zones. Seven vapor extraction wells were placed within the impacted interval of the vadose zone.

Soils were remediated using vapor extraction. Extracted vapors were treated using a catalytic oxidation (CAT-ox) unit. Recovered groundwater was treated using a low profile stacked-tray air-stripper, and the off-gases were combined with the gases from soil vapor extraction. A total of 200 pounds of total petroleum hydrocarbons (TPH) were recovered from the ground water, and approximately 9600 pounds TPH were recovered from the soil.

Soil remediation has been completed, and closure for the soils portion of remediation has been granted by the lead regulatory agency. This site has been developed into a corner shopping center.

Brough Facility, San Gabriel Superfund Site, San Gabriel Valley: The former Brough site was identified as a potential hazardous waste site and included in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) database in April 1992. Since the 1950's, the site has been used for steel wire manufacturing. A Hazard Ranking System (HRS) was developed under CERCLA and SARA to assess the degree of risk to human health and the environment posed by potential hazardous wastes at a site. The HRS analysis for this site considered the potential migration of contaminants in groundwater, surface water and air, and the potential exposure to soil. The potential areas of concern included: 1) the potential for groundwater and surface water impact, and human exposure to lead and zinc in soil and air, 2) the potential for groundwater impact due to the reported burial of waste of unknown composition, and 3) the potential for groundwater and air impact due to possible leakage of acids containing metals from liquids in the tanks and sludge-like materials within the secondary containment structures along the "pickle line".

Based on the review of available documents and the results of the soil sampling program, the following conclusions were drawn: 1) based on the laboratory results of the discrete and composite soil samples collected near the surface, some surface soils up to approximately five feet bgs may contain concentrations of some CCR Title 22 Metals above hazardous waste criteria, 2) the subsurface soils sampled beneath portions of the "pickle line" may have been impacted by the wire manufacturing process. This impact, however, did not render these soils hazardous according to state of California numerical criteria, and 3) no chlorinated hydrocarbons were detected in any of the soil samples tested. Therefore, past manufacturing processes associated with the "pickle line" did not contribute to the chlorinated hydrocarbon contaminants observed elsewhere within the San Gabriel Groundwater Basin.

The potential sources of exposure to groundwater, surface water and air previously identified were removed except for waste reportedly buried at the site. Therefore, the exposure risks to groundwater, surface water and air associated with the removed sources were eliminated.

Remedial Action Plan – Chlorinated Hydrocarbons, Santa Ana, California: A remedial action plan (RAP) was prepared to: 1) recover groundwater impacted with chlorinated hydrocarbons from two water bearing zones beneath the manufacturing facility, 2) estimate the combined rate of groundwater recovery from the two zones during future remediation, and 3) estimate the concentration of chlorinated hydrocarbons in the combined groundwater discharge. Impacted groundwater beneath the site occurs in the shallow "A"-zone and deeper "B"-zone aquifers, and occurs beneath the northern portion of the property and beneath the manufacturing facility building.

Prior to the preparation of the of the RAP, single well step drawdown tests, a 48-hour constant discharge rate pumping test and a 20-day Pilot Extraction Test were performed. Based on the testing results, the radius of influence for an extraction well in the "A" zone was approximately 60 feet, and the radius on influence in the "B" zone was approximately 550 feet in the cross-gradient directions. Using this estimate, two existing and two new extraction wells were proposed to recover impacted groundwater along the center of the plume from the down-gradient extent to the area of highest VOC concentrations (up to 22,250 µg/l) near the up-gradient boundary.

APPENDIX B

PHOTOGRAPHS



PHOTO 1: Los Angeles fire Department northeast of subject property



PHOTO 2: East boundary of subject property (looking north)



PHOTO 3: Residential properties across Osborne Street (looking southwest)



PHOTO 4: South subject property boundary (looking northwest)



PHOTO 5: South subject project boundary (looking north)



PHOTO 6: Commercial properties across San Fernando Road (looking northwest)



PHOTO 7: Runway within subject property (looking north)



PHOTO 8: Rail road tracks, then commercial properties across San Fernando Road (looking south)



PHOTO 9: Runway within subject property (looking southeast)



PHOTO 10: West subject property boundary (loading east)



PHOTO 11: Vacant land north of alpine Way (looking north)



PHOTO 12: Former gravel mine area used for vehicle storage north of Alpine Way (looking north)



PHOTO 13: View of subject property from Alpine Way (looking south west)



PHOTO 14: Aviation facility at northeast corner of Alpine Way and Osborne Street



PHOTO 15: View of subject property from Alpine Way (looking northwest)

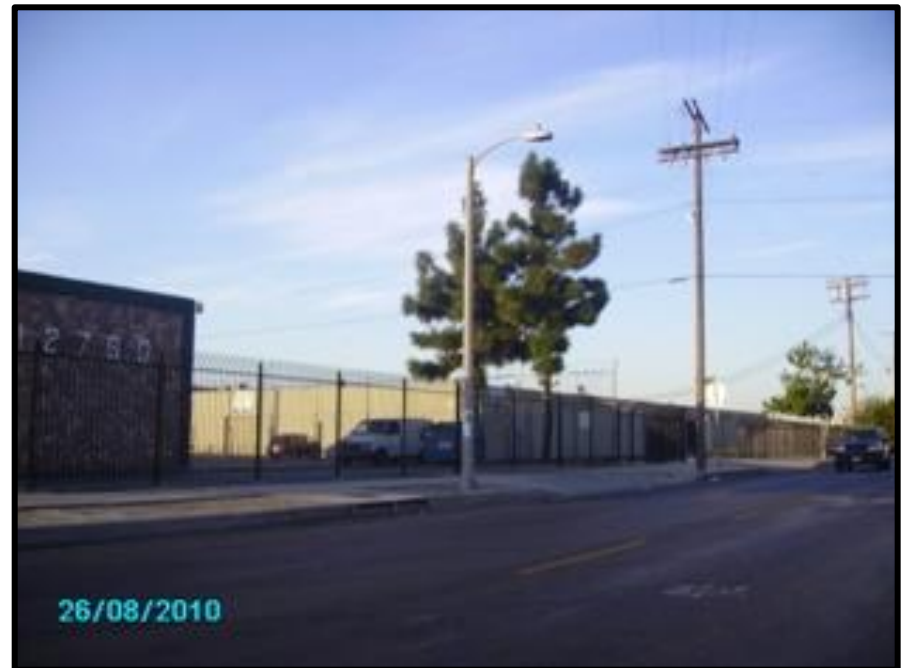


PHOTO 16: Commercial properties along west subject property boundary (looking south)



PHOTO 17: Commercial facilities along west subject property boundary (looking south)



PHOTO 18: et A and AVGAS fuel USTs – no releases reported



PHOTO 19: Dispenser island – no releases



PHOTO 20: Poser and generator station on Airpark Way



PHOTO 21: Switch gear in electric station



PHOTO 22: Power box n electric station



PHOTO 23: diesel generator in electric station

***Photographs of
Phase 1 to 3 Areas***



PHOTO 1.1: Repave and re-slurry aircraft parking



PHOTO 1.2: Perimeter fencing and "Penalty Box"



PHOTO 1.3, 2.1: Grade hill for terminal facility



PHOTO 1.4: Reroute Airpark Way behind terminal facility



PHOTO 1.5: Construct Airport Apron



PHOTO 2.1: Terminal facility



PHOTO 2.2: Relocate runway thresholds and painting non-precision markings



PHOTO 2.3: Construct runway 30 hold apron



PHOTO 2.4a: Demolish existing terminal facility



PHOTO 2.4b: Terminal restrooms



PHOTO 2.4c: Terminal ceiling



PHOTO 2.4d: asbestos covered pipes in restroom



PHOTO 2.5: Construct new conventional hanger



PHOTO 2.6a: construct new hangers



PHOTO 2.6b: Oil staining in new hanger area



PHOTO 2.7: Reroute airport entrance and construct automobile lot



PHOTO 2.8: construct conventional hangars



PHOTO 2.10: Enhance blast protection



PHOTO 2.12a: Replace northeast county T-hangers



PHOTO 2.12b: Typical hanger interior



PHOTO 2.12c: Some maintenance is done in some hangers



PHOTO 3.2: Construct second conventional hanger in helicopter area



PHOTO 3.5: Reroute Airpark Way behind county hangers



PHOTO 3.10: Acquire 10.8 acres in Aviation Easement

APPENDIX C

FIRE INSURANCE MAPS



Whiteman Airport

San Fernando Road
Pacoima, CA 91331

Inquiry Number: 2810310.3

July 06, 2010

Certified Sanborn® Map Report

Certified Sanborn® Map Report

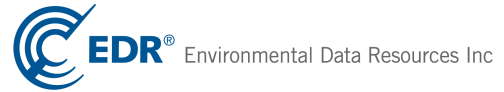
7/06/10

Site Name:

Whiteman Airport
San Fernando Road
Pacoima, CA 91331

Client Name:

Ultrasystems Environmental Inc
16431 Scientific Way
Irvine, CA 92618



EDR Inquiry # 2810310.3

Contact: Dan Herlihy

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Certified Sanborn Results:

Site Name: Whiteman Airport
Address: San Fernando Road
City, State, Zip: Pacoima, CA 91331
Cross Street:
P.O. # NA
Project: 5759
Certification # F048-4601-888B



Sanborn® Library search results
Certification # F048-4601-888B

UNMAPPED PROPERTY

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- Library of Congress
- University Publications of America
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APPENDIX D

AERIAL PHOTOGRAPHS

Whiteman Airport
San Fernando Road
Pacoima, CA 91331

Inquiry Number: 2810310.5
July 09, 2010

The EDR Aerial Photo Decade Package



440 Wheelers Farms Road
Milford, CT 06461
800.352.0050
www.edrnet.com

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Date EDR Searched Historical Sources:

Aerial Photography July 09, 2010

Target Property:

San Fernando Road

Pacoima, CA 91331

<u>Year</u>	<u>Scale</u>	<u>Details</u>	<u>Source</u>
1928	Aerial Photograph. Scale: 1"=500'	Flight Year: 1928	Fairchild
1938	Aerial Photograph. Scale: 1"=555'	Flight Year: 1938	Laval
1956	Aerial Photograph. Scale: 1"=400'	Flight Year: 1956	Fairchild
1965	Aerial Photograph. Scale: 1"=666'	Flight Year: 1965	Fairchild
1976	Aerial Photograph. Scale: 1"=666'	Flight Year: 1976	Teledyne
1989	Aerial Photograph. Scale: 1"=666'	Flight Year: 1989	USGS
1994	Aerial Photograph. Scale: 1"=666'	Flight Year: 1994	USGS
2002	Aerial Photograph. Scale: 1"=666'	Flight Year: 2002	USGS
2005	Aerial Photograph. Scale: 1"=604'	Flight Year: 2005	EDR



Subject
Property

INQUIRY #: 2810310.5

YEAR: 1928

| = 500'





Subject
Property

INQUIRY #: 2810310.5

YEAR: 1938

| = 555'





Subject
Property

INQUIRY #: 2810310.5

YEAR: 1956

| = 400'





Subject
Property

INQUIRY #: 2810310.5

YEAR: 1965

| = 666'





Subject
Property

INQUIRY #: 2810310.5

YEAR: 1976

| = 666'





Subject
Property

INQUIRY #: 2810310.5

YEAR: 1989

| = 666'





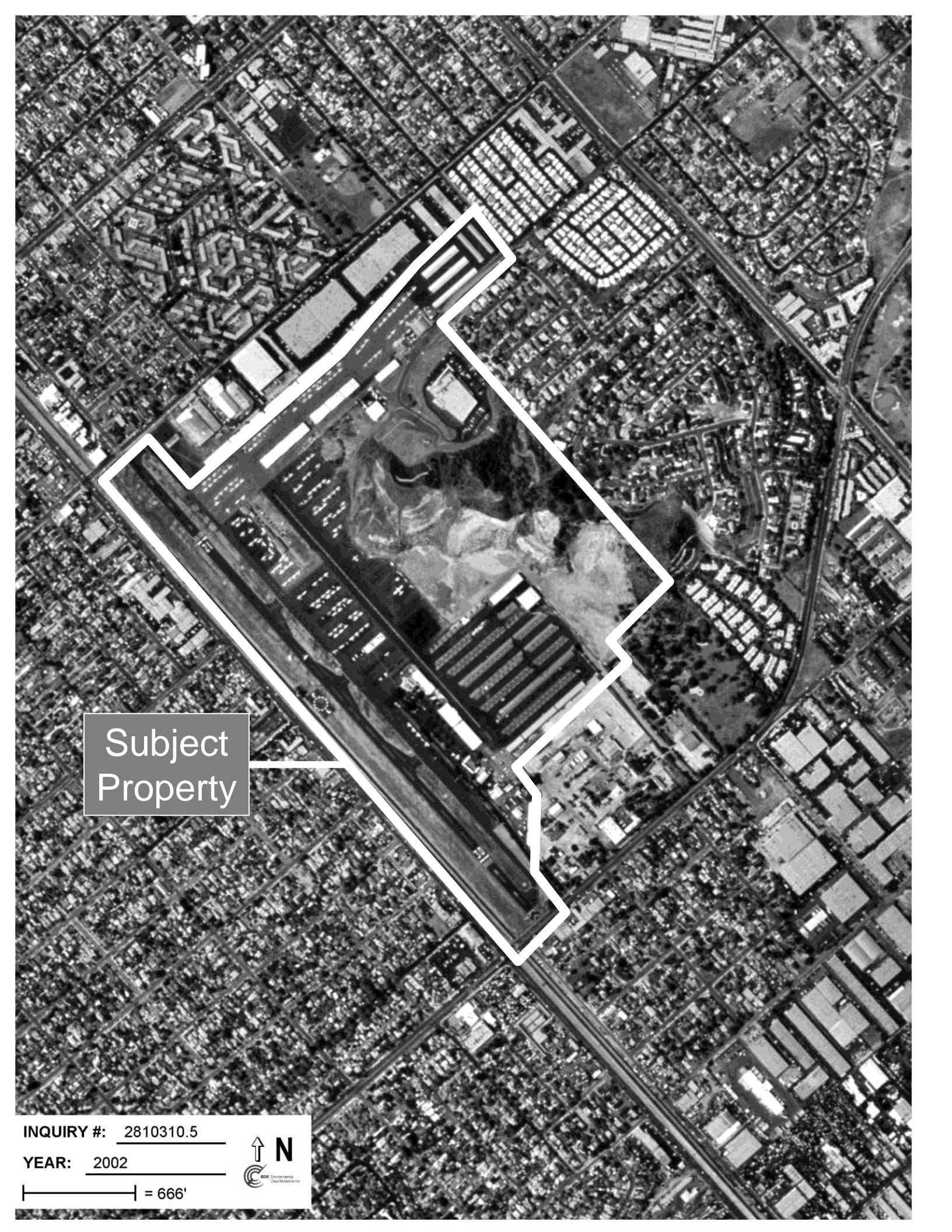
Subject
Property

INQUIRY #: 2810310.5

YEAR: 1994

| = 666'





Subject
Property

INQUIRY #: 2810310.5

YEAR: 2002

| = 666'





Subject
Property

INQUIRY #: 2810310.5

YEAR: 2005

| = 604'



APPENDIX E

TOPOGRAPHIC MAPS

Whiteman Airport
San Fernando Road
Pacoima, CA 91331

Inquiry Number: 2810310.4
July 07, 2010

EDR Historical Topographic Map Report

EDR Historical Topographic Map Report

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with any questions or comments.

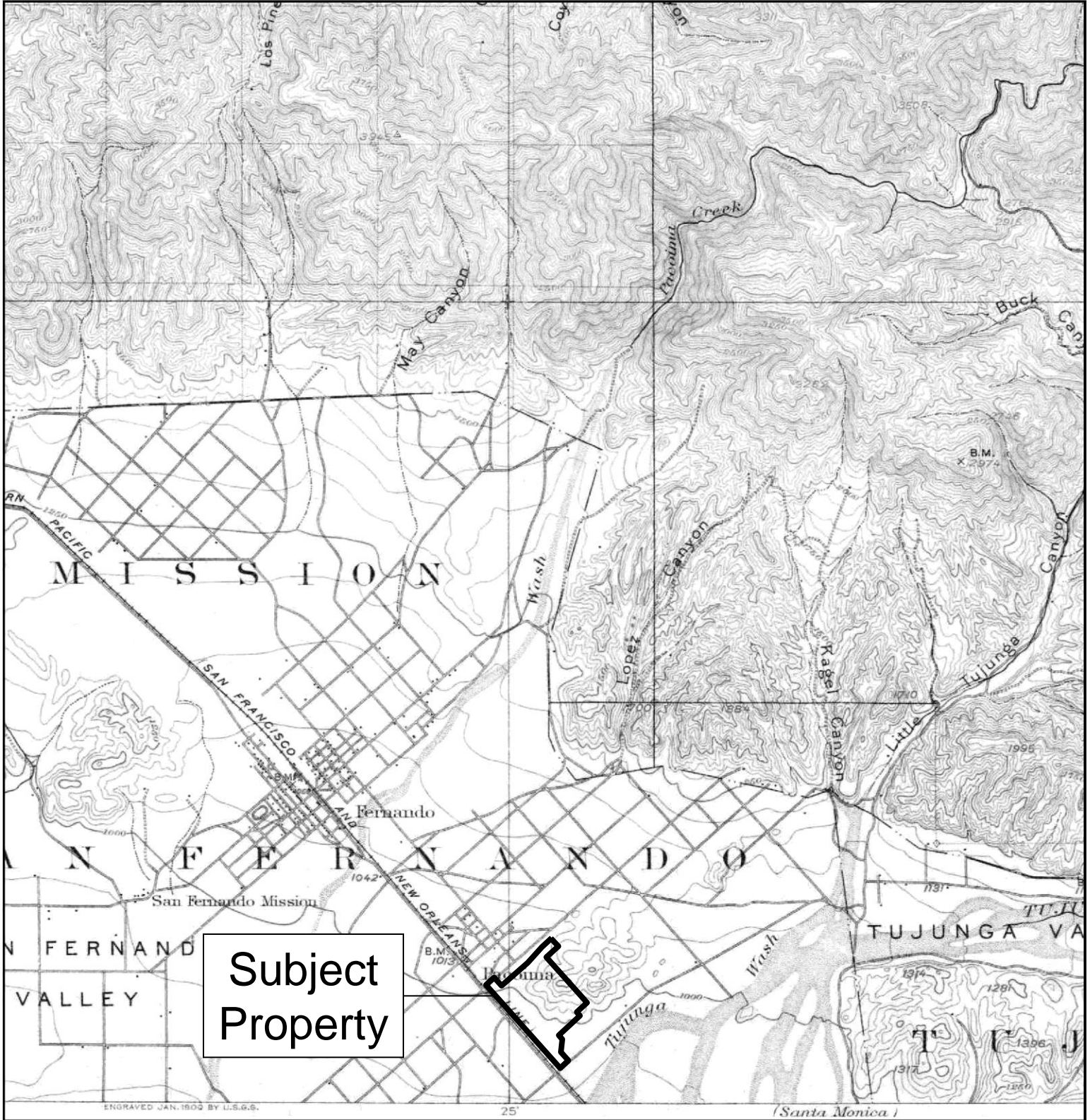
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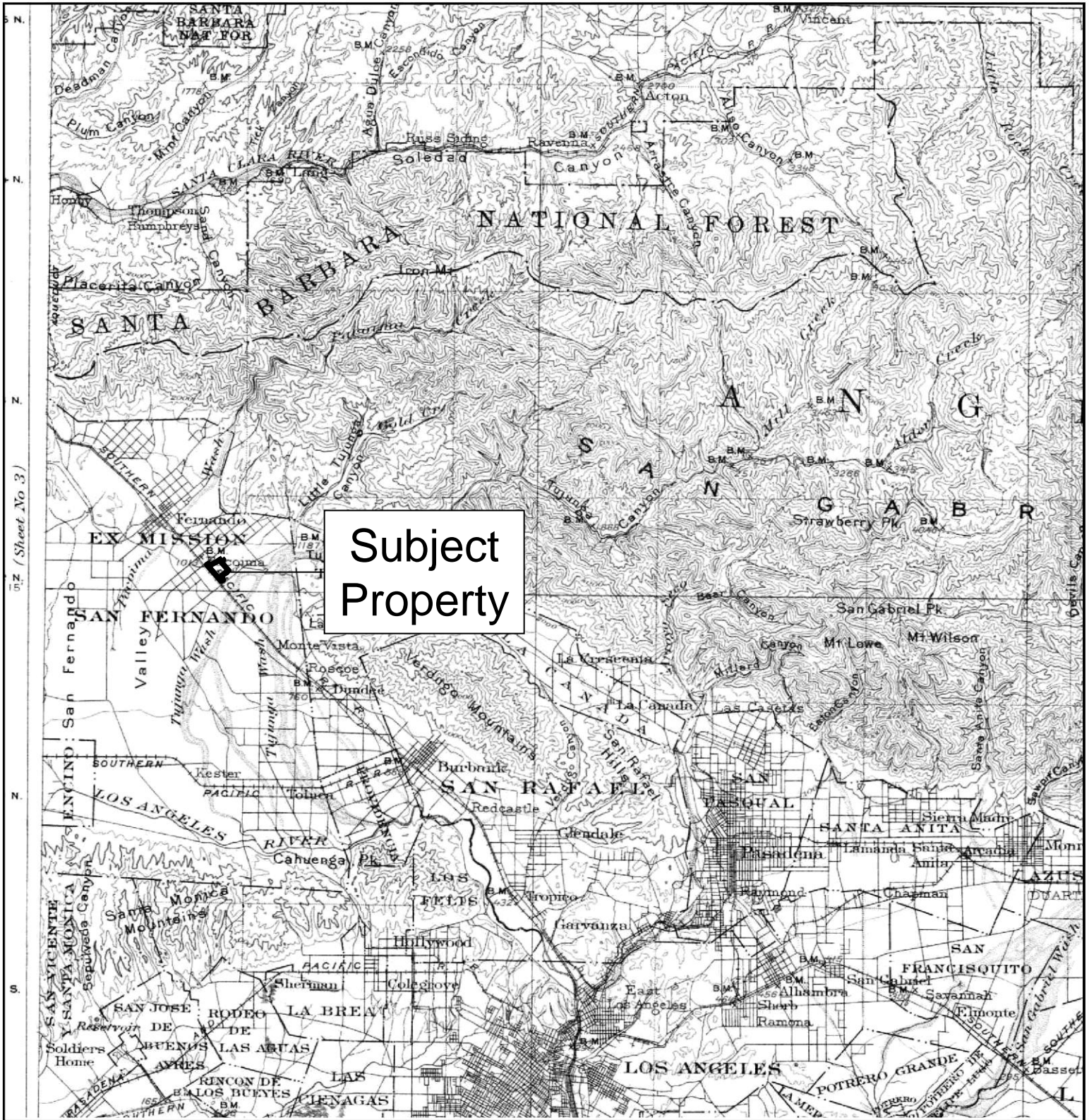
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Historical Topographic Map



	TARGET QUAD NAME: FERNANDO MAP YEAR: 1900	SITE NAME: Whiteman Airport ADDRESS: San Fernando Road Pacoima, CA 91331 LAT/LONG: 34.2615 / -118.4119	CLIENT: Ultrasonics Environmental Inc CONTACT: Dan Herlihy INQUIRY#: 2810310.4 RESEARCH DATE: 07/07/2010
	SERIES: 15 SCALE: 1:62500		

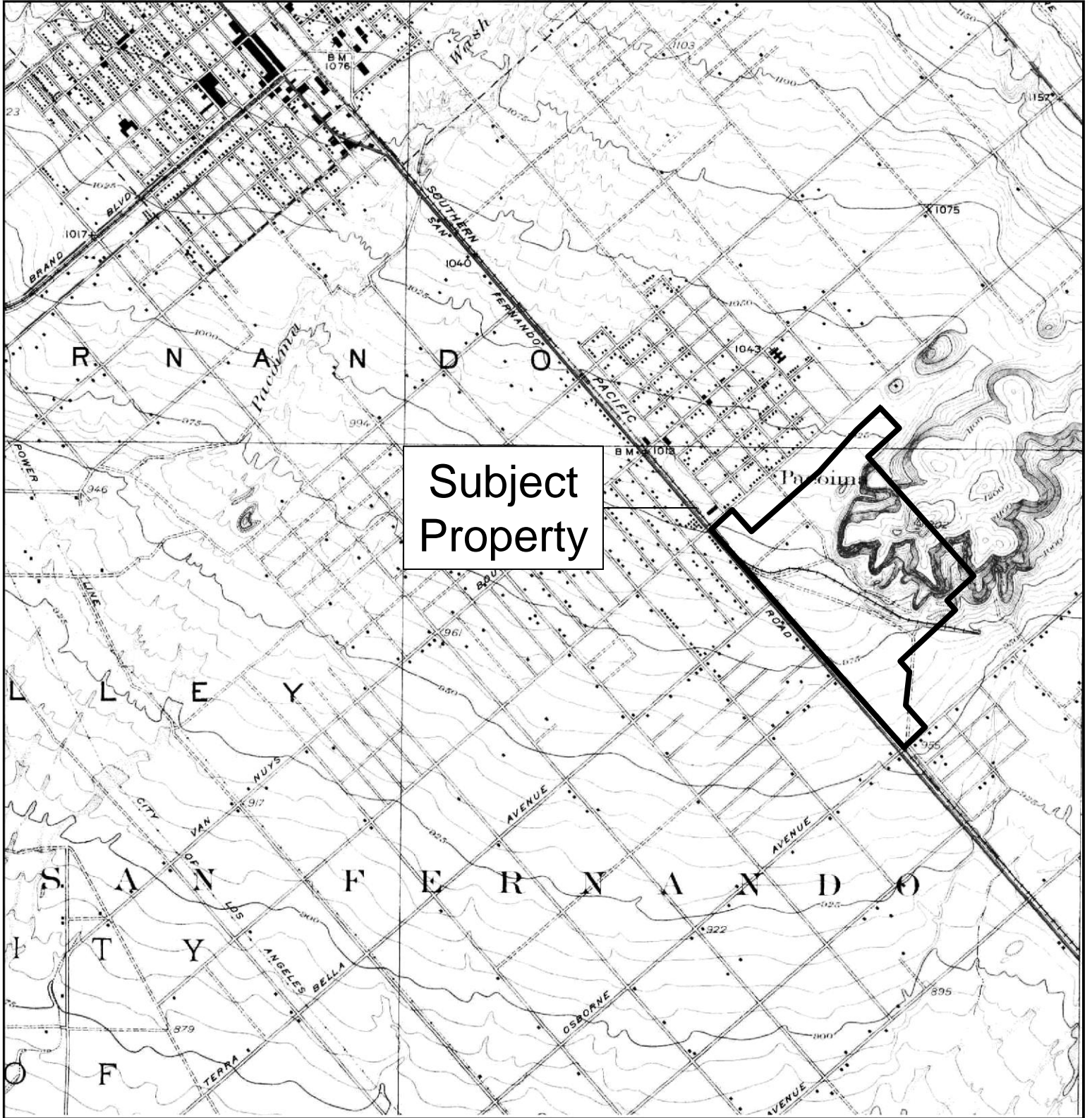
Historical Topographic Map




**Subject
Property**

<p>N ↑</p>	<p>TARGET QUAD NAME: SOUTHERN CA SHEET 1 MAP YEAR: 1901</p>	<p>SITE NAME: Whiteman Airport ADDRESS: San Fernando Road Pacoima, CA 91331 LAT/LONG: 34.2615 / -118.4119</p>	<p>CLIENT: Ultrasonics Environmental Inc CONTACT: Dan Herlihy INQUIRY#: 2810310.4 RESEARCH DATE: 07/07/2010</p>
	<p>SERIES: 60 SCALE: 1:250000</p>		

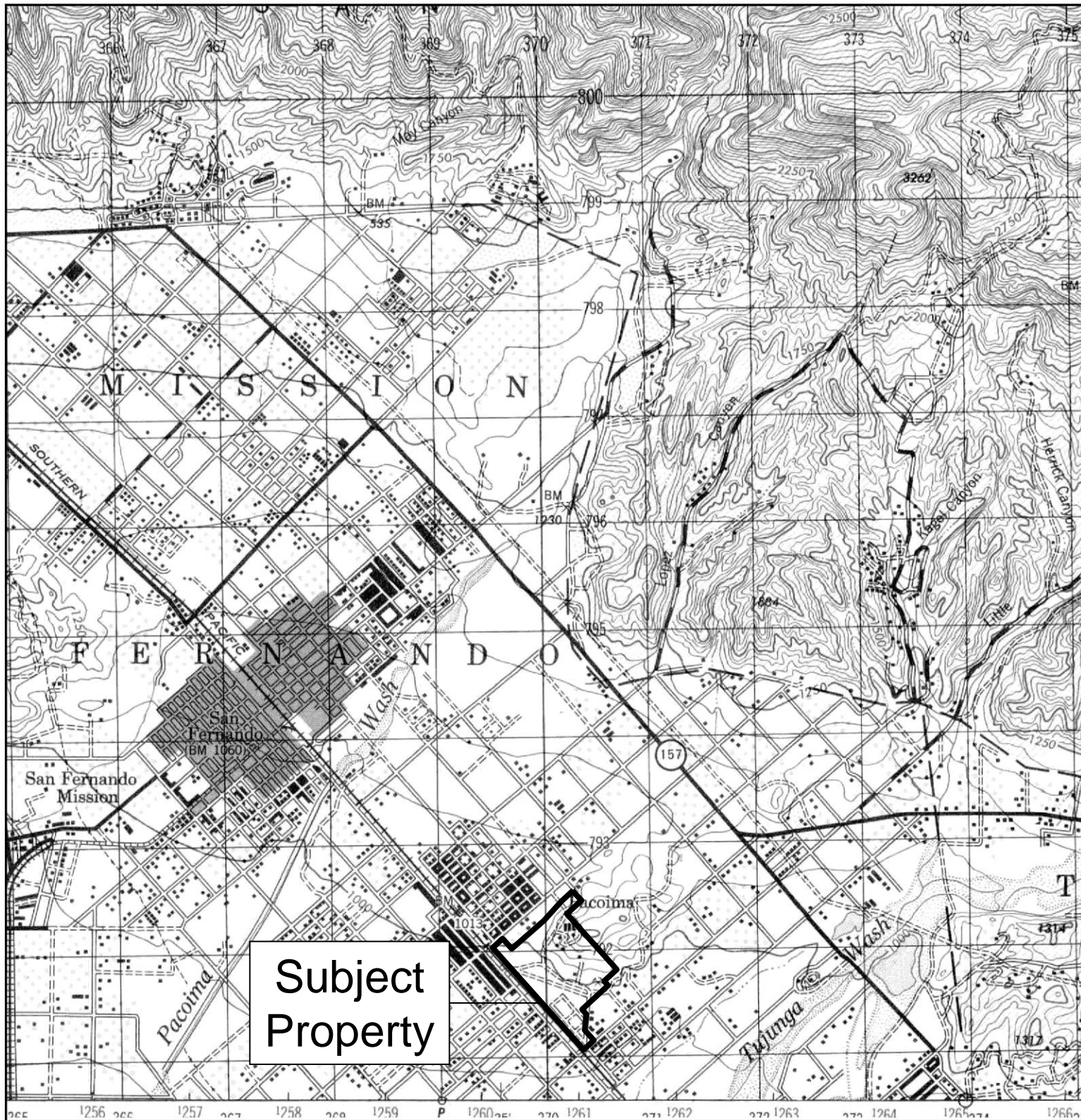
Historical Topographic Map



Subject
Property

	TARGET QUAD NAME: PACOIMA MAP YEAR: 1927	SITE NAME: Whiteman Airport ADDRESS: San Fernando Road Pacoima, CA 91331 LAT/LONG: 34.2615 / -118.4119	CLIENT: Ultrasystems Environmental Inc CONTACT: Dan Herlihy INQUIRY#: 2810310.4 RESEARCH DATE: 07/07/2010
	SERIES: 6 SCALE: 1:24000		

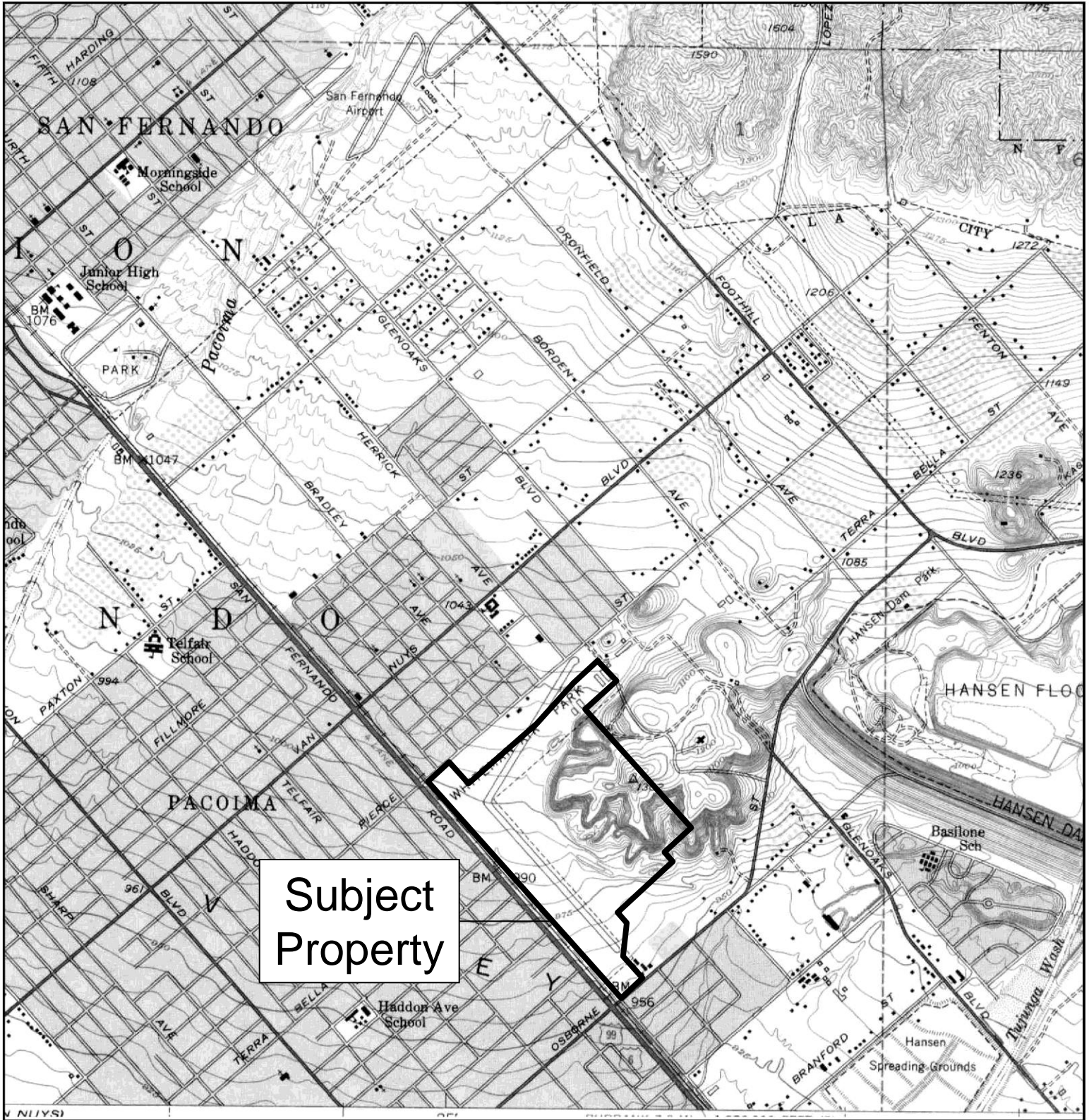
Historical Topographic Map




**Subject
Property**

<p>N ↑</p>	<p>TARGET QUAD NAME: SAN FERNANDO MAP YEAR: 1947</p>	<p>SITE NAME: Whiteman Airport ADDRESS: San Fernando Road Pacoima, CA 91331 LAT/LONG: 34.2615 / -118.4119</p>	<p>CLIENT: Ultrasystems Environmental Inc CONTACT: Dan Herlihy INQUIRY#: 2810310.4 RESEARCH DATE: 07/07/2010</p>
	<p>SERIES: 15 SCALE: 1:50000</p>		

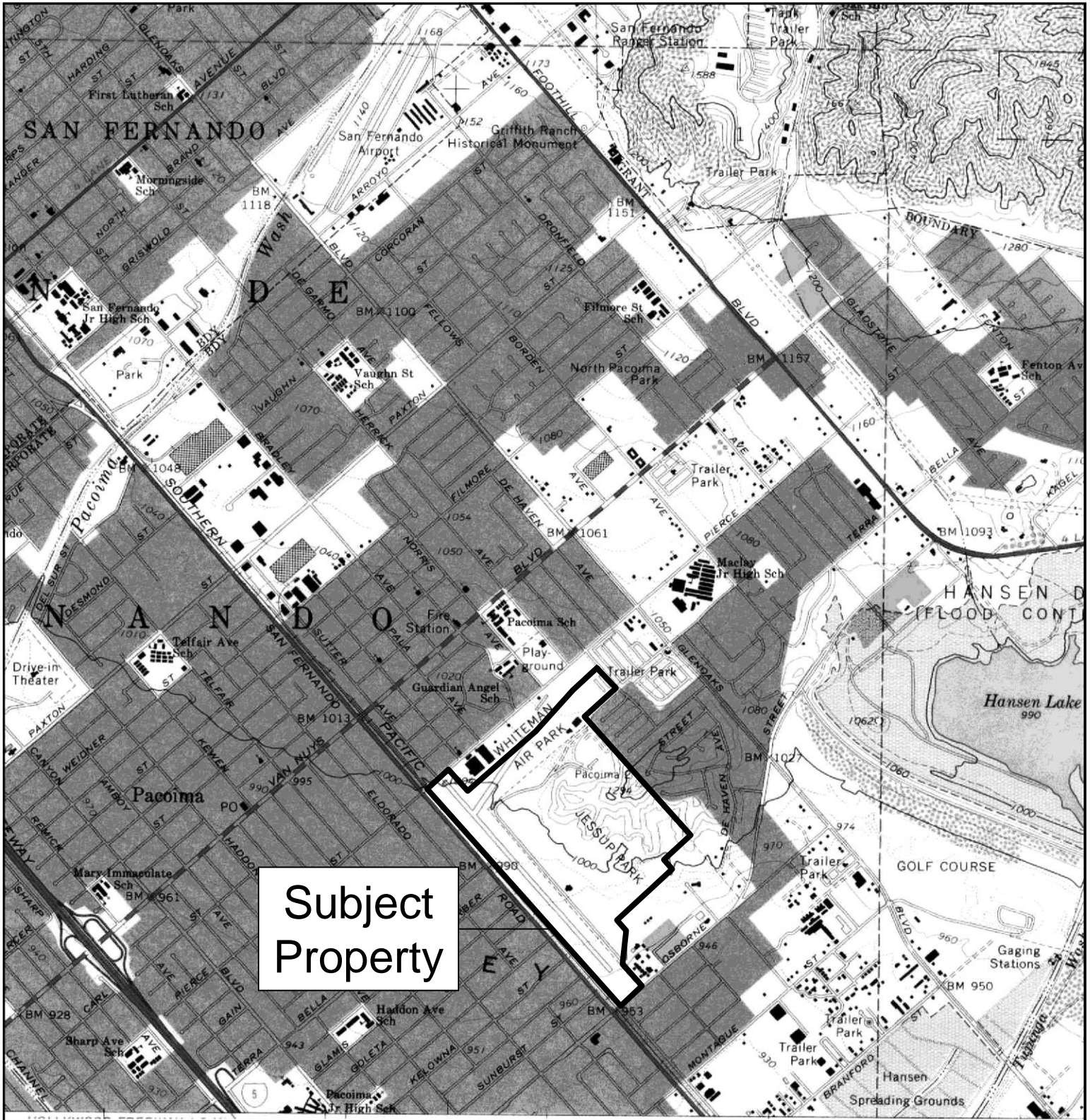
Historical Topographic Map



Subject
Property

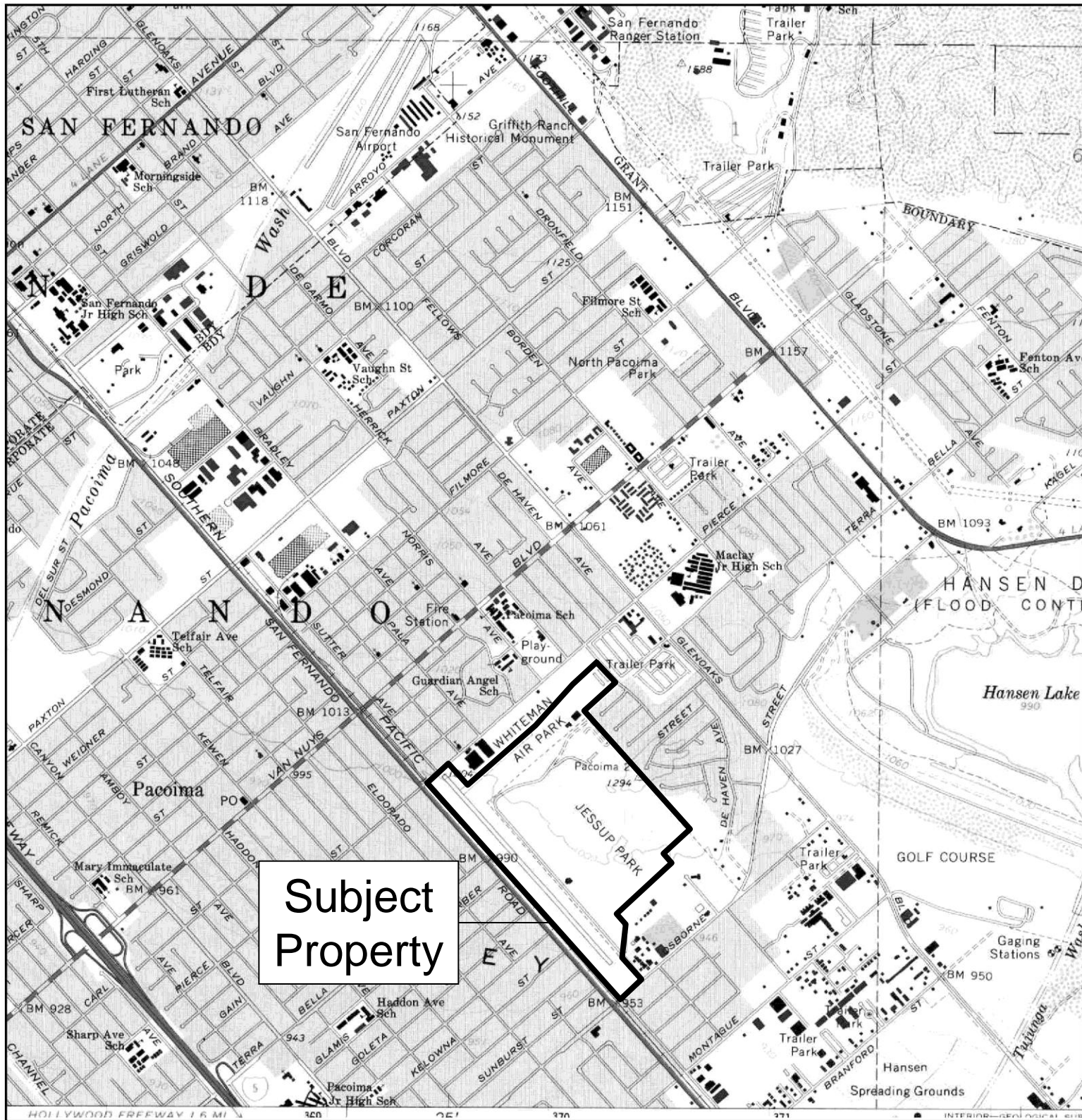
	TARGET QUAD	SITE NAME:	Whiteman Airport	CLIENT:	Ultrasystems Environmental Inc
	NAME: SAN FERNANDO	ADDRESS:	San Fernando Road	CONTACT:	Dan Herlihy
	MAP YEAR: 1953		Pacoima, CA 91331	INQUIRY#:	2810310.4
	SERIES: 7.5	LAT/LONG:	34.2615 / -118.4119	RESEARCH DATE:	07/07/2010
	SCALE: 1:24000				

Historical Topographic Map



<p>N ↑</p>	<p>TARGET QUAD NAME: SAN FERNANDO MAP YEAR: 1966</p>	<p>SITE NAME: Whiteman Airport ADDRESS: San Fernando Road Pacoima, CA 91331</p>	<p>CLIENT: Ultrasystems Environmental Inc CONTACT: Dan Herlihy INQUIRY#: 2810310.4</p>
	<p>SERIES: 7.5 SCALE: 1:24000</p>	<p>LAT/LONG: 34.2615 / -118.4119</p>	<p>RESEARCH DATE: 07/07/2010</p>

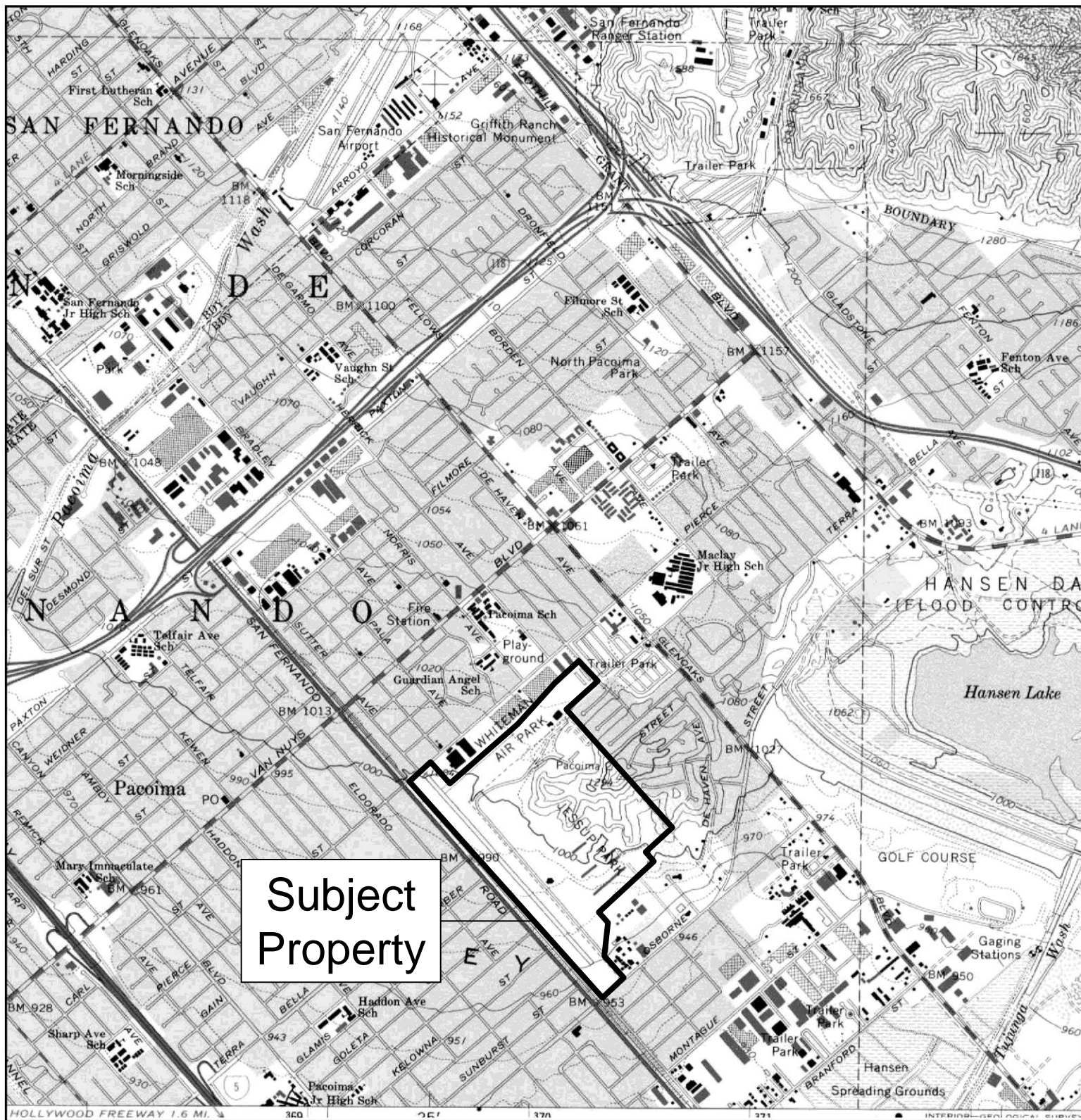
Historical Topographic Map



**Subject
Property**

<p>N ↑</p>	TARGET QUAD	SITE NAME:	Whiteman Airport	CLIENT:	Ultrasystems Environmental Inc
	NAME: SAN FERNANDO	ADDRESS:	San Fernando Road	CONTACT:	Dan Herlihy
	MAP YEAR: 1972		Pacoima, CA 91331	INQUIRY#:	2810310.4
	PHOTOREVISED: 1966	LAT/LONG:	34.2615 / -118.4119	RESEARCH DATE:	07/07/2010
	SERIES: 7.5				
	SCALE: 1:24000				

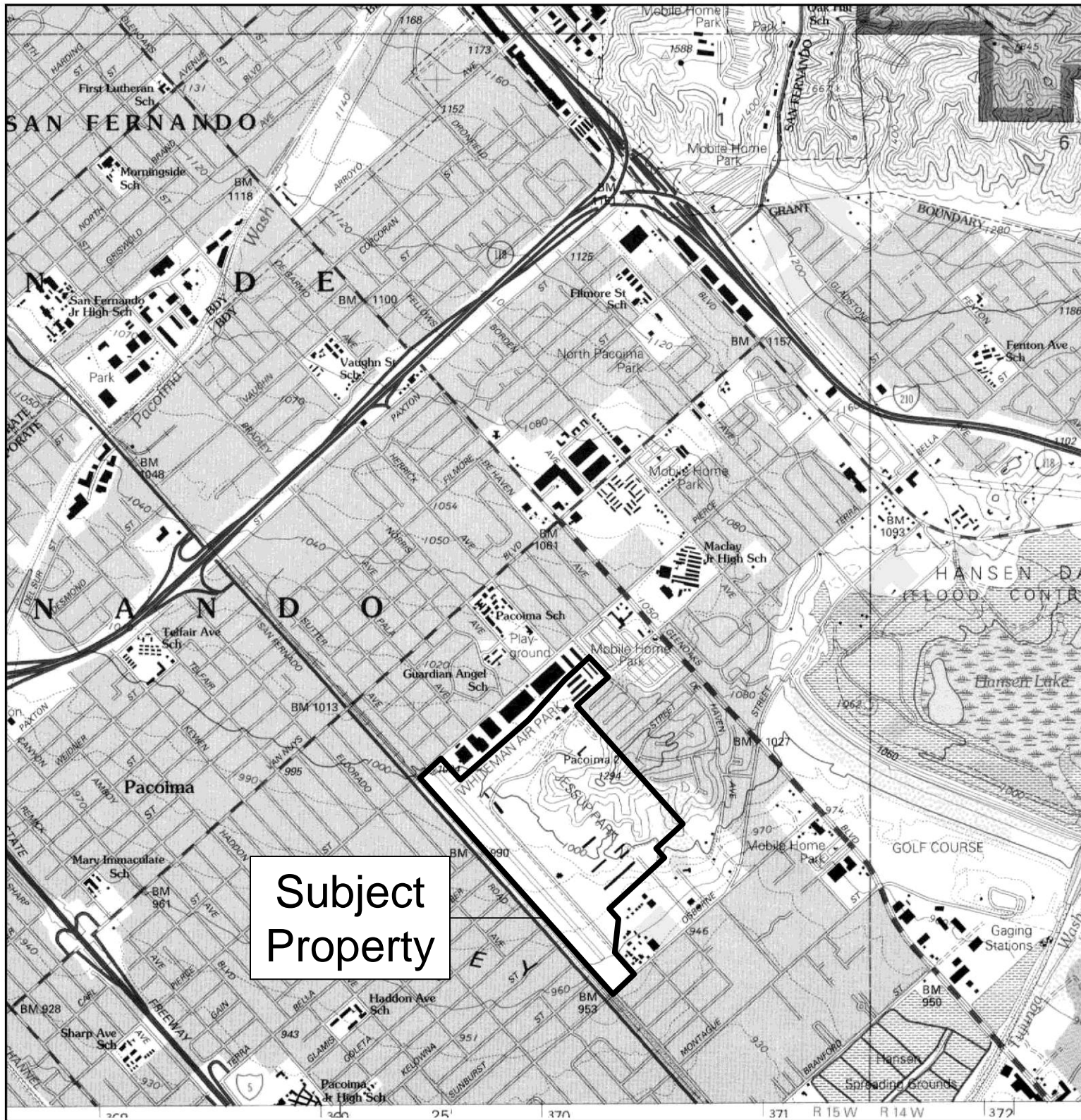
Historical Topographic Map



Subject
Property

	TARGET QUAD	SITE NAME:	Whiteman Airport	CLIENT:	Ultrasystems Environmental Inc
	NAME: SAN FERNANDO	ADDRESS:	San Fernando Road	CONTACT:	Dan Herlihy
	MAP YEAR: 1988	LAT/LONG:	34.2615 / -118.4119	INQUIRY#:	2810310.4
	PHOTOREVISED: 1966			RESEARCH DATE:	07/07/2010
	SERIES: 7.5				
	SCALE: 1:24000				

Historical Topographic Map



Subject
Property

	TARGET QUAD NAME: SAN FERNANDO MAP YEAR: 1995	SITE NAME: Whiteman Airport ADDRESS: San Fernando Road Pacoima, CA 91331 LAT/LONG: 34.2615 / -118.4119	CLIENT: Ultrasystems Environmental Inc CONTACT: Dan Herlihy INQUIRY#: 2810310.4 RESEARCH DATE: 07/07/2010
	SERIES: 7.5 SCALE: 1:24000		

APPENDIX F

CITY DIRECTORIES

Whiteman Airport

10189 San Fernando Road
Pacoima, CA 91331

Inquiry Number: 2854687.1
August 25, 2010

The EDR-City Directory Abstract

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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2009 Enhancements to EDR City Directory Abstract

New for 2009, the EDR City Directory Abstract has been enhanced with additional information and features. These enhancements will make your city directory research process more efficient, flexible, and insightful than ever before. The enhancements will improve the options for selecting adjoining properties, and will speed up your review of the report.

