

***DRAFT***  
**INITIAL STUDY AND**  
**MITIGATED NEGATIVE DECLARATION**

**Rusnak Porsche Pasadena Project**

*Prepared for:*  
*City of Pasadena*  
*Planning & Community Development Department*  
*175 North Garfield Ave*  
*Pasadena, California 91101*

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Appendix B.1: Air Quality and GHG Emissions Calculations

Appendix B.2 CAP Consistency Checklist

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Appendix E: Noise and Vibration Assessment

Appendix F: Traffic Impact Assessment

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## SECTION 1 INTRODUCTION

The proposed Project consists of the construction and operation of a Porsche automotive dealership on approximately 192,331 square feet (4.4 acres) on eight parcels located in the City of Pasadena (City). The Project site is located southwest of Interstate 210 (I-210), and is bordered by East Walnut Street to the north, East Colorado Boulevard to the south, North Sunnyslope Avenue to the west, and the existing Rusnak Audi Dealership to the east. The northern portion of the Project site is located in the East Pasadena Specific Plan while the southern portion of the Project site is located in the East Colorado Specific Plan.

This Initial Study/Mitigated Negative Declaration (IS/MND) is a public document that assesses the environmental effects of the proposed Project, as required by the California Environmental Quality Act (CEQA). This IS/MND has been prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, Section 5000 et seq.). It serves as an environmental document to be used by the lead agency, the City of Pasadena, in the decision-making process.

### DOCUMENT FORMAT

This IS/MND is organized into six sections as follows:

- Section 1, Introduction: This introduction provides an overview of the CEQA environmental documentation process.
- Section 2, Proposed Project: Section 2 provides a description of the project location and setting, project components, and proposed construction.
- Section 3, Environmental Issues: Section 3 identifies the environmental factors potentially affected, presents the completed Environmental Checklist for all impact areas, and addresses mandatory findings of significance. The section includes discussion of the impact evaluation and identifies applicable mitigation measures.
- Section 4, Acronyms: Section 4 provides the definition of acronyms used in this document.
- Section 5, List of Preparers and Contributors: This section lists preparers and contributors who were involved in preparation of this document.
- Section 6, References: This is a list of references used in preparation of this document.

## SECTION 2 PROJECT DESCRIPTION

### 1. Project Title

Rusnak Porsche Pasadena Project

### 2. Lead