City Directory Report. Three important enhancements have been made to the EDR City Directory Abstract:

1. *Executive Summary.* The report begins with an Executive Summary that lists the sources consulted in the preparation of the report. Where available, a parcel map is also provided within the report, showing the locations of properties researched.
2. *Page Images.* Where available, the actual page source images will be included in the Appendix, so that you can review them for information that may provide additional insight. EDR has copyright permission to include these images.
3. *Findings Listed by Location.* Another useful enhancement is that findings are now grouped by address. This will significantly reduce the time you need to review your abstracts. Findings are provided under each property address, listed in reverse chronological order and referencing the source for each entry.

Options for Selecting Adjoining Properties. Ensuring that the right adjoining property addresses are searched is one of the biggest challenges that environmental professionals face when conducting city directory historical research. EDR's new enhancements make it easier for you to meet this challenge. Now, when you place an order for the EDR City Directory Abstract, you have the following choices for determining which addresses should be researched.

1. *You Select Addresses and EDR Selects Addresses.* Use the "Add Another Address" feature to specify the addresses you want researched. Your selections will be supplemented by addresses selected by EDR researchers using our established research methods. Where available, a digital map will be shown, indicating property lines overlaid on a color aerial photo and their corresponding addresses. Simply use the address list below the map to check off which properties shown on the map you want to include. You may also select other addresses using the "Add Another Address" feature at the bottom of the list.
2. *EDR Selects Addresses.* Choose this method if you want EDR's researchers to select the addresses to be researched for you, using our established research methods.
3. *You Select Addresses.* Use this method for research based solely on the addresses you select or enter into the system.
4. *Hold City Directory Research Option.* If you choose to select your own adjoining addresses, you may pause production of your EDR City Directory Abstract report until you have had a chance to look at your other EDR reports and sources. Sources for property addresses include: your Certified Sanborn Map Report may show you the location of property addresses; the new EDR Property Tax Map Report may show the location of property addresses; and your field research can supplement these sources with additional address information. To use this capability, simply click "Hold City Directory research" box under "Other Options" at the bottom of the page. Once you have determined what addresses you want researched, go to your EDR Order Status page, select the EDR City Directory Abstract, and enter the addresses and submit for production.

Questions? Contact your EDR representative at 800-352-0050. For more information about all of EDR's 2009 report and service enhancements, visit www.edrnet.com/2009enhancements

EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2006. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 660 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Source</u>	<u>TP</u>	<u>Adjoining</u>	<u>Text Abstract</u>	<u>Source Image</u>
2006	Haines Company	-	-	-	-
2004	Haines Company	-	-	-	-
2003	Haines & Company	-	-	-	-
2001	HAINES & COMPANY INC.	-	-	-	-
2000	Haines	-	-	-	-
1999	Haines Company	-	-	-	-
1996	Pacific Bell	-	-	-	-
1995	Pacific Bell	-	-	-	-
1992	PACIFIC BELL WHITE PAGES	-	-	-	-
1991	GTE CALIFORNIA INC.	X	-	X	-
1990	Pacific Bell	-	-	-	-
1986	Pacific Bell	-	-	-	-
1985	Pacific Bell	X	-	X	-
1981	Pacific Telephone	-	-	-	-
1980	Pacific Telephone	-	-	-	-
1976	R. L. Polk & Co.	-	-	-	-
1975	Pacific Telephone	X	X	X	-
1972	R. L. Polk & Co.	-	-	-	-
1971	R. L. Polk & Co.	-	-	-	-
1970	Pacific Telephone	-	X	X	-
1969	Pacific Telephone	-	-	-	-
1967	Pacific Telephone	-	-	-	-
1966	THE PACIFIC TELEPHONE AND TELEGRAPH COMPNAY	-	-	-	-
1965	R. L. Polk & Co.	-	-	-	-

EXECUTIVE SUMMARY

<u>Year</u>	<u>Source</u>	<u>TP</u>	<u>Adjoining</u>	<u>Text Abstract</u>	<u>Source Image</u>
1964	Pacific Telephone	-	-	-	-
1963	Pacific Telephone	-	-	-	-
1962	Pacific Telephone	-	X	X	-
1961	R. L. Polk & Co.	-	-	-	-
1960	R. L. Polk & Co.	-	-	-	-
1958	R. L. Polk & Co.	-	-	-	-
1957	Pacific Telephone	-	-	-	-
1956	Pacific Telephone	-	X	X	-
1955	R. L. Polk & Co.	-	-	-	-
1954	R. L. Polk & Co.	-	-	-	-
1952	Los Angeles Directory Co.	-	-	-	-
1951	R. L. Polk & Co.	-	-	-	-
1950	Pacific Telephone	-	X	X	-
1949	Los Angeles Directory Co.	-	-	-	-
1948	Los Angeles Directory Co.	-	-	-	-
1947	Los Angeles Directory Co.	-	-	-	-
1946	Los Angeles Directory Co.	-	-	-	-
1945	R. L. Polk & Co.	-	-	-	-
1944	R. L. Polk & Co.	-	-	-	-
1942	R. L. Polk & Co.	-	-	-	-
1940	Los Angeles Directory Co.	-	-	-	-
1939	Los Angeles Directory Co.	-	-	-	-
1938	R. L. Polk & Co.	-	-	-	-
1937	Beverly Hills Chamber of Commerce	-	-	-	-
1936	R. L. Polk & Co.	-	-	-	-
1935	Los Angeles Directory Co.	-	-	-	-
1934	Los Angeles Directory Co.	-	-	-	-
1933	Beverly Hills Chamber of Commerce	-	-	-	-
1932	R. L. Polk & Co.	-	-	-	-
1931	Los Angeles Directory Co.	-	-	-	-
1930	Los Angeles Directory Co.	-	X	X	-
1929	Los Angeles Directory Co.	-	-	-	-
1928	Los Angeles Directory Co.	-	-	-	-
1927	Los Angeles Directory Co.	-	-	-	-
1926	Los Angeles Directory Co.	-	-	-	-
1925	Los Angeles Directory Co.	-	-	-	-
1924	Los Angeles Directory Co.	-	-	-	-
1923	Los Angeles Directory Co.	-	-	-	-
1921	Los Angeles Directory Co.	-	-	-	-
1920	Los Angeles Directory Co.	-	-	-	-

EXECUTIVE SUMMARY

SELECTED ADDRESSES

The following addresses were selected by the client, for EDR to research. An "X" indicates where information was identified.

<u>Address</u>	<u>Type</u>	<u>Findings</u>
10537 San Fernando Road	Client Entered	
13020 Pierce Street	Client Entered	
10115 San Fernando Road	Client Entered	X
10119 San Fernando Road	Client Entered	X
12770 Pierce Street	Client Entered	
12880 Pierce Street	Client Entered	
12926 Pierce Street	Client Entered	
12950 Pierce Street	Client Entered	
12605 Osborne Street	Client Entered	X

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

10189 San Fernando Road
Pacoima, CA 91331

FINDINGS DETAIL

Target Property research detail.

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	Joes Auto And Four Wheel Drive	Pacific Bell
1985	Dominguez Service	Pacific Bell
1975	Harrys Automotive	Pacific Telephone

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

Osborne Street

12605 Osborne Street

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1970	LOS ANGELES COUNTY OF FORESTER & FIRE WARDEN	Pacific Telephone
	LOS ANGELES COUNTY OF FORESTER & FIRE WARDEN	Pacific Telephone
1962	LOS ANGELES COUNTY OF FORESTER & FIRE WARDEN MAIN OFC	Pacific Telephone
1956	LOS ANGELES COUNTY OF FORESTER & FIRE WARDEN	Pacific Telephone
1950	LOS ANGELES COUNTY OF FORESTER & FIRE WARDEN	Pacific Telephone
	LOS ANGELES COUNTY OF FORESTER & FIRE WARDEN	Pacific Telephone
1930	Los Angeles County Forestry Dept whs	Los Angeles Directory Co.
	Watters John A asst formn L A County Forestry Dept r	Los Angeles Directory Co.

San Fernando Road

10115 San Fernando Road

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	Pacoima	Pacific Telephone

10119 San Fernando Road

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1930	Grillo Pasquale Rose auto rep	Los Angeles Directory Co.

FINDINGS

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

<u>Address Researched</u>	<u>Address Not Identified in Research Source</u>
10189 San Fernando Road	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1990, 1986, 1981, 1980, 1976, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

<u>Address Researched</u>	<u>Address Not Identified in Research Source</u>
10115 San Fernando Road	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
10119 San Fernando Road	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
10537 San Fernando Road	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
12605 Osborne Street	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1955, 1954, 1952, 1951, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
12770 Pierce Street	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
12880 Pierce Street	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
12926 Pierce Street	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched

12950 Pierce Street

13020 Pierce Street

Address Not Identified in Research Source

2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

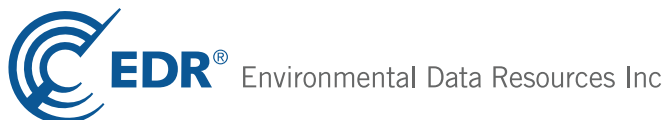
APPENDIX G

EDR RADIUS MAP

Whiteman Airport
San Fernando Road
Pacoima, CA 91331

Inquiry Number: 2810310.2s
July 07, 2010

The EDR Radius Map™ Report with GeoCheck®



440 Wheelers Farms Road
Milford, CT 06461
Toll Free: 800.352.0050
www.edrnet.com

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

SAN FERNANDO ROAD
PACOIMA, CA 91331

COORDINATES

Latitude (North): 34.261500 - 34° 15' 41.4"
Longitude (West): 118.411900 - 118° 24' 42.8"
Universal Transverse Mercator: Zone 11
UTM X (Meters): 370007.2
UTM Y (Meters): 3791857.8
Elevation: 1024 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 34118-C4 SAN FERNANDO, CA
Most Recent Revision: 1988

South Map: 34118-B4 VAN NUYS, CA
Most Recent Revision: 1991

AERIAL PHOTOGRAPHY IN THIS REPORT

Photo Year: 2005
Source: USDA

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 7 of the attached EDR Radius Map report:

<u>Site</u>	<u>Database(s)</u>	<u>EPA ID</u>
WHITEMAN AIRPORT 12653 OSBORNE ST PACOIMA, CA 91331	CA WDS UST HIST UST SWEEPS UST WIP Facility Status: Historical HAZNET EMI	N/A
WHITEMAN AIRPORT PACOIMA, CA 91331	EMI	N/A
WHITEMAN AIRPORT 12653 OSBORNE ST PACOIMA, CA 91331	CA FID UST	N/A

EXECUTIVE SUMMARY

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

Proposed NPL..... Proposed National Priority List Sites
NPL LIENS..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY..... Federal Facility Site Information listing

Federal CERCLIS NFRAP site List

CERC-NFRAP..... CERCLIS No Further Remedial Action Planned

Federal RCRA CORRACTS facilities list

CORRACTS..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

US INST CONTROL..... Sites with Institutional Controls

Federal ERNS list

ERNS..... Emergency Response Notification System

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

AST..... Aboveground Petroleum Storage Tank Facilities

EXECUTIVE SUMMARY

INDIAN UST..... Underground Storage Tanks on Indian Land
FEMA UST..... Underground Storage Tank Listing

State and tribal voluntary cleanup sites

INDIAN VCP..... Voluntary Cleanup Priority Listing
VCP..... Voluntary Cleanup Program Properties

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
ODI..... Open Dump Inventory
WMUDS/SWAT..... Waste Management Unit Database
HAULERS..... Registered Waste Tire Haulers Listing
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands

Local Lists of Hazardous waste / Contaminated Sites

US CDL..... Clandestine Drug Labs
SCH..... School Property Evaluation Program
Toxic Pits..... Toxic Pits Cleanup Act Sites
CDL..... Clandestine Drug Labs
US HIST CDL..... National Clandestine Laboratory Register

Local Land Records

LIENS 2..... CERCLA Lien Information
LUCIS..... Land Use Control Information System
LIENS..... Environmental Liens Listing
DEED..... Deed Restriction Listing

Records of Emergency Release Reports

HMIRS..... Hazardous Materials Information Reporting System
CHMIRS..... California Hazardous Material Incident Report System
LDS..... Land Disposal Sites Listing
MCS..... Military Cleanup Sites Listing

Other Ascertainable Records

DOT OPS..... Incident and Accident Data
DOD..... Department of Defense Sites
FUDS..... Formerly Used Defense Sites
UMTRA..... Uranium Mill Tailings Sites
MINES..... Mines Master Index File
TRIS..... Toxic Chemical Release Inventory System
TSCA..... Toxic Substances Control Act
FTTS..... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS..... FIFRA/TSCA Tracking System Administrative Case Listing
SSTS..... Section 7 Tracking Systems
ICIS..... Integrated Compliance Information System

EXECUTIVE SUMMARY

PADS.....	PCB Activity Database System
MLTS.....	Material Licensing Tracking System
RADINFO.....	Radiation Information Database
FINDS.....	Facility Index System/Facility Registry System
RAATS.....	RCRA Administrative Action Tracking System
CA BOND EXP. PLAN.....	Bond Expenditure Plan
NPDES.....	NPDES Permits Listing
DRYCLEANERS.....	Cleaner Facilities
INDIAN RESERV.....	Indian Reservations
SCRD DRYCLEANERS.....	State Coalition for Remediation of Drycleaners Listing
PCB TRANSFORMER.....	PCB Transformer Registration Database
COAL ASH EPA.....	Coal Combustion Residues Surface Impoundments List
COAL ASH DOE.....	Sleam-Electric Plan Operation Data
HWP.....	EnviroStor Permitted Facilities Listing
HWT.....	Registered Hazardous Waste Transporter Database
PROC.....	Certified Processors Database
FINANCIAL ASSURANCE.....	Financial Assurance Information Listing
MWMP.....	Medical Waste Management Program Listing

EDR PROPRIETARY RECORDS

EDR Proprietary Records

Manufactured Gas Plants.....	EDR Proprietary Manufactured Gas Plants
EDR Historical Cleaners.....	EDR Proprietary Historic Dry Cleaners

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: Also known as Superfund, the National Priority List database is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund program. The source of this database is the U.S. EPA.

A review of the NPL list, as provided by EDR, and dated 03/31/2010 has revealed that there is 1 NPL site within approximately 1 mile of the target property.

EXECUTIVE SUMMARY

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIELD W 1/4 - 1/2 (0.360 mi.)</i>		<i>0</i>	<i>12</i>

Federal CERCLIS list

CERCLIS: The Comprehensive Environmental Response, Compensation and Liability Information System contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the CERCLIS list, as provided by EDR, and dated 01/29/2010 has revealed that there is 1 CERCLIS site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIELD W 1/4 - 1/2 (0.360 mi.)</i>		<i>0</i>	<i>12</i>

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 02/17/2010 has revealed that there are 2 RCRA-LQG sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
VALLEY CIRCUITS, INC.	11031 GLENOAKS BLVD	NE 1/8 - 1/4 (0.194 mi.)	M41	91
<i>VALLEY CIRCUITS, INC</i>	<i>11031 GLENOAKS BLVD</i>	<i>NE 1/8 - 1/4 (0.194 mi.)</i>	<i>M42</i>	<i>92</i>

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 02/17/2010 has revealed that there are 7 RCRA-SQG sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>GOLDEN STATE MAG AND PENETRANT</i>	<i>12770 PIERCE ST NO 17</i>	<i>NW 0 - 1/8 (0.080 mi.)</i>	<i>22</i>	<i>64</i>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>ARC MACHINES INC</i>	<i>10500 ORBITAL WY</i>	<i>0 - 1/8 (0.000 mi.)</i>	<i>4</i>	<i>38</i>

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>MOTIS AUTO ELECTRIC INC</i>	<i>10135 SAN FERNANDO RD</i>	<i>SW 0 - 1/8 (0.017 mi.)</i>	<i>B12</i>	<i>45</i>
<i>FOOTHILL POLICE STATION</i>	<i>12760 OSBORNE ST</i>	<i>SW 0 - 1/8 (0.080 mi.)</i>	<i>G20</i>	<i>57</i>
<i>PRODUCTION INDUSTRIES INC</i>	<i>12880 PIERCE ST</i>	<i>NW 0 - 1/8 (0.088 mi.)</i>	<i>24</i>	<i>70</i>
<i>LUSK QUALITY MACHINE PRODUCTS</i>	<i>12926 PIERCE STREET</i>	<i>NW 0 - 1/8 (0.091 mi.)</i>	<i>H25</i>	<i>73</i>
<i>VITA JUICE CORPORATION</i>	<i>10725 SUTTER AVE.</i>	<i>NW 0 - 1/8 (0.107 mi.)</i>	<i>I27</i>	<i>75</i>

Federal institutional controls / engineering controls registries

US ENG CONTROLS: A listing of sites with engineering controls in place.

A review of the US ENG CONTROLS list, as provided by EDR, and dated 12/20/2009 has revealed that there is 1 US ENG CONTROLS site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIELD</i>	<i>NW 1/4 - 1/2 (0.360 mi.)</i>	<i>0</i>	<i>12</i>

State- and tribal - equivalent NPL

RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the RESPONSE list, as provided by EDR, and dated 06/16/2010 has revealed that there are 2 RESPONSE sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>"D & M STEEL, INC."</i>	<i>11035 SUTTER AVENUE</i>	<i>NW 1/2 - 1 (0.620 mi.)</i>	<i>74</i>	<i>148</i>
<i>PACOIMA</i>	<i>13546 DESMOND ST.</i>	<i>NW 1/2 - 1 (0.965 mi.)</i>	<i>T80</i>	<i>165</i>

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 06/16/2010 has revealed that there are 15 ENVIROSTOR sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i> Status: Active	<i>NORTH HOLLYWOOD WELLFIELD</i>	<i>NW 1/4 - 1/2 (0.360 mi.)</i>	<i>0</i>	<i>12</i>

EXECUTIVE SUMMARY

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
"MACLAY ES ADDTION, SITE 1 564 Status: No Further Action	11071 BORDEN AVENUE	ENE 1/4 - 1/2 (0.447 mi.)	65	137
"D & M STEEL, INC." Status: No Further Action	11035 SUTTER AVENUE	NW 1/2 - 1 (0.620 mi.)	74	148
PRICE PFISTER INCORPORATED Status: Refer: RWQCB	13500 PAXTON ST.	NW 1/2 - 1 (0.819 mi.)	79	155
PACOIMA Status: Active	13546 DESMOND ST.	NW 1/2 - 1 (0.965 mi.)	T80	165
BURBANK PLATING Status: Inactive - Action Required	13561 DESMOND STREET	NW 1/2 - 1 (0.966 mi.)	T81	197

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MUFFLER & RADIATOR SHOP - PACO Status: No Further Action	10741 TOI 10767 SAN FER	NW 1/8 - 1/4 (0.187 mi.)	L38	88
JESSE'S PLATING Status: Active	12229 MONTAGUE STREET	SE 1/2 - 1 (0.504 mi.)	69	143
ULTRAMET Status: Inactive - Action Required	12173 MONTAGUE STREET	ESE 1/2 - 1 (0.527 mi.)	70	144
HR TEXTRON Status: Inactive - Needs Evaluation	12137 MONTAGUE	ESE 1/2 - 1 (0.555 mi.)	71	145
LEDGER LANDFILL Status: Inactive - Needs Evaluation	10403 GLENOAKS BLVD	ESE 1/2 - 1 (0.584 mi.)	72	146
PB FIBERGLASS Status: Inactive - Action Required	12177 BRANFORD STREET	ESE 1/2 - 1 (0.617 mi.)	73	147
PACIFIC PLATING Status: Active	12113 BRANFORD STREET	ESE 1/2 - 1 (0.682 mi.)	75	151
BRANFORD LANDFILL Status: No Further Action	9701 SAN FERNANDO ROAD	SE 1/2 - 1 (0.746 mi.)	76	152
CALIFORNIA CHEMICAL COMPANY Status: Active	12734 BRANFORD STREET	S 1/2 - 1 (0.795 mi.)	78	154

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, and dated 02/22/2010 has revealed that there is 1 SWF/LF site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CORDOVA CONSTRUCTION SERVICES	12506 MONTAGUE ST.	SE 1/4 - 1/2 (0.287 mi.)	N52	107

EXECUTIVE SUMMARY

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 05/05/2010 has revealed that there are 9 LUST sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
D & K MILK PALACE(BEACON) Status: Completed - Case Closed	11045 N GLENOAKS BLVD	NNE 1/8 - 1/4 (0.201 mi.)	M45	99
THRIFTY #230 Status: Completed - Case Closed	12957 VAN NUYS BLVD	NW 1/4 - 1/2 (0.358 mi.)	Q56	112
BP WEST COAST PRODUCTS LLC 096 Status: Open - Site Assessment	12957 VAN NUYS	NW 1/4 - 1/2 (0.358 mi.)	Q57	113
LA CITY FIRE STATION #98 Status: Completed - Case Closed	13035 VAN NUYS BLVD	NW 1/4 - 1/2 (0.362 mi.)	58	115
EXXON #7-3332 Status: Completed - Case Closed	12786 VAN NUYS BLVD	N 1/4 - 1/2 (0.411 mi.)	61	123
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
FORTIN INDUSTRIES #610 Status: Completed - Case Closed	9880 SAN FERNANDO RD	SE 1/4 - 1/2 (0.349 mi.)	O53	107
ROADWAY EXPRESS, INC. Status: Completed - Case Closed	12355 MONTAGUE ST	E 1/4 - 1/2 (0.355 mi.)	P55	110
MOC PRODUCTS CO INC Status: Completed - Case Closed	12306 MONTAGUE ST	E 1/4 - 1/2 (0.425 mi.)	R63	128
PACOIMA COMPANY Status: Completed - Case Closed	13461 VAN NUYS BLVD	W 1/4 - 1/2 (0.436 mi.)	64	136

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 05/05/2010 has revealed that there are 3 SLIC sites within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
FORTIN INDUSTRIES #610 Facility Status: Open	9880 SAN FERNANDO RD	SE 1/4 - 1/2 (0.349 mi.)	O53	107
SDS INDUSTRIES INC Facility Status: Open - Site Assessment	10241 NORRIS AVE	E 1/4 - 1/2 (0.406 mi.)	R60	118
STD INSERT CO INC Facility Status: Open - Site Assessment	12280 MONTAGUE ST.	E 1/4 - 1/2 (0.464 mi.)	S66	140

EXECUTIVE SUMMARY

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 05/05/2010 has revealed that there are 3 UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SEONG HO KIM/MAL NAM KIM	11045 GLENOAKS BLVD	NNE 1/8 - 1/4 (0.201 mi.)	M44	99

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
FOOTHILL POLICE STATION GARAGE COUNTY OF LOS ANGELES	12760 OSBORNE ST 12605 OSBORNE ST	SW 0 - 1/8 (0.080 mi.) NE 0 - 1/8 (0.114 mi.)	G21 J29	58 82

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: The EPA's listing of Brownfields properties addressed by Cooperative Agreement Recipients and Brownfields properties addressed by Targeted Brownfields Assessments

A review of the US BROWNFIELDS list, as provided by EDR, and dated 03/02/2010 has revealed that there are 6 US BROWNFIELDS sites within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
PACOIMA	10743/10740 SAN FERNAND	NW 1/8 - 1/4 (0.181 mi.)	L37	86
WILLIES AUTO REPAIR	9954 SAN FERNANDO ROAD	SE 1/4 - 1/2 (0.262 mi.)	48	102
CONDORA CONSTRUCTION SERVICES	12506 MONTAGUE STREET	SE 1/4 - 1/2 (0.287 mi.)	N51	105
CADILLAC KING AUTO DISMANTLING	9830 SAN FERNANDO ROAD	SE 1/4 - 1/2 (0.402 mi.)	O59	116
MOC THE PROFESSIONAL CHOICE	12307 MONTAGUE STREET	E 1/4 - 1/2 (0.421 mi.)	R62	127
12269 MONTAGUE STREET	12269 MONTAGUE STREET	E 1/4 - 1/2 (0.480 mi.)	S67	141

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 01/06/2010 has revealed that there are 7 SWRCY sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SEUNG HO KIM/MAL NAM KIM	11045 GLENOAKS BLVD	NNE 1/8 - 1/4 (0.201 mi.)	M43	97

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CHACON'S SERVICE	10189 SAN FERNANDO RD	SW 0 - 1/8 (0.017 mi.)	D8	42
LESLEY RECYCLING	10567 SAN FERNANDO RD	SW 0 - 1/8 (0.017 mi.)	11	45
S.O.S. PLANET RECYCLING	10022 SAN FERNANDO RD	SE 1/8 - 1/4 (0.169 mi.)	K35	85

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
GAG RECYCLING	13225 VAN NUYS BLVD	NW 1/4 - 1/2 (0.275 mi.)	49	104
LEOS RECYCLING INC	13158 VAN NUYS BLVD	NNW 1/4 - 1/2 (0.280 mi.)	50	104
ZEE RECYCLING CENTER	9833 SAN FERNANDO RD	SE 1/4 - 1/2 (0.487 mi.)	68	142

Local Lists of Hazardous waste / Contaminated Sites

HIST Cal-Sites: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there are 2 HIST Cal-Sites sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SAN FERNANDO VALLEY (AREA 1)	NORTH HOLLYWOOD WELLFIELD	NW 1/4 - 1/2 (0.360 mi.)	0	12
PACOIMA	13546 DESMOND ST.	NW 1/2 - 1 (0.965 mi.)	T80	165

Local Lists of Registered Storage Tanks

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 12 CA FID UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
VALLEY CIRCUITS, INCORPORATED	11031 GLENOAKS BLVD	NE 1/8 - 1/4 (0.194 mi.)	M39	89
SEUNG HO KIM/MAL NAM KIM	11045 GLENOAKS BLVD	NNE 1/8 - 1/4 (0.201 mi.)	M43	97
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CHACON'S SERVICE	10189 SAN FERNANDO RD	SW 0 - 1/8 (0.017 mi.)	D8	42
J D PLUMBING CO.	10537 SAN FERNANDO RD	SW 0 - 1/8 (0.017 mi.)	C9	43
RUDY PRINCE AUTO SALES	10115 SAN FERNANDO RD	S 0 - 1/8 (0.031 mi.)	B15	48
LEONARD SOWER	10100 SAN FERNANDO RD	SE 0 - 1/8 (0.069 mi.)	F17	50
JULIAN GANZ	12950 PIERCE ST	NW 0 - 1/8 (0.092 mi.)	H26	74
VITA JUICE CORPORATION	10725 SUTTER AVE.	NW 0 - 1/8 (0.107 mi.)	I27	75
COUNTY OF LOS ANGELES FIRE DEP	12605 OSBORNE ST	NE 0 - 1/8 (0.114 mi.)	J28	80
FOOTHILL POLICE STATION GARAGE	12760 OSBORNE	SW 1/8 - 1/4 (0.126 mi.)	G32	83
S-G ROOFING SUPPLIES, INC	10753 SUTTER AVE	NW 1/8 - 1/4 (0.148 mi.)	I34	84
STOP 'N GO	10763 SAN FERNANDO RD	NW 1/8 - 1/4 (0.213 mi.)	L47	100

EXECUTIVE SUMMARY

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 8 HIST UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
VALLEY CIRCUITS, INC.	11031 GLENOAKS BLVD	NE 1/8 - 1/4 (0.194 mi.)	M40	90
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CHACON'S SERVICE	10189 SAN FERNANDO RD.	SW 0 - 1/8 (0.017 mi.)	D7	41
J. D. PLELG CO INC	10537 SAN FERNANDO RD	SW 0 - 1/8 (0.017 mi.)	C10	44
PACOIMA EQUIPMENT RENTALS	10100 SAN FERNANDO RD	SE 0 - 1/8 (0.069 mi.)	F16	49
FOOTHILL POLICE STATION GARAGE	12760 OSBORNE ST	SW 0 - 1/8 (0.080 mi.)	G21	58
PACOIMA HELIPORT/FORESTER & FI	12605 OSBORNE ST	NE 0 - 1/8 (0.114 mi.)	J30	82
S-G ROOFING SUPPLIES,INC.	10753 SUTTER AVE	NW 1/8 - 1/4 (0.148 mi.)	I33	84
R.S. AUTO PARTS	10763 SAN FERNANDO RD	NW 1/8 - 1/4 (0.213 mi.)	L46	99

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 15 SWEEPS UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>VALLEY CIRCUITS, INCORPORATED</i>	<i>11031 GLENOAKS BLVD</i>	<i>NE 1/8 - 1/4 (0.194 mi.)</i>	<i>M39</i>	<i>89</i>
<i>SEUNG HO KIM/MAL NAM KIM</i>	<i>11045 GLENOAKS BLVD</i>	<i>NNE 1/8 - 1/4 (0.201 mi.)</i>	<i>M43</i>	<i>97</i>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>CHACON'S SERVICE</i>	<i>10189 SAN FERNANDO RD</i>	<i>SW 0 - 1/8 (0.017 mi.)</i>	<i>D8</i>	<i>42</i>
<i>J D PLUMBING CO.</i>	<i>10537 SAN FERNANDO RD</i>	<i>SW 0 - 1/8 (0.017 mi.)</i>	<i>C9</i>	<i>43</i>
<i>MESA CONTRACTING CORPORATION</i>	<i>13020 PIERCE ST</i>	<i>NE 0 - 1/8 (0.021 mi.)</i>	<i>E13</i>	<i>46</i>
<i>RUDY PRINCE AUTO SALES</i>	<i>10115 SAN FERNANDO RD</i>	<i>S 0 - 1/8 (0.031 mi.)</i>	<i>B15</i>	<i>48</i>
<i>LEONARD SOWER</i>	<i>10100 SAN FERNANDO RD</i>	<i>SE 0 - 1/8 (0.069 mi.)</i>	<i>F17</i>	<i>50</i>
<i>FOOTHILL POLICE STATION GARAGE</i>	<i>12760 OSBORNE ST</i>	<i>SW 0 - 1/8 (0.080 mi.)</i>	<i>G21</i>	<i>58</i>
<i>JULIAN GANZ</i>	<i>12950 PIERCE ST</i>	<i>NW 0 - 1/8 (0.092 mi.)</i>	<i>H26</i>	<i>74</i>
<i>VITA JUICE CORPORATION</i>	<i>10725 SUTTER AVE.</i>	<i>NW 0 - 1/8 (0.107 mi.)</i>	<i>I27</i>	<i>75</i>
<i>COUNTY OF LOS ANGELES FIRE DEP</i>	<i>12605 OSBORNE ST</i>	<i>NE 0 - 1/8 (0.114 mi.)</i>	<i>J28</i>	<i>80</i>
<i>LA CO FD WAREHOUSE</i>	<i>12605 OSBORNE ST</i>	<i>NE 0 - 1/8 (0.115 mi.)</i>	<i>J31</i>	<i>82</i>
<i>S-G ROOFING SUPPLIES, INC</i>	<i>10753 SUTTER AVE</i>	<i>NW 1/8 - 1/4 (0.148 mi.)</i>	<i>I34</i>	<i>84</i>
<i>ISABEL VEDEZ</i>	<i>10016 SAN FERNANDO RD</i>	<i>SE 1/8 - 1/4 (0.178 mi.)</i>	<i>K36</i>	<i>86</i>
<i>STOP 'N GO</i>	<i>10763 SAN FERNANDO RD</i>	<i>NW 1/8 - 1/4 (0.213 mi.)</i>	<i>L47</i>	<i>100</i>

Other Ascertainable Records

RCRA-NonGen: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or

EXECUTIVE SUMMARY

dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA-NonGen list, as provided by EDR, and dated 02/17/2010 has revealed that there is 1 RCRA-NonGen site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>AIR FLOW RESEARCH HEADS INC *D</i>	<i>10490 ILEX AVE</i>	<i>SW 0 - 1/8 (0.083 mi.)</i>	<i>23</i>	<i>67</i>

CONSENT: Major Legal settlements that establish responsibility and standards for cleanup at NPL (superfund) sites. Released periodically by U.S. District Courts after settlement by parties to litigation matters.

A review of the CONSENT list, as provided by EDR, and dated 04/11/2010 has revealed that there is 1 CONSENT site within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIELD</i>	<i>NW 1/4 - 1/2 (0.360 mi.)</i>	<i>0</i>	<i>12</i>

ROD: Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid the cleanup.

A review of the ROD list, as provided by EDR, and dated 04/29/2010 has revealed that there is 1 ROD site within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIELD</i>	<i>NW 1/4 - 1/2 (0.360 mi.)</i>	<i>0</i>	<i>12</i>

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites). This listing is no longer updated by the state agency.

A review of the Cortese list, as provided by EDR, and dated 04/05/2010 has revealed that there is 1 Cortese site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SAN FERNANDO VALLEY (AREA 1)</i>	<i>NORTH HOLLYWOOD WELLFIELD</i>	<i>NW 1/4 - 1/2 (0.360 mi.)</i>	<i>0</i>	<i>12</i>

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CAL SITES].

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 6 HIST CORTESE sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>BP WEST COAST PRODUCTS LLC 096</i>	<i>12957 VAN NUYS</i>	<i>NW 1/4 - 1/2 (0.358 mi.)</i>	<i>Q57</i>	<i>113</i>
<i>EXXON #7-3332</i>	<i>12786 VAN NUYS BLVD</i>	<i>N 1/4 - 1/2 (0.411 mi.)</i>	<i>61</i>	<i>123</i>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>FORTIN INDUSTRIES #610</i>	<i>9880 SAN FERNANDO RD</i>	<i>SE 1/4 - 1/2 (0.349 mi.)</i>	<i>O53</i>	<i>107</i>

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
NALCO CHEMICAL CO	12355 MONTAGUE AVE	E 1/4 - 1/2 (0.355 mi.)	P54	110
MOC PRODUCTS CO INC	12306 MONTAGUE ST	E 1/4 - 1/2 (0.425 mi.)	R63	128
PACOIMA COMPANY	13461 VAN NUYS BLVD	W 1/4 - 1/2 (0.436 mi.)	64	136

Notify 65: Notify 65 records contain facility notifications about any release that could impact drinking water and thereby expose the public to a potential health risk. The data come from the State Water Resources Control Board's Proposition 65 database.

A review of the Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CHEVRON USA INC.	11113 SAN FERNANDO RD	NW 1/2 - 1 (0.769 mi.)	77	153

WIP: Well Investigation Program case in the San Gabriel and San Fernando Valley area.

A review of the WIP list, as provided by EDR, and dated 07/03/2009 has revealed that there are 3 WIP sites within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SDI INDUSTRIES INC Facility Status: Historical	13000 PIERCE	NE 0 - 1/8 (0.072 mi.)	E18	50
JULIAN GANZ Facility Status: Historical	12950 PIERCE ST	NW 0 - 1/8 (0.092 mi.)	H26	74
VITA JUICE CORPORATION Facility Status: Historical	10725 SUTTER AVE.	NW 0 - 1/8 (0.107 mi.)	I27	75

EDR PROPRIETARY RECORDS

EDR Proprietary Records

EDR Historical Auto Stations: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.

A review of the EDR Historical Auto Stations list, as provided by EDR, has revealed that there are 4 EDR Historical Auto Stations sites within approximately 0.25 miles of the target property.

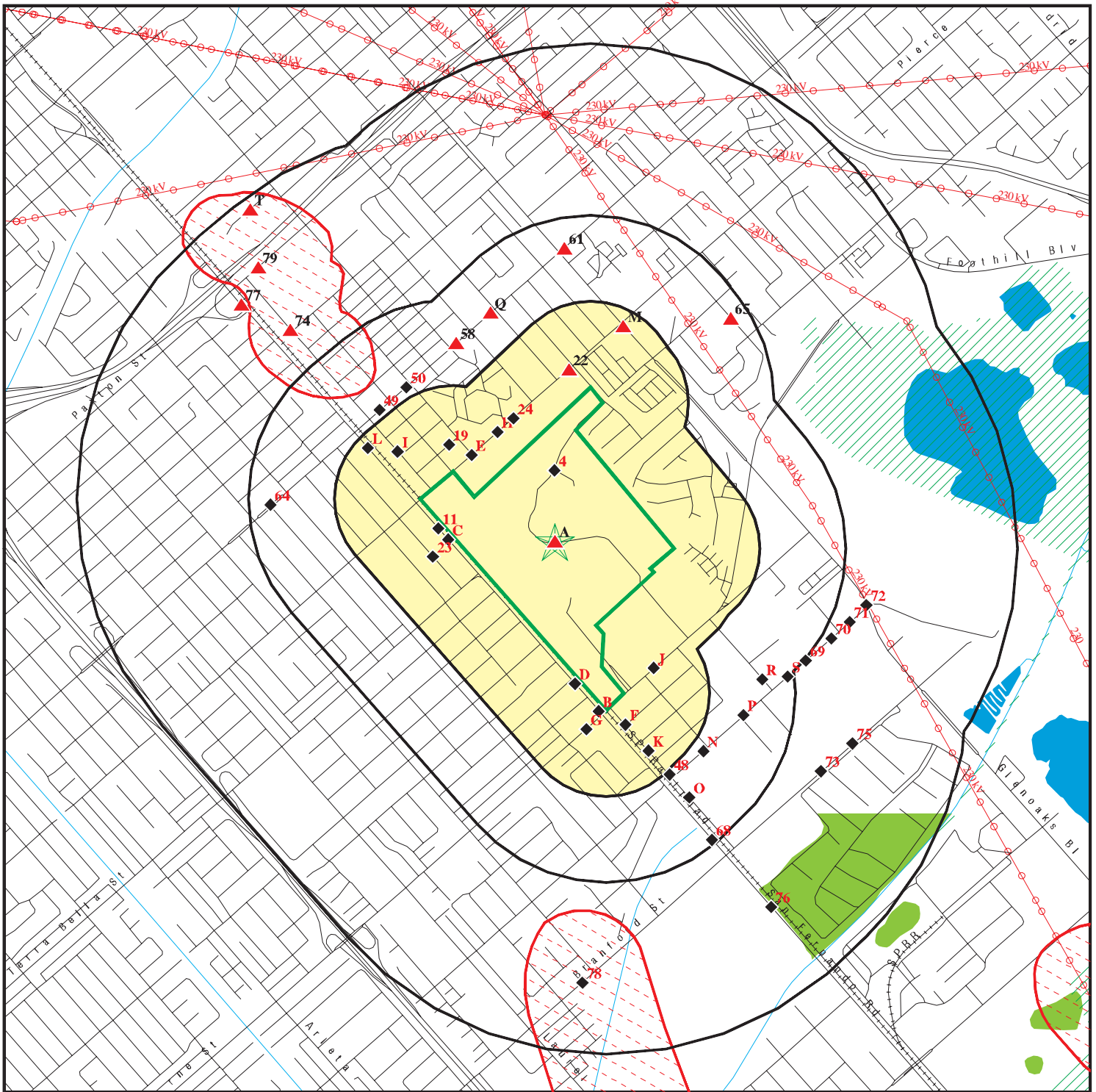
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
COLVIN G H	10133 SAN FERNANDO RD	SW 0 - 1/8 (0.015 mi.)	B5	40
LOOSE & BOHL	10504 SAN FERNANDO RD	SW 0 - 1/8 (0.015 mi.)	C6	41
GRILLO PASQUALE	10119 SAN FERNANDO RD	S 0 - 1/8 (0.023 mi.)	B14	48
GUTIERREZ I C	13040 JOUETT AV	N 0 - 1/8 (0.078 mi.)	19	57

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

<u>Site Name</u>	<u>Database(s)</u>
TUJUNGA WELLFIELD SITE DISCOVERY	CERCLIS
LOUIS VISCO LANDFILL	SWF/LF
PENDLETON ST. LANDFILL	SWF/LF
STRATHERN INERT LANDFILL	SWF/LF
CHEVRON U.S.A PRODUCTS COMPANY	UST
11370 SAN FERNANDO RD	RCRA-SQG, FINDS
ACTIVE MAGNETIC INSPECTION	SLIC
WHITEMAN	EMI

OVERVIEW MAP - 2810310.2s



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

Power transmission lines

Oil & Gas pipelines

100-year flood zone

500-year flood zone

National Wetland Inventory

Areas of Concern

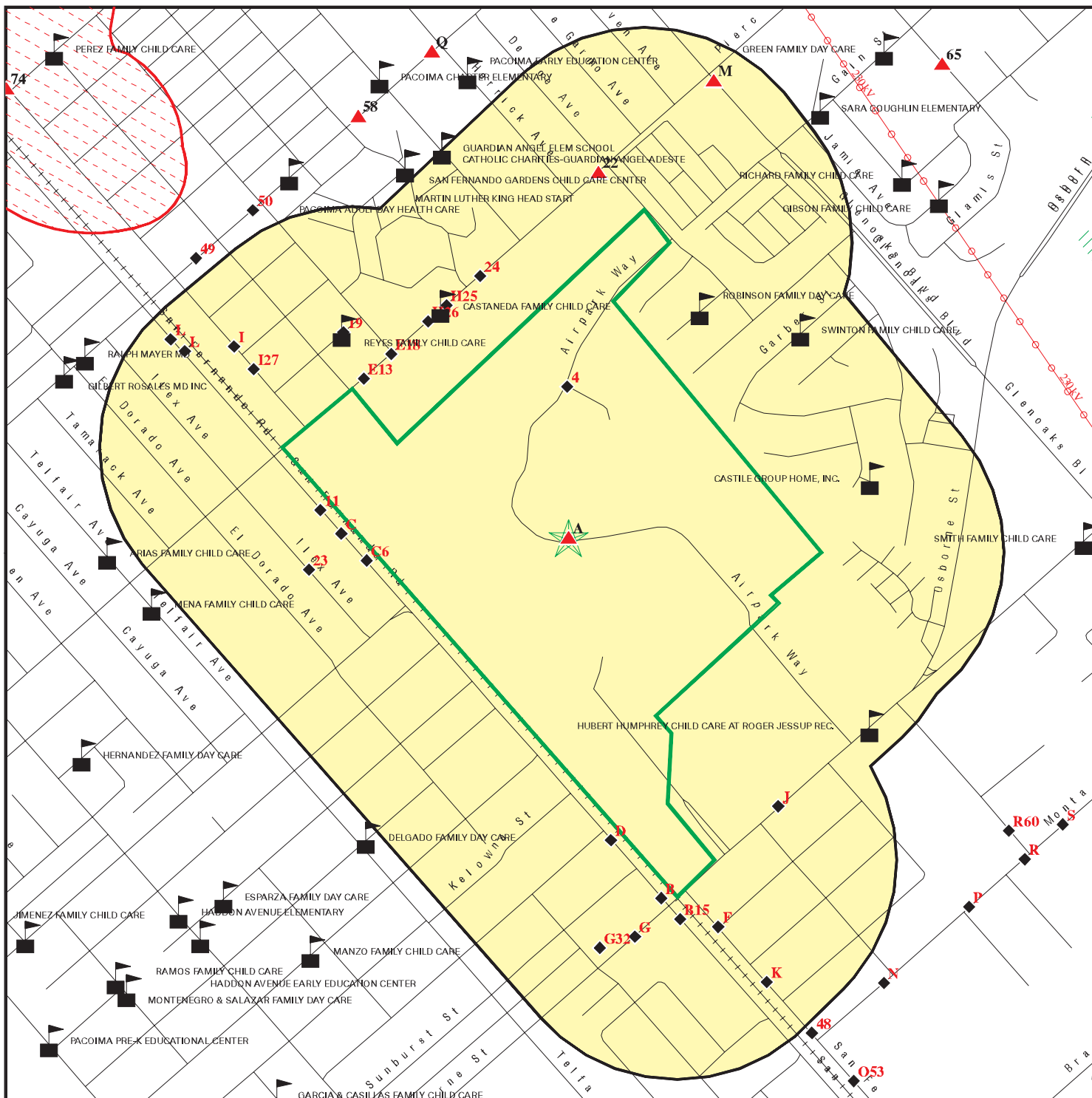


This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Whiteman Airport
 ADDRESS: San Fernando Road
 Pacoima CA 91331
 LAT/LONG: 34.2615 / 118.4119

CLIENT: Ultrasystems Environmental Inc
 CONTACT: Dan Herlihy
 INQUIRY #: 2810310.2s
 DATE: July 07, 2010 3:46 pm

DETAIL MAP - 2810310.2s



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

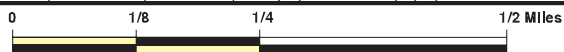
Power transmission lines

Oil & Gas pipelines

100-year flood zone

500-year flood zone

Areas of Concern



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Whiteman Airport
 ADDRESS: San Fernando Road
 Pacoima CA 91331
 LAT/LONG: 34.2615 / 118.4119

CLIENT: Ultrasystems Environmental Inc
 CONTACT: Dan Herlihy
 INQUIRY #: 2810310.2s
 DATE: July 07, 2010 3:48 pm

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<u>STANDARD ENVIRONMENTAL RECORDS</u>								
<i>Federal NPL site list</i>								
NPL		1.000	0	0	1	0	NR	1
Proposed NPL		1.000	0	0	0	0	NR	0
NPL LIENS		TP	NR	NR	NR	NR	NR	0
<i>Federal Delisted NPL site list</i>								
Delisted NPL		1.000	0	0	0	0	NR	0
<i>Federal CERCLIS list</i>								
CERCLIS		0.500	0	0	1	NR	NR	1
FEDERAL FACILITY		1.000	0	0	0	0	NR	0
<i>Federal CERCLIS NFRAP site List</i>								
CERC-NFRAP		0.500	0	0	0	NR	NR	0
<i>Federal RCRA CORRACTS facilities list</i>								
CORRACTS		1.000	0	0	0	0	NR	0
<i>Federal RCRA non-CORRACTS TSD facilities list</i>								
RCRA-TSDF		0.500	0	0	0	NR	NR	0
<i>Federal RCRA generators list</i>								
RCRA-LQG		0.250	0	2	NR	NR	NR	2
RCRA-SQG		0.250	7	0	NR	NR	NR	7
RCRA-CESQG		0.250	0	0	NR	NR	NR	0
<i>Federal institutional controls / engineering controls registries</i>								
US ENG CONTROLS		0.500	0	0	1	NR	NR	1
US INST CONTROL		0.500	0	0	0	NR	NR	0
<i>Federal ERNS list</i>								
ERNS		TP	NR	NR	NR	NR	NR	0
<i>State- and tribal - equivalent NPL</i>								
RESPONSE		1.000	0	0	0	2	NR	2
<i>State- and tribal - equivalent CERCLIS</i>								
ENVIROSTOR		1.000	0	1	2	12	NR	15
<i>State and tribal landfill and/or solid waste disposal site lists</i>								
SWF/LF		0.500	0	0	1	NR	NR	1
<i>State and tribal leaking storage tank lists</i>								
LUST		0.500	0	1	8	NR	NR	9
SLIC		0.500	0	0	3	NR	NR	3

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST		0.500	0	0	0	NR	NR	0
State and tribal registered storage tank lists								
UST	X	0.250	2	1	NR	NR	NR	3
AST		0.250	0	0	NR	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
FEMA UST		0.250	0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP		0.500	0	0	0	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS		0.500	0	1	5	NR	NR	6
Local Lists of Landfill / Solid Waste Disposal Sites								
DEBRIS REGION 9		0.500	0	0	0	NR	NR	0
ODI		0.500	0	0	0	NR	NR	0
WMUDS/SWAT		0.500	0	0	0	NR	NR	0
SWRCY		0.500	2	2	3	NR	NR	7
HAULERS		TP	NR	NR	NR	NR	NR	0
INDIAN ODI		0.500	0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US CDL		TP	NR	NR	NR	NR	NR	0
HIST Cal-Sites		1.000	0	0	1	1	NR	2
SCH		0.250	0	0	NR	NR	NR	0
Toxic Pits		1.000	0	0	0	0	NR	0
CDL		TP	NR	NR	NR	NR	NR	0
US HIST CDL		TP	NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA FID UST	X	0.250	7	5	NR	NR	NR	12
HIST UST	X	0.250	5	3	NR	NR	NR	8
SWEEPS UST	X	0.250	10	5	NR	NR	NR	15
Local Land Records								
LIENS 2		TP	NR	NR	NR	NR	NR	0
LUCIS		0.500	0	0	0	NR	NR	0
LIENS		TP	NR	NR	NR	NR	NR	0
DEED		0.500	0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS		TP	NR	NR	NR	NR	NR	0
CHMIRS		TP	NR	NR	NR	NR	NR	0
LDS		TP	NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
MCS		TP	NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA-NonGen		0.250	1	0	NR	NR	NR	1
DOT OPS		TP	NR	NR	NR	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
FUDS		1.000	0	0	0	0	NR	0
CONSENT		1.000	0	0	1	0	NR	1
ROD		1.000	0	0	1	0	NR	1
UMTRA		0.500	0	0	0	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
HIST FTTS		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
ICIS		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
RADINFO		TP	NR	NR	NR	NR	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN		1.000	0	0	0	0	NR	0
CA WDS	X	TP	NR	NR	NR	NR	NR	0
NPDES		TP	NR	NR	NR	NR	NR	0
Cortese		0.500	0	0	1	NR	NR	1
HIST CORTESE		0.500	0	0	6	NR	NR	6
Notify 65		1.000	0	0	0	1	NR	1
DRYCLEANERS		0.250	0	0	NR	NR	NR	0
WIP	X	0.250	3	0	NR	NR	NR	3
HAZNET	X	TP	NR	NR	NR	NR	NR	0
EMI	X	TP	NR	NR	NR	NR	NR	0
INDIAN RESERV		1.000	0	0	0	0	NR	0
SCRD DRYCLEANERS		0.500	0	0	0	NR	NR	0
PCB TRANSFORMER		TP	NR	NR	NR	NR	NR	0
COAL ASH EPA		0.500	0	0	0	NR	NR	0
COAL ASH DOE		TP	NR	NR	NR	NR	NR	0
HWP		1.000	0	0	0	0	NR	0
HWT		0.250	0	0	NR	NR	NR	0
PROC		0.500	0	0	0	NR	NR	0
FINANCIAL ASSURANCE		TP	NR	NR	NR	NR	NR	0
MWMP		0.250	0	0	NR	NR	NR	0
EDR PROPRIETARY RECORDS								
EDR Proprietary Records								
Manufactured Gas Plants		1.000	0	0	0	0	NR	0
EDR Historical Auto Stations		0.250	4	0	NR	NR	NR	4
EDR Historical Cleaners		0.250	0	0	NR	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

A1 **WHITEMAN AIRPORT**
Target **12653 OSBORNE ST**
Property **PACOIMA, CA 91331**

CA WDS **U001567463**
UST **N/A**
HIST UST
SWEEPS UST
WIP
HAZNET
EMI

Site 1 of 3 in cluster A

Actual:
1024 ft.

CA WDS:

Facility ID: 4 19I016804
 Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
 Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
 NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
 Subregion: 4
 Facility Telephone: 8188965271
 Facility Contact: Richard Freeman
 Agency Name: AMERICAN AIRPORTS CORP.
 Agency Address: Not reported
 Agency City,St,Zip: 0
 Agency Contact: Not reported
 Agency Telephone: Not reported
 Agency Type: Private
 SIC Code: 4500
 SIC Code 2: Not reported
 Primary Waste: Stormwater Runoff
 Primary Waste Type: Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
 Secondary Waste: Not reported
 Secondary Waste Type: Not reported
 Design Flow: 0
 Baseline Flow: 0
 Reclamation: No reclamation requirements associated with this facility.
 POTW: The facility is not a POTW.
 Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
 Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

UST:

Global ID: 6877
 Latitude: 34.25543
 Longitude: -118.40783

HIST UST:

Region: STATE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WHITEMAN AIRPORT (Continued)

U001567463

Facility ID: 00000020914
Facility Type: Other
Other Type: AVIATION FUEL
Total Tanks: 0002
Contact Name: CHEVRON
Telephone: 8188965271
Owner Name: L.A. COUNTY ENGINEER/FACILITIE
Owner Address: 550 S. VERMONT
Owner City,St,Zip: LOS ANGELES, CA 90020

Tank Num: 001
Container Num: 001
Year Installed: 1972
Tank Capacity: 00015000
Tank Used for: PRODUCT
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 002
Year Installed: 1972
Tank Capacity: 00015000
Tank Used for: PRODUCT
Type of Fuel: 06
Tank Construction: Not reported
Leak Detection: Stock Inventor

SWEEPS UST:

Status: A
Comp Number: 1492
Number: 5
Board Of Equalization: 44-011816
Ref Date: 04-03-93
Act Date: 03-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001492-000001
Actv Date: 04-20-88
Capacity: 15000
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: 2

Status: A
Comp Number: 1492
Number: 5
Board Of Equalization: 44-011816
Ref Date: 04-03-93
Act Date: 03-18-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001492-000002
Actv Date: 04-20-88

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WHITEMAN AIRPORT (Continued)

U001567463

Capacity: 15000
Tank Use: CHEMICAL
Stg: P
Content: UNKNOWN
Number Of Tanks: Not reported

WIP:

Region: 4
File Number: 111.2620
File Status: Historical
Staff: EN
Facility Suite: Not reported

HAZNET:

Gepaid: CAL000000901
Contact: LA COUNTY PUBLIC WKS
Telephone: 6264587389
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12653 OSBORNE ST
Mailing City,St,Zip: PACOIMA, CA 913312104
Gen County: Los Angeles
TSD EPA ID: CAD980883177
TSD County: Kern
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Tons: .3753
Facility County: Los Angeles

Gepaid: CAL000000901
Contact: LA COUNTY PUBLIC WKS
Telephone: 6264587389
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12653 OSBORNE ST
Mailing City,St,Zip: PACOIMA, CA 913312104
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Not reported
Tons: 20.433
Facility County: Los Angeles

Gepaid: CAL000000901
Contact: LA COUNTY PUBLIC WKS
Telephone: 6264587389
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12653 OSBORNE ST
Mailing City,St,Zip: PACOIMA, CA 913312104
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Treatment, Tank

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WHITEMAN AIRPORT (Continued)

U001567463

Tons: 109.671
Facility County: Los Angeles

Gepaid: CAL000000901
Contact: MARIO LINAN
Telephone: 6264587167
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 900 S FREMONT AVE
Mailing City,St,Zip: ALHAMBRA, CA 91803
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Unspecified solvent mixture Waste
Disposal Method: H061
Tons: 0.99
Facility County: Los Angeles

Gepaid: CAL000000901
Contact: MARIO LINAN
Telephone: 6264587167
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 900 S FREMONT AVE
Mailing City,St,Zip: ALHAMBRA, CA 91803
Gen County: Los Angeles
TSD EPA ID: CAD099452708
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: H039
Tons: 0.19
Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
9 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 61872
Air District Name: SC
SIC Code: 5032
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 1
NOX - Oxides of Nitrogen Tons/Yr: 2
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1996
County Code: 19
Air Basin: SC

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

WHITEMAN AIRPORT (Continued)

U001567463

Facility ID: 61872
 Air District Name: SC
 SIC Code: 4581
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 0
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 2
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 1
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 1

**A2
 Target
 Property**

**WHITEMAN AIRPORT
 .
 PACOIMA, CA 91331**

**EMI S106842612
 N/A**

Site 2 of 3 in cluster A

**Actual:
 1024 ft.**

EMI:

Year: 1987
 County Code: 19
 Air Basin: SC
 Facility ID: 180014
 Air District Name: SC
 SIC Code: 4582
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 36
 Reactive Organic Gases Tons/Yr: 32
 Carbon Monoxide Emissions Tons/Yr: 425
 NOX - Oxides of Nitrogen Tons/Yr: 1
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1990
 County Code: 19
 Air Basin: SC
 Facility ID: 180014
 Air District Name: SC
 SIC Code: 4582
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 37
 Reactive Organic Gases Tons/Yr: 33
 Carbon Monoxide Emissions Tons/Yr: 437
 NOX - Oxides of Nitrogen Tons/Yr: 1
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1999
 County Code: 19
 Air Basin: SC

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

WHITEMAN AIRPORT (Continued)

S106842612

Facility ID: 180014
 Air District Name: SC
 SIC Code: 4581
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 9
 Reactive Organic Gases Tons/Yr: 8
 Carbon Monoxide Emissions Tons/Yr: 271
 NOX - Oxides of Nitrogen Tons/Yr: 1
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

**A3
 Target
 Property**

**WHITEMAN AIRPORT
 12653 OSBORNE ST
 PACOIMA, CA 91331**

CA FID UST

**S101618431
 N/A**

Site 3 of 3 in cluster A

**Actual:
 1024 ft.**

CA FID UST:
 Facility ID: 19011510
 Regulated By: UTNKA
 Regulated ID: 00020914
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 8188965271
 Mail To: Not reported
 Mailing Address: 900 S FREMONT AVE
 Mailing Address 2: Not reported
 Mailing City,St,Zip: PACOIMA 913310000
 Contact: Not reported
 Contact Phone: Not reported
 DUNs Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Active

**NPL
 Region
 NW
 1/4-1/2
 1902 ft.**

**SAN FERNANDO VALLEY (AREA 1)
 NORTH HOLLYWOOD WELLFIELD AREA
 NORTH HOLLYWOOD, CA 91601**

**NPL 1000709322
 CERCLIS CAD980894893
 US ENG CONTROLS
 CONSENT
 ROD
 FINDS
 HIST Cal-Sites
 Cortese
 ENVIROSTOR**

NPL:
 EPA ID: CAD980894893
 EPA Region: 09
 Federal: N
 Final Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Category Details:

NPL Status: Currently on the Final NPL
Category Description: Depth To Aquifer-<= 10 Feet
Category Value: 1

NPL Status: Currently on the Final NPL
Category Description: Distance To Nearest Population-> 0 And <= 1/4 Mile
Category Value: 10

Site Details:

Site Name: SAN FERNANDO VALLEY (AREA 1)
Site Status: Final
Site Zip: 91601
Site City: NORTH HOLLYWOOD
Site State: CA
Federal Site: No
Site County: LOS ANGELES
EPA Region: 09
Date Proposed: 10/15/84
Date Deleted: Not reported
Date Finalized: 06/10/86

Substance Details:

NPL Status: Currently on the Final NPL
Substance ID: Not reported
Substance: Not reported
CAS #: Not reported
Pathway: Not reported
Scoring: Not reported

NPL Status: Currently on the Final NPL
Substance ID: U044
Substance: CHLOROFORM
CAS #: 67-66-3
Pathway: GROUND WATER PATHWAY
Scoring: 4

NPL Status: Currently on the Final NPL
Substance ID: U210
Substance: TETRACHLOROETHENE
CAS #: 127-18-4
Pathway: GROUND WATER PATHWAY
Scoring: 2

NPL Status: Currently on the Final NPL
Substance ID: U211
Substance: CARBON TETRACHLORIDE
CAS #: 56-23-5
Pathway: GROUND WATER PATHWAY
Scoring: 4

NPL Status: Currently on the Final NPL
Substance ID: U228
Substance: TRICHLOROETHYLENE (TCE)
CAS #: 79-01-6
Pathway: GROUND WATER PATHWAY

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Scoring: 2

Summary Details:

Conditions at proposal (October 15, 1984): San Fernando Valley Area 1) is an area of contaminated ground water in the vicinity of the North Hollywood section of the City of Los Angeles, Los Angeles County, California. This area is part of the San Fernando Valley Basin, a natural underground reservoir that represents an important source of drinking water for at least 3 million people in the Los Angeles metropolitan area. The contaminated ground water, which underlies an area of approximately 5,156 acres, contains trichloroethylene (TCE) and perchloroethylene (PCE), and to a lesser extent, carbon tetrachloride and chloroform, according to analyses conducted by the California Department of Health Services, as well as numerous local government agencies. The State's recommended drinking water guideline for TCE and PCE (5 and 4 parts per billion respectively) are exceeded in a number of public wells in this area. To alleviate this contamination, wells are either taken out of service or blended with water from clean sources to ensure that the public receives water with TCE/PCE concentrations below the State's guidelines. Status (June 10, 1986): EPA and the Los Angeles Department of Water and Power are entering into a cooperative agreement for a remedial investigation of the San Fernando Valley Basin and a feasibility study targeted at Area 1, the most contaminated area. The RI is scheduled to begin in early 1986.

Site Status Details:

NPL Status: Final
Proposed Date: 10/15/1984
Final Date: 06/10/1986
Deleted Date: Not reported

Narratives Details:

NPL Name: SAN FERNANDO VALLEY (AREA 1)
City: NORTH HOLLYWOOD
State: CA

CERCLIS:

Site ID: 0902251
Federal Facility: Not a Federal Facility
NPL Status: Currently on the Final NPL
Non NPL Status: Not reported

CERCLIS Site Contact Name(s):

Contact Name: Bob Fitzgerald
Contact Tel: Not reported
Contact Title: Remedial Project Manager (RPM)

Contact Name: Karen Jurist
Contact Tel: (415) 972-3219
Contact Title: Site Assessment Manager (SAM)

Contact Name: Jeff Inglis
Contact Tel: (415) 972-3095
Contact Title: Site Assessment Manager (SAM)

Contact Name: Carl Brickner

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Contact Tel: (415) 972-3814
Contact Title: Site Assessment Manager (SAM)

Contact Name: Kelly Manheimer
Contact Tel: (415) 972-3290
Contact Title: Remedial Project Manager (RPM)

Contact Name: David Stensby
Contact Tel: (415) 972-3246
Contact Title: Remedial Project Manager (RPM)

CERCLIS Site Alias Name(s):

Alias Name: SAN FERNANDO VALLEY- N HOLLYWOOD WELLFLD
Alias Address: Not reported
NORTH HOLLYWOOD & BURBANK, CA 91600

Alias Name: NORTH HOLLYWOOD OPERABLE UNIT
Alias Address: Not reported
CA

Alias Name: BURBANK OPERABLE UNIT
Alias Address: Not reported
CA

Alias Name: SAN FERNANDO VALLEY (AREA 1)
Alias Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601

Alias Name: SAN FERNANDO VALLEY (AREA 1)
Alias Address: NORTH HOLLYWOOD WELLFIELD AREA
LOS ANGELES, CA 91601

Site Description: SAN FERNANDO #1 IS AN AREA OF CONTAMINATED GROUND WATER IN VICINITY OF N. HOLLYWOOD, CA. THIS AREA IS PART OF THE SAN FERNANDO VALLEY BASIN, A NATURAL UNDERGROUND RESERVOIR THAT IS SOURCE OF DRK WATER FOR 3MIL. CONTAMINATED W/TCE, PCE, CAR

CERCLIS Assessment History:

Action: DISCOVERY
Date Started: Not reported
Date Completed: 12/01/83
Priority Level: Not reported

Action: HAZARD RANKING SYSTEM PACKAGE
Date Started: Not reported
Date Completed: 04/01/84
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: Not reported
Date Completed: 04/01/84
Priority Level: Higher priority for further assessment

Action: SITE INSPECTION
Date Started: Not reported
Date Completed: 04/01/84
Priority Level: Higher priority for further assessment

Action: PROPOSAL TO NATIONAL PRIORITIES LIST
Date Started: Not reported
Date Completed: 10/15/84
Priority Level: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 09/30/84
Date Completed: 08/15/85
Priority Level: Not reported

Action: FINAL LISTING ON NATIONAL PRIORITIES LIST
Date Started: Not reported
Date Completed: 06/10/86
Priority Level: Not reported

Action: COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Date Started: 08/16/85
Date Completed: 09/24/87
Priority Level: Not reported

Action: REMEDIAL DESIGN
Date Started: 04/01/87
Date Completed: 09/24/87
Priority Level: Not reported

Action: RECORD OF DECISION
Date Started: Not reported
Date Completed: 09/24/87
Priority Level: Not reported

Action: Notice Letters Issued
Date Started: Not reported
Date Completed: 08/24/88
Priority Level: Not reported

Action: Notice Letters Issued
Date Started: Not reported
Date Completed: 04/13/89
Priority Level: Not reported

Action: COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Date Started: 01/15/88
Date Completed: 06/30/89
Priority Level: Not reported

Action: RECORD OF DECISION
Date Started: Not reported
Date Completed: 06/30/89
Priority Level: Not reported

Action: Special Notice Issued
Date Started: Not reported
Date Completed: 06/30/89
Priority Level: Not reported

Action: Special Notice Issued
Date Started: Not reported
Date Completed: 05/04/90
Priority Level: Not reported

Action: REMOVAL ASSESSMENT
Date Started: 08/29/90

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Date Completed: 08/29/90
Priority Level: Not reported

Action: UNILATERAL ADMIN ORDER
Date Started: Not reported
Date Completed: 08/30/90
Priority Level: Not reported

Action: Notice Letters Issued
Date Started: Not reported
Date Completed: 08/30/90
Priority Level: Not reported

Action: Explanation Of Significant Differences
Date Started: Not reported
Date Completed: 11/12/90
Priority Level: Not reported

Action: Special Notice Issued
Date Started: Not reported
Date Completed: 11/20/90
Priority Level: Not reported

Action: REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Date Started: 05/04/89
Date Completed: 03/28/91
Priority Level: Not reported

Action: REMOVAL
Date Started: 08/27/90
Date Completed: 05/23/91
Priority Level: Cleaned up

Action: REMOVAL COMMUNITY RELATIONS
Date Started: 09/11/90
Date Completed: 05/23/91
Priority Level: Not reported

Action: REMOVAL ASSESSMENT
Date Started: 06/17/91
Date Completed: 06/17/91
Priority Level: Not reported

Action: REMEDIAL ACTION
Date Started: 08/06/87
Date Completed: 09/04/91
Priority Level: Not reported

Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 08/16/90
Date Completed: 09/30/91
Priority Level: Not reported

Action: CONSENT DECREE
Date Started: 03/28/91
Date Completed: 03/25/92
Priority Level: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action: UNILATERAL ADMIN ORDER
Date Started: Not reported
Date Completed: 03/26/92
Priority Level: Not reported

Action: RISK/HEALTH ASSESSMENT
Date Started: Not reported
Date Completed: 12/15/92
Priority Level: Not reported

Action: ECOLOGICAL RISK ASSESSMENT
Date Started: Not reported
Date Completed: 12/15/92
Priority Level: Not reported

Action: PREPARATION OF COST DOCUMENT PACKAGE
Date Started: Not reported
Date Completed: 06/17/93
Priority Level: Not reported

Action: NATIONAL PRIORITIES LIST RESPONSIBLE PARTY SEARCH
Date Started: 09/25/89
Date Completed: 06/30/93
Priority Level: Not reported

Action: FIVE-YEAR REVIEW
Date Started: 07/08/93
Date Completed: 07/08/93
Priority Level: Not reported

Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started: 03/25/92
Date Completed: 11/22/93
Priority Level: Not reported

Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started: 07/27/92
Date Completed: 11/22/93
Priority Level: Not reported

Action: UNILATERAL ADMIN ORDER
Date Started: Not reported
Date Completed: 02/18/94
Priority Level: Not reported

Action: PREPARATION OF COST DOCUMENT PACKAGE
Date Started: 03/24/94
Date Completed: 06/24/94
Priority Level: Not reported

Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Date Started: 02/18/94
Date Completed: 09/09/94
Priority Level: Not reported

Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL INVESTIGATION

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Date Started: 02/18/94
Date Completed: 09/09/94
Priority Level: Not reported

Action: PREPARATION OF COST DOCUMENT PACKAGE
Date Started: 09/04/94
Date Completed: 02/13/95
Priority Level: Not reported

Action: PREPARATION OF COST DOCUMENT PACKAGE
Date Started: 10/17/95
Date Completed: 01/26/96
Priority Level: Not reported

Action: Lodged By DOJ
Date Started: Not reported
Date Completed: 02/21/96
Priority Level: Not reported

Action: Lodged By DOJ
Date Started: Not reported
Date Completed: 03/14/96
Priority Level: Not reported

Action: CONSENT DECREE
Date Started: 01/02/96
Date Completed: 07/01/96
Priority Level: Not reported

Action: CONSENT DECREE
Date Started: 02/12/96
Date Completed: 08/01/96
Priority Level: Not reported

Action: SECTION 107 LITIGATION
Date Started: 03/19/93
Date Completed: 01/14/97
Priority Level: Not reported

Action: COST RECOVERY NEGOTIATIONS
Date Started: 07/16/93
Date Completed: 01/14/97
Priority Level: Not reported

Action: Explanation Of Significant Differences
Date Started: Not reported
Date Completed: 02/12/97
Priority Level: Not reported

Action: Lodged By DOJ
Date Started: Not reported
Date Completed: 02/18/97
Priority Level: Not reported

Action: Lodged By DOJ
Date Started: Not reported
Date Completed: 02/18/97

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Priority Level:	Not reported
Action:	CONSENT DECREE
Date Started:	01/14/97
Date Completed:	05/14/97
Priority Level:	Not reported
Action:	CONSENT DECREE
Date Started:	Not reported
Date Completed:	05/14/97
Priority Level:	Not reported
Action:	REMEDIAL DESIGN/REMEDIAL ACTION NEGOTIATIONS
Date Started:	05/04/94
Date Completed:	08/07/97
Priority Level:	Not reported
Action:	POTENTIALLY RESPONSIBLE PARTY REMEDIAL DESIGN
Date Started:	03/25/92
Date Completed:	09/30/97
Priority Level:	Not reported
Action:	Lodged By DOJ
Date Started:	Not reported
Date Completed:	03/17/98
Priority Level:	Not reported
Action:	CONSENT DECREE
Date Started:	08/07/97
Date Completed:	06/22/98
Priority Level:	Not reported
Action:	ADMINISTRATIVE ORDER ON CONSENT
Date Started:	Not reported
Date Completed:	06/30/98
Priority Level:	Not reported
Action:	FIVE-YEAR REVIEW
Date Started:	Not reported
Date Completed:	08/17/98
Priority Level:	Not reported
Action:	ADMINISTRATIVE ORDER ON CONSENT
Date Started:	Not reported
Date Completed:	12/30/98
Priority Level:	Not reported
Action:	LONG TERM RESPONSE ACTION
Date Started:	12/01/89
Date Completed:	12/01/99
Priority Level:	Not reported
Action:	FIVE-YEAR REVIEW
Date Started:	06/20/03
Date Completed:	09/30/03
Priority Level:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Action:	FIVE-YEAR REVIEW
Date Started:	04/15/04
Date Completed:	09/30/04
Priority Level:	Not reported
Action:	UNILATERAL ADMIN ORDER
Date Started:	Not reported
Date Completed:	03/29/07
Priority Level:	Not reported
Action:	Notice of Intent by All Parties
Date Started:	Not reported
Date Completed:	03/29/07
Priority Level:	Not reported
Action:	NEGOTIATION (GENERIC)
Date Started:	Not reported
Date Completed:	09/16/08
Priority Level:	Not reported
Action:	ADMINISTRATIVE ORDER ON CONSENT
Date Started:	Not reported
Date Completed:	09/16/08
Priority Level:	Not reported
Action:	UNILATERAL ADMIN ORDER
Date Started:	Not reported
Date Completed:	09/18/08
Priority Level:	Not reported
Action:	FIVE-YEAR REVIEW
Date Started:	Not reported
Date Completed:	09/30/08
Priority Level:	Not reported
Action:	FEASIBILITY STUDY
Date Started:	01/23/06
Date Completed:	09/30/09
Priority Level:	Not reported
Action:	RECORD OF DECISION
Date Started:	Not reported
Date Completed:	09/30/09
Priority Level:	Not reported
Action:	COMBINED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
Date Started:	08/16/85
Date Completed:	Not reported
Priority Level:	Not reported
Action:	TECHNICAL ASSISTANCE
Date Started:	09/30/85
Date Completed:	Not reported
Priority Level:	Not reported
Action:	POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
Date Started:	11/22/93

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Date Completed: Not reported
Priority Level: Not reported

Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
Date Started: 11/22/93
Date Completed: Not reported
Priority Level: Not reported

Action: POTENTIALLY RESPONSIBLE PARTY REMEDIAL ACTION
Date Started: 09/30/97
Date Completed: Not reported
Priority Level: Not reported

Action: OPERATIONS AND MAINTENANCE
Date Started: 12/01/99
Date Completed: Not reported
Priority Level: Not reported

US ENG CONTROLS:

EPA ID: CAD980894893
Site ID: 0902251
Name: SAN FERNANDO VALLEY (AREA 1)
Address: NORTH HOLLYWOOD WELLFIELD AREA
NORTH HOLLYWOOD, CA 91601

EPA Region: 09
County: LOS ANGELES
Event Code: Not reported
Actual Date: Not reported

Action ID: 002
Action Name: RECORD OF DECISION
Action Completion date: 6/30/1989
Planned Complet. date: 6/30/1989
Operable Unit: 03
Contaminated Media : Groundwater
Engineering Control: Carbon Adsorption

Action ID: 003
Action Name: RECORD OF DECISION
Action Completion date: 9/24/1987
Planned Complet. date: 9/30/1987
Operable Unit: 02
Contaminated Media : Groundwater
Engineering Control: Air Sparging

Action ID: 003
Action Name: RECORD OF DECISION
Action Completion date: 9/24/1987
Planned Complet. date: 9/30/1987
Operable Unit: 02
Contaminated Media : Groundwater
Engineering Control: Discharge

Action ID: 003
Action Name: RECORD OF DECISION
Action Completion date: 9/24/1987

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Planned Complet. date: 9/30/1987
Operable Unit: 02
Contaminated Media : Groundwater
Engineering Control: Liquid Phase Carbon Adsorption

CONSENT:

EPA ID: CAD980894893
Site ID: Not reported
Case Title: U.S. V. ALLIED-SIGNAL, ET AL.
Court Num: 93-6490
District: California, Cent
Entered Date: 19970514
Full-text of the consent decree for this site issued by the United States District Court is available from EDR. Contact your EDR Account Executive.

ROD:

Full-text of USEPA Record of Decision(s) is available from EDR.

FINDS:

Registry ID: 110009267961

Environmental Interest/Information System

California Department of Toxic Substances Control EnviroStor System (DTSC-EnviroStor) is an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. The EnviroStor database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
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SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

HISTORICAL CAL-SITES:

Facility ID: 19990011
Region: 3
Region Name: GLENDALE
Branch: SA
Branch Name: SO CAL - GLENDALE
File Name: Not reported
State Senate District: 05151996
Status: AWP - ANNUAL WORKPLAN (AWP) - ACTIVE SITE
Status Name: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency: EPA
Lead Agency: ENVIRONMENTAL PROTECTION AGENCY
Facility Type: NPJF
Type Name: NPL SITE, JOINT STATE/FEDERAL-FUNDED
NPL: Listed
SIC Code: 99
SIC Name: NONCLASSIFIABLE ESTABLISHMENTS
Access: Not reported
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Confirmed
Staff Member Responsible for Site: TYARGEAU
Supervisor Responsible for Site: Not reported
Region Water Control Board: LA
Region Water Control Board Name: LOS ANGELES
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Lat/Long Description: Not reported
State Assembly District Code: 43
State Senate District Code: 20
Facility ID: 19990011
Activity: RAP
Activity Name: REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code: NH
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 09301987
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19990011

Map ID
Direction
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Activity: RIFS
Activity Name: REMEDIAL INVESTIGATION / FEASIBILITY STUDY
AWP Code: NH
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 09301987
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19990011
Activity: RA
Activity Name: REMOVAL ACTION
AWP Code: NH
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 03311989
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19990011
Activity: RAP
Activity Name: REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code: B
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 06301989
Est Person-Yrs to complete: 0
Estimated Size: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19990011
Activity: RIFS
Activity Name: REMEDIAL INVESTIGATION / FEASIBILITY STUDY
AWP Code: B
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 06301989
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19990011
Activity: PPP
Activity Name: PUBLIC PARTICIPATION PLAN
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 04301990
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported

Map ID
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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19990011
Activity: DES
Activity Name: DESIGN
AWP Code: B-PH1
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 03311997
Est Person-Yrs to complete: 0.30000
Estimated Size: X
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19990011
Activity: COST
Activity Name: COST RECOVERY
AWP Code: NH1/1
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 09041996
Est Person-Yrs to complete: 0
Estimated Size: X
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19990011
Activity: OM
Activity Name: OPERATION & MAINTENANCE
AWP Code: NH OU

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MAP FINDINGS

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SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Proposed Budget: 0
AWP Completion Date: 06302009
Revised Due Date: Not reported
Comments Date: Not reported
Est Person-Yrs to complete: 0
Estimated Size: M
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19990011
Activity: COST
Activity Name: COST RECOVERY
AWP Code: NH2/1
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 06201997
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19990011
Activity: DES
Activity Name: DESIGN
AWP Code: B-PH2
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 11171997
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE

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SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	CSNH1
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	08011996
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19990011
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	CSNH2
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	05141997
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0

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SAN FERNANDO VALLEY (AREA 1) (Continued)

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For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19990011
Activity: ORDER
Activity Name: I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code: CD-B2
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 06241997
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19990011
Activity: 5YEAR
Activity Name: FIVE-YEAR REVIEW REQUIRED BY CERCLA
AWP Code: NH OU
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 08171998
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Alternate Address: NORTH HOLLYWOOD AREA
Alternate City,St,Zip: NORTH HOLLYWOOD, CA 91606
Alternate Address: NORTH HOLLYWOOD WELLFIELD AREA
Alternate City,St,Zip: LOS ANGELES, CA 91601
Alternate Address: BURBANK
Alternate City,St,Zip: BURBANK, CA 91502
Background Info: The San Fernando Valley Ground Water Basin (SFVGWB) is located

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SAN FERNANDO VALLEY (AREA 1) (Continued)

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within the Upper Los Angeles River Area, and consists of the eastern portion of the San Fernando Valley and the entire Verdugo Basin. The SFVGBW encompasses approximately 112,000 acres of alluvial valley fill deposits and provides enough water to serve approximately 600,000 residents. The Basin is bounded on the north and the northwest by the Santa Susana Mountains, on the northeast by the San Gabriel Mountains, on the west by the Simi Hills and on the south by the Santa Monica Mountains.

The San Fernando Valley Study area includes four National Priorities List (NPL) sites. They are:

Area #1 - North Hollywood NPL Site covers 9336 acres in the eastern part of the San Fernando Valley. The site has been divided into the North Hollywood Operable Unit(OU) and the Burbank OU.

Area #2 - Crystal Springs NPL Site covers 3975 acres located southeast of the North Hollywood NPL site and is in the cities of Glendale and Los Angeles.

Area #3 - Verdugo NPL Site covers 2673 acres in the eastern part of the SF Valley and is located in and adjacent to La Crescenta in the Verdugo Mountains.

Area #4 - the Pollock NPL Site covers 1635 acres in the south-eastern part of the San Fernando Valley and is located in and adjacent to the cities of Los Angeles and Glendale.

Groundwater contamination in the SFVGBW is linked to prewar, postwar, and current industrialization in the San Fernando Valley.

The primary contaminants of concern are the volatile organic compounds (VOCs) trichloroethylene (TCE) and tetrachloroethylene (PCE). These compounds have been and/or are being used in many San Fernando Valley industries, such as aeronautical, automotive dry cleaning, and metal plating. These solvents have found their way to the groundwater basin as a result of both past and improper use, storage and disposal practices. The SFVGBW Superfund sites, added to the NPL in 1986, are areas where groundwater from wells have been found to contain VOCs above the state and federal drinking water standards. Groundwater contamination in numerous wells have been so severe with TCE and PCE that these wells have essentially been put out of commission. Exposure of receptors to contaminants can possibly occur through ingestion of contaminated drinking water, inhalation of VOC vapors released from the contaminated water as in taking showers, and dermal exposure as in washing or bathing. However, with the strict regulatory control over water quality by the State's Department of Health, Office of Drinking Water (ODW), the RWQCB, and other agencies, residents are assured that the water they consume is safe and that no one is drinking water which contains concentrations of contaminants above regulatory standards. Federal, state, and local agencies have been conducting investigations and cleanup of contaminated groundwater in the San Fernando Valley since contamination was discovered in 1979. These activities involve measuring the extent of contamination, developing and implementing cleanup remedies, and identifying responsible parties. EPA provided oversight of the basinwide Remedial Investigation (RI) of groundwater contamination conducted by the Los Angeles Department of Water and Power (LADWP). The RI objectives were to collect lithological and water quality data

SAN FERNANDO VALLEY (AREA 1) (Continued)

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and information regarding basin operations for the eastern SF and Verdugo basins; develop a regional characterization of geology, hydrology, hydrogeology and the nature and extent of groundwater contamination within the eastern and Verdugo basins; study fate and transport of compounds in the environment; identify Applicable or Relevant and Appropriate Requirements; (ARAR's) and evaluate the potential risk to human health and the environment. The Remedial Investigation of the SFVGB was divided into two phases.

Phase I activities have included vertical profile borings and installation of monitoring wells to obtain preliminary contamination information. Monitoring wells have been installed as follows: 34 in North Hollywood (Area #1); 29 in Crystal Springs (Area #2); 7 in Verdugo (Area #3); and 17 in Pollock (Area #4).

Information obtained from Phase I investigation activities identified the need for several operable units. Operable Unit is a federal term which is similar to the State's definition of a removal action.

Phase II activities consist of a basinwide remedial investigation conducted by the LADWP.

Remedial Actions (RAs):

North Hollywood (Area #1) -- Two RAs were identified for Area #1, the North Hollywood OU and the Burbank OU.

A Record of Decision (ROD) for the North Hollywood RA was signed in September 1987, selecting groundwater extraction and treatment (air stripping) of 2,000 gallons per minute (gpm) of contaminated water as an interim remedy. This RA was constructed with funding from EPA and the State and has been treating contaminated groundwater since March 1989. This facility is located at 11845 Vose Street in the N. Hollywood section of Los Angeles.

A ROD for the Burbank OU was signed in June 1989, again selecting groundwater extraction and treatment of about 12,000 gpm of contaminated water. Phase I of the Burbank OU began operations in January 1996 treating groundwater at a rate of 6,000 gpm. Phase II began operations in May 1998 adding an additional 3,000 gpm to the Burbank OU's treatment capacity.

Crystal Springs (Area #2) -- LADWP has completed a focused RI/FS for this proposed RA. The Glendale OU has been separated into a North OU and a South OU based on the amount of contamination and the facilities contributing to the GW contamination. A ROD for each OU was signed on June 18, 1993 designating groundwater extraction and treatment as the interim remedy. The PRPs have formed a group and combined the RA efforts for each OU into one document. The selected alternative is GW extraction and treatment. The Glendale OU began operations in September 2000.

Verdugo and Pollock (Areas #3 and #4) --

Currently no RAs have been identified for Area #3 or for Area #4. In October 2003 US EPA proposed No Remedial Action for Verdugo Basin (Area #3).

Another contaminant of concern, hexavalent chromium, has been identified in the San Fernando Valley Groundwater Basin.

EPA and the RWQCB are currently identifying potential sources

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SAN FERNANDO VALLEY (AREA 1) (Continued)

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of contamination and pursuing PRPs that may be responsible for contaminating groundwater. As these PRPs are identified, individual site investigations and mitigation activities will be pursued. Enforceable agreements and orders will be implemented at numerous specific potential source sites within the Basin by RWQCB and DTSC

Comments Date: 01011984
Comments: Groundwater contaminated with TCE and PCE is discovered.
Comments Date: 01011984
Comments: Site covers approximately 5254 acres.
Comments Date: 04141996
Comments: Consent Decree between EPA, DTSC and settling PRPs lodged
Comments Date: 04141996
Comments: with the court. Negotiations with non-settling PRPs
Comments Date: 04141996
Comments: continue.
Comments Date: 04241994
Comments: The U.S. EPA is in the process of recovering costs from
Comments Date: 04241994
Comments: the PRPs. DOJ is pursuing the cost recovery for DTSC.
Comments Date: 04241994
Comments: The cooperative PRPs are willing to settle if they are
Comments Date: 04241994
Comments: guaranteed contribution protection from the non-settling
Comments Date: 04241994
Comments: PRPs (so that they cannot be named as a party to the
Comments Date: 04241994
Comments: suit by the non-settling PRPs). DTSC is providing
Comments Date: 04241994
Comments: documentation to DOJ (i.e. timesheets) to determine
Comments Date: 04241994
Comments: staff time charged to the project. EPA is pursuing
Comments Date: 04241994
Comments: legal action against the non-settling PRPs to recover
Comments Date: 04241994
Comments: costs of past and future oversight.
Comments Date: 05022002
Comments: EPA issues fine against Lockheed Martin for 1.37 million for
Comments Date: 05022002
Comments: Force Majeure claim on Burbank Operable Unit.
Comments Date: 05131998
Comments: 11/17/97-The phase 2 design adds an additional well (wp-180)
Comments Date: 05131998
Comments: and pipeline for extraction and treatment at the Burbank
Comments Date: 05131998
Comments: operable unit. This adds an additional 3,000 gpm to the treatment
Comments Date: 05131998
Comments: system. Additional amendments to the design include changing the
Comments Date: 05131998
Comments: Liquid Phase Granular Activated Carbon (LPGAC) bed system from an
Comments Date: 05131998
Comments: upflow to a downflow configuration, and the addition of a LPGAC
Comments Date: 05131998
Comments: backflush filtration system for continuous backflush to the
Comments Date: 05131998
Comments: plant's storm drain discharge.
Comments Date: 05141997

Map ID
Direction
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Elevation

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Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Comments: The second partial consent decree to recover DTSC's past cost is
Comments Date: 05141997
Comments: signed on May 14, 1997. This also concludes the litigation for
Comments Date: 05141997
Comments: the interim remedy at the North Hollywood OU.
Comments Date: 06201997
Comments: DTSC recovers costs in accordance with the Second Partial
Comments Date: 06201997
Comments: Consent Decree for the interim remedy at the NHOU. Two
Comments Date: 06201997
Comments: additional payments are due by 5/14/98 and and 5/14/99.
Comments Date: 06241997
Comments: A second partial Consent Decree, dated June 24, 1997, requires
Comments Date: 06241997
Comments: reimbursement to the State by Lockheed-Martin of certain past
Comments Date: 06241997
Comments: costs and annual billing for future site specific response costs.
Comments Date: 08011996
Comments: The first partial consent decree is entered by the Federal
Comments Date: 08011996
Comments: District court on August 1, 1996.
Comments Date: 08171998
Comments: A second 5-year review of remedial activities is conducted at
Comments Date: 08171998
Comments: the North Hollywood OU (NHOU) and covers operations from 1993
Comments Date: 08171998
Comments: thru 1997. The purpose was to evaluate whether the NH Interim
Comments Date: 08171998
Comments: Remedy achieved the objectives specified in the ROD. The
Comments Date: 08171998
Comments: findings of the 5-year review are that the objectives of the
Comments Date: 08171998
Comments: ROD have been met.
Comments Date: 09041996
Comments: Costs are recovered by DTSC in accordance with the First
Comments Date: 09041996
Comments: Partial Consent Decree for interim remedial action at the North
Comments Date: 09041996
Comments: Hollywood OU (NHOU). An additional payment is due by 08/01/97.
Comments Date: 09202001
Comments: The facility has been operating continuously with six water
Comments Date: 09202001
Comments: supply wells on line. This past quarter approximately 175
Comments Date: 09202001
Comments: million gallons of water was treated down to non-detect levels
Comments Date: 09202001
Comments: of contamination.
Comments Date: 12191999
Comments: Negotiating new state superfund contract between U.S. EPA, DTSC,
Comments Date: 12191999
Comments: and the Los Angeles Department of Water and Power to provide for
Comments Date: 12191999
Comments: continued funding of operation and maintenance of the NHOU.
ID Name: CALSTARS CODE
ID Value: 300127
ID Name: CALSTARS CODE
ID Value: 300126

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MAP FINDINGS

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EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

ID Name: BEP DATABASE PCODE
ID Value: P31031
Alternate Name: SAN FERNANDO VALLEY GW BASIN AREA 1NORTH HOLLYWOOD OUFSSAN FERNANDO VALLEY (AREA 1)BURBANK OU
Special Programs Code: MSCA
Special Programs Name: MULTI-SITE COOPERATIVE AGREEMENT

Cortese:

Region: CORTESE
Envirostor Id: 19990011
Site/Facility Type: FEDERAL SUPERFUND - LISTED
Cleanup Status: ACTIVE
Status Date: 5/15/1996
Site Code: 300126, 300173
Latitude: 34.1875
Longitude: -118.383888888889

ENVIROSTOR:

Site Type: Federal Superfund
Site Type Detailed: State Response or NPL
Acres: 5254
NPL: YES
Regulatory Agencies: SMBRP, RWQCB 4 - Los Angeles, US EPA
Lead Agency: US EPA
Program Manager: POONAM ACHARYA
Supervisor: Rita Kamat
Division Branch: Chatsworth
Facility ID: 19990011
Site Code: 300173
Assembly: 43
Senate: 20
Special Program: Not reported
Status: Active
Status Date: 5/15/1996 0:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.1875
Longitude: -118.3838889
APN: NONE SPECIFIED
Past Use: AEROSPACE MANUFACTURING/MAINTENANCE, MACHINE SHOP, MANUFACTURING - METAL, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER, RESEARCH - AEROSPACE
Potential COC: 30022, 30026, 30027, 30152, 30153
Confirmed COC: 3,002,230,026,300,270,000,000,000
Potential Description: AQUI, SOIL
Alias Name: NORTH HOLLYWOOD OUFSS
Alias Type: Alternate Name
Alias Name: CAD980894893
Alias Type: CERCLIS ID
Alias Name: P31031
Alias Type: PCode
Alias Name: BURBANK OU
Alias Type: Alternate Name
Alias Name: 110009267961
Alias Type: EPA (FRS #)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Alias Name: 300126
Alias Type: Project Code (Site Code)
Alias Name: SAN FERNANDO VALLEY GW BASIN AREA 1
Alias Type: Alternate Name
Alias Name: 19990011
Alias Type: Envirostor ID Number
Alias Name: 300173
Alias Type: Project Code (Site Code)

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 1997-06-24 00:00:00
Comments: A second partial Consent Decree, dated June 24, 1997, requires reimbursement to the State by Lockheed-Martin of certain past costs and annual billing for future site specific response costs.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 1997-05-14 00:00:00
Comments: The second partial consent decree to recover DTSC's past cost is signed on May 14, 1997. This also concludes the litigation for the interim remedy at the North Hollywood OU.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 1996-08-01 00:00:00
Comments: The first partial consent decree is entered by the Federal District court on August 1, 1996.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 1998-08-17 00:00:00
Comments: A second 5-year review of remedial activities is conducted at the North Hollywood OU (NHOU) and covers operations from 1993 thru 1997. The purpose was to evaluate whether the NH Interim Remedy achieved the objectives specified in the ROD. The findings of the 5-year review are that the objectives of the ROD have been met.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 1997-11-17 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 1997-03-31 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN FERNANDO VALLEY (AREA 1) (Continued)

1000709322

Completed Date: 1990-04-30 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 1989-06-30 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 1989-06-30 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 1989-03-31 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 1987-09-30 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2008-07-08 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Feasibility Study Report
Completed Date: 2009-01-08 00:00:00
Comments: DTSCs letter with comments on Focussed Feasibility Study document for North Hollywood Operable Unit, San Fernando Valley Area 1 was sent out.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Record of Decision - Interim
Completed Date: 2009-09-28 00:00:00
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

4
< 1/8
1 ft.

ARC MACHINES INC
10500 ORBITAL WY
PACOIMA, CA 91331

RCRA-SQG 1001404414
FINDS CAR000048025
HAZNET

Relative:
Lower

Actual:
1022 ft.

RCRA-SQG:

Date form received by agency: 01/18/1999
 Facility name: ARC MACHINES INC
 Facility address: 10500 ORBITAL WY
 PACOIMA, CA 91331
 EPA ID: CAR000048025
 Contact: LLOYD CARDER
 Contact address: 10500 ORBITAL WY
 PACOIMA, CA 91331
 Contact country: US
 Contact telephone: (818) 896-9556
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: ARC MACHINES INC
 Owner/operator address: 10500 ORBITAL WY
 PACOIMA, CA 91331
 Owner/operator country: Not reported
 Owner/operator telephone: (818) 896-9556
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): Unknown
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No
 Off-site waste receiver: Verified to be non-commercial

Hazardous Waste Summary:

Waste code: D002
 Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARC MACHINES INC (Continued)

1001404414

CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: U140
Waste name: ISOBUTYL ALCOHOL (I,T)

Violation Status: No violations found

FINDS:

Registry ID: 110002926004

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Gepaid: CAR000048025
Contact: SAULIUS KEREZIS
Telephone: 8186869510
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10500 ORBITAL WAY
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: H13
Tons: 2.39
Facility County: Los Angeles

Gepaid: CAR000048025
Contact: ARC MACHINES INC
Telephone: 8188969556
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10500 ORBITAL WY
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAD050806850
TSD County: Los Angeles
Waste Category: Off-specification, aged, or surplus organics
Disposal Method: Transfer Station
Tons: .3752
Facility County: Los Angeles

Gepaid: CAR000048025
Contact: SAULIUS KEREZIS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARC MACHINES INC (Continued)

1001404414

Telephone: 8186869510
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10500 ORBITAL WAY
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Oil/water separation sludge
Disposal Method: H039
Tons: 4.58
Facility County: Los Angeles

Gepaid: CAR000048025
Contact: SAULIUS KEREZIS
Telephone: 8186869510
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10500 ORBITAL WAY
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: H135
Tons: 2.12
Facility County: Los Angeles

Gepaid: CAR000048025
Contact: SAULIUS KEREZIS
Telephone: 8186869510
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10500 ORBITAL WAY
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: H039
Tons: 6.061
Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

B5
SW
< 1/8
0.015 mi.
80 ft.

COLVIN G H
10133 SAN FERNANDO RD
SAN FERNANDO, CA
Site 1 of 4 in cluster B

EDR Historical Auto Stations 1009050688
N/A

Relative:
Lower

EDR Historical Auto Stations:
Name: COLVIN G H
Year: 1930
Type: AUTOMOBILE REPAIRING

Actual:
961 ft.

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

C6 SW < 1/8 0.015 mi. 81 ft.	LOOSE & BOHL 10504 SAN FERNANDO RD SAN FERNANDO, CA Site 1 of 3 in cluster C	EDR Historical Auto Stations	1009052128 N/A
Relative: Lower	EDR Historical Auto Stations:		
	Name: LOOSE & BOHL		
	Year: 1926		
Actual: 993 ft.	Type: AUTOMOBILE REPAIRING		

D7 SW < 1/8 0.017 mi. 89 ft.	CHACON'S SERVICE 10189 SAN FERNANDO RD. 88 PACOIMA, CA 91331 Site 1 of 2 in cluster D	HIST UST	U001567420 N/A
Relative: Lower	HIST UST:		
	Region: STATE		
	Facility ID: 00000029496		
Actual: 971 ft.	Facility Type: Gas Station		
	Other Type: Not reported		
	Total Tanks: 0003		
	Contact Name: JOSE R. CHACON		
	Telephone: 8188974554		
	Owner Name: JOSE RAMIREZ CHACON		
	Owner Address: 14074 DAUBERT ST.		
	Owner City,St,Zip: SAN FERNANDO, CA 91340		
	Tank Num: 001		
	Container Num: 2		
	Year Installed: Not reported		
	Tank Capacity: 00001000		
	Tank Used for: PRODUCT		
	Type of Fuel: REGULAR		
	Tank Construction: Not reported		
	Leak Detection: None		
	Tank Num: 002		
	Container Num: 1		
	Year Installed: Not reported		
	Tank Capacity: 00001000		
	Tank Used for: PRODUCT		
	Type of Fuel: UNLEADED		
	Tank Construction: Not reported		
	Leak Detection: None		
	Tank Num: 003		
	Container Num: 3		
	Year Installed: Not reported		
	Tank Capacity: 00001000		
	Tank Used for: PRODUCT		
	Type of Fuel: PREMIUM		
	Tank Construction: Not reported		
	Leak Detection: Not reported		

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

D8
SW
< 1/8
0.017 mi.
89 ft.

CHACON'S SERVICE
10189 SAN FERNANDO RD
PACOIMA, CA 91331

Site 2 of 2 in cluster D

SWRCY S101618415
CA FID UST N/A
SWEEPS UST

Relative:
Lower

SWRCY:

Certification Status: R
Facility Phone Number: (818) 825-4632
Date facility became certified: 11/20/2007
Date facility began operating: 12/4/2007
Date facility ceased operating: 10/31/2009
Whether The Facility Is Grandfathered: Not reported
Convenience Zone Where Facility Located: 4570
Convenience Zone Where Facility Located 2: 5926
Convenience Zone Where Facility Located 3: 5938
Convenience Zone Where Facility Located 4: Not Accepted
Convenience Zone Where Facility Located 5: Not Accepted
Convenience Zone Where Facility Located 6: Not Accepted
Convenience Zone Where Facility Located 7: Not Accepted
Aluminum Beverage Containers Redeemed: AL
Glass Beverage Containers Redeemed: GL
Plastic Beverage Containers Redeemed: PL
Other mat beverage containers redeemed: Not reported
Refillable Beverage Containers Redeemed: Not reported

Actual:
971 ft.

CA FID UST:

Facility ID: 19011662
Regulated By: UTNKI
Regulated ID: 00029496
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8188974554
Mail To: Not reported
Mailing Address: 14074 DAUBERT ST
Mailing Address 2: Not reported
Mailing City,St,Zip: PACOIMA 913310000
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:

Status: Not reported
Comp Number: 1812
Number: Not reported
Board Of Equalization: 44-011983
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001812-000001
Actv Date: Not reported
Capacity: 1000

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHACON'S SERVICE (Continued)

S101618415

Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 3

Status: Not reported
Comp Number: 1812
Number: Not reported
Board Of Equalization: 44-011983
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001812-000002
Actv Date: Not reported
Capacity: 1000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1812
Number: Not reported
Board Of Equalization: 44-011983
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001812-000003
Actv Date: Not reported
Capacity: 1000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

C9
SW
< 1/8
0.017 mi.
90 ft.

J D PLUMBING CO.
10537 SAN FERNANDO RD
PACOIMA, CA 91333
Site 2 of 3 in cluster C

CA FID UST **S101584275**
SWEEPS UST **N/A**

Relative:
Lower

CA FID UST:
Facility ID: 19010088
Regulated By: UTNKI
Regulated ID: 00006510
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8188968152
Mail To: Not reported
Mailing Address: 10537 SAN FERNANDO RD
Mailing Address 2: Not reported
Mailing City,St,Zip: PACOIMA 913330000
Contact: Not reported
Contact Phone: Not reported

Actual:
993 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

J D PLUMBING CO. (Continued)

S101584275

DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:

Status: Not reported
Comp Number: 737
Number: Not reported
Board Of Equalization: 44-011371
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000737-000001
Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 1

C10
SW
< 1/8
0.017 mi.
90 ft.

J. D. PLELG CO INC
10537 SAN FERNANDO RD
PACOIMA, CA 91333
Site 3 of 3 in cluster C

HIST UST **U001567466**
N/A

Relative:
Lower

HIST UST:
Region: STATE
Facility ID: 00000006510
Facility Type: Other
Other Type: Not reported
Total Tanks: 0001
Contact Name: DAVE USREY
Telephone: 2138968153
Owner Name: J.D. PLELG CO. INC.
Owner Address: 10537 SAN FERNANDO RD
Owner City,St,Zip: PACOIMA, CA 91333

Actual:
993 ft.

Tank Num: 001
Container Num: 1001
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

11
SW
< 1/8
0.017 mi.
91 ft.

LESLY RECYCLING
10567 SAN FERNANDO RD
PACOIMA, CA 91331

SWRCY **S107137247**
N/A

Relative:
Lower

SWRCY:

Certification Status: O
 Facility Phone Number: Not reported
 Date facility became certified: 9/11/2003
 Date facility began operating: 10/9/2003
 Date facility ceased operating: Still operating
 Whether The Facility Is Grandfathered: Not reported
 Convenience Zone Where Facility Located: 982
 Convenience Zone Where Facility Located 2: 3533
 Convenience Zone Where Facility Located 3: Not Accepted
 Convenience Zone Where Facility Located 4: Not Accepted
 Convenience Zone Where Facility Located 5: Not Accepted
 Convenience Zone Where Facility Located 6: Not Accepted
 Convenience Zone Where Facility Located 7: Not Accepted
 Aluminum Beverage Containers Redeemed: AL
 Glass Beverage Containers Redeemed: GL
 Plastic Beverage Containers Redeemed: PL
 Other mat beverage containers redeemed: Not reported
 Refillable Beverage Containers Redeemed: Not reported

Actual:
996 ft.

B12
SW
< 1/8
0.017 mi.
92 ft.

MOTIS AUTO ELECTRIC INC
10135 SAN FERNANDO RD
PACOIMA, CA 91331

RCRA-SQG **1000819622**
FINDS **CAD983656166**

Site 2 of 4 in cluster B

Relative:
Lower

RCRA-SQG:

Date form received by agency: 12/30/1992
 Facility name: MOTIS AUTO ELECTRIC INC
 Facility address: 10135 SAN FERNANDO RD
 PACOIMA, CA 91331
 EPA ID: CAD983656166
 Mailing address: SAN FERNANDO RD
 PACOIMA, CA 91331
 Contact: MIKE KINNEY
 Contact address: 10135 SAN FERNANDO RD
 PACOIMA, CA 91331
 Contact country: US
 Contact telephone: (818) 899-7779
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Actual:
961 ft.

Owner/Operator Summary:

Owner/operator name: MIKE KINNEY
 Owner/operator address: 10135 SAN FERNANDO RD
 PACOIMA, CA 91331
 Owner/operator country: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOTIS AUTO ELECTRIC INC (Continued)

1000819622

Owner/operator telephone: (818) 899-7779
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Verified to be non-commercial

Violation Status: No violations found

FINDS:

Registry ID: 110002890177

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

E13
NE
< 1/8
0.021 mi.
113 ft.

MESA CONTRACTING CORPORATION
13020 PIERCE ST
PACOIMA, CA 91331
Site 1 of 2 in cluster E

SWEEPS UST S106093701
HAZNET N/A

Relative:
Lower

SWEEPS UST:
Status: Not reported
Comp Number: 3637
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported

Actual:
1006 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MESA CONTRACTING CORPORATION (Continued)

S106093701

Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

HAZNET:

Gepaid: CAL000256597
Contact: BENNY GUZMAN
Telephone: 8188993503
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13020 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAD981429673
TSD County: Marin
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: H010
Tons: 0.5004
Facility County: Los Angeles

Gepaid: CAL000256597
Contact: BENNY GUZMAN
Telephone: 8188993503
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13020 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Unspecified organic liquid mixture
Disposal Method: H061
Tons: 0.197
Facility County: Los Angeles

Gepaid: CAL000256597
Contact: CINDY MUESSE
Telephone: 8188993503
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13020 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 91331
Gen County: Los Angeles
TSD EPA ID: CAD981402522
TSD County: Los Angeles
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Tons: 0.75
Facility County: Los Angeles

Gepaid: CAL000256597
Contact: CINDY MUESSE
Telephone: 8188993503
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13020 PIERCE ST

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MESA CONTRACTING CORPORATION (Continued)

S106093701

Mailing City,St,Zip: PACOIMA, CA 91331
Gen County: Los Angeles
TSD EPA ID: CAT000613893
TSD County: Los Angeles
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Transfer Station
Tons: 0.37
Facility County: Los Angeles

Gepaid: CAL000256597
Contact: CINDY MUESSE
Telephone: 8188993503
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13020 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 91331
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Tons: 0.22
Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
5 additional CA_HAZNET: record(s) in the EDR Site Report.

B14
South
< 1/8
0.023 mi.
124 ft.

GRILLO PASQUALE
10119 SAN FERNANDO RD
SAN FERNANDO, CA
Site 3 of 4 in cluster B

EDR Historical Auto Stations **1009050694**
N/A

Relative:
Lower

EDR Historical Auto Stations:
Name: GRILLO PASQUALE
Year: 1930
Type: AUTOMOBILE REPAIRING

Actual:
961 ft.

B15
South
< 1/8
0.031 mi.
162 ft.

RUDY PRINCE AUTO SALES
10115 SAN FERNANDO RD
PACOIMA, CA 91331
Site 4 of 4 in cluster B

CA FID UST **S101584427**
SWEEPS UST **N/A**

Relative:
Lower

CA FID UST:
Facility ID: 19011379
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2133601126
Mail To: Not reported
Mailing Address: 10115 SAN FERNANDO RD
Mailing Address 2: Not reported
Mailing City,St,Zip: PACOIMA 913310000
Contact: Not reported

Actual:
961 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

RUDY PRINCE AUTO SALES (Continued)

S101584427

Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:

Status: Not reported
Comp Number: 7611
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

F16
SE
< 1/8
0.069 mi.
362 ft.

PACOIMA EQUIPMENT RENTALS
10100 SAN FERNANDO RD
PACOIMA, CA 91331

HIST UST **U001567442**
N/A

Site 1 of 2 in cluster F

Relative:
Lower

HIST UST:
Region: STATE
Facility ID: 00000008109
Facility Type: Other
Other Type: RENTAL EQUIPMENT
Total Tanks: 0001
Contact Name: LEN SOWER
Telephone: 8188998600
Owner Name: LEONARD E. SOWER
Owner Address: 10126 RALSTON AVE
Owner City,St,Zip: PACOIMA, CA 91331

Actual:
953 ft.

Tank Num: 001
Container Num: 101-P
Year Installed: 1959
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

F17
SE
< 1/8
0.069 mi.
362 ft.

LEONARD SOWER
10100 SAN FERNANDO RD
PACOIMA, CA 91331

CA FID UST **S101583865**
SWEEPS UST **N/A**

Site 2 of 2 in cluster F

Relative:
Lower

CA FID UST:
Facility ID: 19006923
Regulated By: UTNKA
Regulated ID: 00008109
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8187670977
Mail To: Not reported
Mailing Address: 10126 RALSTON AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: PACOIMA 913310000
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Actual:
953 ft.

SWEEPS UST:

Status: A
Comp Number: 973
Number: 9
Board Of Equalization: 44-011518
Ref Date: 01-20-93
Act Date: 03-15-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000973-000001
Actv Date: 04-20-88
Capacity: 550
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 1

E18
NE
< 1/8
0.072 mi.
378 ft.

SDI INDUSTRIES INC
13000 PIERCE
PACOIMA, CA 91331

FINDS **1005774795**
CA WDS **N/A**
NPDES
WIP
HAZNET
EMI

Site 2 of 2 in cluster E

Relative:
Lower

FINDS:

Actual:
1009 ft.

Registry ID: 110002420657

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SDI INDUSTRIES INC (Continued)

1005774795

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

CA WDS:

Facility ID: 4 19I009623
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 8188906002
Facility Contact: MARY ADAMS
Agency Name: S D I IND INC
Agency Address: 13000 Pierce St
Agency City,St,Zip: Pacoima 913312528
Agency Contact: MARY ADAMS
Agency Telephone: 8188906002
Agency Type: Private
SIC Code: 0
SIC Code 2: Not reported
Primary Waste: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: Not reported
POTW: Not reported
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SDI INDUSTRIES INC (Continued)

1005774795

Complexity: represent no threat to water quality.
Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

Facility ID: 4 19I009623
Facility Type: Not reported
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.

NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board

Subregion: 4
Facility Telephone: 8188906002
Facility Contact: Patrick J Saenz
Agency Name: SDI INDUSTRIES
Agency Address: Not reported
Agency City, St, Zip: 0
Agency Contact: Not reported
Agency Telephone: Not reported
Agency Type: Not reported
SIC Code: 3632
SIC Code 2: Not reported
Primary Waste: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: No reclamation requirements associated with this facility.
POTW: The facility is not a POTW.
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.

Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

NPDES:

Npdes Number:	Not reported
Facility Status:	Active
Agency Id:	40301
Region:	4
Regulatory Measure Id:	189844
Order No:	97-03-DWQ
Regulatory Measure Type:	Storm water industrial
Place Id:	256083
WDID:	4 19I009623
Program Type:	INDSTW

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SDI INDUSTRIES INC (Continued)

1005774795

Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 1992-12-23 00:00:00
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: SDI INDUSTRIES
Discharge Address: Not reported
Discharge City: Not reported
Discharge State: CA
Discharge Zip: Not reported

WIP:

Region: 4
File Number: 111.2634
File Status: Historical
Staff: WS
Facility Suite: Not reported

HAZNET:

Gepaid: CAL000319710
Contact: CARLOS LIMA
Telephone: 8188906002
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13000 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 913312528
Gen County: Los Angeles
TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: H141
Tons: 0.187
Facility County: Los Angeles

Gepaid: CAL000319710
Contact: CARLOS LIMA
Telephone: 8188906002
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13000 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 913312528
Gen County: Los Angeles
TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: H141
Tons: 0.2
Facility County: Los Angeles

Gepaid: CAL000319710
Contact: CARLOS LIMA
Telephone: 8188906002
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13000 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 913312528
Gen County: Los Angeles

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SDI INDUSTRIES INC (Continued)

1005774795

TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: H141
Tons: 0.22935
Facility County: Los Angeles

Gepaid: CAL000319710
Contact: CARLOS LIMA
Telephone: 8188906002
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13000 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 913312528
Gen County: Los Angeles
TSD EPA ID: AZR000501510
TSD County: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: H141
Tons: 3.6
Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
-1 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 70075
Air District Name: SC
SIC Code: 3479
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1995
County Code: 19
Air Basin: SC
Facility ID: 70075
Air District Name: SC
SIC Code: 3479
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 7
Reactive Organic Gases Tons/Yr: 5
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SDI INDUSTRIES INC (Continued)

1005774795

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	70075
Air District Name:	SC
SIC Code:	3479
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	70075
Air District Name:	SC
SIC Code:	3479
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	70075
Air District Name:	SC
SIC Code:	3479
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	1999
County Code:	19
Air Basin:	SC

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SDI INDUSTRIES INC (Continued)

1005774795

Facility ID: 70075
Air District Name: SC
SIC Code: 3479
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2000
County Code: 19
Air Basin: SC
Facility ID: 70075
Air District Name: SC
SIC Code: 3479
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2001
County Code: 19
Air Basin: SC
Facility ID: 70075
Air District Name: SC
SIC Code: 3479
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

19
North
< 1/8
0.078 mi.
414 ft.

GUTIERREZ I C
13040 JOUETT AV
PACOIMA, CA

EDR Historical Auto Stations

1009050696
N/A

Relative:
Lower

EDR Historical Auto Stations:

Name: GUTIERREZ I C
 Year: 1930
 Type: AUTOMOBILE REPAIRING

Actual:
1010 ft.

G20
SW
< 1/8
0.080 mi.
420 ft.

FOOTHILL POLICE STATION
12760 OSBORNE ST
PACOIMA, CA 91331
Site 1 of 3 in cluster G

RCRA-SQG
FINDS

1006805514
CAR000128710

Relative:
Lower

RCRA-SQG:

Date form received by agency: 09/19/2002
 Facility name: FOOTHILL POLICE STATION
 Facility address: 12760 OSBORNE ST
 PACOIMA, CA 91331
 EPA ID: CAR000128710
 Mailing address: 419 S SPRING ST 12TH FL
 LOS ANGELES, CA 90013
 Contact: SHARI H KUROKI
 Contact address: 419 S SPRING ST 12TH FL
 LOS ANGELES, CA 90013
 Contact country: US
 Contact telephone: (213) 473-7748
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Actual:
953 ft.

Owner/Operator Summary:

Owner/operator name: CITY OF L A
 Owner/operator address: 419 S SPRING ST 12TH FL
 LOS ANGELES, CA 90013
 Owner/operator country: Not reported
 Owner/operator telephone: (999) 999-9999
 Legal status: Municipal
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): Unknown
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL POLICE STATION (Continued)

1006805514

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Verified to be non-commercial

Hazardous Waste Summary:

Waste code: D008
Waste name: LEAD

Violation Status: No violations found

FINDS:

Registry ID: 110013305583

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

G21
SW
< 1/8
0.080 mi.
420 ft.

FOOTHILL POLICE STATION GARAGE
12760 OSBORNE ST
PACOIMA, CA 91331

Site 2 of 3 in cluster G

UST U001567366
HIST UST N/A
SWEEPS UST
HAZNET
EMI

Relative:
Lower

Actual:
953 ft.

UST:
Global ID: 7496
Latitude: 34.25357
Longitude: -118.41029

HIST UST:
Region: STATE
Facility ID: 00000047081
Facility Type: Other
Other Type: LAPD
Total Tanks: 0004
Contact Name: GREG CHARLES
Telephone: 2134858869
Owner Name: CITY OF LOS ANGELES, LAPD OPER

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL POLICE STATION GARAGE (Continued)

U001567366

Owner Address: 200 N. SPRING ST.
Owner City,St,Zip: LOS ANGELES, CA 90012

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: 06
Tank Construction: 6 inches
Leak Detection: None

SWEEPS UST:

Status: Not reported
Comp Number: 2442
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002442-000003
Actv Date: Not reported
Capacity: 550
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: 2

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL POLICE STATION GARAGE (Continued)

U001567366

Status: Not reported
Comp Number: 2442
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002442-000004
Actv Date: Not reported
Capacity: 1
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: A
Comp Number: 2442
Number: 4
Board Of Equalization: Not reported
Ref Date: 02-12-93
Act Date: 04-25-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002442-000001
Actv Date: 04-20-88
Capacity: 6000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 2

Status: A
Comp Number: 2442
Number: 4
Board Of Equalization: Not reported
Ref Date: 02-12-93
Act Date: 04-25-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002442-000002
Actv Date: 04-20-88
Capacity: 550
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

HAZNET:

Gepaid: CAD981656093
Contact: LARRY TAGAWA
Telephone: 2134853495
Facility Addr2: Not reported
Mailing Name: MOTOR TRANSPORT DIVISION

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL POLICE STATION GARAGE (Continued)

U001567366

Mailing Address: 151 N JUDGE JOHN AISO STREET
Mailing City,St,Zip: LOS ANGELES, CA 900120158
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: H039
Tons: 3.61
Facility County: Los Angeles

Gepaid: CAR000128710
Contact: SHARI KUROKI MGMT ANALYST
Telephone: 2139783798
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: 0.03
Facility County: Los Angeles

Gepaid: CAR000128710
Contact: SHARI KUROKI MGMT ANALYST
Telephone: 2139783798
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Not reported
Tons: 0.08
Facility County: Los Angeles

Gepaid: CAR000128710
Contact: LEE MOORE, MGMT ANALYST II
Telephone: 2139783798
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Not reported
Tons: 0.12
Facility County: Not reported

Gepaid: CAR000128710
Contact: LEE MOORE, MGMT ANALYST II

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL POLICE STATION GARAGE (Continued)

U001567366

Telephone: 2139783798
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 111 E 1ST ST ROOM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Not reported
Tons: 0.12
Facility County: Not reported

[Click this hyperlink](#) while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 19311
Air District Name: SC
SIC Code: 9199
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 1
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1996
County Code: 19
Air Basin: SC
Facility ID: 19311
Air District Name: SC
SIC Code: 7538
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 2
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1997
County Code: 19
Air Basin: SC
Facility ID: 19311
Air District Name: SC
SIC Code: 9199

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FOOTHILL POLICE STATION GARAGE (Continued)

U001567366

Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 1
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1998
County Code: 19
Air Basin: SC
Facility ID: 19311
Air District Name: SC
SIC Code: 9199
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 1
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1999
County Code: 19
Air Basin: SC
Facility ID: 19311
Air District Name: SC
SIC Code: 9199
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 1
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2000
County Code: 19
Air Basin: SC
Facility ID: 19311
Air District Name: SC
SIC Code: 9199
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

FOOTHILL POLICE STATION GARAGE (Continued)

U001567366

NOX - Oxides of Nitrogen Tons/Yr: 1
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2001
 County Code: 19
 Air Basin: SC
 Facility ID: 19311
 Air District Name: SC
 SIC Code: 9199
 Air District Name: SOUTH COAST AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 0
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 1
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

**22
 NW
 < 1/8
 0.080 mi.
 425 ft.**

**GOLDEN STATE MAG AND PENETRANT LAB
 12770 PIERCE ST NO 17
 PACOIMA, CA 91331**

**RCRA-SQG 1000686272
 FINDS CAD983635111
 HAZNET**

**Relative:
 Higher**

RCRA-SQG:

Date form received by agency: 04/02/1992
 Facility name: GOLDEN STATE MAG AND PENETRANT LAB
 Facility address: 12770 PIERCE ST NO 17
 PACOIMA, CA 91331
 EPA ID: CAD983635111
 Contact: JOANNE WEINOE
 Contact address: 12770 PIERCE ST NO 17
 PACOIMA, CA 91331
 Contact country: US
 Contact telephone: (818) 890-7001
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: JOANNE WEINOE
 Owner/operator address: 12770 PIERCE ST NO 17
 PACOIMA, CA 91331
 Owner/operator country: Not reported
 Owner/operator telephone: (818) 890-7001
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GOLDEN STATE MAG AND PENETRANT LAB (Continued)

1000686272

Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Verified to be non-commercial

Violation Status: No violations found

FINDS:

Registry ID: 110002875568

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Gepaid: CAD983635111
Contact: JOANNE WEINOE
Telephone: 8188907001
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12770 PIERCE ST STE 17
Mailing City,St,Zip: PACOIMA, CA 913311968
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.)
Disposal Method: Recycler
Tons: .6880
Facility County: Los Angeles

Gepaid: CAD983635111
Contact: JOANNE WEINOE
Telephone: 8188907001
Facility Addr2: Not reported
Mailing Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GOLDEN STATE MAG AND PENETRANT LAB (Continued)

1000686272

Mailing Address: 12770 PIERCE ST STE 17
Mailing City,St,Zip: PACOIMA, CA 913311968
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Liquids with halogenated organic compounds > 1000 mg/l
Disposal Method: Recycler
Tons: 1.6054
Facility County: Los Angeles

Gepaid: CAD983635111
Contact: JOANNE WEINOE
Telephone: 8188907001
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12770 PIERCE ST STE 17
Mailing City,St,Zip: PACOIMA, CA 913311968
Gen County: Los Angeles
TSD EPA ID: CAD097030993
TSD County: Los Angeles
Waste Category: Liquids with chromium (VI) > 500 mg/l
Disposal Method: Recycler
Tons: .2293
Facility County: Los Angeles

Gepaid: CAD983635111
Contact: JOANNE WEINOE
Telephone: 8188907001
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12770 PIERCE ST STE 17
Mailing City,St,Zip: PACOIMA, CA 913311968
Gen County: Los Angeles
TSD EPA ID: CAD097030993
TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Not reported
Tons: .0750
Facility County: Los Angeles

Gepaid: CAD983635111
Contact: JOANNE WEINOE
Telephone: 8188907001
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12770 PIERCE ST STE 17
Mailing City,St,Zip: PACOIMA, CA 913311968
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.)
Disposal Method: Recycler
Tons: .2293
Facility County: Los Angeles

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GOLDEN STATE MAG AND PENETRANT LAB (Continued)

1000686272

[Click this hyperlink](#) while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

23
SW
< 1/8
0.083 mi.
439 ft.

AIR FLOW RESEARCH HEADS INC *D
10490 ILEX AVE
PACOIMA, CA 91331

RCRA-NonGen **1004675882**
FINDS **CAR000078287**
HAZNET

Relative:
Lower

RCRA-NonGen:

Actual:
991 ft.

Date form received by agency: 07/17/2007
Facility name: AIR FLOW RESEARCH HEADS INC *D
Facility address: 10490 ILEX AVE
PACOIMA, CA 91331
EPA ID: CAR000078287
Mailing address: 28611 W INDUSTRY DR
VALENCIA, CA 91355
Contact: RICK SPERLING
Contact address: 28611 W INDUSTRY DR
VALENCIA, CA 91355
Contact country: US
Contact telephone: 661-775-4912
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: RICK SPERLING
Owner/operator address: 17388 SUNSET RIDGE CIR
GRANADA HILLS, CA 91344
Owner/operator country: Not reported
Owner/operator telephone: (818) 363-0915
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Verified to be non-commercial

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AIR FLOW RESEARCH HEADS INC *D (Continued)

1004675882

Historical Generators:

Date form received by agency: 08/28/2000
Facility name: AIR FLOW RESEARCH HEADS INC *D
Site name: AIRFLOW RESEARCH
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002940480

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Gepaid: CAR000078287
Contact: RICK SPERLING PRESIDENT
Telephone: 8183630915
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10490 ILEX AVE
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAT000613893
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Not reported
Tons: Not reported
Facility County: Los Angeles

Gepaid: CAR000078287
Contact: --
Telephone: 8188900616
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10490 ILEX AVE
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Transfer Station
Tons: 1.25
Facility County: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

AIR FLOW RESEARCH HEADS INC *D (Continued)

1004675882

Gepaid: CAR000078287
Contact: Not reported
Telephone: 8188900616
Facility Addr2: Not reported
Mailing Name: RICK SPERLING
Mailing Address: 10490 ILEX AVE
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAT000613893
TSD County: Los Angeles
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Transfer Station
Tons: 1.62
Facility County: Los Angeles

Gepaid: CAR000078287
Contact: Not reported
Telephone: 8188900616
Facility Addr2: Not reported
Mailing Name: RICK SPERLING
Mailing Address: 10490 ILEX AVE
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Tons: 8.73
Facility County: Los Angeles

Gepaid: CAR000078287
Contact: --
Telephone: 8188900616
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10490 ILEX AVE
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Transfer Station
Tons: 1.53
Facility County: Not reported

[Click this hyperlink](#) while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

24
NW
< 1/8
0.088 mi.
467 ft.

PRODUCTION INDUSTRIES INC
12880 PIERCE ST
PACOIMA, CA 91331

RCRA-SQG 1000193042
FINDS CAD981654890
HAZNET
EMI

Relative:
Lower

RCRA-SQG:

Date form received by agency: 09/15/1986
Facility name: PRODUCTION INDUSTRIES INC
Facility address: 12880 PIERCE ST
PACOIMA, CA 91331
EPA ID: CAD981654890
Mailing address: PIERCE ST
PACOIMA, CA 91331
Contact: ENVIRONMENTAL MANAGER
Contact address: 12880 PIERCE ST
PACOIMA, CA 91331
Contact country: US
Contact telephone: (818) 296-0555
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: PRODUCTION INDUSTRIES INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRODUCTION INDUSTRIES INC (Continued)

1000193042

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Verified to be non-commercial

Violation Status: No violations found

FINDS:

Registry ID: 110001166087

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Gepaid: CAD981654890
Contact: Not reported
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12880 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAD000088252
TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: 2.2735
Facility County: Los Angeles

Gepaid: CAD981654890
Contact: Not reported
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12880 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Waste Category: Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.)
Disposal Method: Recycler
Tons: .6255
Facility County: Los Angeles

Gepaid: CAD981654890

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRODUCTION INDUSTRIES INC (Continued)

1000193042

Contact: Not reported
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12880 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAD009452657
TSD County: San Mateo
Waste Category: Liquids with halogenated organic compounds > 1000 mg/l
Disposal Method: Recycler
Tons: 1.3344
Facility County: Los Angeles

Gepaid: CAD981654890
Contact: Not reported
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12880 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAD000088252
TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: .8428
Facility County: Los Angeles

Gepaid: CAD981654890
Contact: Not reported
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12880 PIERCE ST
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAD000088252
TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: 1.3000
Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 8001
Air District Name: SC
SIC Code: 3444
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

PRODUCTION INDUSTRIES INC (Continued)

1000193042

Total Organic Hydrocarbon Gases Tons/Yr: 8
 Reactive Organic Gases Tons/Yr: 4
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

**H25
 NW
 < 1/8
 0.091 mi.
 479 ft.**

**LUSK QUALITY MACHINE PRODUCTS INC
 12926 PIERCE STREET
 PACOIMA, CA 91331**

**RCRA-SQG 1000267061
 FINDS CAD981583107**

Site 1 of 2 in cluster H

**Relative:
 Lower**

RCRA-SQG:

Date form received by agency: 09/01/1996

Facility name: LUSK QUALITY MACHINE PRODUCTS INC

**Actual:
 1014 ft.**

Facility address: 12926 PIERCE STREET
 PACOIMA, CA 91331

EPA ID: CAD981583107

Mailing address: PIERCE STREET
 PACOIMA, CA 91331

Contact: Not reported

Contact address: Not reported

Contact address: Not reported

Contact country: Not reported

Contact telephone: Not reported

Contact email: Not reported

EPA Region: 09

Classification: Small Small Quantity Generator

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: LLOYD LUSK
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999

Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212

Legal status: Private

Owner/Operator Type: Owner

Owner/Op start date: Not reported

Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
 Owner/operator address: NOT REQUIRED
 NOT REQUIRED, ME 99999

Owner/operator country: Not reported
 Owner/operator telephone: (415) 555-1212

Legal status: Private

Owner/Operator Type: Operator

Owner/Op start date: Not reported

Owner/Op end date: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

LUSK QUALITY MACHINE PRODUCTS INC (Continued)

1000267061

Handler Activities Summary:

U.S. importer of hazardous waste: Unknown
 Mixed waste (haz. and radioactive): Unknown
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: Unknown
 Furnace exemption: Unknown
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No
 Off-site waste receiver: Verified to be non-commercial

Violation Status: No violations found

FINDS:

Registry ID: 110002723296

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

**H26
 NW
 < 1/8
 0.092 mi.
 485 ft.**

**JULIAN GANZ
 12950 PIERCE ST
 PACOIMA, CA 90064
 Site 2 of 2 in cluster H**

**CA FID UST S101584306
 SWEEPS UST N/A
 WIP**

**Relative:
 Lower**

CA FID UST:
 Facility ID: 19010375
 Regulated By: UTNKI
 Regulated ID: Not reported
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 2130000000
 Mail To: Not reported
 Mailing Address: 2237 COLBY AVE
 Mailing Address 2: Not reported
 Mailing City,St,Zip: PACOIMA 900640000
 Contact: Not reported
 Contact Phone: Not reported
 DUNs Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Inactive

**Actual:
 1011 ft.**

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

JULIAN GANZ (Continued)

S101584306

SWEEPS UST:

Status: Not reported
Comp Number: 7745
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

WIP:

Region: 4
File Number: 111.2635
File Status: Historical
Staff: YRONG
Facility Suite: Not reported

**I27
NW
< 1/8
0.107 mi.
565 ft.**

**VITA JUICE CORPORATION
10725 SUTTER AVE.
PACOIMA, CA 91331
Site 1 of 3 in cluster I**

**RCRA-SQG 1000142750
FINDS CAD981650583
CA WDS
CA FID UST
SWEEPS UST
WIP
HAZNET**

**Relative:
Lower**

**Actual:
1008 ft.**

RCRA-SQG:

Date form received by agency: 01/21/1987
Facility name: VITA JUICE CORP
Facility address: 10725 SUTTER AVE
PACOIMA, CA 91331
EPA ID: CAD981650583
Contact: ENVIRONMENTAL MANAGER
Contact address: 10725 SUTTER AVE
PACOIMA, CA 91331
Contact country: US
Contact telephone: (818) 899-1195
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: FRED FARAGO
Owner/operator address: NOT REQUIRED

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VITA JUICE CORPORATION (Continued)

1000142750

Owner/operator country: NOT REQUIRED, ME 99999
Owner/operator telephone: Not reported
Legal status: (415) 555-1212
Owner/Operator Type: Private
Owner/Op start date: Owner
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
Owner/operator country: NOT REQUIRED, ME 99999
Owner/operator telephone: Not reported
Legal status: (415) 555-1212
Owner/Operator Type: Private
Owner/Op start date: Operator
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Verified to be non-commercial

Violation Status: No violations found

FINDS:

Registry ID: 110002142119

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VITA JUICE CORPORATION (Continued)

1000142750

corrective action activities required under RCRA.

CA WDS:

Facility ID: 4 19I015187
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 8188999574
Facility Contact: Gregory Martin/Daron A Canales
Agency Name: AMERICAN FRUIT PROCESSOR
Agency Address: Not reported
Agency City,St,Zip: 0
Agency Contact: Not reported
Agency Telephone: Not reported
Agency Type: Private
SIC Code: 2037
SIC Code 2: Not reported
Primary Waste: Stormwater Runoff
Primary Waste Type: Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: No reclamation requirements associated with this facility.
POTW: The facility is not a POTW.
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

CA FID UST:

Facility ID: 19000217
Regulated By: UTKNI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 10725 SUTTER AVE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VITA JUICE CORPORATION (Continued)

1000142750

Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 913310000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:

Status: Not reported
Comp Number: 4134
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

WIP:

Region: 4
File Number: 111.2636
File Status: Historical
Staff: YRONG
Facility Suite: Not reported

HAZNET:

Gepaid: CAD981650583
Contact: FRED FARAGO
Telephone: 8188991195
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10725 SUTTER AVE
Mailing City,St,Zip: PACOIMA, CA 913312553
Gen County: Los Angeles
TSD EPA ID: CAD099452708
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .2085
Facility County: Los Angeles

Gepaid: CAD981650583
Contact: DARON A CANALES
Telephone: 8188999574
Facility Addr2: Not reported
Mailing Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VITA JUICE CORPORATION (Continued)

1000142750

Mailing Address: 10725 SUTTER AVE
Mailing City,St,Zip: PACOIMA, CA 913312553
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Unspecified solvent mixture Waste
Disposal Method: Recycler
Tons: 0.22
Facility County: Not reported

Gepaid: CAD981650583
Contact: DARON A CANALES
Telephone: 8188999574
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10725 SUTTER AVE
Mailing City,St,Zip: PACOIMA, CA 913312553
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 0.45
Facility County: Not reported

Gepaid: CAD981650583
Contact: DARON A CANALES
Telephone: 8188999574
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10725 SUTTER AVE
Mailing City,St,Zip: PACOIMA, CA 913312553
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Unspecified solvent mixture Waste
Disposal Method: Recycler
Tons: 0.22
Facility County: Not reported

Gepaid: CAD981650583
Contact: FRED FARAGO
Telephone: 8188991195
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10725 SUTTER AVE
Mailing City,St,Zip: PACOIMA, CA 913312553
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Unspecified solvent mixture Waste
Disposal Method: Recycler
Tons: .4586
Facility County: Los Angeles

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

VITA JUICE CORPORATION (Continued)

1000142750

[Click this hyperlink](#) while viewing on your computer to access
 3 additional CA_HAZNET: record(s) in the EDR Site Report.

**J28
 NE
 < 1/8
 0.114 mi.
 604 ft.**

**COUNTY OF LOS ANGELES FIRE DEPARTMENT
 12605 OSBORNE ST
 PACOIMA, CA 91331
 Site 1 of 4 in cluster J**

**NPDES
 CA FID UST
 SWEEPS UST
 EMI**

**S101584556
 N/A**

**Relative:
 Lower**

NPDES:

Npdes Number: Not reported
 Facility Status: Active
 Agency Id: 461023
 Region: 4
 Regulatory Measure Id: 342116
 Order No: 99-08DWQ
 Regulatory Measure Type: Storm water construction
 Place Id: 714535
 WDID: 4 19C351745
 Program Type: CONSTW
 Adoption Date Of Regulatory Measure: Not reported
 Effective Date Of Regulatory Measure: 2008-05-08 16:41:34
 Expiration Date Of Regulatory Measure: Not reported
 Termination Date Of Regulatory Measure: Not reported
 Discharge Name: Los Angeles Cnty Fire Dept
 Discharge Address: Not reported
 Discharge City: Not reported
 Discharge State: Not reported
 Discharge Zip: Not reported

**Actual:
 952 ft.**

Npdes Number: Not reported
 Facility Status: Active
 Agency Id: 461023
 Region: 4
 Regulatory Measure Id: 347762
 Order No: 99-08DWQ
 Regulatory Measure Type: Storm water construction
 Place Id: 720261
 WDID: 4 19C352635
 Program Type: CONSTW
 Adoption Date Of Regulatory Measure: Not reported
 Effective Date Of Regulatory Measure: 2008-07-15 14:33:31
 Expiration Date Of Regulatory Measure: Not reported
 Termination Date Of Regulatory Measure: Not reported
 Discharge Name: Los Angeles Cnty Fire Dept
 Discharge Address: Not reported
 Discharge City: Not reported
 Discharge State: Not reported
 Discharge Zip: Not reported

CA FID UST:

Facility ID: 19012808
 Regulated By: UTNKA
 Regulated ID: Not reported
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 8188905715

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

COUNTY OF LOS ANGELES FIRE DEPARTMENT (Continued)

S101584556

Mail To: Not reported
Mailing Address: 12605 OSBORNE ST
Mailing Address 2: Not reported
Mailing City,St,Zip: PACOIMA 913310000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:

Status: A
Comp Number: 4387
Number: 4
Board Of Equalization: Not reported
Ref Date: 09-21-93
Act Date: 05-02-94
Created Date: 02-29-88
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

EMI:

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 17042
Air District Name: SC
SIC Code: 9224
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

MAP FINDINGS

Map ID			EDR ID Number
Direction			EPA ID Number
Distance			
Elevation	Site	Database(s)	

J29 NE < 1/8 0.114 mi. 604 ft.	COUNTY OF LOS ANGELES 12605 OSBORNE ST PACOIMA, CA 91331 Site 2 of 4 in cluster J	UST	U003781102 N/A
--	--	------------	---------------------------------

Relative: Lower	UST: Global ID: 7492 Latitude: 34.25615 Longitude: -118.40683
Actual: 952 ft.	

J30 NE < 1/8 0.114 mi. 604 ft.	PACOIMA HELIPORT/FORESTER & FI 12605 OSBORNE ST PACOIMA, CA 90063 Site 3 of 4 in cluster J	HIST UST	U001562356 N/A
--	---	-----------------	---------------------------------

Relative: Lower	HIST UST: Region: STATE Facility ID: 00000020768 Facility Type: Other Other Type: FIRE ST Total Tanks: 0002 Contact Name: L.A. COUNTY MECHANICAL DEPART. Telephone: 2132672242 Owner Name: LOS ANGELES COUNTY MECHANICAL Owner Address: 1100 NORTH EASTERN AVENUE Owner City,St,Zip: LOS ANGELES, CA 90063
Actual: 952 ft.	

Tank Num:	001
Container Num:	#1
Year Installed:	Not reported
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	06
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	#2
Year Installed:	Not reported
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	06
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

J31 NE < 1/8 0.115 mi. 605 ft.	LA CO FD WAREHOUSE 12605 OSBORNE ST LOS ANGELES, CA Site 4 of 4 in cluster J	SWEEPS UST	S106928403 N/A
--	---	-------------------	---------------------------------

Relative: Lower	SWEEPS UST: Status: A Comp Number: 12560 Number: 9 Board Of Equalization: 44-009834
Actual: 952 ft.	

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LA CO FD WAREHOUSE (Continued)

S106928403

Ref Date: 06-30-89
Act Date: Not reported
Created Date: 06-30-89
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-000-012560-000001
Actv Date: 06-30-89
Capacity: Not reported
Tank Use: UNKNOWN
Stg: W
Content: Not reported
Number Of Tanks: 1

LOS ANGELES CO. HMS:

Region: LA
Facility Id: 012429-012561
Facility Status: Removed
Area: 5F
Permit Number: 00004317T
Permit Status: Removed
Facility Type: T0

G32
SW
1/8-1/4
0.126 mi.
665 ft.

FOOTHILL POLICE STATION GARAGE
12760 OSBORNE
PACOIMA, CA 91324

CA FID UST

S101618394
N/A

Site 3 of 3 in cluster G

Relative:
Lower

CA FID UST:
Facility ID: 19023502
Regulated By: UTNKA
Regulated ID: 00047081
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134858869
Mail To: Not reported
Mailing Address: 200 N MAIN STREET-ROOM
Mailing Address 2: Not reported
Mailing City,St,Zip: PACOIMA 913240000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Actual:
954 ft.

MAP FINDINGS

Map ID			EDR ID Number
Direction			EPA ID Number
Distance			
Elevation	Site	Database(s)	

I33 NW 1/8-1/4 0.148 mi. 782 ft.	S-G ROOFING SUPPLIES, INC. 10753 SUTTER AVE PACOIMA, CA 91333 Site 2 of 3 in cluster I	HIST UST	U001567467 N/A
---	---	-----------------	---------------------------------

Relative: Lower	HIST UST: Region: STATE Facility ID: 00000017012 Facility Type: Other Other Type: ROOFING MATERIALS Total Tanks: 0002 Contact Name: BERT BIVENS Telephone: 8188968105 Owner Name: S-G ROOFING SUPPLIES INC. Owner Address: 10753 SUTTER Owner City,St,Zip: PACOIMA, CA 91331		
Actual: 1009 ft.	Tank Num: 001 Container Num: 1 Year Installed: 1980 Tank Capacity: 00004000 Tank Used for: PRODUCT Type of Fuel: UNLEADED Tank Construction: Not reported Leak Detection: None		
	Tank Num: 002 Container Num: 2 Year Installed: 1983 Tank Capacity: 00004000 Tank Used for: PRODUCT Type of Fuel: UNLEADED Tank Construction: Not reported Leak Detection: None		

I34 NW 1/8-1/4 0.148 mi. 782 ft.	S-G ROOFING SUPPLIES, INC 10753 SUTTER AVE PACOIMA, CA 91333 Site 3 of 3 in cluster I	CA FID UST SWEEPS UST	S101618433 N/A
---	--	--	---------------------------------

Relative: Lower	CA FID UST: Facility ID: 19048296 Regulated By: UTKNI Regulated ID: 00017012 Cortese Code: Not reported SIC Code: Not reported Facility Phone: 8188968105 Mail To: Not reported Mailing Address: 10753 SUTTER AVE Mailing Address 2: Not reported Mailing City,St,Zip: PACOIMA 913330000 Contact: Not reported Contact Phone: Not reported DUNs Number: Not reported NPDES Number: Not reported EPA ID: Not reported Comments: Not reported Status: Inactive		
Actual: 1009 ft.			

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

S-G ROOFING SUPPLIES, INC (Continued)

S101618433

SWEEPS UST:

Status: Not reported
Comp Number: 1068
Number: Not reported
Board Of Equalization: 44-011572
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001068-000001
Actv Date: Not reported
Capacity: 4000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 2

Status: Not reported
Comp Number: 1068
Number: Not reported
Board Of Equalization: 44-011572
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001068-000002
Actv Date: Not reported
Capacity: 4000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

K35
SE
1/8-1/4
0.169 mi.
893 ft.

S.O.S. PLANET RECYCLING
10022 SAN FERNANDO RD
PACOIMA, CA 91331

SWRCY S109850980
N/A

Site 1 of 2 in cluster K

Relative:
Lower

SWRCY:

Actual:
942 ft.

Certification Status: O
Facility Phone Number: Not reported
Date facility became certified: 8/17/2009
Date facility began operating: 8/29/2009
Date facility ceased operating: Still operating
Whether The Facility Is Grandfathered: Not reported
Convenience Zone Where Facility Located: 4570
Convenience Zone Where Facility Located 2: 5926
Convenience Zone Where Facility Located 3: 5938
Convenience Zone Where Facility Located 4: Not Accepted
Convenience Zone Where Facility Located 5: Not Accepted
Convenience Zone Where Facility Located 6: Not Accepted
Convenience Zone Where Facility Located 7: Not Accepted
Aluminum Beverage Containers Redeemed: AL
Glass Beverage Containers Redeemed: GL

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

S.O.S. PLANET RECYCLING (Continued)

S109850980

Plastic Beverage Containers Redeemed: PL
Other mat beverage containers redeemed: Not reported
Refillable Beverage Containers Redeemed: Not reported

K36
SE
1/8-1/4
0.178 mi.
939 ft.

ISABEL VEDEZ
10016 SAN FERNANDO RD
PACOIMA, CA 91331
Site 2 of 2 in cluster K

SWEEPS UST **S106927554**
N/A

Relative:
Lower

SWEEPS UST:

Status: A
Comp Number: 9012
Number: 2
Board Of Equalization: Not reported
Ref Date: 02-15-94
Act Date: 02-15-94
Created Date: 02-15-94
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

Actual:
942 ft.

L37
NW
1/8-1/4
0.181 mi.
955 ft.

PACOIMA
10743/10740 SAN FERNANDO ROAD
PACOIMA, CA 91331
Site 1 of 4 in cluster L

US BROWNFIELDS **1010782296**
N/A

Relative:
Lower

US BROWNFIELDS:

Recipient name: California Dept of Toxic Substance Control
Grant type: Section 128(a) State/Tribal Grant
Property name: Pacoima
Property #: 2620-002-030, 2620-002-002, 2620-002-003, 2620-002-004, 2620-002-005
Parcel size: 1.1
Latitude: 34.255588
Longitude: -118.422932
HCM label: Not reported
Map scale: Not reported
Point of reference: Not reported
Datum: World Geodetic System of 1984
ACRES property ID: 60741
Start date: N/A
Completed date: N/A
Acres cleaned up: Not reported
Cleanup funding: Not reported
Cleanup funding source: Not reported
Assessment funding: \$70,000.00
Assessment funding source: EPA
Redevelopment funding: Not reported
Redev. funding source: Not reported

Actual:
1011 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1010782296

Redev. funding entity name: Not reported
Redevelopment start date: N/A
Assessment funding entity: US EPA - State & Tribal Section 128(a) Funding
Cleanup funding entity: Not reported
Grant type: N/A
Accomplishment type: Phase II Environmental Assessment
Ownership entity: Private
Current owner: Daniel Fierro and MW Property
Did owner change: No
Cleanup required: Unknown
Video available: Not reported
Photo available: Yes
Institutional controls required: Unknown
IC Category proprietary controls: Not reported
IC cat. info. devices: Not reported
IC cat. gov. controls: Not reported
IC cat. enforcement permit tools: Not reported
IC in place date: N/A
IC in place: Not reported
Enrolled in state/tribal program: No
State/tribal program date: N/A
State/tribal program ID: Not reported
State/tribal NFA date: N/A
Air contaminated: Not reported
Air cleaned: Not reported
Asbestos found: Not reported
Asbestos cleaned: Not reported
Controlled substance found: Not reported
Controlled substance cleaned: Not reported
Drinking water affected: Not reported
Drinking water cleaned: Not reported
Groundwater affected: Not reported
Groundwater cleaned: Not reported
Lead contaminant found: Yes
Lead cleaned up: Not reported
No media affected: Not reported
Unknown media affected: Not reported
Other cleaned up: Not reported
Other metals found: Yes
Other metals cleaned: Not reported
Other contaminants found: Not reported
Other contams found description: Not reported
PAHs found: Not reported
PAHs cleaned up: Not reported
PCBs found: Yes
PCBs cleaned up: Not reported
Petro products found: Yes
Petro products cleaned: Not reported
Sediments found: Not reported
Sediments cleaned: Not reported
Soil affected: Yes
Soil cleaned up: Not reported
Surface water cleaned: Not reported
Unknown found: Not reported
VOCs found: Yes
VOCs cleaned: Not reported
Cleanup other description: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

PACOIMA (Continued)

1010782296

Num. of cleanup and re-dev. jobs: Not reported
 Property highlights: Not reported
 Past use greenspace acreage: Not reported
 Past use residential acreage: Not reported
 Past use commercial acreage: 1.1
 Past use industrial acreage: Not reported
 Future use greenspace acreage: Not reported
 Future use residential acreage: Not reported
 Future use commercial acreage: Not reported
 Future use industrial acreage: Not reported
 Greenspace acreage and type: Not reported
 Superfund Fed. landowner flag: Not reported

Property Description: The property was an orchard and market in the 1900's. Later, the property was replaced by residences, two gas stations and auto repair facility. A restaurant was added in the 1990's. The property is divided by ownership, the Fierro and M&W properties. The Fierro property consists of the eastern two parcels and is developed with a muffler shop, a paintball store, tire store and residences. The M&W property is also developed with several auto repair shops and a restaurant. Both properties have former gas stations with associated USTs still in place.

**L38
 NW
 1/8-1/4
 0.187 mi.
 988 ft.**

**MUFFLER & RADIATOR SHOP - PACOIMA
 10741 TOI 10767 SAN FERNANDO ROAD
 PACOIMA, CA 91331
 Site 2 of 4 in cluster L**

**ENVIROSTOR S107736793
 N/A**

**Relative:
 Lower**

ENVIROSTOR:

Site Type: Evaluation
 Site Type Detailed: Evaluation
 Acres: 1.1
 NPL: NO
 Regulatory Agencies: SMBRP
 Lead Agency: NONE SPECIFIED
 Program Manager: GABRIEL FARKAS
 Supervisor: * Jennifer Jones
 Division Branch: Chatsworth
 Facility ID: 60000195
 Site Code: 301250
 Assembly: 39
 Senate: 20
 Special Program: EPA - Target Site Investigation
 Status: No Further Action
 Status Date: 7/14/2005 0:00
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: EPA Grant
 Latitude: 34.2663
 Longitude: -118.42185
 APN: NONE SPECIFIED
 Past Use: FUEL - VEHICLE STORAGE/ REFUELING, VEHICLE MAINTENANCE
 Potential COC: 30003, 30013, 30024, 30025
 Confirmed COC: 30,003,300,133,002,400,000
 Potential Description: SOIL
 Alias Name: 60000195
 Alias Type: Envirostor ID Number
 Alias Name: 301250

**Actual:
 1011 ft.**

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

MUFFLER & RADIATOR SHOP - PACOIMA (Continued)

S107736793

Alias Type: Project Code (Site Code)

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Endangerment Assessment Workplan
 Completed Date: 2005-04-08 00:00:00
 Comments: PEA Workplan approved by DTSC and conditionally approved by USEPA for Targeted Site Investigation

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Endangerment Assessment Report
 Completed Date: 2006-01-16 00:00:00
 Comments: PEA approved for no further action. No sampling was conducted in certain parts of operating auto repair facility.

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

**M39
 NE
 1/8-1/4
 0.194 mi.
 1026 ft.**

**VALLEY CIRCUITS, INCORPORATED
 11031 GLENOAKS BLVD
 PACOIMA, CA 91331
 Site 1 of 7 in cluster M**

**CA FID UST S101618430
 SWEEPS UST N/A
 EMI**

**Relative:
 Higher**

CA FID UST:
 Facility ID: 19029645
 Regulated By: UTNKA
 Regulated ID: 00016967
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 8188972006
 Mail To: Not reported
 Mailing Address: 11031 GLENOAKS BLVD
 Mailing Address 2: Not reported
 Mailing City, St, Zip: PACOIMA 913310000
 Contact: Not reported
 Contact Phone: Not reported
 DUNS Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Active

**Actual:
 1051 ft.**

SWEEPS UST:
 Status: Not reported
 Comp Number: 1055
 Number: Not reported
 Board Of Equalization: Not reported
 Ref Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VALLEY CIRCUITS, INCORPORATED (Continued)

S101618430

Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001055-000001
Actv Date: Not reported
Capacity: 760
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: 1

EMI:

Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 19527
Air District Name: SC
SIC Code: 3444
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 1
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 19527
Air District Name: SC
SIC Code: 3599
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 1
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

M40
NE
1/8-1/4
0.194 mi.
1026 ft.

VALLEY CIRCUITS, INC.
11031 GLENOAKS BLVD
PACOIMA, CA 91331
Site 2 of 7 in cluster M

HIST UST **U001567461**
N/A

Relative:
Higher

HIST UST:
Region: STATE
Facility ID: 00000016967

Actual:
1051 ft.

Facility Type: Other

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VALLEY CIRCUITS, INC. (Continued)

U001567461

Other Type: MFG. PRINTED CIRCUIT
Total Tanks: 0001
Contact Name: TIM SCHAUBSCHLAGER
Telephone: 8188972006
Owner Name: VALLEY CIRCUITS, INC.
Owner Address: 11031 GLENOAKS BLVD.
Owner City,St,Zip: PACOIMA, CA 91331

Tank Num: 001
Container Num: 1
Year Installed: 1979
Tank Capacity: 00000760
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 4 inches
Leak Detection: Visual

**M41
NE
1/8-1/4
0.194 mi.
1026 ft.**

**VALLEY CIRCUITS, INC.
11031 GLENOAKS BLVD
PACOIMA, CA 91331
Site 3 of 7 in cluster M**

**RCRA-LQG 1007198911
CAD063825087**

**Relative:
Higher**

RCRA-LQG:

Date form received by agency: 04/25/1994

Facility name: VALLEY CIRCUITS, INC.
Facility address: 11031 GLENOAKS BLVD.
PACOIMA, CA 913310000

EPA ID: CAD063825087
Contact: DREW JANES
Contact address: Not reported

Not reported
Contact country: Not reported
Contact telephone: (818) 897-2006
Contact email: Not reported

EPA Region: 09
Classification: Large Quantity Generator

Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Handler Activities Summary:

U.S. importer of hazardous waste: Unknown
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: Unknown
Transporter of hazardous waste: Unknown
Treater, storer or disposer of HW: No
Underground injection activity: Unknown

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VALLEY CIRCUITS, INC. (Continued)

1007198911

On-site burner exemption: Unknown
Furnace exemption: Unknown
Used oil fuel burner: Unknown
Used oil processor: Unknown
User oil refiner: Unknown
Used oil fuel marketer to burner: Unknown
Used oil Specification marketer: Unknown
Used oil transfer facility: Unknown
Used oil transporter: Unknown
Off-site waste receiver: Verified to be non-commercial

Historical Generators:

Date form received by agency: 02/11/1992
Facility name: VALLEY CIRCUITS, INC.
Classification: Large Quantity Generator

Date form received by agency: 07/01/1991
Facility name: VALLEY CIRCUITS, INC.
Site name: VALLEY CIRCUITS
Classification: Large Quantity Generator

Violation Status: No violations found

**M42
NE
1/8-1/4
0.194 mi.
1026 ft.**

**VALLEY CIRCUITS, INC
11031 GLENOAKS BLVD
PACOIMA, CA 91331**

**RCRA-LQG 1001075650
FINDS CAR000007385
HAZNET**

Site 4 of 7 in cluster M

**Relative:
Higher**

RCRA-LQG:

Date form received by agency: 02/15/2008
Facility name: VALLEY CIRCUITS, INC
Facility address: 11031 GLENOAKS BLVD
PACOIMA, CA 91331
EPA ID: CAR000007385
Mailing address: 24940 AVENUE TIBBETTS
SANTAT CLARITA, CA 91355

Contact: DREW J JANES
Contact address: Not reported
Not reported

Contact country: Not reported
Contact telephone: (991) 294-0077
Contact email: DREW@VSCIRCUITS.COM

EPA Region: 09
Land type: Private
Classification: Large Quantity Generator

Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VALLEY CIRCUITS, INC (Continued)

1001075650

Owner/Operator Summary:

Owner/operator name: DREW AND KURT JANES
Owner/operator address: 24940 AVENUE TIBBETTS
SANTA CLARITA, CA 91355
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/01/2004
Owner/Op end date: Not reported

Owner/operator name: VALLEY CIRCUITS
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1970
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Commercial status unknown

Universal Waste Summary:

Waste type: Batteries
Accumulated waste on-site: No
Generated waste on-site: Not reported

Waste type: Lamps
Accumulated waste on-site: No
Generated waste on-site: Not reported

Waste type: Pesticides
Accumulated waste on-site: No
Generated waste on-site: Not reported

Waste type: Thermostats
Accumulated waste on-site: No
Generated waste on-site: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VALLEY CIRCUITS, INC (Continued)

1001075650

Historical Generators:

Date form received by agency: 02/28/2006
Facility name: VALLEY CIRCUITS, INC
Site name: VALLEY CIRCUITS, INC.
Classification: Large Quantity Generator

Date form received by agency: 07/22/2002
Facility name: VALLEY CIRCUITS, INC
Site name: VALLEY CIRCUITS INC
Classification: Large Quantity Generator

Date form received by agency: 02/28/2002
Facility name: VALLEY CIRCUITS, INC
Site name: VALLEY CIRCUITS, INC.
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Facility name: VALLEY CIRCUITS, INC
Site name: VALLEY CIRCUITS, INC.
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Facility name: VALLEY CIRCUITS, INC
Site name: VALLEY CIRCUITS, INC.
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Facility name: VALLEY CIRCUITS, INC
Site name: VALLEY CIRCUITS INC
Classification: Small Quantity Generator

Date form received by agency: 03/01/1996
Facility name: VALLEY CIRCUITS, INC
Classification: Large Quantity Generator

Hazardous Waste Summary:

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D007
Waste name: CHROMIUM

Waste code: D008
Waste name: LEAD

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VALLEY CIRCUITS, INC (Continued)

1001075650

STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.

Biennial Reports:

Last Biennial Reporting Year: 2009

Annual Waste Handled:

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 52220

Waste code: D007
Waste name: CHROMIUM
Amount (Lbs): 550

Waste code: D008
Waste name: LEAD
Amount (Lbs): 550

Waste code: F006
Waste name: WASTEWATER TREATMENT SLUDGES FROM ELECTROPLATING OPERATIONS EXCEPT FROM THE FOLLOWING PROCESSES: (1) SULFURIC ACID ANODIZING OF ALUMINUM; (2) TIN PLATING ON CARBON STEEL; (3) ZINC PLATING (SEGREGATED BASIS) ON CARBON STEEL; (4) ALUMINUM OR ZINC-ALUMINUM PLATING ON CARBON STEEL; (5) CLEANING/STRIPPING ASSOCIATED WITH TIN, ZINC AND ALUMINUM PLATING ON CARBON STEEL; AND (6) CHEMICAL ETCHING AND MILLING OF ALUMINUM.
Amount (Lbs): 1800

Violation Status: No violations found

Evaluation Action Summary:

Evaluation date: 09/28/2006
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: Local

FINDS:

Registry ID: 110000903078

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

US EPA TRIS (Toxics Release Inventory System) contains information

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VALLEY CIRCUITS, INC (Continued)

1001075650

from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Gepaid: CAD063825087
Contact: SHARYN JANES
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 11031 GLENOAKS BLVD
Mailing City,St,Zip: PACOIMA, CA 913311634
Gen County: Los Angeles
TSD EPA ID: CAD983650490
TSD County: Monterey
Waste Category: Aqueous solution with metals (restricted levels and Alkaline solution (pH <UN-> 12.5) with metals (antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc)
Disposal Method: Recycler
Tons: 2.2934
Facility County: Los Angeles

Gepaid: CAD063825087
Contact: SHARYN JANES
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 11031 GLENOAKS BLVD
Mailing City,St,Zip: PACOIMA, CA 913311634
Gen County: Los Angeles
TSD EPA ID: CAD008488025
TSD County: Los Angeles
Waste Category: Aqueous solution with metals (restricted levels and Alkaline solution (pH <UN-> 12.5) with metals (antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc)
Disposal Method: Not reported
Tons: 1.3761
Facility County: Los Angeles

Gepaid: CAD063825087
Contact: SHARYN JANES
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 11031 GLENOAKS BLVD
Mailing City,St,Zip: PACOIMA, CA 913311634
Gen County: Los Angeles

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

VALLEY CIRCUITS, INC (Continued)

1001075650

TSD EPA ID: CAD008488025
 TSD County: Los Angeles
 Waste Category: Aqueous solution with metals (restricted levels and Alkaline solution (pH <UN-> 12.5) with metals (antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc)
 Disposal Method: Treatment, Tank
 Tons: 9.6324
 Facility County: Los Angeles

Gepaid: CAD063825087
 Contact: SHARYN JANES
 Telephone: 0000000000
 Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 11031 GLENOAKS BLVD
 Mailing City,St,Zip: PACOIMA, CA 913311634
 Gen County: Los Angeles

TSD EPA ID: CAD008488025
 TSD County: Los Angeles
 Waste Category: Liquids with pH <UN-> 2 with metals
 Disposal Method: Treatment, Tank
 Tons: 5.2748
 Facility County: Los Angeles

Gepaid: CAD063825087
 Contact: SHARYN JANES
 Telephone: 0000000000
 Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 11031 GLENOAKS BLVD
 Mailing City,St,Zip: PACOIMA, CA 913311634
 Gen County: Los Angeles
 TSD EPA ID: CAD008488025
 TSD County: Los Angeles
 Waste Category: Aqueous solution with metals (restricted levels and Alkaline solution (pH <UN-> 12.5) with metals (antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc)
 Disposal Method: Not reported
 Tons: .0000
 Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
 81 additional CA_HAZNET: record(s) in the EDR Site Report.

M43
NNE
1/8-1/4
0.201 mi.
1063 ft.

SEUNG HO KIM/MAL NAM KIM
11045 GLENOAKS BLVD
PACOIMA, CA 91331
Site 5 of 7 in cluster M

SWRCY **S101584960**
CA FID UST **N/A**
SWEEPS UST

Relative:
Higher

SWRCY:
 Certification Status: O
 Facility Phone Number: Not reported
 Date facility became certified: 9/15/1998
 Date facility began operating: 9/28/1998
 Date facility ceased operating: Still operating

Actual:
1050 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEUNG HO KIM/MAL NAM KIM (Continued)

S101584960

Whether The Facility Is Grandfathered: Not reported
Convenience Zone Where Facility Located: 981
Convenience Zone Where Facility Located 2: Not Accepted
Convenience Zone Where Facility Located 3: Not Accepted
Convenience Zone Where Facility Located 4: Not Accepted
Convenience Zone Where Facility Located 5: Not Accepted
Convenience Zone Where Facility Located 6: Not Accepted
Convenience Zone Where Facility Located 7: Not Accepted
Aluminum Beverage Containers Redeemed: AL
Glass Beverage Containers Redeemed: GL
Plastic Beverage Containers Redeemed: PL
Other mat beverage containers redeemed: Not reported
Refillable Beverage Containers Redeemed: Not reported

CA FID UST:

Facility ID: 19017449
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8188964252
Mail To: Not reported
Mailing Address: 11045 GLENOAKS BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: PACOIMA 913310000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:

Status: A
Comp Number: 4542
Number: 3
Board Of Equalization: Not reported
Ref Date: 08-30-93
Act Date: 05-04-94
Created Date: 02-29-88
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

MAP FINDINGS

Map ID			EDR ID Number
Direction			EPA ID Number
Distance			
Elevation	Site	Database(s)	

M44 NNE 1/8-1/4 0.201 mi. 1063 ft.	SEONG HO KIM/MAL NAM KIM 11045 GLENOAKS BLVD PACOIMA, CA 91331 Site 6 of 7 in cluster M	UST	U003780170 N/A
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Relative: Higher	UST: Global ID: 6335 Latitude: 34.27047 Longitude: -118.40831
Actual: 1050 ft.	

M45 NNE 1/8-1/4 0.201 mi. 1063 ft.	D & K MILK PALACE(BEACON) 11045 N GLENOAKS BLVD PACOIMA, CA 91331 Site 7 of 7 in cluster M	LUST	S109117602 N/A
---	--	-------------	---------------------------------

Relative: Higher	LUST: Region: STATE Global Id: T0603778565 Latitude: 34.2703 Longitude: -118.40861 Case Type: LUST Cleanup Site Status: Completed - Case Closed Status Date: 1992-07-22 00:00:00 Lead Agency: LOS ANGELES, CITY OF Case Worker: Not reported Local Agency: LOS ANGELES, CITY OF RB Case Number: Not reported LOC Case Number: XS0001125 File Location: Not reported Potential Media Affect: Soil Potential Contaminants of Concern: Gasoline Site History: Not reported
Actual: 1050 ft.	

L46 NW 1/8-1/4 0.213 mi. 1122 ft.	R.S. AUTO PARTS 10763 SAN FERNANDO RD PACOIMA, CA 91331 Site 3 of 4 in cluster L	HIST UST	U001567445 N/A
--	---	-----------------	---------------------------------

Relative: Lower	HIST UST: Region: STATE Facility ID: 00000055352 Facility Type: Gas Station Other Type: Not reported Total Tanks: 0004 Contact Name: ROBERT R. SILVA JR. Telephone: 8188991193 Owner Name: ROBERT M SILVA Owner Address: 11138 BARTER AVE. Owner City,St,Zip: MISSION HILLS, CA 91345
Actual: 1012 ft.	
	Tank Num: 001 Container Num: 1 Year Installed: Not reported Tank Capacity: 00009000 Tank Used for: PRODUCT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

R.S. AUTO PARTS (Continued)

U001567445

Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00009000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Pressure Test

Tank Num: 004
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Pressure Test

**L47
NW
1/8-1/4
0.213 mi.
1122 ft.**

**STOP 'N GO
10763 SAN FERNANDO RD
PACOIMA, CA 91331**

**CA FID UST
SWEEPS UST
HAZNET**

**S101584436
N/A**

Site 4 of 4 in cluster L

**Relative:
Lower**

CA FID UST:
Facility ID: 19011460
Regulated By: UTNKA
Regulated ID: 00055352
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8183619545
Mail To: Not reported
Mailing Address: 10763 SAN FERNANDO RD
Mailing Address 2: Not reported
Mailing City,St,Zip: PACOIMA 913310000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

**Actual:
1012 ft.**

SWEEPS UST:

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

STOP 'N GO (Continued)

S101584436

Status: A
Comp Number: 2935
Number: 1
Board Of Equalization: 44-012652
Ref Date: 06-08-93
Act Date: 04-19-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002935-000001
Actv Date: 10-21-92
Capacity: 9000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 4

Status: A
Comp Number: 2935
Number: 1
Board Of Equalization: 44-012652
Ref Date: 06-08-93
Act Date: 04-19-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002935-000002
Actv Date: 10-21-92
Capacity: 9000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: A
Comp Number: 2935
Number: 1
Board Of Equalization: 44-012652
Ref Date: 06-08-93
Act Date: 04-19-94
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002935-000003
Actv Date: 10-21-92
Capacity: 1000
Tank Use: OIL
Stg: W
Content: WASTE OIL
Number Of Tanks: Not reported

Status: A
Comp Number: 2935
Number: 1
Board Of Equalization: 44-012652
Ref Date: 06-08-93
Act Date: 04-19-94

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

STOP 'N GO (Continued)

S101584436

Created Date: 02-29-88
 Tank Status: A
 Owner Tank Id: Not reported
 Swrcb Tank Id: 19-050-002935-000004
 Actv Date: 06-08-93
 Capacity: 1000
 Tank Use: OIL
 Stg: W
 Content: WASTE OIL
 Number Of Tanks: Not reported

HAZNET:

Gepaid: CAC002635547
 Contact: DENNIS ALEXANDROFF
 Telephone: 8184141853
 Facility Addr2: Not reported
 Mailing Name: Not reported
 Mailing Address: 15333 SHERMAN WAY STE H
 Mailing City,St,Zip: VAN NUYS, CA 91406
 Gen County: Los Angeles
 TSD EPA ID: CAT080013352
 TSD County: Los Angeles
 Waste Category: Tank bottom waste
 Disposal Method: H039
 Tons: 2.085
 Facility County: Los Angeles

48
SE
1/4-1/2
0.262 mi.
1384 ft.

WILLIES AUTO REPAIR
9954 SAN FERNANDO ROAD
PACOIMA, CA 91331

US BROWNFIELDS 1011812566
N/A

Relative:
Lower

US BROWNFIELDS:
 Recipient name: R9 TBA (STAG Funded)
 Grant type: TBA Grant
 Property name: Willies Auto Repair
 Property #: 2537-013-005
 Parcel size: .18
 Latitude: 34.251999
 Longitude: -118.406268
 HCM label: Not reported
 Map scale: Not reported
 Point of reference: Not reported
 Datum: Not reported
 ACRES property ID: 72486
 Start date: N/A
 Completed date: N/A
 Acres cleaned up: Not reported
 Cleanup funding: Not reported
 Cleanup funding source: Not reported
 Assessment funding: \$1,724.00
 Assessment funding source: Not reported
 Redevelopment funding: Not reported
 Redev. funding source: Not reported
 Redev. funding entity name: Not reported
 Redevelopment start date: N/A

Actual:
933 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WILLIES AUTO REPAIR (Continued)

1011812566

Assessment funding entity: US EPA - Brownfields Assessment Cooperative Agreement
Cleanup funding entity: Not reported
Grant type: Hazardous Substance
Accomplishment type: Phase I Environmental Assessment
Ownership entity: Not reported
Current owner: Oscar Medrano
Did owner change: Not reported
Cleanup required: Not reported
Video available: Not reported
Photo available: Not reported
Institutional controls required: Not reported
IC Category proprietary controls: Not reported
IC cat. info. devices: Not reported
IC cat. gov. controls: Not reported
IC cat. enforcement permit tools: Not reported
IC in place date: N/A
IC in place: Not reported
Enrolled in state/tribal program: No
State/tribal program date: N/A
State/tribal program ID: Not reported
State/tribal NFA date: N/A
Air contaminated: Not reported
Air cleaned: Not reported
Asbestos found: Not reported
Asbestos cleaned: Not reported
Controlled substance found: Not reported
Controlled substance cleaned: Not reported
Drinking water affected: Not reported
Drinking water cleaned: Not reported
Groundwater affected: Not reported
Groundwater cleaned: Not reported
Lead contaminant found: Not reported
Lead cleaned up: Not reported
No media affected: Not reported
Unknown media affected: Not reported
Other cleaned up: Not reported
Other metals found: Not reported
Other metals cleaned: Not reported
Other contaminants found: Not reported
Other contams found description: Not reported
PAHs found: Not reported
PAHs cleaned up: Not reported
PCBs found: Not reported
PCBs cleaned up: Not reported
Petro products found: Not reported
Petro products cleaned: Not reported
Sediments found: Not reported
Sediments cleaned: Not reported
Soil affected: Not reported
Soil cleaned up: Not reported
Surface water cleaned: Not reported
Unknown found: Not reported
VOCs found: Not reported
VOCs cleaned: Not reported
Cleanup other description: Not reported
Num. of cleanup and re-dev. jobs: Not reported
Property highlights: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WILLIES AUTO REPAIR (Continued)

1011812566

Past use greenspace acreage: Not reported
Past use residential acreage: Not reported
Past use commercial acreage: Not reported
Past use industrial acreage: Not reported
Future use greenspace acreage: Not reported
Future use residential acreage: Not reported
Future use commercial acreage: Not reported
Future use industrial acreage: Not reported
Greenspace acreage and type: Not reported
Superfund Fed. landowner flag: Not reported

Property Description: Auto, Recreation Equipment, Construction Equipment, Sales and Service

**49
NW
1/4-1/2
0.275 mi.
1450 ft.**

**GAG RECYCLING
13225 VAN NUYS BLVD
PACOIMA, CA 91331**

**SWRCY S107137035
N/A**

**Relative:
Lower**

SWRCY:

Certification Status: O
Facility Phone Number: (818) 834-2989
Date facility became certified: 5/26/1993
Date facility began operating: 7/1/1993
Date facility ceased operating: Still operating
Whether The Facility Is Grandfathered: Not reported
Convenience Zone Where Facility Located: 982
Convenience Zone Where Facility Located 2: 3533
Convenience Zone Where Facility Located 3: 5332
Convenience Zone Where Facility Located 4: Not Accepted
Convenience Zone Where Facility Located 5: Not Accepted
Convenience Zone Where Facility Located 6: Not Accepted
Convenience Zone Where Facility Located 7: Not Accepted
Aluminum Beverage Containers Redeemed: AL
Glass Beverage Containers Redeemed: GL
Plastic Beverage Containers Redeemed: PL
Other mat beverage containers redeemed: Not reported
Refillable Beverage Containers Redeemed: Not reported

**50
NNW
1/4-1/2
0.280 mi.
1478 ft.**

**LEOS RECYCLING INC
13158 VAN NUYS BLVD
PACOIMA, CA 91331**

**SWRCY S109850973
N/A**

**Relative:
Lower**

SWRCY:

Certification Status: C
Facility Phone Number: (818) 822-0982
Date facility became certified: 9/22/2009
Date facility began operating: Never operational
Date facility ceased operating: Still operating
Whether The Facility Is Grandfathered: Not reported
Convenience Zone Where Facility Located: 982
Convenience Zone Where Facility Located 2: 3533
Convenience Zone Where Facility Located 3: 5332
Convenience Zone Where Facility Located 4: Not Accepted
Convenience Zone Where Facility Located 5: Not Accepted

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LEOS RECYCLING INC (Continued)

S109850973

Convenience Zone Where Facility Located 6: Not Accepted
Convenience Zone Where Facility Located 7: Not Accepted
Aluminum Beverage Containers Redeemed: AL
Glass Beverage Containers Redeemed: GL
Plastic Beverage Containers Redeemed: PL
Other mat beverage containers redeemed: Not reported
Refillable Beverage Containers Redeemed: Not reported

**N51
SE
1/4-1/2
0.287 mi.
1515 ft.**

**CONDORA CONSTRUCTION SERVICES
12506 MONTAGUE STREET
LOS ANGELES, CA 91331**

**US BROWNFIELDS 1011812530
N/A**

Site 1 of 2 in cluster N

**Relative:
Lower**

US BROWNFIELDS:

Recipient name: R9 TBA (STAG Funded)

Grant type: TBA Grant

**Actual:
933 ft.**

Property name: Condora Construction Services

Property #: 2537-014-001

Parcel size: 0

Latitude: 34.251979

Longitude: -118.405028

HCM label: Not reported

Map scale: Not reported

Point of reference: Not reported

Datum: Not reported

ACRES property ID: 72488

Start date: N/A

Completed date: N/A

Acres cleaned up: Not reported

Cleanup funding: Not reported

Cleanup funding source: Not reported

Assessment funding: \$1,724.00

Assessment funding source: Not reported

Redevelopment funding: Not reported

Redev. funding source: Not reported

Redev. funding entity name: Not reported

Redevelopment start date: N/A

Assessment funding entity: US EPA - Brownfields Assessment Cooperative Agreement

Cleanup funding entity: Not reported

Grant type: Hazardous Substance

Accomplishment type: Phase I Environmental Assessment

Ownership entity: Not reported

Current owner: Condora Construction Services

Did owner change: Not reported

Cleanup required: Not reported

Video available: Not reported

Photo available: Not reported

Institutional controls required: Not reported

IC Category proprietary controls: Not reported

IC cat. info. devices: Not reported

IC cat. gov. controls: Not reported

IC cat. enforcement permit tools: Not reported

IC in place date: N/A

IC in place: Not reported

Enrolled in state/tribal program: No

State/tribal program date: N/A

State/tribal program ID: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CONDORA CONSTRUCTION SERVICES (Continued)

1011812530

State/tribal NFA date: N/A
Air contaminated: Not reported
Air cleaned: Not reported
Asbestos found: Not reported
Asbestos cleaned: Not reported
Controlled substance found: Not reported
Controlled substance cleaned: Not reported
Drinking water affected: Not reported
Drinking water cleaned: Not reported
Groundwater affected: Not reported
Groundwater cleaned: Not reported
Lead contaminant found: Not reported
Lead cleaned up: Not reported
No media affected: Not reported
Unknown media affected: Not reported
Other cleaned up: Not reported
Other metals found: Not reported
Other metals cleaned: Not reported
Other contaminants found: Not reported
Other contams found description: Not reported
PAHs found: Not reported
PAHs cleaned up: Not reported
PCBs found: Not reported
PCBs cleaned up: Not reported
Petro products found: Not reported
Petro products cleaned: Not reported
Sediments found: Not reported
Sediments cleaned: Not reported
Soil affected: Not reported
Soil cleaned up: Not reported
Surface water cleaned: Not reported
Unknown found: Not reported
VOCs found: Not reported
VOCs cleaned: Not reported
Cleanup other description: Not reported
Num. of cleanup and re-dev. jobs: Not reported
Property highlights: Not reported
Past use greenspace acreage: Not reported
Past use residential acreage: Not reported
Past use commercial acreage: Not reported
Past use industrial acreage: Not reported
Future use greenspace acreage: Not reported
Future use residential acreage: Not reported
Future use commercial acreage: Not reported
Future use industrial acreage: Not reported
Greenspace acreage and type: Not reported
Superfund Fed. landowner flag: Not reported

Property Description: Light Manufacturing

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

N52
SE
1/4-1/2
0.287 mi.
1516 ft.

CORDOVA CONSTRUCTION SERVICES
12506 MONTAGUE ST.
PACOIMA (IN LOS ANGELES), CA

SWF/LF **S104809415**
N/A

Site 2 of 2 in cluster N

Relative:
Lower

SWF/LF (SWIS):

Region: STATE
 Facility ID: 19-AR-5587
 Lat/Long: 34.25178 / -118.40475
 Owner Name: Cordova Construction Services Inc
 Owner Telephone: 8188960509
 Owner Address: Not reported
 Owner Address2: P.O. Box 923250
 Owner City,St,Zip: Sylmar, CA 91392-3250
 Operator: Cordova Construction Services, Inc.
 Operator Phone: 8188960509
 Operator Address: Not reported
 Operator Address2: P.O. Box 923250
 Operator City,St,Zip: Sylmar, CA 91392-3250
 Operator's Status: Active
 Permit Date: 10/10/2000
 Permit Status: Notification
 Permitted Acreage: Not reported
 Activity: Limited Volume Transfer Operation
 Regulation Status: Notification
 Landuse Name: Industrial
 GIS Source: External
 Category: Transfer/Processing
 Unit Number: 01
 Inspection Frequency: Quarterly
 Accepted Waste: Construction/demolition,Green Materials,Mixed municipal
 Closure Date: Not reported
 Closure Type: Not reported
 Disposal Acreage: Not reported
 Swisnumber: 19-AR-5587
 Issue & Observations: Sylmar, CA 91392-3250
 Program Type: Not reported
 Permitted Throughput with Units: 60
 Actual Throughput with Units: Cu Yards/day
 Permitted Capacity with Units: 21000
 Remaining Capacity: Not reported
 Remaining Capacity with Units: Cu Yards/year

O53
SE
1/4-1/2
0.349 mi.
1844 ft.

FORTIN INDUSTRIES #610
9880 SAN FERNANDO RD
PACOIMA, CA 91331

HIST CORTESE **1000726516**
LUST **N/A**
SLIC
WIP

Site 1 of 2 in cluster O

Relative:
Lower

CORTESE:

Region: CORTESE
 Facility County Code: 19
 Reg By: LTNKA
 Reg Id: 913310616

Actual:
931 ft.

LUST:

Region: STATE
 Global Id: T0603702197

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FORTIN INDUSTRIES #610 (Continued)

1000726516

Latitude: 34.250483
Longitude: -118.404062
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1996-12-04 00:00:00
Lead Agency: LOS ANGELES, CITY OF
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 913310616
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Copper
Site History: Not reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
facid: 913310616
Status: Pollution Characterization
Substance: Copper
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603702197
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: BRANFORD
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 10/22/1984
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 5/11/1995
Date the Case was Closed: Not reported
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 6874.350820583612987138356498
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 3/18/1988
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FORTIN INDUSTRIES #610 (Continued)

1000726516

Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: WESTINGHOUSE ELECTRIC CORP.
RP Address: 12840 BRADLEY AVE., SYLMAR, CA 91342
Program: LUST
Lat/Long: 34.250203 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: COPPER CONTAMINATION (SLIGHT), TANK REMOVED. THIS CASE IS UNDER LA CO
FIRE DEPT'S OVERSIGHT.

SLIC:

Region: STATE
Facility Status: **Open**
Status Date: 1965-01-01 00:00:00
Global Id: SLT43259257
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.250483
Longitude: -118.404062
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: 0437
File Location: Not reported
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

SLIC:

Region: 4
Facility Status: Not reported
SLIC: 0437
Substance: Metal
Staff: Los Angeles County Fire Department

WIP:

Region: 4
File Number: 111.2625
File Status: **Historical**
Staff: JLUERA
Facility Suite: Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

P54 **NALCO CHEMICAL CO**
East **12355 MONTAGUE AVE**
1/4-1/2 **PACOIMA, CA 91331**
0.355 mi.
1874 ft. **Site 1 of 2 in cluster P**

HIST CORTESE **S104572887**
HAZNET **N/A**

Relative: **CORTESE:**
Lower Region: **CORTESE**
 Facility County Code: **19**
Actual: Reg By: **LTNKA**
936 ft. Reg Id: **913311152**

HAZNET:
 Gepaid: **CAC002228409**
 Contact: **NALCO CHEMICAL CO**
 Telephone: **6303051982**
 Facility Addr2: **Not reported**
 Mailing Name: **Not reported**
 Mailing Address: **1 NALCO CENTER**
 Mailing City,St,Zip: **NAPERVILLE, IL 605630000**
 Gen County: **Los Angeles**
 TSD EPA ID: **CAD028409019**
 TSD County: **Los Angeles**
 Waste Category: **Other inorganic solid waste**
 Disposal Method: **Treatment, Tank**
 Tons: **0.2293**
 Facility County: **Los Angeles**

P55 **ROADWAY EXPRESS, INC.**
East **12355 MONTAGUE ST**
1/4-1/2 **ARLETA-PACOIMA, CA 91331**
0.355 mi.
1874 ft. **Site 2 of 2 in cluster P**

LUST **S104160034**
 N/A

Relative: **LUST:**
Lower Region: **STATE**
 Global Id: **T0603702200**
Actual: Latitude: **0**
936 ft. Longitude: **0**
 Case Type: **LUST Cleanup Site**
 Status: **Completed - Case Closed**
 Status Date: **1996-09-04 00:00:00**
 Lead Agency: **LOS ANGELES RWQCB (REGION 4)**
 Case Worker: **Not reported**
 Local Agency: **LOS ANGELES, CITY OF**
 RB Case Number: **913311152**
 LOC Case Number: **Not reported**
 File Location: **Not reported**
 Potential Media Affect: **Aquifer used for drinking water supply**
 Potential Contaminants of Concern: **Gasoline**
 Site History: **Not reported**

LUST REG 4:
 Region: **4**
 Regional Board: **04**
 County: **Los Angeles**
 facid: **913311152**
 Status: **Case Closed**
 Substance: **Gasoline**

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ROADWAY EXPRESS, INC. (Continued)

S104160034

Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603702200
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: RALSTON AVE
Enforcement Type: Not reported
Date Leak Discovered: 6/2/1987
Date Leak First Reported: 4/27/1988
Date Leak Record Entered: 8/5/1988
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 8/5/1988
Date the Case was Closed: 9/4/1996
How Leak Discovered: Subsurface Monitoring
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: SWART, JERRY
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 8782.824583997354074867351027
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: ROADWAY SERVICES, INC.
RP Address: 1077 GORGE BLVD, AKRON, OH 44310
Program: LUST
Lat/Long: 34.2549268 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: OLD CASE #080588-01
CASE TO JD

ASSIGNED

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s) EDR ID Number
 EPA ID Number

Q56 **THRIFTY #230**
NW **12957 VAN NUYS BLVD**
1/4-1/2 **ARLETA-PACOIMA, CA 91331**
0.358 mi.
1889 ft. **Site 1 of 2 in cluster Q**

LUST **S102438981**
N/A

Relative:
Higher

LUST:

Actual:
1044 ft.

Region: STATE
 Global Id: T0603702207
 Latitude: 34.2712461
 Longitude: -118.4152744
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 1991-01-09 00:00:00
 Lead Agency: LOS ANGELES, CITY OF
 Case Worker: Not reported
 Local Agency: LOS ANGELES, CITY OF
 RB Case Number: 913311225
 LOC Case Number: Not reported
 File Location: Not reported
 Potential Media Affect: Soil
 Potential Contaminants of Concern: Gasoline
 Site History: Not reported

LUST REG 4:

Region: 4
 Regional Board: 04
 County: Los Angeles
 facid: 913311225
 Status: Case Closed
 Substance: Gasoline
 Substance Quantity: Not reported
 Local Case No: Not reported
 Case Type: Soil
 Abatement Method Used at the Site: Not reported
 Global ID: T0603702207
 W Global ID: Not reported
 Staff: UNK
 Local Agency: 19050
 Cross Street: Not reported
 Enforcement Type: Not reported
 Date Leak Discovered: Not reported
 Date Leak First Reported: 9/6/1990
 Date Leak Record Entered: 11/9/1990
 Date Confirmation Began: Not reported
 Date Leak Stopped: Not reported
 Date Case Last Changed on Database: 1/9/1991
 Date the Case was Closed: 1/9/1991
 How Leak Discovered: Not reported
 How Leak Stopped: Not reported
 Cause of Leak: UNK
 Leak Source: UNK
 Operator: Not reported
 Water System: Not reported
 Well Name: Not reported
 Approx. Dist To Production Well (ft): 8957.6118469703064941020887
 Source of Cleanup Funding: UNK
 Preliminary Site Assessment Workplan Submitted: 9/6/1990
 Preliminary Site Assessment Began: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

THRIFTY #230 (Continued)

S102438981

Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: BLANK RP
RP Address: Not reported
Program: LUST
Lat/Long: 34.2712461 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

**Q57
NW
1/4-1/2
0.358 mi.
1889 ft.**

**BP WEST COAST PRODUCTS LLC 09630
12957 VAN NUYS
PACOIMA, CA 91331**

**HIST CORTESE
LUST
HAZNET**

**S103066084
N/A**

Site 2 of 2 in cluster Q

**Relative:
Higher**

CORTESE:
Region: CORTESE
Facility County Code: 19
Actual:
Reg By: LTNKA
Reg Id: 913311225

1044 ft.

LUST:

Region: STATE
Global Id: T0603786295
Latitude: 34.271385
Longitude: -118.415481
Case Type: LUST Cleanup Site
Status: Open - Site Assessment
Status Date: 2007-05-01 00:00:00
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 913311225A
LOC Case Number: 26136
File Location: Regional Board
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

HAZNET:

Gepaid: CAL000161636

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BP WEST COAST PRODUCTS LLC 09630 (Continued)

S103066084

Contact: CARLOS RODRIGUEZ
Telephone: 7146705402
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: PO BOX 6038
Mailing City,St,Zip: ARTESIA, CA 907026038
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Unspecified organic liquid mixture
Disposal Method: Transfer Station
Tons: 0.62
Facility County: Not reported

Gepaid: CAL000161636
Contact: CARLOS RODRIGUEZ
Telephone: 7146705402
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: PO BOX 6038
Mailing City,St,Zip: ARTESIA, CA 907026038
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Recycler
Tons: 0.41
Facility County: Not reported

Gepaid: CAL000225887
Contact: JACK OMAN WASTE SPECIALIST
Telephone: 7146703958
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: PO BOX 80249
Mailing City,St,Zip: RCHO STA MARG, CA 926880000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: H13
Tons: 0.04
Facility County: Los Angeles

Gepaid: CAL000225887
Contact: JACK OMAN WASTE SPECIALIST
Telephone: 7146703958
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: PO BOX 80249
Mailing City,St,Zip: RCHO STA MARG, CA 926880000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Recycler
Tons: 0.04

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BP WEST COAST PRODUCTS LLC 09630 (Continued)

S103066084

Facility County: Los Angeles

Gepaid: CAL000225887
Contact: JACK OMAN WASTE SPECIALIST
Telephone: 7146703958
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: PO BOX 80249
Mailing City,St,Zip: RCHO STA MARG, CA 926880000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Recycler
Tons: 1.2
Facility County: Not reported

[Click this hyperlink](#) while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

**58
NW
1/4-1/2
0.362 mi.
1913 ft.**

**LA CITY FIRE STATION #98
13035 VAN NUYS BLVD
PACOIMA, CA 91331**

**LUST S104773334
N/A**

**Relative:
Higher**

LUST:
Region: STATE
Global Id: T0603793049
Latitude: 34.26999
Longitude: -118.417024
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2001-08-02 00:00:00
Lead Agency: LOS ANGELES, CITY OF
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 913311270
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Aviation
Site History: Not reported

**Actual:
1031 ft.**

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
facid: 913311270
Status: Leak being confirmed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603793049
W Global ID: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

LA CITY FIRE STATION #98 (Continued)

S104773334

Staff: UNK
 Local Agency: 19050
 Cross Street: Not reported
 Enforcement Type: Not reported
 Date Leak Discovered: 8/5/1999
 Date Leak First Reported: 10/7/1999
 Date Leak Record Entered: Not reported
 Date Confirmation Began: 10/7/1999
 Date Leak Stopped: Not reported
 Date Case Last Changed on Database: 10/7/1999
 Date the Case was Closed: Not reported
 How Leak Discovered: Repair Tank
 How Leak Stopped: Not reported
 Cause of Leak: UNK
 Leak Source: UNK
 Operator: CITY OF LA FIRE DEPT
 Water System: Not reported
 Well Name: Not reported
 Approx. Dist To Production Well (ft): 9621.005111931969103317019679
 Source of Cleanup Funding: UNK
 Preliminary Site Assessment Workplan Submitted: Not reported
 Preliminary Site Assessment Began: Not reported
 Pollution Characterization Began: Not reported
 Remediation Plan Submitted: Not reported
 Remedial Action Underway: Not reported
 Post Remedial Action Monitoring Began: Not reported
 Enforcement Action Date: Not reported
 Historical Max MTBE Date: Not reported
 Hist Max MTBE Conc in Groundwater: Not reported
 Hist Max MTBE Conc in Soil: Not reported
 Significant Interim Remedial Action Taken: Not reported
 GW Qualifier: Not reported
 Soil Qualifier: Not reported
 Organization: Not reported
 Owner Contact: Not reported
 Responsible Party: CITY OF LOS ANGELES
 RP Address: 419 S. SPRING ST., 12TH FL., LOS ANGELES CA 90013
 Program: LUST
 Lat/Long: 34.26999 / -1
 Local Agency Staff: PEJ
 Beneficial Use: Not reported
 Priority: Not reported
 Cleanup Fund Id: Not reported
 Suspended: Not reported
 Assigned Name: Not reported
 Summary: Not reported

O59
SE
1/4-1/2
0.402 mi.
2121 ft.

CADILLAC KING AUTO DISMANTLING
9830 SAN FERNANDO ROAD
LOS ANGELES, CA 91331

US BROWNFIELDS **1011812525**
N/A

Site 2 of 2 in cluster O

Relative:
Lower

US BROWNFIELDS:
 Recipient name: R9 TBA (STAG Funded)
 Grant type: TBA Grant

Actual:
923 ft.

Property name: Cadillac King Auto Dismantling
 Property #: 2537-015-042

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CADILLAC KING AUTO DISMANTLING (Continued)

1011812525

Parcel size: 3.87
Latitude: 34.249626
Longitude: -118.403817
HCM label: Not reported
Map scale: Not reported
Point of reference: Not reported
Datum: Not reported
ACRES property ID: 72482
Start date: N/A
Completed date: N/A
Acres cleaned up: Not reported
Cleanup funding: Not reported
Cleanup funding source: Not reported
Assessment funding: \$1,724.00
Assessment funding source: Not reported
Redevelopment funding: Not reported
Redev. funding source: Not reported
Redev. funding entity name: Not reported
Redevelopment start date: N/A
Assessment funding entity: US EPA - Brownfields Assessment Cooperative Agreement
Cleanup funding entity: Not reported
Grant type: Hazardous Substance
Accomplishment type: Phase I Environmental Assessment
Ownership entity: Not reported
Current owner: Sektrav
Did owner change: Not reported
Cleanup required: Not reported
Video available: Not reported
Photo available: Not reported
Institutional controls required: Not reported
IC Category proprietary controls: Not reported
IC cat. info. devices: Not reported
IC cat. gov. controls: Not reported
IC cat. enforcement permit tools: Not reported
IC in place date: N/A
IC in place: Not reported
Enrolled in state/tribal program: No
State/tribal program date: N/A
State/tribal program ID: Not reported
State/tribal NFA date: N/A
Air contaminated: Not reported
Air cleaned: Not reported
Asbestos found: Not reported
Asbestos cleaned: Not reported
Controlled substance found: Not reported
Controlled substance cleaned: Not reported
Drinking water affected: Not reported
Drinking water cleaned: Not reported
Groundwater affected: Not reported
Groundwater cleaned: Not reported
Lead contaminant found: Not reported
Lead cleaned up: Not reported
No media affected: Not reported
Unknown media affected: Not reported
Other cleaned up: Not reported
Other metals found: Not reported
Other metals cleaned: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

CADILLAC KING AUTO DISMANTLING (Continued)

1011812525

Other contaminants found: Not reported
 Other contams found description: Not reported
 PAHs found: Not reported
 PAHs cleaned up: Not reported
 PCBs found: Not reported
 PCBs cleaned up: Not reported
 Petro products found: Not reported
 Petro products cleaned: Not reported
 Sediments found: Not reported
 Sediments cleaned: Not reported
 Soil affected: Not reported
 Soil cleaned up: Not reported
 Surface water cleaned: Not reported
 Unknown found: Not reported
 VOCs found: Not reported
 VOCs cleaned: Not reported
 Cleanup other description: Not reported
 Num. of cleanup and re-dev. jobs: Not reported
 Property highlights: Not reported
 Past use greenspace acreage: Not reported
 Past use residential acreage: Not reported
 Past use commercial acreage: Not reported
 Past use industrial acreage: Not reported
 Future use greenspace acreage: Not reported
 Future use residential acreage: Not reported
 Future use commercial acreage: Not reported
 Future use industrial acreage: Not reported
 Greenspace acreage and type: Not reported
 Superfund Fed. landowner flag: Not reported

Property Description: Light Manufacturing

R60
East
1/4-1/2
0.406 mi.
2142 ft.

Relative:
Lower

SDS INDUSTRIES INC
10241 NORRIS AVE
PACOIMA, CA 91331

Site 1 of 3 in cluster R

RCRA-SQG **1000119933**
FINDS **CAD981456080**
CA WDS
NPDES
SLIC
WIP
HAZNET

Actual:
942 ft.

RCRA-SQG:

Date form received by agency: 09/01/1996
 Facility name: SDS INDUSTRIES INC
 Facility address: 10241 NORRIS AVE
 PACOIMA, CA 91331

 EPA ID: CAD981456080
 Mailing address: 12303 MONTAGUE ST
 PACOIMA, CA 91331

 Contact: Not reported
 Contact address: Not reported
 Not reported
 Contact country: Not reported
 Contact telephone: Not reported
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SDS INDUSTRIES INC (Continued)

1000119933

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: RL DAY GL SAUER
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: Unknown
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: Unknown
Furnace exemption: Unknown
Used oil fuel burner: No
Used oil processor: No
Used oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Verified to be non-commercial

Historical Generators:

Date form received by agency: 03/25/1986
Facility name: SDS INDUSTRIES INC
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002713476

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART)
provides California with information on hazardous waste shipments for

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SDS INDUSTRIES INC (Continued)

1000119933

generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CA WDS:

Facility ID: 4 19I001621
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 3238750124
Facility Contact: Debbie Schneiderman
Agency Name: TIMELY INDUSTRIES
Agency Address: 10241 Norris Ave.
Agency City,St,Zip: Pacoima 91331
Agency Contact: Debbie Schneiderman
Agency Telephone: 3238750124
Agency Type: Private
SIC Code: 3442
SIC Code 2: Not reported
Primary Waste: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: No reclamation requirements associated with this facility.
POTW: The facility is not a POTW.
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

NPDES:

Npdes Number: Not reported
Facility Status: Active
Agency Id: 47084
Region: 4

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SDS INDUSTRIES INC (Continued)

1000119933

Regulatory Measure Id: 188831
Order No: 97-03-DWQ
Regulatory Measure Type: Storm water industrial
Place Id: 267575
WDID: 4 19I001621
Program Type: INDSTW
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 1992-03-27 00:00:00
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Timely Industries
Discharge Address: 10241 Norris Ave.
Discharge City: Pacoima
Discharge State: CA
Discharge Zip: 91331

SLIC:

Region: STATE
Facility Status: Open - Site Assessment
Status Date: 1995-05-02 00:00:00
Global Id: SL603799073
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.255784
Longitude: -118.402603
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: 111.2617
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Not reported
Site History: Not reported

WIP:

Region: 4
File Number: 111.2617
File Status: Backlog
Staff: UNIDENTIFIED
Facility Suite: Not reported

HAZNET:

Gepaid: CAD981456080
Contact: JOE NELSON
Telephone: 2138750532
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10241 NORRIS AVE
Mailing City,St,Zip: PACOIMA, CA 913312218
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: H039
Tons: 0.874
Facility County: Los Angeles

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SDS INDUSTRIES INC (Continued)

1000119933

Gepaid: CAD981456080
Contact: JOE NELSON
Telephone: 2138750532
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10241 NORRIS AVE
Mailing City,St,Zip: PACOIMA, CA 913312218
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 3.41
Facility County: Los Angeles

Gepaid: CAD981456080
Contact: JOE NELSON
Telephone: 2138750532
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10241 NORRIS AVE
Mailing City,St,Zip: PACOIMA, CA 913312218
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: H039
Tons: 2.28
Facility County: Los Angeles

Gepaid: CAD981456080
Contact: JOE NELSON
Telephone: 2138750532
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10241 NORRIS AVE
Mailing City,St,Zip: PACOIMA, CA 913312218
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Not reported
Tons: 0.83
Facility County: Not reported

Gepaid: CAD981456080
Contact: JOE NELSON
Telephone: 2138750532
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 10241 NORRIS AVE
Mailing City,St,Zip: PACOIMA, CA 913312218
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SDS INDUSTRIES INC (Continued)

1000119933

Tons: 0.83
Facility County: Not reported

[Click this hyperlink](#) while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

61
North
1/4-1/2
0.411 mi.
2171 ft.

EXXON #7-3332
12786 VAN NUYS BLVD
PACOIMA, CA 91331

HIST CORTESE **S102429425**
LUST **N/A**
SWEEPS UST

Relative:
Higher

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 913311216

Actual:
1065 ft.

LUST:
Region: STATE
Global Id: T0603702206
Latitude: 34.2736639
Longitude: -118.411089
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1994-05-05 00:00:00
Lead Agency: LOS ANGELES, CITY OF
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 913311216
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
facid: 913311216
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603702206
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: GLENOAKS BLVD
Enforcement Type: Not reported
Date Leak Discovered: 5/19/1993
Date Leak First Reported: 5/25/1993
Date Leak Record Entered: 3/16/1993
Date Confirmation Began: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

EXXON #7-3332 (Continued)

S102429425

Date Leak Stopped: Not reported
Date Case Last Changed on Database: 5/5/1994
Date the Case was Closed: 5/5/1994
How Leak Discovered: OM
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Piping
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 7568.6090084620901044502612444
Source of Cleanup Funding: Piping
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: EXXON CO. U.S.A.
RP Address: SAME AS ABOVE
Program: LUST
Lat/Long: 34.273817 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

SWEEPS UST:

Status: Not reported
Comp Number: 1689
Number: Not reported
Board Of Equalization: 44-000285
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001689-000001
Actv Date: Not reported
Capacity: 8000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 8

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

EXXON #7-3332 (Continued)

S102429425

Status: Not reported
Comp Number: 1689
Number: Not reported
Board Of Equalization: 44-000285
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001689-000002
Actv Date: Not reported
Capacity: 8000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1689
Number: Not reported
Board Of Equalization: 44-000285
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001689-000003
Actv Date: Not reported
Capacity: 8000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1689
Number: Not reported
Board Of Equalization: 44-000285
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001689-000004
Actv Date: Not reported
Capacity: 550
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1689
Number: Not reported
Board Of Equalization: 44-000285
Ref Date: Not reported
Act Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

EXXON #7-3332 (Continued)

S102429425

Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001689-000005
Actv Date: Not reported
Capacity: 12000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1689
Number: Not reported
Board Of Equalization: 44-000285
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001689-000006
Actv Date: Not reported
Capacity: 12000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: LEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1689
Number: Not reported
Board Of Equalization: 44-000285
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001689-000007
Actv Date: Not reported
Capacity: 12000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: LEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1689
Number: Not reported
Board Of Equalization: 44-000285
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001689-000008
Actv Date: Not reported
Capacity: 1000

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

EXXON #7-3332 (Continued)

S102429425

Tank Use: M.V. FUEL
Stg: PRODUCT
Content: LEADED
Number Of Tanks: Not reported

R62
East
1/4-1/2
0.421 mi.
2225 ft.

MOC THE PROFESSIONAL CHOICE
12307 MONTAGUE STREET
LOS ANGELES, CA 91331

US BROWNFIELDS **1011812545**
N/A

Site 2 of 3 in cluster R

Relative:
Lower

US BROWNFIELDS:

Recipient name: R9 TBA (STAG Funded)
Grant type: TBA Grant
Property name: MOC The Professional Choice
Property #: 2537-014-046
Parcel size: 0
Latitude: 34.255158
Longitude: -118.401157
HCM label: Not reported
Map scale: Not reported
Point of reference: Not reported
Datum: Not reported
ACRES property ID: 72490
Start date: N/A
Completed date: N/A
Acres cleaned up: Not reported
Cleanup funding: Not reported
Cleanup funding source: Not reported
Assessment funding: \$1,724.00
Assessment funding source: Not reported
Redevelopment funding: Not reported
Redev. funding source: Not reported
Redev. funding entity name: Not reported
Redevelopment start date: N/A
Assessment funding entity: US EPA - Brownfields Assessment Cooperative Agreement
Cleanup funding entity: Not reported
Grant type: Hazardous Substance
Accomplishment type: Phase I Environmental Assessment
Ownership entity: Not reported
Current owner: Waco Family Trust
Did owner change: Not reported
Cleanup required: Not reported
Video available: Not reported
Photo available: Not reported
Institutional controls required: Not reported
IC Category proprietary controls: Not reported
IC cat. info. devices: Not reported
IC cat. gov. controls: Not reported
IC cat. enforcement permit tools: Not reported
IC in place date: N/A
IC in place: Not reported
Enrolled in state/tribal program: No
State/tribal program date: N/A
State/tribal program ID: Not reported
State/tribal NFA date: N/A
Air contaminated: Not reported
Air cleaned: Not reported

Actual:
941 ft.

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

MOC THE PROFESSIONAL CHOICE (Continued)

1011812545

Asbestos found: Not reported
 Asbestos cleaned: Not reported
 Controlled substance found: Not reported
 Controlled substance cleaned: Not reported
 Drinking water affected: Not reported
 Drinking water cleaned: Not reported
 Groundwater affected: Not reported
 Groundwater cleaned: Not reported
 Lead contaminant found: Not reported
 Lead cleaned up: Not reported
 No media affected: Not reported
 Unknown media affected: Not reported
 Other cleaned up: Not reported
 Other metals found: Not reported
 Other metals cleaned: Not reported
 Other contaminants found: Not reported
 Other contams found description: Not reported
 PAHs found: Not reported
 PAHs cleaned up: Not reported
 PCBs found: Not reported
 PCBs cleaned up: Not reported
 Petro products found: Not reported
 Petro products cleaned: Not reported
 Sediments found: Not reported
 Sediments cleaned: Not reported
 Soil affected: Not reported
 Soil cleaned up: Not reported
 Surface water cleaned: Not reported
 Unknown found: Not reported
 VOCs found: Not reported
 VOCs cleaned: Not reported
 Cleanup other description: Not reported
 Num. of cleanup and re-dev. jobs: Not reported
 Property highlights: Not reported
 Past use greenspace acreage: Not reported
 Past use residential acreage: Not reported
 Past use commercial acreage: Not reported
 Past use industrial acreage: Not reported
 Future use greenspace acreage: Not reported
 Future use residential acreage: Not reported
 Future use commercial acreage: Not reported
 Future use industrial acreage: Not reported
 Greenspace acreage and type: Not reported
 Superfund Fed. landowner flag: Not reported

Property Description: Heavy Manufacturing

R63 MOC PRODUCTS CO INC
East 12306 MONTAGUE ST
1/4-1/2 PACOIMA, CA 91331
0.425 mi. Site 3 of 3 in cluster R
2245 ft.
 Relative:
 Lower
 Actual:
 941 ft.

TRIS 1000128768
 CA WDS 91331MCPDR12
 NPDES
 HIST CORTESE
 LUST
 CA FID UST
 HIST UST
 SWEEPS UST
 WIP
 HAZNET

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOC PRODUCTS CO INC (Continued)

1000128768

CA WDS:

Facility ID: 4 19I009468
Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: 8188962258
Facility Contact: YULIN GU
Agency Name: YULIN GU
Agency Address: 12306 Montague St
Agency City,St,Zip: Pacoima 913312213
Agency Contact: YULIN GU
Agency Telephone: 8188962258
Agency Type: Private
SIC Code: 0
SIC Code 2: Not reported
Primary Waste: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: Not reported
POTW: Not reported
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or those who must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

NPDES:

Npdes Number: Not reported
Facility Status: Active
Agency Id: 52311
Region: 4
Regulatory Measure Id: 189810
Order No: 97-03-DWQ
Regulatory Measure Type: Storm water industrial
Place Id: 241107
WDID: 4 19I009468
Program Type: INDSTW
Adoption Date Of Regulatory Measure: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOC PRODUCTS CO INC (Continued)

1000128768

Effective Date Of Regulatory Measure: 1992-11-24 00:00:00
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Gu, Yulin
Discharge Address: 12306 Montague St
Discharge City: Pacoima
Discharge State: CA
Discharge Zip: 91331-2213

CORTESE:

Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 111.2689

LUST:

Region: STATE
Global Id: T0603700191
Latitude: 34.2549987
Longitude: -118.4010994
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1997-04-28 00:00:00
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 111.2689
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Aviation
Site History: Not reported

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
facid: 111.2689
Status: Case Closed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: No Action Required
Global ID: T0603700191
W Global ID: Not reported
Staff: WIP
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 1/31/1984
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 3/30/1989

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOC PRODUCTS CO INC (Continued)

1000128768

Date the Case was Closed: 4/28/1997
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: MARIANT, RICHARD
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 8895.28982030118198429200074
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: MOC PRODUCTS CO. INC.
RP Address: 12306 MONTAGUE ST., PACOIMA, CA 91331
Program: LUST
Lat/Long: 34.2550848 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: CASE INITIATED BY RWQCB IN 1984. SOIL CONTAMINATION NOT SIGNIFICANT.
NO FURTHER ACTION REQUIRED.

CA FID UST:

Facility ID: 19008011
Regulated By: UTKI
Regulated ID: 00055913
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8188962258
Mail To: Not reported
Mailing Address: 12306 MONTAGUE ST
Mailing Address 2: Not reported
Mailing City,St,Zip: PACOIMA 913310000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOC PRODUCTS CO INC (Continued)

1000128768

HIST UST:

Region: STATE
Facility ID: 00000055913
Facility Type: Other
Other Type: MFG. AUTO CHEMICALS
Total Tanks: 0005
Contact Name: RICHARD MARIANT
Telephone: 8188962258
Owner Name: MOC PRODUCTS CO. INC.
Owner Address: 12306 MONTAGUE ST.
Owner City,St,Zip: PACOIMA, CA 91331

Tank Num: 001
Container Num: 1
Year Installed: 1980
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: 1980
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 3
Year Installed: 1980
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 4
Year Installed: 1980
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 005
Container Num: 5
Year Installed: 1980
Tank Capacity: 00003000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOC PRODUCTS CO INC (Continued)

1000128768

SWEEPS UST:

Status: Not reported
Comp Number: 3128
Number: Not reported
Board Of Equalization: 44-012801
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003128-000001
Actv Date: Not reported
Capacity: 6000
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: 5

Status: Not reported
Comp Number: 3128
Number: Not reported
Board Of Equalization: 44-012801
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003128-000002
Actv Date: Not reported
Capacity: 6000
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 3128
Number: Not reported
Board Of Equalization: 44-012801
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003128-000003
Actv Date: Not reported
Capacity: 3000
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 3128
Number: Not reported
Board Of Equalization: 44-012801
Ref Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOC PRODUCTS CO INC (Continued)

1000128768

Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003128-000004
Actv Date: Not reported
Capacity: 3000
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 3128
Number: Not reported
Board Of Equalization: 44-012801
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003128-000005
Actv Date: Not reported
Capacity: 3000
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

WIP:

Region: 4
File Number: 111.2689
File Status: Historical
Staff: AZASZKOD
Facility Suite: Not reported

HAZNET:

Gepaid: CAD081793945
Contact: ILYA KAZHOKIN/EHS MANAGER
Telephone: 8188962258
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12306 MONTAGUE ST
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Unspecified organic liquid mixture
Disposal Method: H039
Tons: 0.50692
Facility County: Los Angeles

Gepaid: CAD081793945
Contact: ILYA KAZHOKIN/EHS MANAGER
Telephone: 8188962258
Facility Addr2: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOC PRODUCTS CO INC (Continued)

1000128768

Mailing Name: Not reported
Mailing Address: 12306 MONTAGUE ST
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: ARD981057870
TSD County: 99
Waste Category: Off-specification, aged, or surplus organics
Disposal Method: H061
Tons: 1.27942
Facility County: Los Angeles

Gepaid: CAD081793945
Contact: ILYA KAZHOKIN/EHS MANAGER
Telephone: 8188962258
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12306 MONTAGUE ST
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Liquids with pH <UN-> 2
Disposal Method: H132
Tons: 0.47937
Facility County: Los Angeles

Gepaid: CAD081793945
Contact: ILYA KAZHOKIN/EHS MANAGER
Telephone: 8188962258
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12306 MONTAGUE ST
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Alkaline solution without metals (pH > 12.5)
Disposal Method: H132
Tons: 0.51904
Facility County: Los Angeles

Gepaid: CAD081793945
Contact: ILYA KAZHOKIN/EHS MANAGER
Telephone: 8188962258
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 12306 MONTAGUE ST
Mailing City,St,Zip: PACOIMA, CA 913310000
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Unspecified organic liquid mixture
Disposal Method: H039
Tons: 1.03147
Facility County: Los Angeles

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

MOC PRODUCTS CO INC (Continued)

1000128768

[Click this hyperlink](#) while viewing on your computer to access
 16 additional CA_HAZNET: record(s) in the EDR Site Report.

64
West
1/4-1/2
0.436 mi.
2303 ft.

PACOIMA COMPANY
13461 VAN NUYS BLVD
ARLETA-PACOIMA, CA 91331

HIST CORTESE
LUST

S101297685
N/A

Relative:
Lower

CORTESE:
 Region: CORTESE
 Facility County Code: 19
 Reg By: LTNKA
 Reg Id: 913311234

Actual:
992 ft.

LUST:
 Region: STATE
 Global Id: T0603702208
 Latitude: 0
 Longitude: 0
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 1994-08-11 00:00:00
 Lead Agency: LOS ANGELES, CITY OF
 Case Worker: Not reported
 Local Agency: LOS ANGELES, CITY OF
 RB Case Number: 913311234
 LOC Case Number: Not reported
 File Location: Not reported
 Potential Media Affect: Soil
 Potential Contaminants of Concern: Diesel
 Site History: Not reported

LUST REG 4:
 Region: 4
 Regional Board: 04
 County: Los Angeles
 facid: 913311234
 Status: Case Closed
 Substance: Diesel
 Substance Quantity: Not reported
 Local Case No: Not reported
 Case Type: Soil
 Abatement Method Used at the Site: Not reported
 Global ID: T0603702208
 W Global ID: Not reported
 Staff: UNK
 Local Agency: 19050
 Cross Street: Not reported
 Enforcement Type: Not reported
 Date Leak Discovered: 1/20/1991
 Date Leak First Reported: 1/21/1994
 Date Leak Record Entered: 3/29/1994
 Date Confirmation Began: 1/20/1994
 Date Leak Stopped: 1/20/1994
 Date Case Last Changed on Database: 8/11/1994
 Date the Case was Closed: 8/11/1994

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

PACOIMA COMPANY (Continued)

S101297685

How Leak Discovered: OM
 How Leak Stopped: Not reported
 Cause of Leak: Overfill
 Leak Source: Piping
 Operator: MIKE GRANILLO
 Water System: Not reported
 Well Name: Not reported
 Approx. Dist To Production Well (ft): 12238.742789805123028490683657
 Source of Cleanup Funding: Piping
 Preliminary Site Assessment Workplan Submitted: Not reported
 Preliminary Site Assessment Began: Not reported
 Pollution Characterization Began: Not reported
 Remediation Plan Submitted: Not reported
 Remedial Action Underway: Not reported
 Post Remedial Action Monitoring Began: Not reported
 Enforcement Action Date: Not reported
 Historical Max MTBE Date: Not reported
 Hist Max MTBE Conc in Groundwater: Not reported
 Hist Max MTBE Conc in Soil: Not reported
 Significant Interim Remedial Action Taken: Not reported
 GW Qualifier: Not reported
 Soil Qualifier: Not reported
 Organization: Not reported
 Owner Contact: Not reported
 Responsible Party: GTE ENVIORNMENTAL AFFAIRS
 RP Address: P.O.BOX 725, CHINO, CA 91708
 Program: LUST
 Lat/Long: 34.2630395 / -1
 Local Agency Staff: PEJ
 Beneficial Use: Not reported
 Priority: Not reported
 Cleanup Fund Id: Not reported
 Suspended: Not reported
 Assigned Name: Not reported
 Summary: EARTHQUAKE RUPTURED SUPPLY PIPING

65
 ENE
 1/4-1/2
 0.447 mi.
 2360 ft.

"MACLAY ES ADDTION, SITE 1 5640040"
11071 BORDEN AVENUE
PACOIMA, CA 91331

SCH S107736650
 ENVIROSTOR N/A

Relative:
 Higher

SCH:

Actual:
 1072 ft.

Facility ID: 60000077
 Site Type: School Investigation
 Site Type Detail: School
 Site Mgmt. Req.: NONE SPECIFIED
 Acres: 1.08
 National Priorities List: NO
 Cleanup Oversight Agencies: SMBRP
 Lead Agency: SMBRP
 Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
 Project Manager: AMIT PATHAK
 Supervisor: Shahir Haddad
 Division Branch: Cypress
 Site Code: 304495
 Assembly: 39

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

"MACLAY ES ADDTION, SITE 1 5640040" (Continued)

S107736650

Senate: 20
Special Program Status: Voluntary Cleanup Program
Status: No Further Action
Status Date: 10/2/2006 0:00
Restricted Use: NO
Funding: School District
Latitude: 34.2703765
Longitude: -118.4038194
APN: 2536-011-008
Past Use: AGRICULTURAL - ROW CROPS, RESIDENTIAL AREA
Potential COC: 30013, 30207
Confirmed COC: 30207-NO,30013-NO
Potential Description: NMA
Alias Name: 304495
Alias Type: Project Code (Site Code)
Alias Name: 60000077
Alias Type: Envirostor ID Number
Alias Name: LAUSD-MACLAY ES ADT SITE 1 5640040
Alias Type: Alternate Name
Alias Name: 2536-011-008
Alias Type: APN

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 2005-12-15 00:00:00
Comments: NFA for OCP/Metals..SSI for onsite structures for lead/asbestos

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 2006-09-07 00:00:00
Comments: NFA on LBP

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 2006-09-28 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 2000-02-10 00:00:00
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

"MACLAY ES ADDTION, SITE 1 5640040" (Continued)

S107736650

ENVIROSTOR:

Site Type: School Investigation
Site Type Detailed: School
Acres: 1.08
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: AMIT PATHAK
Supervisor: Shahir Haddad
Division Branch: Cypress
Facility ID: 60000077
Site Code: 304495
Assembly: 39
Senate: 20
Special Program: Voluntary Cleanup Program
Status: No Further Action
Status Date: 10/2/2006 0:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: School District
Latitude: 34.2703765
Longitude: -118.4038194
APN: 2536-011-008
Past Use: AGRICULTURAL - ROW CROPS, RESIDENTIAL AREA
Potential COC: 30013, 30207
Confirmed COC: 30207-NO,30013-NO
Potential Description: NMA
Alias Name: 304495
Alias Type: Project Code (Site Code)
Alias Name: 60000077
Alias Type: Envirostor ID Number
Alias Name: LAUSD-MACLAY ES ADT SITE 1 5640040
Alias Type: Alternate Name
Alias Name: 2536-011-008
Alias Type: APN

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 2005-12-15 00:00:00
Comments: NFA for OCP/Metals..SSI for onsite structures for lead/asbestos

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 2006-09-07 00:00:00
Comments: NFA on LBP

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 2006-09-28 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

"MACLAY ES ADDTION, SITE 1 5640040" (Continued)

S107736650

Completed Document Type: Environmental Oversight Agreement
Completed Date: 2000-02-10 00:00:00
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

S66 **STD INSERT CO INC**
East **12280 MONTAGUE ST.**
1/4-1/2 **PACOIMA, CA 91331**
0.464 mi.
2448 ft. **Site 1 of 2 in cluster S**

SLIC **S106484862**
EMI **N/A**

Relative:
Lower

SLIC:
Region: STATE
Facility Status: Open - Site Assessment
Status Date: 1995-05-02 00:00:00
Global Id: SL603799072
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.255066
Longitude: -118.400223
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: 111.2611
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Not reported
Site History: Not reported

Actual:
944 ft.

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 1316
Air District Name: SC
SIC Code: 3444
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

S67
East
1/4-1/2
0.480 mi.
2533 ft.

12269 MONTAGUE STREET
12269 MONTAGUE STREET
LOS ANGELES, CA 91331

US BROWNFIELDS

1011812500
N/A

Site 2 of 2 in cluster S

Relative:
Lower

US BROWNFIELDS:

Actual:
945 ft.

Recipient name:	R9 TBA (STAG Funded)
Grant type:	TBA Grant
Property name:	12269 Montague Street
Property #:	2537-003-050
Parcel size:	.37
Latitude:	34.256523
Longitude:	-118.399275
HCM label:	Not reported
Map scale:	Not reported
Point of reference:	Not reported
Datum:	Not reported
ACRES property ID:	72492
Start date:	N/A
Completed date:	N/A
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	\$1,724.00
Assessment funding source:	Not reported
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	N/A
Assessment funding entity:	US EPA - Brownfields Assessment Cooperative Agreement
Cleanup funding entity:	Not reported
Grant type:	Hazardous Substance
Accomplishment type:	Phase I Environmental Assessment
Ownership entity:	Not reported
Current owner:	Dermendjian Family Trust
Did owner change:	Not reported
Cleanup required:	Not reported
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	Not reported
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	N/A
IC in place:	Not reported
Enrolled in state/tribal program:	No
State/tribal program date:	N/A
State/tribal program ID:	Not reported
State/tribal NFA date:	N/A
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controlled substance found:	Not reported
Controlled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

12269 MONTAGUE STREET (Continued)

1011812500

Groundwater affected: Not reported
 Groundwater cleaned: Not reported
 Lead contaminant found: Not reported
 Lead cleaned up: Not reported
 No media affected: Not reported
 Unknown media affected: Not reported
 Other cleaned up: Not reported
 Other metals found: Not reported
 Other metals cleaned: Not reported
 Other contaminants found: Not reported
 Other contams found description: Not reported
 PAHs found: Not reported
 PAHs cleaned up: Not reported
 PCBs found: Not reported
 PCBs cleaned up: Not reported
 Petro products found: Not reported
 Petro products cleaned: Not reported
 Sediments found: Not reported
 Sediments cleaned: Not reported
 Soil affected: Not reported
 Soil cleaned up: Not reported
 Surface water cleaned: Not reported
 Unknown found: Not reported
 VOCs found: Not reported
 VOCs cleaned: Not reported
 Cleanup other description: Not reported
 Num. of cleanup and re-dev. jobs: Not reported
 Property highlights: Not reported
 Past use greenspace acreage: Not reported
 Past use residential acreage: Not reported
 Past use commercial acreage: Not reported
 Past use industrial acreage: Not reported
 Future use greenspace acreage: Not reported
 Future use residential acreage: Not reported
 Future use commercial acreage: Not reported
 Future use industrial acreage: Not reported
 Greenspace acreage and type: Not reported
 Superfund Fed. landowner flag: Not reported

Property Description: Open Storage

68
SE
1/4-1/2
0.487 mi.
2569 ft.

ZEE RECYCLING CENTER
9833 SAN FERNANDO RD
PACOIMA, CA 91331

SWRCY S107616239
N/A

Relative:
Lower

SWRCY:
 Certification Status: O
 Facility Phone Number: (818) 314-4789
 Date facility became certified: 6/19/2009
 Date facility began operating: 6/24/2009
 Date facility ceased operating: Still operating
 Whether The Facility Is Grandfathered: Not reported
 Convenience Zone Where Facility Located: Not Accepted
 Convenience Zone Where Facility Located 2: Not Accepted
 Convenience Zone Where Facility Located 3: Not Accepted
 Convenience Zone Where Facility Located 4: Not Accepted
 Convenience Zone Where Facility Located 5: Not Accepted

Actual:
923 ft.

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

ZEE RECYCLING CENTER (Continued)

S107616239

Convenience Zone Where Facility Located 6: Not Accepted
 Convenience Zone Where Facility Located 7: Not Accepted
 Aluminum Beverage Containers Redeemed: AL
 Glass Beverage Containers Redeemed: GL
 Plastic Beverage Containers Redeemed: PL
 Other mat beverage containers redeemed: Not reported
 Refillable Beverage Containers Redeemed: Not reported

Certification Status: D
 Facility Phone Number: (818) 675-0354
 Date facility became certified: 1/23/2006
 Date facility began operating: 1/25/2006
 Date facility ceased operating: 6/24/2009
 Whether The Facility Is Grandfathered: Not reported
 Convenience Zone Where Facility Located: Not Accepted
 Convenience Zone Where Facility Located 2: Not Accepted
 Convenience Zone Where Facility Located 3: Not Accepted
 Convenience Zone Where Facility Located 4: Not Accepted
 Convenience Zone Where Facility Located 5: Not Accepted
 Convenience Zone Where Facility Located 6: Not Accepted
 Convenience Zone Where Facility Located 7: Not Accepted
 Aluminum Beverage Containers Redeemed: AL
 Glass Beverage Containers Redeemed: GL
 Plastic Beverage Containers Redeemed: PL
 Other mat beverage containers redeemed: Not reported
 Refillable Beverage Containers Redeemed: Not reported

69
 SE
 1/2-1
 0.504 mi.
 2660 ft.

JESSE'S PLATING
12229 MONTAGUE STREET
PACOIMA, CA 91331

ENVIROSTOR S110275491
N/A

Relative:
Lower

ENVIROSTOR:
 Site Type: Evaluation
 Site Type Detailed: Evaluation
 Acres: 0.15
 NPL: NO
 Regulatory Agencies: SMBRP
 Lead Agency: SMBRP
 Program Manager: MANJUL BOSE
 Supervisor: Rita Kamat
 Division Branch: Chatsworth
 Facility ID: 60001266
 Site Code: Not reported
 Assembly: Not reported
 Senate: Not reported
 Special Program: Not reported
 Status: Active
 Status Date: 3/2/2010 0:00
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: EPA Grant
 Latitude: 0
 Longitude: 0
 APN: NONE SPECIFIED
 Past Use: NONE SPECIFIED
 Potential COC: NONE SPECIFIED

Actual:
950 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

JESSE'S PLATING (Continued)

S110275491

Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 60001266
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

70
ESE
1/2-1
0.527 mi.
2783 ft.

ULTRAMET
12173 MONTAGUE STREET
PACOIMA, CA 91331

ENVIROSTOR S108484770
N/A

Relative:
Lower

ENVIROSTOR:

Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0.79
NPL: NO
Regulatory Agencies: SMBRP, US EPA
Lead Agency: SMBRP,US EPA
Program Manager: Not reported
Supervisor: Rita Kamat
Division Branch: Chatsworth
Facility ID: 60000610
Site Code: Not reported
Assembly: 39
Senate: 20
Special Program: EPA - PASI
Status: Inactive - Action Required
Status Date: 6/30/2007 0:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.257417
Longitude: -118.397764
APN: NONE SPECIFIED
Past Use: METAL PLATING - OTHER
Potential COC: 30328, 30402, 304091
Confirmed COC: 3,032,830,402,304,090
Potential Description: SOIL
Alias Name: 60000610
Alias Type: Envirostor ID Number

Actual:
955 ft.

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

ULTRAMET (Continued)

S108484770

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Site Screening
 Completed Date: 2007-06-21 00:00:00
 Comments: EPA approved the assessment for the site.

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

71
 ESE
 1/2-1
 0.555 mi.
 2930 ft.

HR TEXTRON
12137 MONTAGUE
PACOIMA, CA 91331

ENVIROSTOR S105628352
N/A

Relative:
Lower

ENVIROSTOR:

Actual:
960 ft.

Site Type: Historical
 Site Type Detailed: * Historical
 Acres: Not reported
 NPL: NO
 Regulatory Agencies: DTSC
 Lead Agency: NONE SPECIFIED
 Program Manager: KEN CHIANG
 Supervisor: JAVIER HINOJOSA
 Division Branch: Chatsworth
 Facility ID: 19990031
 Site Code: Not reported
 Assembly: 39
 Senate: 20
 Special Program: Not reported
 Status: Inactive - Needs Evaluation
 Status Date: 1/30/2001 0:00
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: Not reported
 Latitude: 0
 Longitude: 0
 APN: NONE SPECIFIED
 Past Use: NONE SPECIFIED
 Potential COC: NONE SPECIFIED
 Confirmed COC: NONE SPECIFIED
 Potential Description: NONE SPECIFIED
 Alias Name: CAD041162330
 Alias Type: CERCLIS ID
 Alias Name: HR TEXTRON
 Alias Type: Alternate Name
 Alias Name: 19990031
 Alias Type: Envirostor ID Number

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

HR TEXTRON (Continued)

S105628352

Completed Info:

Completed Area Name: Not reported
 Completed Sub Area Name: Not reported
 Completed Document Type: Not reported
 Completed Date: Not reported
 Comments: Not reported

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

72
ESE
1/2-1
0.584 mi.
3083 ft.

LEDGER LANDFILL
10403 GLENOAKS BLVD
PACOIMA, CA 91331

ENVIROSTOR S105628354
N/A

Relative:
Lower

ENVIROSTOR:

Actual:
963 ft.

Site Type: Historical
 Site Type Detailed: * Historical
 Acres: Not reported
 NPL: NO
 Regulatory Agencies: DTSC
 Lead Agency: NONE SPECIFIED
 Program Manager: KEN CHIANG
 Supervisor: JAVIER HINOJOSA
 Division Branch: Chatsworth
 Facility ID: 19990034
 Site Code: 300685
 Assembly: 39
 Senate: 20
 Special Program: Not reported
 Status: Inactive - Needs Evaluation
 Status Date: 1/22/2001 0:00
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: Not reported
 Latitude: 0
 Longitude: 0
 APN: NONE SPECIFIED
 Past Use: NONE SPECIFIED
 Potential COC: NONE SPECIFIED
 Confirmed COC: NONE SPECIFIED
 Potential Description: NONE SPECIFIED
 Alias Name: CAD983666330
 Alias Type: CERCLIS ID
 Alias Name: 19990034
 Alias Type: Envirostor ID Number
 Alias Name: GLENOAKS BLVD. DUMP
 Alias Type: Alternate Name
 Alias Name: 110002811716

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LEDGER LANDFILL (Continued)

S105628354

Alias Type: EPA (FRS #)
Alias Name: 110014015234
Alias Type: EPA (FRS #)
Alias Name: 300685
Alias Type: Project Code (Site Code)
Alias Name: LEDGER LANDFILL
Alias Type: Alternate Name

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

73
ESE
1/2-1
0.617 mi.
3260 ft.

PB FIBERGLASS
12177 BRANFORD STREET
SUN VALLEY, CA 91352

ENVIROSTOR S108484745
N/A

Relative:
Lower

ENVIROSTOR:
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 1.25
NPL: NO
Regulatory Agencies: SMBRP, US EPA
Lead Agency: SMBRP,US EPA
Program Manager: Not reported
Supervisor: Rita Kamat
Division Branch: Chatsworth
Facility ID: 60000609
Site Code: Not reported
Assembly: 39
Senate: 20
Special Program: EPA - PASI
Status: Inactive - Action Required
Status Date: 6/30/2007 0:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.25279971
Longitude: -118.3996637
APN: 2537015052
Past Use: MANUFACTURING - OTHER
Potential COC: 30233, 30386, 30472, 30550, 30593
Confirmed COC: 3,047,230,550,302,330,000,000,000
Potential Description: SOIL

Actual:
943 ft.

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

PB FIBERGLASS (Continued)

S108484745

Alias Name: 2537015052
 Alias Type: APN
 Alias Name: 60000609
 Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Site Screening
 Completed Date: 2007-06-21 00:00:00
 Comments: EPA approved the assessment for the site.

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

74
NW
1/2-1
0.620 mi.
3272 ft.

"D & M STEEL, INC."
11035 SUTTER AVENUE
PACOIMA, CA 91331

RESPONSE **S108649765**
ENVIROSTOR **N/A**

Relative:
Higher

RESPONSE:

Facility ID: 60000652
 Site Type: State Response
 Site Type Detail: State Response or NPL
 Acres: 0.75
 National Priorities List: NO
 Cleanup Oversight Agencies: SMBRP
 Lead Agency: SMBRP
 Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
 Project Manager: GABRIEL FARKAS
 Supervisor: Juli Propes
 Division Branch: Chatsworth
 Site Code: 301350
 Site Mgmt. Req.: NONE SPECIFIED
 Assembly: 39
 Senate: 20
 Special Program Status: Not reported
 Status: No Further Action
 Status Date: 4/29/2009 0:00
 Restricted Use: NO
 Funding: Responsible Party
 Latitude: 34.2704834
 Longitude: -118.4258399
 APN: NONE SPECIFIED
 Past Use: MANUFACTURING - METAL
 Potential COC: 30022, 30027
 Confirmed COC: 3,002,230,027
 Potential Description: OTH, SOIL
 Alias Name: 301350
 Alias Type: Project Code (Site Code)

Actual:
1028 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

"D & M STEEL, INC." (Continued)

S108649765

Alias Name: 110009266640
Alias Type: EPA (FRS #)
Alias Name: 60000652
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 1998-05-21 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1996-05-30 00:00:00
Comments: PA/SI process for this site is being conducted by U.S. EPA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence - Received
Completed Date: 2007-10-12 00:00:00
Comments: RP responded to Unilateral Order.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2009-04-29 00:00:00
Comments: DTSC recommends that the existing groundwater monitoring wells be maintained in a state that would allow future sampling.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 2007-09-18 00:00:00
Comments: The Order requires D&M Steel to conduct appropriate investigation and remediation with DTSC oversight.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 2008-11-18 00:00:00
Comments: DTSC entered into this agreement with D&M Steel, Inc. (Proponent).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: No Further Action Letter
Completed Date: 2009-04-29 00:00:00
Comments: DTSC GW Report. Groundwater monitoring showed contamination from off-site sources.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

"D & M STEEL, INC." (Continued)

S108649765

Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:

Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.75
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: GABRIEL FARKAS
Supervisor: Juli Propes
Division Branch: Chatsworth
Facility ID: 60000652
Site Code: 301350
Assembly: 39
Senate: 20
Special Program: Not reported
Status: No Further Action
Status Date: 4/29/2009 0:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.2704834
Longitude: -118.4258399
APN: NONE SPECIFIED
Past Use: MANUFACTURING - METAL
Potential COC: 30022, 30027
Confirmed COC: 3,002,230,027
Potential Description: OTH, SOIL
Alias Name: 301350
Alias Type: Project Code (Site Code)
Alias Name: 110009266640
Alias Type: EPA (FRS #)
Alias Name: 60000652
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 1998-05-21 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1996-05-30 00:00:00
Comments: PA/SI process for this site is being conducted by U.S. EPA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence - Received
Completed Date: 2007-10-12 00:00:00
Comments: RP responded to Unilateral Order.

Completed Area Name: PROJECT WIDE

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

"D & M STEEL, INC." (Continued)

S108649765

Completed Sub Area Name: Not reported
 Completed Document Type: Monitoring Report
 Completed Date: 2009-04-29 00:00:00
 Comments: DTSC recommends that the existing groundwater monitoring wells be maintained in a state that would allow future sampling.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
 Completed Date: 2007-09-18 00:00:00
 Comments: The Order requires D&M Steel to conduct appropriate investigation and remediation with DTSC oversight.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Voluntary Cleanup Agreement
 Completed Date: 2008-11-18 00:00:00
 Comments: DTSC entered into this agreement with D&M Steel, Inc. (Proponent).

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: No Further Action Letter
 Completed Date: 2009-04-29 00:00:00
 Comments: DTSC GW Report. Groundwater monitoring showed contamination from off-site sources.

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

75
ESE
1/2-1
0.682 mi.
3600 ft.

PACIFIC PLATING
12113 BRANFORD STREET
PACOIMA, CA 91352

ENVIROSTOR **S110275489**
N/A

Relative:
Lower

ENVIROSTOR:
 Site Type: Evaluation
 Site Type Detailed: Evaluation
 Acres: 0.2
 NPL: NO
 Regulatory Agencies: SMBRP
 Lead Agency: SMBRP
 Program Manager: MANJUL BOSE
 Supervisor: Rita Kamat
 Division Branch: Chatsworth
 Facility ID: 60001264
 Site Code: Not reported
 Assembly: Not reported
 Senate: Not reported
 Special Program: Not reported
 Status: Active

Actual:
948 ft.

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

PACIFIC PLATING (Continued)

S110275489

Status Date: 6/2/2010 0:00
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: EPA Grant
 Latitude: 0
 Longitude: 0
 APN: NONE SPECIFIED
 Past Use: NONE SPECIFIED
 Potential COC: NONE SPECIFIED
 Confirmed COC: NONE SPECIFIED
 Potential Description: NONE SPECIFIED
 Alias Name: 60001264
 Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: Not reported
 Completed Sub Area Name: Not reported
 Completed Document Type: Not reported
 Completed Date: Not reported
 Comments: Not reported

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

76
 SE
 1/2-1
 0.746 mi.
 3941 ft.

BRANFORD LANDFILL
9701 SAN FERNANDO ROAD
SUN VALLEY, CA 91352

ENVIROSTOR S104156169
N/A

Relative:
Lower

ENVIROSTOR:

Site Type: Evaluation
 Site Type Detailed: Evaluation
 Acres: 0
 NPL: NO
 Regulatory Agencies: US EPA
 Lead Agency: NONE SPECIFIED
 Program Manager: GABRIEL FARKAS
 Supervisor: Juli Propes
 Division Branch: Chatsworth
 Facility ID: 19990021
 Site Code: Not reported
 Assembly: 39
 Senate: 20
 Special Program: Not reported
 Status: No Further Action
 Status Date: 9/30/1998 0:00
 Restricted Use: NO
 Site Mgmt. Req.: NONE SPECIFIED
 Funding: EPA Grant
 Latitude: 34.24620278

Actual:
923 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BRANFORD LANDFILL (Continued)

S104156169

Longitude: -118.4010417
APN: NONE SPECIFIED
Past Use: LANDFILL - DOMESTIC
Potential COC: 31001
Confirmed COC: 31001
Potential Description: AQUI, SOIL, SV
Alias Name: 19990021
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 1998-09-30 00:00:00
Comments: PA REPORT - On 04/06/95, when the landfill blower was turned off, the surface methane emissions were less than 150 ppm (compliance limit 500 ppm). The landfill accepted only residential and demolition debris wastes that are non-hazardous and solid. The owner (City of Los Angeles) has records of any hazardous waste.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1997-07-16 00:00:00
Comments: Site Screening Completed

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

77
NW
1/2-1
0.769 mi.
4059 ft.

CHEVRON USA INC.
11113 SAN FERNANDO RD
LOS ANGELES, CA 90000

SWEEPS UST S100178823
Notify 65 N/A

Relative:
Higher

SWEEPS UST:

Actual:
1032 ft.

Status: A
Comp Number: 8287
Number: 1
Board Of Equalization: Not reported
Ref Date: 09-23-93
Act Date: 09-23-93
Created Date: 09-23-93
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: Not reported
Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CHEVRON USA INC. (Continued)

S100178823

Number Of Tanks: Not reported

Notify 65:

Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Incident Description: Not reported

78
South
1/2-1
0.795 mi.
4197 ft.

CALIFORNIA CHEMICAL COMPANY
12734 BRANFORD STREET
ARLETA, CA 91331

ENVIROSTOR S109548353
N/A

Relative:
Lower

ENVIROSTOR:

Actual:
904 ft.

Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0.07
NPL: NO
Regulatory Agencies: SMBRP, RWQCB 4 - Los Angeles, US EPA
Lead Agency: SMBRP
Program Manager: MANJUL BOSE
Supervisor: Rita Kamat
Division Branch: Chatsworth
Facility ID: 60001083
Site Code: Not reported
Assembly: 39
Senate: 20
Special Program: EPA - PASI
Status: Active
Status Date: 4/23/2009 0:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.24248166
Longitude: -118.4107679
APN: 2629003032
Past Use: MANUFACTURING - CHEMICALS
Potential COC: 31001
Confirmed COC: 31001-NO
Potential Description: SOIL, SV
Alias Name: 60001083
Alias Type: Envirostor ID Number
Alias Name: 2629003032
Alias Type: APN

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: PA/SI Site Screening
Completed Date: 2009-06-30 00:00:00
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRICE PFISTER INCORPORATED (Continued)

1000168465

Priority Level: Higher priority for further assessment

Action: PRELIMINARY ASSESSMENT

Date Started: 12/01/98

Date Completed: 09/30/99

Priority Level: Higher priority for further assessment

Action: SITE REASSESSMENT

Date Started: Not reported

Date Completed: 05/23/06

Priority Level: Higher priority for further assessment

RCRA-LQG:

Date form received by agency: 02/16/2006

Facility name: PRICE PFISTER, INC.

Facility address: 13500 PAXTON STREET

PACOIMA, CA 91331

EPA ID: CAD008384190

Mailing address: 19701 DA VINCI

LAKE FOREST, CA 92610

Contact: KENNY HOM

Contact address: Not reported

Not reported

Contact country: Not reported

Contact telephone: (949) 672-4085

Contact email: KENNY.HOM@BDHHI.COM

EPA Region: 09

Land type: Private

Classification: Large Quantity Generator

Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: PRICE PFISTER, INC.

Owner/operator address: Not reported

Not reported

Owner/operator country: US

Owner/operator telephone: Not reported

Legal status: Private

Owner/Operator Type: Operator

Owner/Op start date: 01/01/1963

Owner/Op end date: Not reported

Owner/operator name: PRIMESTOR PACOIMA LLC

Owner/operator address: 228 S. BEVERLY DRIVE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRICE PFISTER INCORPORATED (Continued)

1000168465

BEVERLY HILLS, CA 90212

Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 06/29/2005
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Commercial status unknown

Historical Generators:

Date form received by agency: 02/16/2006
Facility name: PRICE PFISTER, INC.
Classification: Large Quantity Generator

Date form received by agency: 02/27/2004
Facility name: PRICE PFISTER, INC.
Classification: Large Quantity Generator

Date form received by agency: 02/27/2002
Facility name: PRICE PFISTER, INC.
Site name: PRICE PFISTER INC.
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Facility name: PRICE PFISTER, INC.
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Facility name: PRICE PFISTER, INC.
Site name: PRICE PFISTER
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Facility name: PRICE PFISTER, INC.
Site name: PRICE PFISTER BRASS MFG CO
Classification: Large Quantity Generator

Date form received by agency: 03/26/1996
Facility name: PRICE PFISTER, INC.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRICE PFISTER INCORPORATED (Continued)

1000168465

Classification: Large Quantity Generator

Date form received by agency: 03/30/1994

Facility name: PRICE PFISTER, INC.

Site name: PRICE PFISTER INC

Classification: Large Quantity Generator

Date form received by agency: 02/18/1992

Facility name: PRICE PFISTER, INC.

Site name: PRICE PFISTER INC

Classification: Large Quantity Generator

Date form received by agency: 04/02/1990

Facility name: PRICE PFISTER, INC.

Site name: PRICE PFISTER INC

Classification: Large Quantity Generator

Date form received by agency: 08/14/1980

Facility name: PRICE PFISTER, INC.

Site name: PRICE PFISTER BRASS MFG CO

Classification: Large Quantity Generator

Facility Has Received Notices of Violations:

Regulation violated: S - 262.30-34.C

Area of violation: Generators - General

Date violation determined: 10/18/2001

Date achieved compliance: 03/21/2002

Violation lead agency: EPA

Enforcement action: FINAL 3008(A) COMPLIANCE ORDER

Enforcement action date: 09/30/2002

Enf. disposition status: Not reported

Enf. disp. status date: Not reported

Enforcement lead agency: EPA

Proposed penalty amount: Not reported

Final penalty amount: 71114

Paid penalty amount: Not reported

Regulation violated: S - 262.30-34.C

Area of violation: Generators - General

Date violation determined: 10/18/2001

Date achieved compliance: 03/21/2002

Violation lead agency: EPA

Enforcement action: WRITTEN INFORMAL

Enforcement action date: 01/07/2002

Enf. disposition status: Not reported

Enf. disp. status date: Not reported

Enforcement lead agency: EPA

Proposed penalty amount: Not reported

Final penalty amount: Not reported

Paid penalty amount: Not reported

Regulation violated: S - 262.30-34.C

Area of violation: Generators - General

Date violation determined: 10/18/2001

Date achieved compliance: 10/19/2001

Violation lead agency: EPA

Enforcement action: WRITTEN INFORMAL

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRICE PFISTER INCORPORATED (Continued)

1000168465

Enforcement action date: 01/07/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: S - 262.30-34.C
Area of violation: Generators - General
Date violation determined: 10/18/2001
Date achieved compliance: 10/19/2001
Violation lead agency: EPA
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 09/30/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: S - 262.30-34.C
Area of violation: Generators - General
Date violation determined: 10/18/2001
Date achieved compliance: 10/19/2001
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 01/07/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: S - 262.30-34.C
Area of violation: Generators - General
Date violation determined: 10/18/2001
Date achieved compliance: 03/21/2002
Violation lead agency: EPA
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 09/30/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: S - 262.30-34.C
Area of violation: Generators - General
Date violation determined: 10/18/2001
Date achieved compliance: 10/19/2001
Violation lead agency: EPA
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 09/30/2002

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRICE PFISTER INCORPORATED (Continued)

1000168465

Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: 71114
Paid penalty amount: Not reported

Regulation violated: S - 262.30-34.C
Area of violation: Generators - General
Date violation determined: 10/18/2001
Date achieved compliance: 03/21/2002
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: 01/07/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:

Evaluation date: 10/19/2001
Evaluation: NOT A SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

Evaluation date: 10/18/2001
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 03/21/2002
Evaluation lead agency: EPA

Evaluation date: 10/18/2001
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 10/19/2001
Evaluation lead agency: EPA

Evaluation date: 10/18/2001
Evaluation: SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

Evaluation date: 01/11/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

FINDS:

Registry ID: 110000476878

Environmental Interest/Information System

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRICE PFISTER INCORPORATED (Continued)

1000168465

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

CA FID UST:

Facility ID: 19001024
Regulated By: UTKNI
Regulated ID: 00007727
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8188961141
Mail To: Not reported
Mailing Address: 13500 PAXTON ST
Mailing Address 2: Not reported
Mailing City,St,Zip: PACOIMA 913310000
Contact: Not reported
Contact Phone: Not reported

Map ID
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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRICE PFISTER INCORPORATED (Continued)

1000168465

DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

HIST UST:

Region: STATE
Facility ID: 00000007727
Facility Type: Other
Other Type: MANUFACTURING
Total Tanks: 0003
Contact Name: Not reported
Telephone: 8188961141
Owner Name: PETER S. GOLD
Owner Address: 13500 PAXTON ST.
Owner City,St,Zip: PACOIMA, CA 91331

Tank Num: 001
Container Num: 3
Year Installed: 1975
Tank Capacity: 00040000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: 10

Tank Num: 002
Container Num: 4
Year Installed: 1979
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 5
Year Installed: 1979
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

SWEEPS UST:

Status: Not reported
Comp Number: 853
Number: Not reported
Board Of Equalization: 44-011439
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000853-000001

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRICE PFISTER INCORPORATED (Continued)

1000168465

Actv Date: Not reported
Capacity: 40000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: DIESEL
Number Of Tanks: 3

Status: Not reported
Comp Number: 853
Number: Not reported
Board Of Equalization: 44-011439
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000853-000002
Actv Date: Not reported
Capacity: 6000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 853
Number: Not reported
Board Of Equalization: 44-011439
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000853-000003
Actv Date: Not reported
Capacity: 6000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

ENVIROSTOR:

Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: GABRIEL FARKAS
Supervisor: Juli Propes
Division Branch: Chatsworth
Facility ID: 19340768
Site Code: Not reported
Assembly: 39
Senate: 20
Special Program: Not reported
Status: Refer: RWQCB

Map ID
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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRICE PFISTER INCORPORATED (Continued)

1000168465

Status Date: 8/10/2000 0:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.27361111
Longitude: -118.4266667
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD008384190
Alias Type: CERCLIS ID
Alias Name: 110000476878
Alias Type: EPA (FRS #)
Alias Name: 19340768
Alias Type: Envirostor ID Number
Alias Name: SL0603719273
Alias Type: GeoTracker Global ID

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 1996-05-30 00:00:00
Comments: U.S. EPA is conducting a PEA/SI on this site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Reimbursement Agreement
Completed Date: 2008-07-16 00:00:00
Comments: The Reimbursement Agreement was fully executed on 7/16/2008.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 1998-04-21 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2008-07-17 00:00:00
Comments: DTSC reviewed and commented the HHRA Work Plan and the Site-Wide Soil Gas Survey Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Human Health Risk Assessment Report
Completed Date: 2008-09-11 00:00:00
Comments: DTSC provided comments under the terms of the Agreement.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2008-11-07 00:00:00
Comments: DTSC has not identified any issues that would imply changes in the Report.

Map ID
 Direction
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MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

PRICE PFISTER INCORPORATED (Continued)

1000168465

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Other Report
 Completed Date: 2008-11-07 00:00:00
 Comments: DTSC approved the Final HHRA Report (with additional info) for Areas 1 to 5 and 8.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Endangerment Assessment Report
 Completed Date: 1999-09-30 00:00:00
 Comments: Preliminary Endangerment Assessment/Site Investigation was conducted at a plumbing manufacturing company for the U.S. EPA through the CERCLA grant. Soil and groundwater sampling detected contamination under the site. Further action is required.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Technical Workplan
 Completed Date: 2008-11-10 00:00:00
 Comments: DTSC entered into this agreement with Price-pfister.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Technical Workplan
 Completed Date: 2008-11-13 00:00:00
 Comments: DTSC has not identified any issues that would require modifications of the proposed work plan addendum.

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

T80 **PACOIMA**
NW **13546 DESMOND ST.**
1/2-1 **PACOIMA, CA 91331**
0.965 mi.
5093 ft. **Site 1 of 2 in cluster T**

Relative:
Higher

Actual:
1054 ft.

CERCLIS **1000170315**
RCRA-LQG **CAD028860955**
FINDS
HIST Cal-Sites
Cortese
HIST CORTESE
LUST
SLIC
WIP
RESPONSE
HAZNET
EMI
ENVIROSTOR

CERCLIS:
 Site ID: 0905314
 Federal Facility: Not a Federal Facility
 NPL Status: Not on the NPL
 Non NPL Status: Other Cleanup Activity: State-Lead Cleanup

Map ID
Direction
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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

CERCLIS Site Contact Name(s):

Contact Name: Karen Jurist
Contact Tel: (415) 972-3219
Contact Title: Site Assessment Manager (SAM)

Contact Name: Jeff Inglis
Contact Tel: (415) 972-3095
Contact Title: Site Assessment Manager (SAM)

Contact Name: Carl Brickner
Contact Tel: (415) 972-3814
Contact Title: Site Assessment Manager (SAM)

CERCLIS Site Alias Name(s):

Alias Name: KLEINERT INDUSTRIES
Alias Address: Not reported
CA

Site Description: 4/07 RWQCB Adnan Siddiqui (213) 576-6812 asiddiqui@waterboards.ca.gov

CERCLIS Assessment History:

Action: DISCOVERY
Date Started: Not reported
Date Completed: 02/15/96
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: Not reported
Date Completed: 04/16/98
Priority Level: Higher priority for further assessment

Action: SITE REASSESSMENT
Date Started: Not reported
Date Completed: 05/23/06
Priority Level: Higher priority for further assessment

RCRA-LQG:

Date form received by agency: 02/27/2004
Facility name: PACOIMA
Facility address: 13546 DESMOND ST.
PACOIMA, CA 91331
EPA ID: CAD028860955
Mailing address: 10747 PATTERSON PLACE
SANTA FE SPRINGS, CA 90670
Contact: NANCY A GIRTEN
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (562) 903-9626
Telephone ext.: 307
Contact email: NGIRTEN@BRENNTAG.COM
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any

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MAP FINDINGS

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Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: HOLCHEM INC
Owner/operator address: 13546 DESMOND ST
PACOIMA, CA 91331
Owner/operator country: Not reported
Owner/operator telephone: (818) 897-4679
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: BRENNTAG WEST, INC.
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 11/01/2000
Owner/Op end date: Not reported

Owner/operator name: BRENNTAG WEST, INC.
Owner/operator address: 10747 PATTERSON PLACE
PACOIMA, CA 90670
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 11/01/2000
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No

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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
Used oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No
Off-site waste receiver: Commercial status unknown

Historical Generators:

Date form received by agency: 02/27/2004
Facility name: PACOIMA
Classification: Large Quantity Generator

Date form received by agency: 02/01/2002
Facility name: PACOIMA
Classification: Large Quantity Generator

Date form received by agency: 06/10/1993
Facility name: PACOIMA
Site name: HOLCHEM INC
Classification: Small Quantity Generator

Date form received by agency: 02/25/1992
Facility name: PACOIMA
Site name: HOLCHEM/PACOIMA
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110000476850

Environmental Interest/Information System

California Department of Toxic Substances Control EnviroStor System (DTSC-EnviroStor) is an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. The EnviroStor database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

Map ID
Direction
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) is the Superfund database that is used to support management in all phases of the Superfund program. The system contains information on all aspects of hazardous waste sites, including an inventory of sites, planned and actual site activities, and financial information.

HISTORICAL CAL-SITES:

Facility ID: 19281213
Region: 3
Region Name: GLENDALE
Branch: SA
Branch Name: SO CAL - GLENDALE
File Name: Not reported
State Senate District: 05131997
Status: AWP - ANNUAL WORKPLAN (AWP) - ACTIVE SITE
Status Name: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency: DTSC
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
Facility Type: RP
Type Name: RESPONSIBLE PARTY
NPL: Not Listed
SIC Code: 28
SIC Name: MANU - CHEMICALS & ALLIED PRODUCTS
Access: Not reported
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Not reported
Staff Member Responsible for Site: GFARKAS
Supervisor Responsible for Site: Not reported
Region Water Control Board: LA
Region Water Control Board Name: LOS ANGELES
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Lat/Long Description: Not reported
State Assembly District Code: 39
State Senate District Code: 20

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Facility ID: 19281213
Activity: ORDER
Activity Name: I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code: IS/E
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 05081997
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19281213
Activity: RIFS
Activity Name: REMEDIAL INVESTIGATION / FEASIBILITY STUDY
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: 12312004
Revised Due Date: Not reported
Comments Date: Not reported
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19281213
Activity: RAP
Activity Name: REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: 06302005
Revised Due Date: Not reported
Comments Date: Not reported
Est Person-Yrs to complete: 0

Map ID
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19281213
Activity: RA
Activity Name: REMOVAL ACTION
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 10161997
Est Person-Yrs to complete: 0
Estimated Size: S
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: X
Removal Action Certification: N
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19281213
Activity: ORDER
Activity Name: I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code: AGRMT
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 04262000
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported

Map ID
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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19281213
Activity: RAW
Activity Name: REMOVAL ACTION WORKPLAN
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 01162001
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19281213
Activity: CEQA
Activity Name: CEQA INCLUDING NEGATIVE DECS
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 02102000
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 19281213
Activity: CEQA
Activity Name: CEQA INCLUDING NEGATIVE DECS

Map ID
Direction
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 01162001
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Alternate Address: 13546 DESMOND STREET
Alternate City,St,Zip: PACOIMA, CA 91331
Background Info: Prior to July 1, 1987 the Site was operated by Chase Chemical under the ownership of Herman Benjamin. As of that date the Site was operated by Holchem, Inc under a lease from Herman Benjamin. The Site operates as a chemical distributor. The facility property occupies about 2 acres in an industrial/residential area. There are 2 buildings, one for offices and packaging and the other for warehousing hazardous substances. The facility uses 23 AGSTs, 19 UGSTs, 1 clarifier for a drum rinse area, 2 sumps for rainwater runoff, and a 55 gal drum storage area able to contain 300 drums. The property is completely paved and fenced.
Not reported
The site was originally overseen by the RWQCB. Semi-annual GW monitoring had been conducted since Sept 92. RWQCB had no funds to work on the site, it was then referred to DTSC under the USEPA PA/SI program. DTSC then determined that an I&SE Order be issued to expedite the evaluation, containment and cleanup of the site. The site is of special concern because a few miles downgradient exist 2 of LADWP's main drinking water wellfields.
Comments Date: 01032002
Comments: Off-site drilling (3 wells) was completed. The three wells
Comments Date: 01032002
Comments: were installed and sampled.
Comments Date: 01072002
Comments: RI field work has been completed.
Comments Date: 01151997
Comments: DTSC determined that an IS&E Consent Order be drafted. If the RPs
Comments Date: 01151997
Comments: decide not to sign it, then a unilateral Order will be issued.
Comments Date: 01162001
Comments: CEQA Negative Declaration for RAW was approved.
Comments Date: 01162001
Comments: Not reported
Comments Date: 01162001

Map ID
Direction
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Comments: RAW was approved.
Comments Date: 01302003
Comments: Brenntag submitted a Draft Risk Assessment Plan.
Comments Date: 02032005
Comments: Aquifer Testing and Data Analysis Work Plan was submitted to
Comments Date: 02032005
Comments: DTSC.
Comments Date: 02052004
Comments: Fourth Quarter Groundwater Monitoring Report was submitted
Comments Date: 02052004
Comments: to DTSC.
Comments Date: 02142005
Comments: Fourth Quarter 2004 Groundwater Monitoring and SVE System Update
Comments Date: 02142005
Comments: Report was submitted.
Comments Date: 02182000
Comments: Notice of Exemption for Remedial Action Work (RAW) Soil Vapor
Comments Date: 02182000
Comments: Extraction (SVE) and Biosparge Pilot Test was approved.
Comments Date: 02182005
Comments: Draft Off-Site Soil-Gas Workplan was submitted.
Comments Date: 02192005
Comments: Off-Site Soil Gas Workplan was approved.
Comments Date: 02282005
Comments: Draft CEQA Initial Study was submitted. Revised Risk
Comments Date: 02282005
Comments: Assessment was submitted.
Comments Date: 03052002
Comments: Brenntag submitted a request for Partial Site Closure for
Comments Date: 03052002
Comments: property divestment purposes.
Comments Date: 03062003
Comments: DTSC provided comments on the Additional Off-site Groundwater
Comments Date: 03062003
Comments: Investigation Plan.
Comments Date: 03101999
Comments: Attorney General is negotiating a Consent Decree with Holchem.
Comments Date: 03101999
Comments: Not reported
Comments Date: 03171998
Comments: Settlement meeting with Holchem, Inc.
Comments Date: 03171998
Comments: Not reported
Comments Date: 03192002
Comments: Brenntag submitted the Fourth Quarter 2001 Groundwater
Comments Date: 03192002
Comments: Monitoring Report.
Comments Date: 03202003
Comments: Brenntag submitted an Additional off-site Groundwater
Comments Date: 03202003
Comments: Investigation Plan to DTSC.
Comments Date: 03242000
Comments: Pilot Study was completed
Comments Date: 03302004
Comments: Letter with administrative changes from Brenntag.
Comments Date: 04022003
Comments: DTSC provided comments on the Additional Off-site Groundwater

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Comments Date: 04022003
Comments: Investigation Plan.
Comments Date: 04031997
Comments: A draft Consent Order was sent to the RPs. A deadline date for
Comments Date: 04031997
Comments: an agreement was 4/17/97.
Comments Date: 04072004
Comments: DTSC approves the RI Report.
Comments Date: 04102003
Comments: DTSC provided comments on the RI Report.
Comments Date: 04171997
Comments: A unilateral I&SE Order was issued to Holchem.
Comments Date: 04251996
Comments: DTSC under contract with USEPA is conducting a PA on the
Comments Date: 04251996
Comments: site. This Site was under RWQCB, now it is USEPA-lead. LADWP is
Comments Date: 04251996
Comments: also lending support. A meeting at RWQCB last month was held to
Comments Date: 04251996
Comments: introduce current site information and other agency contacts.
Comments Date: 05022002
Comments: First Quarter 2002 Groundwater Monitoring Report was submitted
Comments Date: 05022002
Comments: to DTSC.
Comments Date: 05042004
Comments: First Quarter Groundwater Monitoring Report was submitted to
Comments Date: 05042004
Comments: DTSC.
Comments Date: 05062004
Comments: Revised Draft Risk Assessment was submitted to DTSC.
Comments Date: 05081997
Comments: A unilateral I&SE Order was issued to Herman Benjamin per his
Comments Date: 05081997
Comments: request.
Comments Date: 05082001
Comments: RI/FS Workplan was approved.
Comments Date: 05092003
Comments: First Quarter Groundwater Monitoring Report was submitted to
Comments Date: 05092003
Comments: DTSC.
Comments Date: 05112004
Comments: Updated Pacoima Schedule was submitted.
Comments Date: 05211997
Comments: letter sent to Holchem. Holchem has not notified DTSC as to
Comments Date: 05211997
Comments: who their Project Coordinator is. Holchem filed a petition
Comments Date: 05211997
Comments: for Writ of Mandate, Preliminary, and Permanent Injunctions,
Comments Date: 05211997
Comments: with the Los Angeles Superior Court.
Comments Date: 05211997
Comments: Notice of Proposed Determination of Non-Compliance with Order
Comments Date: 06022004
Comments: DTSC comments on the Draft Risk Assessment.
Comments Date: 06042002
Comments: DTSC's comments were sent to consultant.
Comments Date: 06102003

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Comments: Brenntag submitted the 2003 Groundwater Monitoring Plan.
Comments Date: 06201997
Comments: Benjamin submits Draft RI/FS Workplan.
Comments Date: 06211999
Comments: Attorney General and DTSC staff participated at a settlement
Comments Date: 06211999
Comments: hearing at L.A. County Court.
Comments Date: 06211999
Comments: Not reported
Comments Date: 06211999
Comments: Not reported
Comments Date: 06241997
Comments: Notice of Additional Opportunity to present defenses to I&SE
Comments Date: 06241997
Comments: Order letter sent to Holchem. Holchem may submit defense by
Comments Date: 06241997
Comments: July 25th, then DTSC will make a determination by August 25th.
Comments Date: 06241997
Comments: Not reported
Comments Date: 06262000
Comments: Draft RI/FS Workplan was submitted.
Comments Date: 06302001
Comments: Holchem facility was closed.
Comments Date: 07071998
Comments: The Preliminary Assessment for the Holchem Inc. site has been
Comments Date: 07071998
Comments: approved by USEPA. The site scored greater than 28.5 for
Comments Date: 07071998
Comments: Hazard Ranking purposes.
Comments Date: 07232004
Comments: DTSC comments on the First Quarter 2004 Groundwater Monitoring
Comments Date: 07232004
Comments: Report and SVE Treatment System Update.
Comments Date: 07312001
Comments: Holchem site was sold to Brenntag West. Inc.
Comments Date: 08112003
Comments: Second Quarter Groundwater Monitoring Report was submitted to
Comments Date: 08112003
Comments: DTSC.
Comments Date: 08122003
Comments: DTSC provided additional comments to the draft RI Report.
Comments Date: 08152001
Comments: RI/FS fieldwork started.
Comments Date: 08202004
Comments: DTSC comments on the Second Quarter Groundwater Monitoring
Comments Date: 08202004
Comments: Report and SVE Treatment System Update.
Comments Date: 08211998
Comments: A Preliminary Notice of Non-Compliance letter was issued to
Comments Date: 08211998
Comments: Mr. Benjamin for not submitted an adequate RI/FS Workplan.
Comments Date: 08211998
Comments: Not reported
Comments Date: 08251999
Comments: Mr. Benjamin & Company have agreed to join the settlement
Comments Date: 08251999
Comments: Holchem agreed to do a RAW (SVE).

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Comments Date: 08252004
Comments: DTSC comments on the Draft Risk Assessment.
Comments Date: 08281997
Comments: Scoping meeting with Herman Benjamin to discuss the Public
Comments Date: 08281997
Comments: Participation Plan.
Comments Date: 08291997
Comments: RI/FS Workplan returned to Benjamin with DTSC comments.
Comments Date: 08291997
Comments: Not reported
Comments Date: 08311999
Comments: Draft Remedial Action Workplan was submitted.
Comments Date: 08311999
Comments: Not reported
Comments Date: 08312004
Comments: DTSC grants conditional approval of the draft Risk Assessment.
Comments Date: 09031997
Comments: Settlement meeting with Holchem Inc. more discussions needed.
Comments Date: 09031997
Comments: Not reported
Comments Date: 10011998
Comments: Met with Benjamin, he has a new Consultant Environmental
Comments Date: 10011998
Comments: Strategies Corp. that is replacing California Environmental.
Comments Date: 10011998
Comments: Mr. Angelo Bellomo is the new Project Coordinator.
Comments Date: 10011998
Comments: Not reported
Comments Date: 10161997
Comments: Fence and post site.
Comments Date: 10232000
Comments: Fact Sheet #1 was approved.
Comments Date: 10261998
Comments: Settlement meeting with Holchem. UST Removal/Replacement
Comments Date: 10261998
Comments: Workplan submitted. Los Angeles City Fire Department will
Comments Date: 10261998
Comments: be the Lead Agency for the UST removal operations.
Comments Date: 10282004
Comments: Draft Feasibility Study was submitted.
Comments Date: 11102004
Comments: Third Quarter 2004 Monitoring Report was submitted.
Comments Date: 11112003
Comments: Third Quarter Groundwater Monitoring Report was submitted to
Comments Date: 11112003
Comments: DTSC.
Comments Date: 11121998
Comments: UST Workplan comments sent to all parties involved.
Comments Date: 11121998
Comments: Not reported
Comments Date: 11132003
Comments: Additional DTSC comments to RI Report.
Comments Date: 11162004
Comments: DTSC comments on draft Feasibility Study.
Comments Date: 11181997
Comments: Settlement meeting with Holchem and Benjamin.
Comments Date: 11181997

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Comments: Not reported
Comments Date: 11191999
Comments: Consent Decree was signed BY DTSC.
Comments Date: 11192004
Comments: DTSC comments on draft Feasibility Study.
Comments Date: 11241999
Comments: Consent Judgement was filed.
Comments Date: 11241999
Comments: Not reported
Comments Date: 12011996
Comments: USEPA and DTSC has determined that the site should no longer be
Comments Date: 12011996
Comments: in the PA/SI Program and that it should be a DTSC-Lead site.
Comments Date: 12011996
Comments: DTSC is pursuing the RP's to join the Voluntary Cleanup Program.
Comments Date: 12021998
Comments: Excavation of new UST location in process.
Comments Date: 12021998
Comments: Not reported
Comments Date: 12022004
Comments: DTSC approved the Feasibility Study.
Comments Date: 12032001
Comments: Offsite drilling (3 wells) started.
Comments Date: 12042003
Comments: DTSC provided comments on the Third Quarter Groundwater
Comments Date: 12042003
Comments: Monitoring Report.
Comments Date: 12102004
Comments: The Final Feasibility was submitted.
Comments Date: 12111998
Comments: Soils tested positive for PCE contamination in new UST excava-
Comments Date: 12111998
Comments: tion.
Comments Date: 12122003
Comments: Brenntag responded to DTSC comment dated 11/13/2003.
Comments Date: 12141998
Comments: A previously unknown gasoline UST was removed. Soils tested
Comments Date: 12141998
Comments: negative for contaminants.
Comments Date: 12171999
Comments: Consent Decree was sent for 30-day public comment.
Comments Date: 12281998
Comments: Excavation of 19 USTs starts.
Comments Date: 12291999
Comments: Draft NOE for the RAW Pilot Test was sent to OPEA Sacramento.
Comments Date: 12311998
Comments: 19 UST's removed.
Comments Date: 12311998
Comments: Not reported
Comments Date: 12312003
Comments: DTSC reviewed Brenntag responses.
ID Name: EPA IDENTIFICATION NUMBER
ID Value: CAD028860955
ID Name: CALSTARS CODE
ID Value: 300593
Alternate Name: HOLCHEM, INC.CHASE CHEMICAL CO
Special Programs Code: Not reported

Map ID
Direction
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Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Special Programs Name: Not reported

Cortese:

Region: CORTESE
Envirostor Id: 19281213
Site/Facility Type: STATE RESPONSE
Cleanup Status: ACTIVE
Status Date: 5/13/1997
Site Code: 300593
Latitude: 34.274961905767903
Longitude: -118.427170770007

CORTESE:

Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 913310525

LUST REG 4:

Region: 4
Regional Board: 04
County: Los Angeles
facid: 913310525
Status: Preliminary site assessment underway
Substance: Solvents
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Remove Free Product
Global ID: T0603702196
W Global ID: Not reported
Staff: TOX
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 11/18/1983
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: 10/15/1984
Date Case Last Changed on Database: 7/21/1999
Date the Case was Closed: Not reported
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: BENJAMIN, HERMANN
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 9019.738536311134692273095007
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 1/4/1990
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported

Map ID
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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: CHASE CHEMICAL CO.
RP Address: 13546 DESMOND ST, PACOIMA, CA 91331
Program: SLIC
Lat/Long: 34.2758659 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: CASE INITIATED BY RWQCB IN 1983. HYDROCARBONS WERE FOUND IN SOIL.
SOURCE WAS NOT IDENTIFIABLE AS SUBSTANCE STORED ONSITED NAPLS PRESENT
IN ONE WELL. 01/08/99 4TH QTR MON RPT
1998

SLIC:

Region: STATE
Facility Status: **Open - Site Assessment**
Status Date: 1990-01-04 00:00:00
Global Id: T0603702196
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.2758659
Longitude: -118.4267069
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 913310525
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: * Solvents
Site History: Not reported

WIP:

Region: 4
File Number: 111.0286
File Status: **Active**
Staff: MZAIDI
Facility Suite: Not reported

AWP:

AWP Facility ID: 19281213
Region Code: 3
Region: GLENDALE
SMBR Branch Code: SA
SMBR Branch Unit: SO CAL - GLENDALE

Map ID
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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Site Name.: Not reported
Current Status Date: 05131997
Current Status: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency Code: DTSC
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
Facility Type: responsible party
Awp Site Type: RESPONSIBLE PARTY
NPL: Not Listed
Tier Of AWP Site: Not reported
Source Of Funding: Not reported
Responsible Staff Member: GFARKAS
Supervisor Responsible: Not reported
SIC Code: 28
Facility SIC: MANU - CHEMICALS & ALLIED PRODUCTS
RWQCB Code: LA
RWQCB Associated With Site: LOS ANGELES
Site Access Controlled: Not reported
Site Listed HWS List: Not reported
Hazard Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Not reported
Of Contamination Sources: 0
Lat/Long: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Description Of Entity: Not reported
State Assembly Distt Code: 39
State Senate District: 20

RESPONSE:

Facility ID: 19281213
Site Type: State Response
Site Type Detail: State Response or NPL
Acres: 2
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager: GABRIEL FARKAS
Supervisor: Juli Propes
Division Branch: Chatsworth
Site Code: 300593
Site Mgmt. Req.: NONE SPECIFIED
Assembly: 39
Senate: 20
Special Program Status: Not reported
Status: Active
Status Date: 5/13/1997 0:00
Restricted Use: NO
Funding: Responsible Party
Latitude: 34.27496191
Longitude: -118.4271708
APN: 2523-005-006
Past Use: TRANSFER STATION
Potential COC: 10003, 10009, 10067, 10193, 30016, 30026, 30027, 30028, 30246
Confirmed COC: 101,931,000,310,009,000,000,000,000,000,000,000,000,000,000,000,000,000
Potential Description: OTH, SOIL

Map ID
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MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Alias Name: CHASE CHEMICAL CO
Alias Type: Alternate Name
Alias Name: 2523-005-006
Alias Type: APN
Alias Name: CAD028860955
Alias Type: EPA Identification Number
Alias Name: 300593
Alias Type: Project Code (Site Code)
Alias Name: 110000476850
Alias Type: EPA (FRS #)
Alias Name: 19281213
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Cost Recovery Settlements/Decrees
Completed Date: 2007-07-23 00:00:00
Comments: Consent Decree II implements the RAP (Pump-and-Treat for groundwater).
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 2001-01-16 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Cost Recovery Settlements/Decrees
Completed Date: 2000-04-26 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 2000-02-10 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1997-05-08 00:00:00
Comments: letter sent to Holchem. Holchem has not notified DTSC as to who their Project Coordinator is. Holchem filed a petition for Writ of Mandate, Preliminary, and Permanent Injunctions, with the Los Angeles Superior Court. Notice of Proposed Determination of Non-Compliance with Order

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 2001-01-16 00:00:00
Comments: CEQA Negative Declaration for RAW was approved. RAW was approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 1998-04-16 00:00:00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 1997-10-16 00:00:00
Comments: Fence and post site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 2005-12-16 00:00:00
Comments: DTSC approved the Final RAP for the Site, which consists of soil vapor extraction; groundwater pumping and treatment for source removal and containment; monitored natural attenuation of the contaminants and institutional controls through deed restrictions.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 2005-02-05 00:00:00
Comments: The RI/FS was completed and the letter of completion was issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 2008-01-24 00:00:00
Comments: DTSC approved the RD Work Plan which later will be ammended.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 2006-05-30 00:00:00
Comments: approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 2005-04-01 00:00:00
Comments: English version of RAP Fact sheet

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 2005-04-01 00:00:00
Comments: Public Notice

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2005-10-07 00:00:00
Comments: Offsite soil gas investigation in the residential area downgradient of site (above gw plume).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Workplan

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Completed Date: 2005-06-17 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2004-07-23 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2006-10-10 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2006-06-04 00:00:00
Comments: This is not a letter for finalizing the report. The submitted report is final and the letter contains recommendations for the next sampling event.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2005-12-02 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2005-09-02 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2005-06-20 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2005-03-02 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2004-12-20 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2004-08-20 00:00:00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2006-10-30 00:00:00
Comments: We did not have comments so no letter was issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2007-01-19 00:00:00
Comments: This is not a letter for finalizing the report. The submitted report is final and the letter contains recommendations for the next sampling event

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2007-06-01 00:00:00
Comments: reviewed and approved the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2007-08-29 00:00:00
Comments: The monitoring report is adequate as prepared. DTSc comments may be addressed in future monitoring reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 2007-11-07 00:00:00
Comments: The SAP was prepared to address off-site contamination by sampling soil and groundwater for use in remedial system design and implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Workplan
Completed Date: 2007-10-10 00:00:00
Comments: The report was prepared to determine the capture zone.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 2007-10-10 00:00:00
Comments: The report provides additional groundwater information to be used in the Remedial Design

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2007-11-16 00:00:00
Comments: The monitoring report is adequate as prepared. The remaining comments may be addressed in future monitoring reports.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2008-05-14 00:00:00
Comments: DTSC has not identified any issues that would require modifications in the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2008-02-25 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2008-05-14 00:00:00
Comments: DTSC has not identified any issues that would require modifications of the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2008-04-11 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2008-05-16 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 2009-08-31 00:00:00
Comments: Due the changing conditions, other measures will be implemented.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Report
Completed Date: 2008-10-01 00:00:00
Comments: DTSC has not identified any issues that would require modifications of the report/memorandum.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2008-09-11 00:00:00
Comments: DTSC has not identified any issues that would require modifications of the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2008-11-21 00:00:00
Comments: DTSC has not identified any issues that would require modifications

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

of the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2009-01-09 00:00:00
Comments: DTSC has not identified any issues that would require modifications of the Addendum.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2009-04-28 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2009-11-02 00:00:00
Comments: DTSC performed a simultaneous, comparative review for Q1 and Q2 reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 2009-07-17 00:00:00
Comments: DTSC approved in advance the abandonment and reinstallation of these wells.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2009-10-30 00:00:00
Comments: DTSC needed more information, and provide one memo containing comments on both Q1 and Q2 reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2009-12-22 00:00:00
Comments: DTSC needed more information.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence - Received
Completed Date: 2010-02-11 00:00:00
Comments: DTSC needed more info.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2010-02-16 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Completed Date: 2010-02-24 00:00:00
Comments: DTSC accepted the changes that have been made.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2010-02-11 00:00:00
Comments: DTSC has not identified any issues that would require modifications of the document.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HAZNET:

Gepaid: CAD028860955
Contact: HOLCHEM, INC.
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13546 DESMOND ST
Mailing City,St,Zip: PACOIMA, CA 913312315
Gen County: Los Angeles
TSD EPA ID: CAD009452657
TSD County: San Mateo
Waste Category: Unspecified solvent mixture Waste
Disposal Method: Recycler
Tons: .6255
Facility County: Los Angeles

Gepaid: CAD028860955
Contact: HOLCHEM, INC.
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13546 DESMOND ST
Mailing City,St,Zip: PACOIMA, CA 913312315
Gen County: Los Angeles
TSD EPA ID: CAD009452657
TSD County: San Mateo
Waste Category: Tank bottom waste
Disposal Method: Recycler
Tons: .2085
Facility County: Los Angeles

Gepaid: CAD028860955
Contact: HOLCHEM, INC.
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13546 DESMOND ST

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Mailing City,St,Zip: PACOIMA, CA 913312315
Gen County: Los Angeles
TSD EPA ID: CAD009452657
TSD County: San Mateo
Waste Category: Liquids with pH <UN-> 2
Disposal Method: Disposal, Injection Well
Tons: .2085
Facility County: Los Angeles

Gepaid: CAD028860955
Contact: HOLCHEM, INC.
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13546 DESMOND ST
Mailing City,St,Zip: PACOIMA, CA 913312315
Gen County: Los Angeles
TSD EPA ID: CAD009452657
TSD County: San Mateo
Waste Category: Liquids with halogenated organic compounds > 1000 mg/l
Disposal Method: Recycler
Tons: .7506
Facility County: Los Angeles

Gepaid: CAD028860955
Contact: HOLCHEM, INC.
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 13546 DESMOND ST
Mailing City,St,Zip: PACOIMA, CA 913312315
Gen County: Los Angeles
TSD EPA ID: CAD009452657
TSD County: San Mateo
Waste Category: Off-specification, aged, or surplus organics
Disposal Method: Recycler
Tons: .0500
Facility County: Los Angeles

[Click this hyperlink](#) while viewing on your computer to access
72 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 10724
Air District Name: SC
SIC Code: 2842
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

ENVIROSTOR:

Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 2
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: GABRIEL FARKAS
Supervisor: Juli Propes
Division Branch: Chatsworth
Facility ID: 19281213
Site Code: 300593
Assembly: 39
Senate: 20
Special Program: Not reported
Status: Active
Status Date: 5/13/1997 0:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.27496191
Longitude: -118.4271708
APN: 2523-005-006
Past Use: TRANSFER STATION
Potential COC: 10003, 10009, 10067, 10193, 30016, 30026, 30027, 30028, 30246
Confirmed COC: 101,931,000,310,009,000,000,000,000,000,000,000,000,000,000,000,000,000
Potential Description: OTH, SOIL
Alias Name: CHASE CHEMICAL CO
Alias Type: Alternate Name
Alias Name: 2523-005-006
Alias Type: APN
Alias Name: CAD028860955
Alias Type: EPA Identification Number
Alias Name: 300593
Alias Type: Project Code (Site Code)
Alias Name: 110000476850
Alias Type: EPA (FRS #)
Alias Name: 19281213
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Cost Recovery Settlements/Decrees
Completed Date: 2007-07-23 00:00:00
Comments: Consent Decree II implements the RAP (Pump-and-Treat for groundwater).
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 2001-01-16 00:00:00
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Cost Recovery Settlements/Decrees
Completed Date: 2000-04-26 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 2000-02-10 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1997-05-08 00:00:00
Comments: letter sent to Holchem. Holchem has not notified DTSC as to who their Project Coordinator is. Holchem filed a petition for Writ of Mandate, Preliminary, and Permanent Injunctions, with the Los Angeles Superior Court. Notice of Proposed Determination of Non-Compliance with Order

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 2001-01-16 00:00:00
Comments: CEQA Negative Declaration for RAW was approved. RAW was approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 1998-04-16 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 1997-10-16 00:00:00
Comments: Fence and post site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 2005-12-16 00:00:00
Comments: DTSC approved the Final RAP for the Site, which consists of soil vapor extraction; groundwater pumping and treatment for source removal and containment; monitored natural attenuation of the contaminants and institutional controls through deed restrictions.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 2005-02-05 00:00:00
Comments: The RI/FS was completed and the letter of completion was issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Completed Date: 2008-01-24 00:00:00
Comments: DTSC approved the RD Work Plan which later will be ammended.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 2006-05-30 00:00:00
Comments: approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 2005-04-01 00:00:00
Comments: English version of RAP Fact sheet

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 2005-04-01 00:00:00
Comments: Public Notice

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2005-10-07 00:00:00
Comments: Offsite soil gas investigation in the residential area downgradient of site (above gw plume).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Workplan
Completed Date: 2005-06-17 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2004-07-23 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2006-10-10 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2006-06-04 00:00:00
Comments: This is not a letter for finalizing the report. The submitted report is final and the letter contains recommendations for the next sampling event.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Completed Date: 2005-12-02 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2005-09-02 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2005-06-20 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2005-03-02 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2004-12-20 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2004-08-20 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2006-10-30 00:00:00
Comments: We did not have comments so no letter was issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2007-01-19 00:00:00
Comments: This is not a letter for finalizing the report. The submitted report is final and the letter contains recommendations for the next sampling event

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2007-06-01 00:00:00
Comments: reviewed and approved the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2007-08-29 00:00:00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Comments: The monitoring report is adequate as prepared. DTSC comments may be addressed in future monitoring reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 2007-11-07 00:00:00
Comments: The SAP was prepared to address off-site contamination by sampling soil and groundwater for use in remedial system design and implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Workplan
Completed Date: 2007-10-10 00:00:00
Comments: The report was prepared to determine the capture zone.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 2007-10-10 00:00:00
Comments: The report provides additional groundwater information to be used in the Remedial Design

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2007-11-16 00:00:00
Comments: The monitoring report is adequate as prepared. The remaining comments may be addressed in future monitoring reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2008-05-14 00:00:00
Comments: DTSC has not identified any issues that would require modifications in the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2008-02-25 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2008-05-14 00:00:00
Comments: DTSC has not identified any issues that would require modifications of the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2008-04-11 00:00:00
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2008-05-16 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 2009-08-31 00:00:00
Comments: Due the changing conditions, other measures will be implemented.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Treatability Study Report
Completed Date: 2008-10-01 00:00:00
Comments: DTSC has not identified any issues that would require modifications of the report/memorandum.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2008-09-11 00:00:00
Comments: DTSC has not identified any issues that would require modifications of the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2008-11-21 00:00:00
Comments: DTSC has not identified any issues that would require modifications of the report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2009-01-09 00:00:00
Comments: DTSC has not identified any issues that would require modifications of the Addendum.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2009-04-28 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2009-11-02 00:00:00
Comments: DTSC performed a simultaneous, comparative review for Q1 and Q2 reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 2009-07-17 00:00:00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACOIMA (Continued)

1000170315

Comments: DTSC approved in advance the abandonment and reinstallation of these wells.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2009-10-30 00:00:00
Comments: DTSC needed more information, and provide one memo containg comments on both Q1 and Q2 reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2009-12-22 00:00:00
Comments: DTSC needed more information.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence - Received
Completed Date: 2010-02-11 00:00:00
Comments: DTSC needed more info.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2010-02-16 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 2010-02-24 00:00:00
Comments: DTSC accepted the changes that have been made.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2010-02-11 00:00:00
Comments: DTSC has not identified any issues that would require modifications of the document.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

T81
NW
1/2-1
0.966 mi.
5098 ft.

BURBANK PLATING
13561 DESMOND STREET
PACOIMA, CA 91331

ENVIROSTOR **S108484766**
N/A

Site 2 of 2 in cluster T

Relative:
Higher

ENVIROSTOR:

Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0.81
NPL: NO
Regulatory Agencies: SMBRP, US EPA
Lead Agency: SMBRP
Program Manager: CHAND SULTANA
Supervisor: Rita Kamat
Division Branch: Chatsworth
Facility ID: 60000607
Site Code: Not reported
Assembly: 39
Senate: 20
Special Program: EPA - PASI
Status: Inactive - Action Required
Status Date: 6/30/2007 0:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: EPA Grant
Latitude: 34.27556111
Longitude: -118.428278
APN: 2523004037
Past Use: METAL PLATING - CHROME, METAL PLATING - OTHER
Potential COC: 30108, 30153, 30161, 30594
Confirmed COC: 30,108,301,533,016,100,000
Potential Description: SOIL
Alias Name: 2523004037
Alias Type: APN
Alias Name: 60000607
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 2007-06-21 00:00:00
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS ANGELES	S106249460	WHITEMAN	STREET	91331	EMI
PACOIMA	1011845386	TUJUNGA WELLFIELD SITE DISCOVERY	ROSCOE BLVD AND NAGLE AVE	91331	CERCLIS
PACOIMA	U003780436	CHEVRON U.S.A PRODUCTS COMPANY	1113 SAN FERNANDO RD	91331	UST
SUN VALLEY	S106484865	ACTIVE MAGNETIC INSPECTION	93561ST SAN FERNANDO RD & 2ND	91352	SLIC
SUN VALLEY	S109422340	LOUIS VISCO LANDFILL	9050 AND 9116 BRADLEY AVE	91352	SWF/LF
SUN VALLEY	S109422351	PENDLETON ST. LANDFILL	1100 PENDLETON ST	91352	SWF/LF
SUN VALLEY	S109422314	STRATHERN INERT LANDFILL	8230 TUJUNGA AVE	91352	SWF/LF
SYLMAR	1000376764		11370 SAN FERNANDO RD	91342	RCRA-SQG, FINDS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 03/31/2010	Source: EPA
Date Data Arrived at EDR: 04/02/2010	Telephone: N/A
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 05/07/2010
Number of Days to Update: 10	Next Scheduled EDR Contact: 07/26/2010
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 03/31/2010	Source: EPA
Date Data Arrived at EDR: 04/02/2010	Telephone: N/A
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 05/07/2010
Number of Days to Update: 10	Next Scheduled EDR Contact: 07/26/2010
	Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 05/17/2010
Number of Days to Update: 56	Next Scheduled EDR Contact: 08/30/2010
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 03/31/2010	Source: EPA
Date Data Arrived at EDR: 04/02/2010	Telephone: N/A
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 05/07/2010
Number of Days to Update: 10	Next Scheduled EDR Contact: 07/26/2010
	Data Release Frequency: Quarterly

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 01/29/2010	Source: EPA
Date Data Arrived at EDR: 02/09/2010	Telephone: 703-412-9810
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 06/11/2010
Number of Days to Update: 62	Next Scheduled EDR Contact: 07/12/2010
	Data Release Frequency: Quarterly

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA's Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 06/23/2009	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/15/2010	Telephone: 703-603-8704
Date Made Active in Reports: 02/10/2010	Last EDR Contact: 04/30/2010
Number of Days to Update: 26	Next Scheduled EDR Contact: 07/26/2010
	Data Release Frequency: Varies

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 06/23/2009	Source: EPA
Date Data Arrived at EDR: 09/02/2009	Telephone: 703-412-9810
Date Made Active in Reports: 09/21/2009	Last EDR Contact: 06/11/2010
Number of Days to Update: 19	Next Scheduled EDR Contact: 09/13/2010
	Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/25/2010
Date Data Arrived at EDR: 03/31/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 57

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 05/17/2010
Next Scheduled EDR Contact: 08/30/2010
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 02/17/2010
Date Data Arrived at EDR: 02/19/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/29/2010
Next Scheduled EDR Contact: 07/19/2010
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/17/2010
Date Data Arrived at EDR: 02/19/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/29/2010
Next Scheduled EDR Contact: 07/19/2010
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 02/17/2010
Date Data Arrived at EDR: 02/19/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/29/2010
Next Scheduled EDR Contact: 07/19/2010
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/17/2010
Date Data Arrived at EDR: 02/19/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 04/29/2010
Next Scheduled EDR Contact: 07/19/2010
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal institutional controls / engineering controls registries

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 12/20/2009	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/20/2010	Telephone: 703-603-0695
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 06/14/2010
Number of Days to Update: 82	Next Scheduled EDR Contact: 09/27/2010
	Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 12/20/2009	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/20/2010	Telephone: 703-603-0695
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 06/14/2010
Number of Days to Update: 82	Next Scheduled EDR Contact: 09/27/2010
	Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2009	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 01/22/2010	Telephone: 202-267-2180
Date Made Active in Reports: 02/11/2010	Last EDR Contact: 04/07/2010
Number of Days to Update: 20	Next Scheduled EDR Contact: 07/19/2010
	Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 06/16/2010	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 06/17/2010	Telephone: 916-323-3400
Date Made Active in Reports: 07/07/2010	Last EDR Contact: 06/17/2010
Number of Days to Update: 20	Next Scheduled EDR Contact: 08/23/2010
	Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/16/2010
Date Data Arrived at EDR: 06/17/2010
Date Made Active in Reports: 07/07/2010
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 06/17/2010
Next Scheduled EDR Contact: 08/23/2010
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/22/2010
Date Data Arrived at EDR: 02/24/2010
Date Made Active in Reports: 03/04/2010
Number of Days to Update: 8

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/25/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 06/25/2010
Next Scheduled EDR Contact: 10/11/2010
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 05/03/2010
Next Scheduled EDR Contact: 08/16/2010
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 06/14/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 05/17/2010
Next Scheduled EDR Contact: 08/30/2010
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 04/05/2010
Next Scheduled EDR Contact: 07/19/2010
Data Release Frequency: Quarterly

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 06/07/2010
Next Scheduled EDR Contact: 09/20/2010
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 04/19/2010
Next Scheduled EDR Contact: 08/02/2010
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 06/21/2010
Next Scheduled EDR Contact: 10/04/2010
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 05/03/2010
Next Scheduled EDR Contact: 08/16/2010
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 05/05/2010
Date Data Arrived at EDR: 05/05/2010
Date Made Active in Reports: 05/18/2010
Number of Days to Update: 13

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 06/23/2010
Next Scheduled EDR Contact: 10/04/2010
Data Release Frequency: Quarterly

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 04/19/2010
Next Scheduled EDR Contact: 08/02/2010
Data Release Frequency: Varies

SLIC: Statewide SLIC Cases

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/05/2010
Date Data Arrived at EDR: 05/05/2010
Date Made Active in Reports: 05/18/2010
Number of Days to Update: 13

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/23/2010
Next Scheduled EDR Contact: 10/04/2010
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 05/03/2010
Next Scheduled EDR Contact: 08/16/2010
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 06/21/2010
Next Scheduled EDR Contact: 10/04/2010
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 04/19/2010
Next Scheduled EDR Contact: 08/02/2010
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 04/05/2010
Next Scheduled EDR Contact: 07/19/2010
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 06/14/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 05/17/2010
Next Scheduled EDR Contact: 08/30/2010
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 05/17/2010
Next Scheduled EDR Contact: 08/30/2010
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 05/03/2010
Next Scheduled EDR Contact: 08/16/2010
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 06/14/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 05/10/2010
Next Scheduled EDR Contact: 08/23/2010
Data Release Frequency: Annually

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/04/2010	Source: EPA Region 10
Date Data Arrived at EDR: 05/05/2010	Telephone: 206-553-2857
Date Made Active in Reports: 05/27/2010	Last EDR Contact: 05/03/2010
Number of Days to Update: 22	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Quarterly

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 02/19/2009	Source: EPA Region 1
Date Data Arrived at EDR: 02/19/2009	Telephone: 617-918-1313
Date Made Active in Reports: 03/16/2009	Last EDR Contact: 05/03/2010
Number of Days to Update: 25	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 02/25/2010	Source: EPA Region 8
Date Data Arrived at EDR: 02/25/2010	Telephone: 303-312-6271
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 05/03/2010
Number of Days to Update: 46	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/03/2010	Source: EPA Region 6
Date Data Arrived at EDR: 05/05/2010	Telephone: 214-665-6597
Date Made Active in Reports: 05/27/2010	Last EDR Contact: 05/03/2010
Number of Days to Update: 22	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 03/10/2010	Source: EPA Region 4
Date Data Arrived at EDR: 03/16/2010	Telephone: 404-562-8677
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 05/03/2010
Number of Days to Update: 27	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Semi-Annually

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 02/01/2010	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/03/2010	Telephone: 415-972-3372
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 05/03/2010
Number of Days to Update: 40	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 11/04/2009	Source: EPA Region 7
Date Data Arrived at EDR: 05/04/2010	Telephone: 913-551-7003
Date Made Active in Reports: 07/07/2010	Last EDR Contact: 05/04/2010
Number of Days to Update: 64	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Varies

State and tribal registered storage tank lists

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 05/05/2010	Source: SWRCB
Date Data Arrived at EDR: 05/05/2010	Telephone: 916-480-1028
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 06/23/2010
Number of Days to Update: 13	Next Scheduled EDR Contact: 10/04/2010
	Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities

Registered Aboveground Storage Tanks.

Date of Government Version: 08/01/2009	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/10/2009	Telephone: 916-341-5712
Date Made Active in Reports: 10/01/2009	Last EDR Contact: 04/12/2010
Number of Days to Update: 21	Next Scheduled EDR Contact: 07/26/2010
	Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 05/04/2010	Source: EPA Region 10
Date Data Arrived at EDR: 05/05/2010	Telephone: 206-553-2857
Date Made Active in Reports: 05/27/2010	Last EDR Contact: 05/03/2010
Number of Days to Update: 22	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 02/01/2010	Source: EPA Region 9
Date Data Arrived at EDR: 03/03/2010	Telephone: 415-972-3368
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 05/03/2010
Number of Days to Update: 40	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 02/25/2010	Source: EPA Region 8
Date Data Arrived at EDR: 02/25/2010	Telephone: 303-312-6137
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 05/03/2010
Number of Days to Update: 46	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Quarterly

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/01/2008	Source: EPA Region 7
Date Data Arrived at EDR: 12/30/2008	Telephone: 913-551-7003
Date Made Active in Reports: 03/16/2009	Last EDR Contact: 05/12/2010
Number of Days to Update: 76	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/03/2010
Date Data Arrived at EDR: 05/05/2010
Date Made Active in Reports: 05/27/2010
Number of Days to Update: 22

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 05/03/2010
Next Scheduled EDR Contact: 08/16/2010
Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 02/11/2010
Date Data Arrived at EDR: 02/11/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 60

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 05/03/2010
Next Scheduled EDR Contact: 08/16/2010
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 03/10/2010
Date Data Arrived at EDR: 03/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 27

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 05/03/2010
Next Scheduled EDR Contact: 08/16/2010
Data Release Frequency: Semi-Annually

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 02/19/2009
Date Data Arrived at EDR: 02/19/2009
Date Made Active in Reports: 03/16/2009
Number of Days to Update: 25

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/03/2010
Next Scheduled EDR Contact: 08/16/2010
Data Release Frequency: Varies

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 04/19/2010
Next Scheduled EDR Contact: 08/02/2010
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/16/2010
Date Data Arrived at EDR: 06/17/2010
Date Made Active in Reports: 07/07/2010
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 06/17/2010
Next Scheduled EDR Contact: 08/23/2010
Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 04/02/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 04/05/2010
Next Scheduled EDR Contact: 07/19/2010
Data Release Frequency: Varies

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients--States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 03/02/2010
Date Data Arrived at EDR: 03/23/2010
Date Made Active in Reports: 05/17/2010
Number of Days to Update: 55

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/25/2010
Next Scheduled EDR Contact: 10/11/2010
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-972-3336
Last EDR Contact: 06/21/2010
Next Scheduled EDR Contact: 09/20/2010
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000	Source: State Water Resources Control Board
Date Data Arrived at EDR: 04/10/2000	Telephone: 916-227-4448
Date Made Active in Reports: 05/10/2000	Last EDR Contact: 05/17/2010
Number of Days to Update: 30	Next Scheduled EDR Contact: 08/30/2010
	Data Release Frequency: Quarterly

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 01/06/2010	Source: Department of Conservation
Date Data Arrived at EDR: 03/24/2010	Telephone: 916-323-3836
Date Made Active in Reports: 04/09/2010	Last EDR Contact: 06/25/2010
Number of Days to Update: 16	Next Scheduled EDR Contact: 10/04/2010
	Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 03/09/2010	Source: Integrated Waste Management Board
Date Data Arrived at EDR: 03/10/2010	Telephone: 916-341-6422
Date Made Active in Reports: 04/09/2010	Last EDR Contact: 06/21/2010
Number of Days to Update: 30	Next Scheduled EDR Contact: 09/06/2010
	Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/03/2007	Telephone: 703-308-8245
Date Made Active in Reports: 01/24/2008	Last EDR Contact: 06/08/2010
Number of Days to Update: 52	Next Scheduled EDR Contact: 08/23/2010
	Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 08/19/2009	Source: Drug Enforcement Administration
Date Data Arrived at EDR: 12/29/2009	Telephone: 202-307-1000
Date Made Active in Reports: 02/10/2010	Last EDR Contact: 03/08/2010
Number of Days to Update: 43	Next Scheduled EDR Contact: 09/20/2010
	Data Release Frequency: Quarterly

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 06/16/2010
Date Data Arrived at EDR: 06/17/2010
Date Made Active in Reports: 07/07/2010
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 06/17/2010
Next Scheduled EDR Contact: 08/23/2010
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 02/25/2010
Date Made Active in Reports: 03/04/2010
Number of Days to Update: 7

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 04/05/2010
Next Scheduled EDR Contact: 07/19/2010
Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007
Date Data Arrived at EDR: 11/19/2008
Date Made Active in Reports: 03/30/2009
Number of Days to Update: 131

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

Local Lists of Registered Storage Tanks

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009	Source: Department of Public Health
Date Data Arrived at EDR: 09/23/2009	Telephone: 707-463-4466
Date Made Active in Reports: 10/01/2009	Last EDR Contact: 06/07/2010
Number of Days to Update: 8	Next Scheduled EDR Contact: 09/20/2010
	Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990	Source: State Water Resources Control Board
Date Data Arrived at EDR: 01/25/1991	Telephone: 916-341-5851
Date Made Active in Reports: 02/12/1991	Last EDR Contact: 07/26/2001
Number of Days to Update: 18	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994	Source: State Water Resources Control Board
Date Data Arrived at EDR: 07/07/2005	Telephone: N/A
Date Made Active in Reports: 08/11/2005	Last EDR Contact: 06/03/2005
Number of Days to Update: 35	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/05/2010	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/11/2010	Telephone: 202-564-6023
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 05/03/2010
Number of Days to Update: 60	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005	Source: Department of the Navy
Date Data Arrived at EDR: 12/11/2006	Telephone: 843-820-7326
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 05/24/2010
Number of Days to Update: 31	Next Scheduled EDR Contact: 09/06/2010
	Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 05/05/2010	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 05/07/2010	Telephone: 916-323-3400
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 05/03/2010
Number of Days to Update: 11	Next Scheduled EDR Contact: 08/02/2010
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/14/2010	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 06/15/2010	Telephone: 916-323-3400
Date Made Active in Reports: 07/07/2010	Last EDR Contact: 06/15/2010
Number of Days to Update: 22	Next Scheduled EDR Contact: 09/27/2010
	Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 04/06/2010	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 04/07/2010	Telephone: 202-366-4555
Date Made Active in Reports: 05/27/2010	Last EDR Contact: 04/07/2010
Number of Days to Update: 50	Next Scheduled EDR Contact: 07/19/2010
	Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/2007	Source: Office of Emergency Services
Date Data Arrived at EDR: 05/09/2008	Telephone: 916-845-8400
Date Made Active in Reports: 06/20/2008	Last EDR Contact: 05/03/2010
Number of Days to Update: 42	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 06/22/2010	Source: State Water Quality Control Board
Date Data Arrived at EDR: 06/23/2010	Telephone: 866-480-1028
Date Made Active in Reports: 07/07/2010	Last EDR Contact: 06/23/2010
Number of Days to Update: 14	Next Scheduled EDR Contact: 10/04/2010
	Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 05/05/2010	Source: State Water Resources Control Board
Date Data Arrived at EDR: 05/05/2010	Telephone: 866-480-1028
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 06/23/2010
Number of Days to Update: 13	Next Scheduled EDR Contact: 10/04/2010
	Data Release Frequency: Quarterly

Other Ascertainable Records

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRA-NonGen: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 02/17/2010	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/19/2010	Telephone: (415) 495-8895
Date Made Active in Reports: 05/17/2010	Last EDR Contact: 04/29/2010
Number of Days to Update: 87	Next Scheduled EDR Contact: 07/19/2010
	Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/12/2010	Source: Department of Transportation, Office of Pipeline Safety
Date Data Arrived at EDR: 02/09/2010	Telephone: 202-366-4595
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 05/12/2010
Number of Days to Update: 62	Next Scheduled EDR Contact: 08/23/2010
	Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 11/10/2006	Telephone: 703-692-8801
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 04/21/2010
Number of Days to Update: 62	Next Scheduled EDR Contact: 08/02/2010
	Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2008	Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 09/30/2009	Telephone: 202-528-4285
Date Made Active in Reports: 12/01/2009	Last EDR Contact: 06/16/2010
Number of Days to Update: 62	Next Scheduled EDR Contact: 09/27/2010
	Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 04/11/2010	Source: Department of Justice, Consent Decree Library
Date Data Arrived at EDR: 04/19/2010	Telephone: Varies
Date Made Active in Reports: 05/17/2010	Last EDR Contact: 04/05/2010
Number of Days to Update: 28	Next Scheduled EDR Contact: 07/19/2010
	Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 04/29/2010	Source: EPA
Date Data Arrived at EDR: 05/07/2010	Telephone: 703-416-0223
Date Made Active in Reports: 05/27/2010	Last EDR Contact: 06/16/2010
Number of Days to Update: 20	Next Scheduled EDR Contact: 09/27/2010
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 01/05/2009	Source: Department of Energy
Date Data Arrived at EDR: 05/07/2009	Telephone: 505-845-0011
Date Made Active in Reports: 05/08/2009	Last EDR Contact: 06/01/2010
Number of Days to Update: 1	Next Scheduled EDR Contact: 09/13/2010
	Data Release Frequency: Varies

MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/12/2010	Source: Department of Labor, Mine Safety and Health Administration
Date Data Arrived at EDR: 03/10/2010	Telephone: 303-231-5959
Date Made Active in Reports: 05/17/2010	Last EDR Contact: 06/09/2010
Number of Days to Update: 68	Next Scheduled EDR Contact: 09/20/2010
	Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2008	Source: EPA
Date Data Arrived at EDR: 01/13/2010	Telephone: 202-566-0250
Date Made Active in Reports: 02/18/2010	Last EDR Contact: 06/04/2010
Number of Days to Update: 36	Next Scheduled EDR Contact: 09/13/2010
	Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2002	Source: EPA
Date Data Arrived at EDR: 04/14/2006	Telephone: 202-260-5521
Date Made Active in Reports: 05/30/2006	Last EDR Contact: 07/07/2010
Number of Days to Update: 46	Next Scheduled EDR Contact: 10/11/2010
	Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 06/01/2010
Number of Days to Update: 25	Next Scheduled EDR Contact: 09/13/2010
	Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 06/01/2010
Number of Days to Update: 25	Next Scheduled EDR Contact: 09/13/2010
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2008	Source: EPA
Date Data Arrived at EDR: 01/06/2010	Telephone: 202-564-4203
Date Made Active in Reports: 02/10/2010	Last EDR Contact: 05/03/2010
Number of Days to Update: 35	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 04/24/2010	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/29/2010	Telephone: 202-564-5088
Date Made Active in Reports: 05/17/2010	Last EDR Contact: 06/25/2010
Number of Days to Update: 18	Next Scheduled EDR Contact: 10/11/2010
	Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 09/01/2009	Source: EPA
Date Data Arrived at EDR: 10/21/2009	Telephone: 202-566-0500
Date Made Active in Reports: 12/01/2009	Last EDR Contact: 04/22/2010
Number of Days to Update: 41	Next Scheduled EDR Contact: 08/02/2010
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/18/2010	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 04/06/2010	Telephone: 301-415-7169
Date Made Active in Reports: 05/27/2010	Last EDR Contact: 06/14/2010
Number of Days to Update: 51	Next Scheduled EDR Contact: 09/27/2010
	Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 04/13/2010	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/14/2010	Telephone: 202-343-9775
Date Made Active in Reports: 05/17/2010	Last EDR Contact: 04/14/2010
Number of Days to Update: 33	Next Scheduled EDR Contact: 07/26/2010
	Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 04/14/2010	Source: EPA
Date Data Arrived at EDR: 04/16/2010	Telephone: (415) 947-8000
Date Made Active in Reports: 05/27/2010	Last EDR Contact: 07/07/2010
Number of Days to Update: 41	Next Scheduled EDR Contact: 09/27/2010
	Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995	Source: EPA
Date Data Arrived at EDR: 07/03/1995	Telephone: 202-564-4104
Date Made Active in Reports: 08/07/1995	Last EDR Contact: 06/02/2008
Number of Days to Update: 35	Next Scheduled EDR Contact: 09/01/2008
	Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2007	Source: EPA/NTIS
Date Data Arrived at EDR: 02/25/2010	Telephone: 800-424-9346
Date Made Active in Reports: 05/12/2010	Last EDR Contact: 05/25/2010
Number of Days to Update: 76	Next Scheduled EDR Contact: 09/06/2010
	Data Release Frequency: Biennially

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CA WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 06/01/2010
Next Scheduled EDR Contact: 09/13/2010
Data Release Frequency: Quarterly

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 05/21/2010
Date Data Arrived at EDR: 05/25/2010
Date Made Active in Reports: 07/07/2010
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/25/2010
Next Scheduled EDR Contact: 09/06/2010
Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites). This listing is no longer updated by the state agency.

Date of Government Version: 04/05/2010
Date Data Arrived at EDR: 04/07/2010
Date Made Active in Reports: 05/18/2010
Number of Days to Update: 41

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 04/07/2010
Next Scheduled EDR Contact: 07/19/2010
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CAL SITES].

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

NOTIFY 65: Proposition 65 Records

Proposition 65 Notification Records. NOTIFY 65 contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.

Date of Government Version: 10/21/1993
Date Data Arrived at EDR: 11/01/1993
Date Made Active in Reports: 11/19/1993
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/25/2010
Next Scheduled EDR Contact: 10/11/2010
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 12/22/2009	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 01/25/2010	Telephone: 916-327-4498
Date Made Active in Reports: 01/29/2010	Last EDR Contact: 07/07/2010
Number of Days to Update: 4	Next Scheduled EDR Contact: 09/27/2010
	Data Release Frequency: Annually

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009	Source: Los Angeles Water Quality Control Board
Date Data Arrived at EDR: 07/21/2009	Telephone: 213-576-6726
Date Made Active in Reports: 08/03/2009	Last EDR Contact: 04/14/2010
Number of Days to Update: 13	Next Scheduled EDR Contact: 07/19/2010
	Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2008	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 10/21/2009	Telephone: 916-255-1136
Date Made Active in Reports: 10/28/2009	Last EDR Contact: 07/07/2010
Number of Days to Update: 7	Next Scheduled EDR Contact: 08/02/2010
	Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2007	Source: California Air Resources Board
Date Data Arrived at EDR: 07/14/2009	Telephone: 916-322-2990
Date Made Active in Reports: 07/23/2009	Last EDR Contact: 04/09/2010
Number of Days to Update: 9	Next Scheduled EDR Contact: 07/12/2010
	Data Release Frequency: Varies

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 12/08/2006	Telephone: 202-208-3710
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 04/21/2010
Number of Days to Update: 34	Next Scheduled EDR Contact: 08/02/2010
	Data Release Frequency: Semi-Annually

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 02/10/2010	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/11/2010	Telephone: 615-532-8599
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 05/10/2010
Number of Days to Update: 60	Next Scheduled EDR Contact: 08/09/2010
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 01/06/2010
Date Data Arrived at EDR: 03/24/2010
Date Made Active in Reports: 04/09/2010
Number of Days to Update: 16

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/24/2010
Next Scheduled EDR Contact: 10/04/2010
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 02/24/2010
Date Data Arrived at EDR: 03/17/2010
Date Made Active in Reports: 04/09/2010
Number of Days to Update: 23

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/14/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Varies

COAL ASH DOE: Sleam-Electric Plan Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 04/21/2010
Next Scheduled EDR Contact: 08/02/2010
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 11/09/2009
Date Data Arrived at EDR: 12/18/2009
Date Made Active in Reports: 02/10/2010
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/14/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Varies

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 04/21/2010
Date Data Arrived at EDR: 04/21/2010
Date Made Active in Reports: 05/18/2010
Number of Days to Update: 27

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 04/21/2010
Next Scheduled EDR Contact: 08/02/2010
Data Release Frequency: Quarterly

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action (a??cleanupsa??) tracked in EnviroStor.

Date of Government Version: 05/11/2010
Date Data Arrived at EDR: 05/12/2010
Date Made Active in Reports: 05/18/2010
Number of Days to Update: 6

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/12/2010
Next Scheduled EDR Contact: 08/23/2010
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FINANCIAL ASSURANCE 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 03/09/2010	Source: California Integrated Waste Management Board
Date Data Arrived at EDR: 03/10/2010	Telephone: 916-341-6066
Date Made Active in Reports: 04/09/2010	Last EDR Contact: 06/21/2010
Number of Days to Update: 30	Next Scheduled EDR Contact: 09/06/2010
	Data Release Frequency: Varies

FINANCIAL ASSURANCE: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 03/01/2007	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 06/01/2007	Telephone: 916-255-3628
Date Made Active in Reports: 06/29/2007	Last EDR Contact: 05/05/2010
Number of Days to Update: 28	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005	Source: U.S. Geological Survey
Date Data Arrived at EDR: 02/06/2006	Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 04/21/2010
Number of Days to Update: 339	Next Scheduled EDR Contact: 08/02/2010
	Data Release Frequency: N/A

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 01/01/2008	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/18/2009	Telephone: 202-566-0517
Date Made Active in Reports: 05/29/2009	Last EDR Contact: 05/14/2010
Number of Days to Update: 100	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Varies

EDR PROPRIETARY RECORDS

EDR Proprietary Records

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A	Source: EDR, Inc.
Date Data Arrived at EDR: N/A	Telephone: N/A
Date Made Active in Reports: N/A	Last EDR Contact: N/A
Number of Days to Update: N/A	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR Historical Auto Stations: EDR Proprietary Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.

Date of Government Version: N/A	Source: EDR, Inc.
Date Data Arrived at EDR: N/A	Telephone: N/A
Date Made Active in Reports: N/A	Last EDR Contact: N/A
Number of Days to Update: N/A	Next Scheduled EDR Contact: N/A
	Data Release Frequency: Varies

EDR Historical Cleaners: EDR Proprietary Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.

Date of Government Version: N/A	Source: EDR, Inc.
Date Data Arrived at EDR: N/A	Telephone: N/A
Date Made Active in Reports: N/A	Last EDR Contact: N/A
Number of Days to Update: N/A	Next Scheduled EDR Contact: N/A
	Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 04/12/2010	Source: Alameda County Environmental Health Services
Date Data Arrived at EDR: 04/14/2010	Telephone: 510-567-6700
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 04/05/2010
Number of Days to Update: 34	Next Scheduled EDR Contact: 07/19/2010
	Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/12/2010	Source: Alameda County Environmental Health Services
Date Data Arrived at EDR: 04/14/2010	Telephone: 510-567-6700
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 04/05/2010
Number of Days to Update: 34	Next Scheduled EDR Contact: 07/19/2010
	Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 05/24/2010	Source: Contra Costa Health Services Department
Date Data Arrived at EDR: 05/25/2010	Telephone: 925-646-2286
Date Made Active in Reports: 07/07/2010	Last EDR Contact: 05/24/2010
Number of Days to Update: 43	Next Scheduled EDR Contact: 08/23/2010
	Data Release Frequency: Semi-Annually

FRESNO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 04/15/2010	Source: Dept. of Community Health
Date Data Arrived at EDR: 04/16/2010	Telephone: 559-445-3271
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 04/16/2010
Number of Days to Update: 32	Next Scheduled EDR Contact: 08/02/2010
	Data Release Frequency: Semi-Annually

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 03/16/2010	Source: Kern County Environment Health Services Department
Date Data Arrived at EDR: 03/17/2010	Telephone: 661-862-8700
Date Made Active in Reports: 04/14/2010	Last EDR Contact: 06/24/2010
Number of Days to Update: 28	Next Scheduled EDR Contact: 08/30/2010
	Data Release Frequency: Quarterly

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009	Source: EPA Region 9
Date Data Arrived at EDR: 03/31/2009	Telephone: 415-972-3178
Date Made Active in Reports: 10/23/2009	Last EDR Contact: 06/25/2010
Number of Days to Update: 206	Next Scheduled EDR Contact: 10/11/2010
	Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 12/31/2009	Source: Department of Public Works
Date Data Arrived at EDR: 04/13/2010	Telephone: 626-458-3517
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 04/19/2010
Number of Days to Update: 35	Next Scheduled EDR Contact: 08/02/2010
	Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/23/2010	Source: La County Department of Public Works
Date Data Arrived at EDR: 04/26/2010	Telephone: 818-458-5185
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 04/23/2010
Number of Days to Update: 22	Next Scheduled EDR Contact: 08/09/2010
	Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009	Source: Engineering & Construction Division
Date Data Arrived at EDR: 03/10/2009	Telephone: 213-473-7869
Date Made Active in Reports: 04/08/2009	Last EDR Contact: 06/18/2010
Number of Days to Update: 29	Next Scheduled EDR Contact: 09/06/2010
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 02/09/2010	Source: Community Health Services
Date Data Arrived at EDR: 02/12/2010	Telephone: 323-890-7806
Date Made Active in Reports: 03/04/2010	Last EDR Contact: 04/22/2010
Number of Days to Update: 20	Next Scheduled EDR Contact: 08/09/2010
	Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 04/28/2010	Source: City of El Segundo Fire Department
Date Data Arrived at EDR: 04/29/2010	Telephone: 310-524-2236
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 04/23/2010
Number of Days to Update: 19	Next Scheduled EDR Contact: 08/09/2010
	Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/28/2003	Source: City of Long Beach Fire Department
Date Data Arrived at EDR: 10/23/2003	Telephone: 562-570-2563
Date Made Active in Reports: 11/26/2003	Last EDR Contact: 05/03/2010
Number of Days to Update: 34	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 04/19/2010	Source: City of Torrance Fire Department
Date Data Arrived at EDR: 04/21/2010	Telephone: 310-618-2973
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 04/19/2010
Number of Days to Update: 27	Next Scheduled EDR Contact: 08/02/2010
	Data Release Frequency: Semi-Annually

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 04/19/2010	Source: Public Works Department Waste Management
Date Data Arrived at EDR: 04/30/2010	Telephone: 415-499-6647
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 04/12/2010
Number of Days to Update: 18	Next Scheduled EDR Contact: 07/26/2010
	Data Release Frequency: Semi-Annually

NAPA COUNTY:

Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 07/09/2008	Source: Napa County Department of Environmental Management
Date Data Arrived at EDR: 07/09/2008	Telephone: 707-253-4269
Date Made Active in Reports: 07/31/2008	Last EDR Contact: 06/07/2010
Number of Days to Update: 22	Next Scheduled EDR Contact: 09/20/2010
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008	Source: Napa County Department of Environmental Management
Date Data Arrived at EDR: 01/16/2008	Telephone: 707-253-4269
Date Made Active in Reports: 02/08/2008	Last EDR Contact: 06/07/2010
Number of Days to Update: 23	Next Scheduled EDR Contact: 09/20/2010
	Data Release Frequency: No Update Planned

ORANGE COUNTY:

List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 05/05/2010	Source: Health Care Agency
Date Data Arrived at EDR: 05/21/2010	Telephone: 714-834-3446
Date Made Active in Reports: 07/07/2010	Last EDR Contact: 05/18/2010
Number of Days to Update: 47	Next Scheduled EDR Contact: 08/30/2010
	Data Release Frequency: Annually

List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/05/2010	Source: Health Care Agency
Date Data Arrived at EDR: 05/21/2010	Telephone: 714-834-3446
Date Made Active in Reports: 07/07/2010	Last EDR Contact: 05/18/2010
Number of Days to Update: 47	Next Scheduled EDR Contact: 08/30/2010
	Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 02/03/2010	Source: Health Care Agency
Date Data Arrived at EDR: 02/12/2010	Telephone: 714-834-3446
Date Made Active in Reports: 02/23/2010	Last EDR Contact: 05/28/2010
Number of Days to Update: 11	Next Scheduled EDR Contact: 08/30/2010
	Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 03/16/2010	Source: Placer County Health and Human Services
Date Data Arrived at EDR: 03/17/2010	Telephone: 530-889-7312
Date Made Active in Reports: 04/09/2010	Last EDR Contact: 06/14/2010
Number of Days to Update: 23	Next Scheduled EDR Contact: 09/27/2010
	Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/19/2010	Source: Department of Public Health
Date Data Arrived at EDR: 04/19/2010	Telephone: 951-358-5055
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 07/07/2010
Number of Days to Update: 29	Next Scheduled EDR Contact: 10/11/2010
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 04/19/2010	Source: Health Services Agency
Date Data Arrived at EDR: 04/19/2010	Telephone: 951-358-5055
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 07/07/2010
Number of Days to Update: 29	Next Scheduled EDR Contact: 10/11/2010
	Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 04/01/2010	Source: Sacramento County Environmental Management
Date Data Arrived at EDR: 04/15/2010	Telephone: 916-875-8406
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 04/12/2010
Number of Days to Update: 33	Next Scheduled EDR Contact: 07/26/2010
	Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 03/03/2010	Source: Sacramento County Environmental Management
Date Data Arrived at EDR: 04/16/2010	Telephone: 916-875-8406
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 04/12/2010
Number of Days to Update: 32	Next Scheduled EDR Contact: 07/26/2010
	Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 03/16/2010	Source: San Bernardino County Fire Department Hazardous Materials Division
Date Data Arrived at EDR: 03/17/2010	Telephone: 909-387-3041
Date Made Active in Reports: 04/09/2010	Last EDR Contact: 05/17/2010
Number of Days to Update: 23	Next Scheduled EDR Contact: 08/30/2010
	Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 07/16/2008	Source: Hazardous Materials Management Division
Date Data Arrived at EDR: 10/29/2008	Telephone: 619-338-2268
Date Made Active in Reports: 11/26/2008	Last EDR Contact: 06/23/2010
Number of Days to Update: 28	Next Scheduled EDR Contact: 09/27/2010
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/01/2009
Date Data Arrived at EDR: 12/04/2009
Date Made Active in Reports: 01/18/2010
Number of Days to Update: 45

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 05/03/2010
Next Scheduled EDR Contact: 08/16/2010
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 09/23/2009
Date Data Arrived at EDR: 12/15/2009
Date Made Active in Reports: 01/18/2010
Number of Days to Update: 34

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 06/15/2010
Next Scheduled EDR Contact: 09/27/2010
Data Release Frequency: Varies

SAN FRANCISCO COUNTY:

Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 05/17/2010
Next Scheduled EDR Contact: 08/30/2010
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 03/26/2010
Date Data Arrived at EDR: 04/30/2010
Date Made Active in Reports: 05/10/2010
Number of Days to Update: 10

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 05/17/2010
Next Scheduled EDR Contact: 08/30/2010
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 10/14/2009
Date Data Arrived at EDR: 10/15/2009
Date Made Active in Reports: 11/02/2009
Number of Days to Update: 18

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 07/07/2010
Next Scheduled EDR Contact: 10/11/2010
Data Release Frequency: Semi-Annually

SAN MATEO COUNTY:

Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 04/20/2010
Date Data Arrived at EDR: 04/21/2010
Date Made Active in Reports: 05/18/2010
Number of Days to Update: 27

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/21/2010
Next Scheduled EDR Contact: 10/04/2010
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/22/2010

Date Data Arrived at EDR: 03/23/2010

Date Made Active in Reports: 04/09/2010

Number of Days to Update: 17

Source: San Mateo County Environmental Health Services Division

Telephone: 650-363-1921

Last EDR Contact: 06/21/2010

Next Scheduled EDR Contact: 10/04/2010

Data Release Frequency: Semi-Annually

SANTA CLARA COUNTY:

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county.

Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005

Date Data Arrived at EDR: 03/30/2005

Date Made Active in Reports: 04/21/2005

Number of Days to Update: 22

Source: Santa Clara Valley Water District

Telephone: 408-265-2600

Last EDR Contact: 03/23/2009

Next Scheduled EDR Contact: 06/22/2009

Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 05/29/2009

Date Data Arrived at EDR: 06/01/2009

Date Made Active in Reports: 06/15/2009

Number of Days to Update: 14

Source: Department of Environmental Health

Telephone: 408-918-3417

Last EDR Contact: 06/21/2010

Next Scheduled EDR Contact: 09/20/2010

Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 08/31/2009

Date Data Arrived at EDR: 08/31/2009

Date Made Active in Reports: 09/18/2009

Number of Days to Update: 18

Source: City of San Jose Fire Department

Telephone: 408-535-7694

Last EDR Contact: 06/14/2010

Next Scheduled EDR Contact: 08/30/2010

Data Release Frequency: Annually

SOLANO COUNTY:

Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 03/11/2010

Date Data Arrived at EDR: 03/16/2010

Date Made Active in Reports: 04/09/2010

Number of Days to Update: 24

Source: Solano County Department of Environmental Management

Telephone: 707-784-6770

Last EDR Contact: 06/07/2010

Next Scheduled EDR Contact: 09/20/2010

Data Release Frequency: Quarterly

Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 03/11/2010

Date Data Arrived at EDR: 03/16/2010

Date Made Active in Reports: 04/14/2010

Number of Days to Update: 29

Source: Solano County Department of Environmental Management

Telephone: 707-784-6770

Last EDR Contact: 03/08/2010

Next Scheduled EDR Contact: 09/20/2010

Data Release Frequency: Quarterly

SONOMA COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/06/2010	Source: Department of Health Services
Date Data Arrived at EDR: 04/07/2010	Telephone: 707-565-6565
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 04/05/2010
Number of Days to Update: 41	Next Scheduled EDR Contact: 07/19/2010
	Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 04/01/2009	Source: Sutter County Department of Agriculture
Date Data Arrived at EDR: 04/02/2009	Telephone: 530-822-7500
Date Made Active in Reports: 04/09/2009	Last EDR Contact: 06/21/2010
Number of Days to Update: 7	Next Scheduled EDR Contact: 09/27/2010
	Data Release Frequency: Semi-Annually

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 04/26/2010	Source: Ventura County Environmental Health Division
Date Data Arrived at EDR: 05/28/2010	Telephone: 805-654-2813
Date Made Active in Reports: 07/07/2010	Last EDR Contact: 02/23/2010
Number of Days to Update: 40	Next Scheduled EDR Contact: 09/06/2010
	Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 08/01/2009	Source: Environmental Health Division
Date Data Arrived at EDR: 10/05/2009	Telephone: 805-654-2813
Date Made Active in Reports: 10/13/2009	Last EDR Contact: 05/03/2010
Number of Days to Update: 8	Next Scheduled EDR Contact: 08/16/2010
	Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008	Source: Environmental Health Division
Date Data Arrived at EDR: 06/24/2008	Telephone: 805-654-2813
Date Made Active in Reports: 07/31/2008	Last EDR Contact: 05/24/2010
Number of Days to Update: 37	Next Scheduled EDR Contact: 09/06/2010
	Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 03/05/2010	Source: Environmental Health Division
Date Data Arrived at EDR: 03/24/2010	Telephone: 805-654-2813
Date Made Active in Reports: 04/14/2010	Last EDR Contact: 06/24/2010
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/04/2010
	Data Release Frequency: Quarterly

YOLO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 04/07/2010	Source: Yolo County Department of Health
Date Data Arrived at EDR: 04/13/2010	Telephone: 530-666-8646
Date Made Active in Reports: 05/18/2010	Last EDR Contact: 07/07/2010
Number of Days to Update: 35	Next Scheduled EDR Contact: 10/11/2010
	Data Release Frequency: Annually

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 12/31/2007	Source: Department of Environmental Protection
Date Data Arrived at EDR: 08/26/2009	Telephone: 860-424-3375
Date Made Active in Reports: 09/11/2009	Last EDR Contact: 06/04/2010
Number of Days to Update: 16	Next Scheduled EDR Contact: 09/06/2010
	Data Release Frequency: Annually

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2009	Source: Department of Environmental Protection
Date Data Arrived at EDR: 01/20/2010	Telephone: N/A
Date Made Active in Reports: 02/05/2010	Last EDR Contact: 04/23/2010
Number of Days to Update: 16	Next Scheduled EDR Contact: 08/02/2010
	Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 04/30/2010	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 05/13/2010	Telephone: 518-402-8651
Date Made Active in Reports: 06/21/2010	Last EDR Contact: 05/13/2010
Number of Days to Update: 39	Next Scheduled EDR Contact: 08/23/2010
	Data Release Frequency: Annually

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2008	Source: Department of Environmental Protection
Date Data Arrived at EDR: 12/01/2009	Telephone: 717-783-8990
Date Made Active in Reports: 12/14/2009	Last EDR Contact: 05/24/2010
Number of Days to Update: 13	Next Scheduled EDR Contact: 09/06/2010
	Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 11/03/2009	Source: Department of Environmental Management
Date Data Arrived at EDR: 02/12/2010	Telephone: 401-222-2797
Date Made Active in Reports: 02/22/2010	Last EDR Contact: 06/01/2010
Number of Days to Update: 10	Next Scheduled EDR Contact: 09/13/2010
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2008

Date Data Arrived at EDR: 07/17/2009

Date Made Active in Reports: 08/10/2009

Number of Days to Update: 24

Source: Department of Natural Resources

Telephone: N/A

Last EDR Contact: 06/21/2010

Next Scheduled EDR Contact: 10/04/2010

Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data

Source: Rextag Strategies Corp.

Telephone: (281) 769-2247

U.S. Electric Transmission and Power Plants Systems Digital GIS Data

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2009 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STREET AND ADDRESS INFORMATION

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GEOCHECK[®] - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

WHITEMAN AIRPORT
SAN FERNANDO ROAD
PACOIMA, CA 91331

TARGET PROPERTY COORDINATES

Latitude (North):	34.26150 - 34° 15' 41.4"
Longitude (West):	118.4119 - 118° 24' 42.9"
Universal Transverse Mercator:	Zone 11
UTM X (Meters):	370007.2
UTM Y (Meters):	3791857.8
Elevation:	1024 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	34118-C4 SAN FERNANDO, CA
Most Recent Revision:	1988
South Map:	34118-B4 VAN NUYS, CA
Most Recent Revision:	1991

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

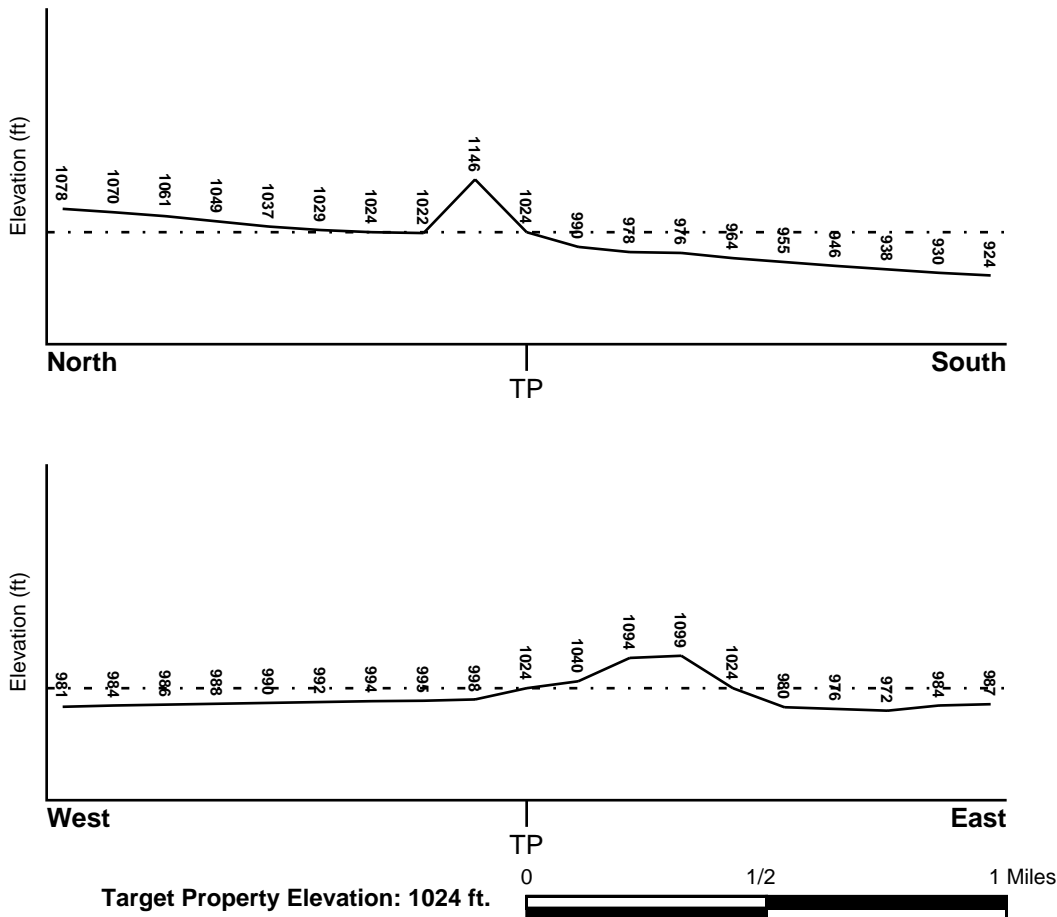
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County
LOS ANGELES, CA

FEMA Flood
Electronic Data
YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 06037C - FEMA DFIRM Flood data

Additional Panels in search area: Not Reported

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property
NOT AVAILABLE

NWI Electronic
Data Coverage
YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data:*

Search Radius: 1.25 miles
Status: Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era: Cenozoic
System: Quaternary
Series: Quaternary
Code: Q (*decoded above as Era, System & Series*)

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: URBAN LAND

Soil Surface Texture: variable

Hydrologic Group: Not reported

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 10 inches

Depth to Bedrock Max: > 10 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Permeability Rate (in/hr)	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: loam
 clay
 silt loam
 loamy sand
 sandy loam
 fine sand
 clay loam
 gravelly - sandy loam
 coarse sand
 gravelly - sand
 sand

Surficial Soil Types: loam
 clay
 silt loam
 loamy sand
 sandy loam
 fine sand
 clay loam
 gravelly - sandy loam
 coarse sand
 gravelly - sand
 sand

Shallow Soil Types: fine sandy loam
 gravelly - loam
 sand
 silty clay

Deeper Soil Types: stratified
 clay loam
 silty clay loam
 gravelly - sandy loam
 coarse sand
 sand
 weathered bedrock
 very fine sandy loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
1	CA1900639	1/2 - 1 Mile West

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

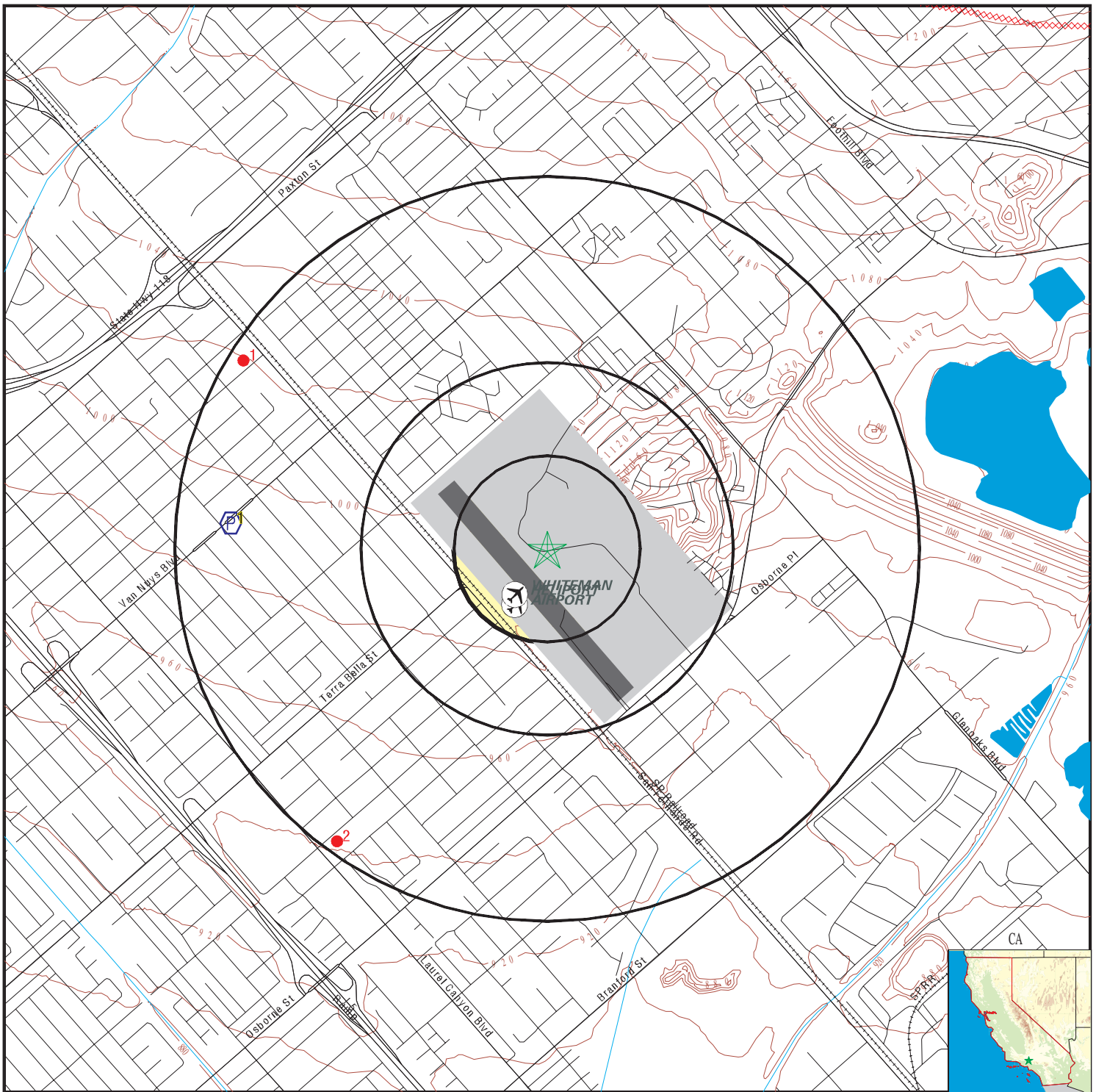
<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		










OTHER STATE DATABASE INFORMATION






STATE OIL/GAS WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
1	CAOG60000035878	1/2 - 1 Mile WNW
2	CAOG60000035782	1/2 - 1 Mile SW

PHYSICAL SETTING SOURCE MAP - 2810310.2s



-  County Boundary
-  Major Roads
-  Contour Lines
-  Earthquake Fault Lines
-  Airports
-  Earthquake epicenter, Richter 5 or greater
-  Water Wells
-  Public Water Supply Wells
-  Cluster of Multiple Icons

-  Groundwater Flow Direction
-  Indeterminate Groundwater Flow at Location
-  Groundwater Flow Varies at Location
-  Closest Hydrogeological Data
-  Oil, gas or related wells

SITE NAME: Whiteman Airport
 ADDRESS: San Fernando Road
 Pacoima CA 91331
 LAT/LONG: 34.2615 / 118.4119

CLIENT: Ultrasystems Environmental Inc
 CONTACT: Dan Herlihy
 INQUIRY #: 2810310.2s
 DATE: July 07, 2010 3:49 pm

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Database EDR ID Number

1		
West		FRDS PWS
1/2 - 1 Mile		CA1900639
Lower		

PWS ID: CA1900639
 Date Initiated: Not Reported Date Deactivated: Not Reported
 PWS Name: HATHAWAY HOME
 SYLMAR, CA 913923670

Addressee / Facility: System Owner/Responsible Party
 ROBIN MEADOW
 P O BOX 35
 PACOIMA, CA 91331

Facility Latitude: 34 15 45 Facility Longitude: 118 25 33
 City Served: Not Reported
 Treatment Class: Untreated Population: 150

PWS currently has or had major violation(s) or enforcement: YES

VIOLATIONS INFORMATION:

Violation ID:	94V0001	Source ID:	Not Reported	PWS Phone:	Not Reported
Vio. beginning Date:	07/01/93	Vio. end Date:	12/31/93	Vio. Period:	006 Months
Num required Samples:	Not Reported	Number of Samples Taken:	Not Reported		
Analysis Result:	Not Reported	Maximum Contaminant Level:	Not Reported		
Analysis Method:	Not Reported				
Violation Type:	Initial Tap Sampling for Pb and Cu				
Contaminant:	LEAD & COPPER RULE				
Vio. Awareness Date:	Not Reported				

ENFORCEMENT INFORMATION:

System Name:	HATHAWAY CHILDRENS HOME		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	1993-07-01 - 2000-03-01		
Violation ID:	94V0001		
Enforcement Date:	2000-03-01	Enf. Action:	Fed Compliance Achieved
System Name:	HATHAWAY CHILDRENS HOME		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	1993-07-01 - 2015-12-31		
Violation ID:	94V0001		
Enforcement Date:	1994-08-11	Enf. Action:	Fed Formal NOV Issued
System Name:	HATHAWAY CHILDRENS HOME		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	1993-07-01 - 2000-03-01		
Violation ID:	94V0001		
Enforcement Date:	1994-08-11	Enf. Action:	Fed Formal NOV Issued

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

ENFORCEMENT INFORMATION:

System Name:	HATHAWAY-SYCAMORES CHILD FAMILY SVCS		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	7/1/1993 0:00:00 - 3/1/2000 0:00:00		
Violation ID:	94V0001		
Enforcement Date:	8/11/1994 0:00:00	Enf. Action:	Fed Formal NOV Issued
System Name:	HATHAWAY-SYCAMORES CHILD FAMILY SVCS		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	7/1/1993 0:00:00 - 3/1/2000 0:00:00		
Violation ID:	94V0001		
Enforcement Date:	3/1/2000 0:00:00	Enf. Action:	Fed Compliance Achieved
System Name:	HATHAWAY-SYCAMORES CHILD FAMILY SVCS		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	07/01/93 - 03/01/00		
Violation ID:	94V0001		
Enforcement Date:	03/01/00	Enf. Action:	Fed Compliance Achieved
System Name:	HATHAWAY-SYCAMORES CHILD FAMILY SVCS		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	07/01/93 - 03/01/00		
Violation ID:	94V0001		
Enforcement Date:	08/11/94	Enf. Action:	Fed Formal NOV Issued
System Name:	HATHAWAY CHILDRENS HOME		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	1993-07-01 - 2000-03-01		
Violation ID:	99V0001		
Enforcement Date:	2000-03-01	Enf. Action:	Fed Compliance Achieved
System Name:	HATHAWAY-SYCAMORES CHILD FAMILY SVCS		
Violation Type:	CCR Complete Failure to Report		
Contaminant:	7000		
Compliance Period:	10/19/1999 0:00:00 - 12/31/2025 0:00:00		
Violation ID:	99V0001		
Enforcement Date:	4/12/2007 0:00:00	Enf. Action:	Not Reported
System Name:	HATHAWAY-SYCAMORES CHILD FAMILY SVCS		
Violation Type:	CCR Complete Failure to Report		
Contaminant:	7000		
Compliance Period:	10/19/1999 0:00:00 - 12/31/2025 0:00:00		
Violation ID:	99V0001		
Enforcement Date:	No Enf Action as of	Enf. Action:	10/17/2006 0:00:00
System Name:	HATHAWAY CHILDRENS HOME		
Violation Type:	CCR Complete Failure to Report		
Contaminant:	7000		
Compliance Period:	1999-10-19 - 2015-12-31		
Violation ID:	99V0001		
Enforcement Date:	Not Reported	Enf. Action:	Not Reported
System Name:	HATHAWAY CHILDRENS HOME		
Violation Type:	CCR Complete Failure to Report		
Contaminant:	7000		
Compliance Period:	1999-10-19 - 2015-12-31		
Violation ID:	99V0001		
Enforcement Date:	Not Reported	Enf. Action:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

1

WNW
1/2 - 1 Mile

OIL_GAS CAOG60000035878

Apinumber:	03721463	Operator:	Chevron U.S.A. Inc.
Lease:	Pacoima	Well no:	1
Field:	Pacoima	Caog m2 area:	Any Area
Map:	W1-2	Status cod:	007
Source:	hud		
Latitude27:	34.268834		
Longitude2:	-118.42524		
Latitude83:	34.268836236		
Longitude8:	-118.426155849		
Td:	9995		
Sec:	11		
Twn:	02N	Rge:	15W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	10/25/1974
Abanddate:	11/29/1972	Comments 1:	Not Reported
District:	2	Site id:	CAOG60000035878

2

SW
1/2 - 1 Mile

OIL_GAS CAOG60000035782

Apinumber:	03721712	Operator:	Chevron U.S.A. Inc.
Lease:	Pacoima	Well no:	3
Field:	Any Field	Caog m2 area:	Any Area
Map:	W1-2	Status cod:	003
Source:	hud		
Latitude27:	34.250103		
Longitude2:	-118.420848		
Latitude83:	34.250105998		
Longitude8:	-118.421763708		
Td:	0		
Sec:	23		
Twn:	02N	Rge:	15W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	01/28/1976
Abanddate:	09/17/1984	Comments 1:	Not Reported
District:	2	Site id:	CAOG60000035782

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zip	Total Sites	> 4 Pci/L	Pct. > 4 Pci/L
91331	22	0	0.00

Federal EPA Radon Zone for LOS ANGELES County: 2

- Note: Zone 1 indoor average level > 4 pCi/L.
- : Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
- : Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2009 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Services

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

California Drinking Water Quality Database

Source: Department of Health Services

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations

Source: Department of Conservation

Telephone: 916-323-1779

Oil and Gas well locations in the state.

RADON

State Database: CA Radon

Source: Department of Health Services

Telephone: 916-324-2208

Radon Database for California

Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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GLOSSARY

ACRONYMS AND ABBREVIATIONS

COMMON ABBREVIATIONS AND ACRONYMS

A-E	Architectural and Engineering
AAI	All Appropriate Inquiries
ACASS	Architect-Engineer Contract Administration Support System
ACM	Asbestos Containing Material
ACGIH	American Conference of Governmental Industrial Hygienists
ACSCE	Annual Comprehensive Site Compliance Evaluation
ADC	Alternative Daily Cover
ADD	Average Daily Dose
ADL	Aerially Deposited Lead
AFD	Alhambra Fire Department
AOC	Area of Concern
AOP	Advanced Oxidation Process
AOPC	Area of Potential Concern
API	American Petroleum Institute
APP	Accident Prevention Plan
AQMD	Air Quality Management District
ARAR	Applicable, Relevant or Appropriate Requirement
ARCH	Air-Rotary Casing Hammer
AS	Air-Sparge
AST	Above Ground Storage Tank
ASTM	American Society for Testing and Materials
ATSDR	Agency for Toxic Substances and Disease Registry
AUL	Activity and Use Limitations
BACT	Best Available Control Technology
BAT	Best Available Technology
B&C	Brown and Caldwell, Inc.
BCRA	Base Closure and Realignment Act
BCT	BRAC Cleanup Team
bgs	Below the ground surface
BMP	Best Management Practice
BNA	Base Neutral Acid
BNI	Bechtel National, Inc
BOD	Biological Oxygen Demand
BOS	Bureau of Sanitation
BRAC	Base Realignment and Closure
BRMM	Base Realignment Management Manual
BTEX	Benzene, Toluene, Ethylbenzene, and Xylenes
°C	Degrees Centigrade
C&D	Construction and Demolition
CAA	Clean Air Act
CAH	Chlorinated Aliphatic Hydrocarbons
Cal-EPA	California Environmental Protection Agency
CAP	Corrective Action Plan
CAPE	Cape Environmental
CARs	Certified Analytical Reports
CAS	Chemical Abstract Service
CCR	California Code of Regulations
CDE	California Department of Education
CDM	Camp Dresser and McKee
CDMG	California Division of Mines and Geology
CEG	Certified Engineering Geologist
CEQA	California Environmental Quality Act
CEM	Certified Environmental Manager
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfm	Cubic Feet per Minute
CFR	Code of Federal Regulations

COMMON ABBREVIATIONS AND ACRONYMS

CHG	Certified Hydrogeologist
CHHSLs	California Human Health Screening Levels
cm/s or sec	Centimeters per second
cm ² /s or sec	Square centimeters per second
CO	Carve Out
COC	Chain of Custody or Chemical of Concern
COD	Chemical Oxygen Demand
COPC	Chemical of Potential Concern
CPESC	Certified Professional for Erosion and Sediment Control
CPT	Cone Penetrometer Test
CQA	Construction Quality Assurance
CSM	Conceptual Site Model
CSO	Caretaker Site Officer
CTO	Contract Change Order
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
cy	Cubic Yards
DAF	Dilution-Attenuation Factor
DCA	Dichloroethane
DCB	Dichlorobenzene
DCE	Dichloroethene or Dichloroethylene
DCN	Document Control Number
DEH	Department of Environmental Health
DEIR	Draft Environmental Impact Report
DHS	Department of Health Services
DIPE	Di-Isopropyl Ether
DNAPL	Dense Non-Aqueous Phase Liquid
DMP	Detection Monitoring Point
DO	Dissolved Oxygen
DoD	Department of Defense
DoN	Department of Navy
DOT	Department of Transportation
DQO	Data Quality Objective
DRC	Dynamic Reaction Cell
DRO	Diesel Range Organics
DSA	Department of State Architecture
DTSC	Department of Toxic Substances Control
EB	Equipment blank
EBS	Environmental Baseline Survey
EC	Electrical Conductivity
ECS	Enviro-Compliance Solutions, Inc.
EDD	Electronic Data Deliverable
EDR	Environmental Data Resources
EFH	Extractable Fuel Hydrocarbons
EIR	Environmental Impact Report
ELAP	Environmental Laboratory Accreditation Program
EM	Electromagnetic
EMAC	Environmental Multi-Award Contract
EMI	Electromagnetic Instrument
EOD	Explosive Ordnance Disposal
EOS	Emulsified Oil Substrate
EP	Environmental Professional
EPA	Environmental Protection Agency
EQL	Estimated Quantification Limit (also see LDL & PQL)
ERRG	Engineering/Remediation Resources Group, Inc.
ESA	Environmental Site Assessment

COMMON ABBREVIATIONS AND ACRONYMS

ESI	Electronic Submittal of Information
ETBE	Ethyl Tertiary-Butyl Ether
eV	Electron volt
EWI	Environmental Work Instruction
°F	Degrees Fahrenheit
FEAD	Facilities Engineering and Acquisition Act
FEMA	Federal Emergency Management Agency
FFP	Firm Fixed Price
FFS	Focused Feasibility Study
FIFRA	Federal Insecticide Fungicide and Rodenticide Act
FML	Flexible Membrane Liner
FOST	Finding of Suitability of Transfer
FS	Feasibility Study
FSP	Field Sampling Plan
ft	feet
g/mole	Grams per mole
GAC	Granular Activated Carbon
GC/MS	Gas-Chromatography/Mass-Spectrometry
GHG	Green House Gas
GIS	Geographical Information System
GMP	Groundwater Monitoring Plan
GMR	Groundwater Monitoring Report
gpd	Gallons per day
gpd/ft	Gallons per day per foot
gpm	Gallons per minute
GPR	Ground Penetrating Radar
GPS	Global Positioning System
GRO	Gasoline Range Organics
HAP	Hazardous Air Pollutant
HASP	Health and Safety Plan
HAZWOPER	Hazardous Waste and Operations
HCS	Hazard Communication Standard
HEAST	Health Effects Assessment Summary Tables
HMIS	Hazardous Materials Identification System
HI	Hazard Index
HPC	Heterotrophic Bacteria Population Count
HPLC	High Performance Liquid Chromatography
HQ	Hazard Quotient
HRC	Hydrogen Release Compound
HSA	Hollow-Stem Auger
HSC	Health and Safety Code
IARC	International Agency for Research on Cancer
IC	Institutional Controls
ICP	Inductively couple plasma
IDIQ	Indefinite Delivery Indefinite Quantity
IDW	Investigative Derived Waste
IRIS	Integrated Risk Information System
IRM	Interim Remedial Measure
IRP	Installation Restoration Program
ISCO	In Situ Chemical Oxidation
ISCR	In Situ Chemical Reduction
IWMB	Integrated Waste Management Board
JATO	Jet propelled assist take-off
JP-5	Grade-Five Jet Propellant
JTD	Joint Technical Document
°K	Degrees Kelvin

COMMON ABBREVIATIONS AND ACRONYMS

LA	Los Angeles
LACFD	Los Angeles County Fire Department
LADD	Life Time Average Daily Dose
LADPW	Los Angeles Department of Public Works
LAFD	Los Angeles City Fire Department
Lbs/yr	Pounds per year
LCRS	Leach Collection and Removal System
LCS	Laboratory Control Standard
LDL	Laboratory Detection Limit (also see EQL and PQL)
LFG	Landfill Gas
LIF	Laser Induced Fluorescence
LNAPL	Light Non-Aqueous Phase Liquid
LPGAC	Liquid Phase Granular Activated Carbon
LTM	Long-Term Monitoring
LTMP	Long-Term Monitoring Plan
LUST	Leaking Underground Storage Tank
MCAS	Marine Corps Air Station
MCE	Maximum Credible Earthquake
MCL	Maximum Contaminant Level
MCLG	Maximum Contaminant Level Goal
MDEL	Maximum Daily Effluent Limits
MDL	Method Detection Limit
MEK	Methyl Ethyl Ketone
MRF	Material Recovery Facility, Materials Recycling Facility
mg/Kg	Milligrams per kilogram
mg/L	Milligrams per liter
mg/M ³	Milligrams per cubic meter
MIP	Membrane Interface Probe
ml	Milliliter
MNA	Monitored Natural Attenuation
MPE	Maximum Probable Exposure (or Earthquake)
MRL	Minimum Risk Level
MRP	Monitoring and Reporting Program
MS	Mass Spectrometry
MS4	Small Municipal Separate Storm Water Systems
MSC	Miscellaneous Site of Concern
MSDS	Material Safety Data Sheet
MSL	Mean Sea Level
MSM	Minimum Salts Medium
MSW	Municipal Solid Waste
MTA	Metropolitan Transit Authority
mV	Milli-volt
NAAQS	National Ambient Air Quality Standard
NCP	National Contingency Plan
ND	Not Detected
NDMA	N-nitroso dimethylamine
NEPA	National Environmental Policy Act
NFA	No Further Action
NFPA	National Fire Protection Association
NIOSH	National Institute of Occupational Safety and Health
NIRIS	Naval Installation Restoration Information Solution
NOD	Natural Oxidant Demand
NOE	Notice of Exemption
NPCA	National Paint and Coating Association
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List

COMMON ABBREVIATIONS AND ACRONYMS

NTU	Nephelometric Turbidity Units
O&G	Oil and Grease
O&M	Operation and Maintenance
OCHCA	Orange County Health Care Agency
OCSD	Orange County Sanitation District
OEECS	Office of Environmental Engineering and Corridor Studies
OEHHA	Office of Environmental Health Hazard Assessment
OHM	OHM Remediation Services
OPS	Operating Properly and Successfully
OPSC	Office of Public School Construction
ORC	Oxygen Releasing Compound
ORP	Oxidation Reduction Potential
OU	Operable Unit
OVA	Organic Vapor Analyzer
OWS	Oil Water Separator
PACM	Potential asbestos containing materials
PAHs	Polycyclic Aromatic Hydrocarbons
PALS	Preliminary Acquisition and Liability Survey
PCAP	Petroleum Corrective Action Program
PCBs	Polychlorinated Biphenyls
PCE	Perchloroethene, Perchloroethylene, Tetrachloroethene, Tetrachloroethylene or "Perc"
PDPM	Project Development Procedures Manual
PE	Professional Engineer
PEA	Preliminary Endangerment Assessment
PEF	Particulate Emissions Factor
PEIR	Programmatic Environmental Impact Report
PHG	Public Health Goals
PID	Photo-ionization Detector
PG	Professional Geologist
PLM	Polarized Light Microscopy
PM	Project Manager
PMO	Program Management Officer
PNA	Polynuclear Aromatic; Peptide Nucleic Acid, Paraffins, Naphthenes Aromatics; Phase Noise Analysis
ppb	Parts per billion
ppbv	Parts per billion by volume
ppm	Parts per million
ppmv	Parts per million by volume
PQL	Practical Quantification Limit (also see see EQL and LDL)
PRC	Public Resource Code
PRB	Permeable Reactive Barrier
PRG	Preliminary Remediation Goal
PRGa	Preliminary Remediation Goal for Ambient Air
PRGi	Preliminary Remediation Goal for Ind. Properties
PRGr	Preliminary Remediation Goal for Res. Properties
PRP	Potential Responsible Party
PWS	Performance Work Statement
QA	Quality Assurance
QC	Quality Control
QAO	Quality Assurance Officer
QAPP	Quality Assurance Project Plan
RAB	Restoration Advisory Board
RACR	Remedial Action Closure Report
RAO	Remedial Action Objective
RAP	Remedial Action Plan
RAW	Removal Action Workplan
RCRA	Resource Conservation and Recovery Act

COMMON ABBREVIATIONS AND ACRONYMS

RD	Remedial Design
RDSI	Report of Disposal Site Information
REA	Registered Environmental Assessor
REC	Recognized Environmental Condition
REL	Reference Exposure Level
RENEW	Recovering Energy, Natural Resources and Economic Benefit
Rfc	Reference Concentration
Rfd	Reference Dose
RI	Remedial Investigation
RIFA	Red Imported Fire Ant
RME	Reasonable Maximum Exposure
ROD	Record of Decision
ROI	Radius of Influence
ROICC	Resident Officer In Charge Of Construction
ROST	Rapid Operating Screening Tool
ROWD	Report of Waste Discharge
RP	Responsible Party
rpm	Revolutions Per Minute
RPM	Regional Project Manager, Revolutions per Minute
RTM	Remedial Technical Manager
RWQCB	Regional Water Quality Control Board
SAP	Sampling and Analysis Plan
SARA	Superfund Amendments and Reauthorization Act
SC	Specific Conductance
SCAPS	Site Characterization and Analysis Penetrometer System
SCAQMD	South Coast Air Quality Management District
scfm	Standard Cubic Feet per Minute
SDWA	Safe Drinking Water Act
SEBS	Support Environmental Baseline Survey
SF	Slope Factor
SGS	Soil-Gas Survey
SI	Site Investigation or Saturation Index
SIC	Standard Industrial Classification
SIMS	Smooth Invariant Molecular Surface
SLIC	Spills, Leaks, Investigation and Cleanup
SOP	Standard Operation Procedure
SOW	Statement of Work
SPCC	Spill Prevention Control and Countermeasure
SRCRD	Solid Resources Citywide Recycling Division
SSL	Soil Screening Level
STLC	Soluble Threshold Limit Concentration
SPLP	Synthetic Precipitation Leaching Procedure
SVE	Soil Vapor Extraction
SVOC	Semi-Volatile Organic Compounds
SWAT	Solid Waste Assessment Test
SWFP	Solid Waste Facilities Permit
SWIRP	Solid Waste Integrated Resources Plan
SWIS	Solid Waste Information System
SWPPP	Storm Water Pollution Prevention Plan
TAA	Temporary Accumulation Area
TAME	Tertiary Amyl Methyl Ether
TB	Trip blank
TBA	Tertiary Butyl Alcohol (tert-butanol)
TBF	Tertiary butyl formate
TCRA	Time-Critical Remedial Action
TCA	Trichloroethane

COMMON ABBREVIATIONS AND ACRONYMS

TCE	Trichloroethene or Trichloroethylene
TCLP	Toxicity Characteristic Leaching Procedure
TCP	Trichloropropane
TD	Total Depth
TDS	Total Dissolved Solids
TDU	Thermal Desorption Unit
TEA	Terminal Electron Acceptor
TKN	Total Kjeldahl Nitrogen
TMDL	Total Maximum Daily Load
TOC	Total Organic Carbon, Toxic Organic Chemical, or Top of Casing
TPCA	Toxic Pits Cleanup Act
tpd	Tons per day
TPH	Total Petroleum Hydrocarbons
TPHd	Total Petroleum Hydrocarbons as diesel
TPHg	Total Petroleum Hydrocarbons as gasoline
TPH _{JP-5}	Total Petroleum Hydrocarbons as JP-5
TPHo	Total Petroleum Hydrocarbons as oil
TPST	Thermal Processing Soil Technology
TRPH	Total Recoverable Petroleum Hydrocarbons
TSCA	Toxic Substances Control Act
TSS	Total Suspended Solids
TTLC	Total Threshold Limit Concentration
µg/Kg	Micrograms per kilogram
µg/L	Micrograms per liter
µg/M ³	Micrograms per cubic meter
µmhos/cm	Micromhos per centimeter
UP	Underpass
URF	Unit Risk Factor
US	United States
USGS	United States Geological Survey
UST	Underground Storage Tank
UV	Ultra-Violet
UVIF	Ultra-Violet Induced Fluorescence
VCP	Voluntary Cleanup Program
VES	Vapor Extraction System
VF	Volatilization Factor
VFA	Volatile Fatty Acids
VOA	Volatile Organic Analysis
VOC	Volatile Organic Compound
VS2DT	Variable Saturated Two-dimensional Flow Solute Transport
WAPA	Western Area Power Administration
WBZ	Water Bearing Zone
WDID	Waste Discharge Identification
WDR	Waste Discharge Requirement
WET	Waste Extraction Test
WIP	Well Investigation Program
WMU	Waste Management Unit
WOT	Waste Oil Tank
WWPR	Wet Weather Preparedness Report
yd	Yard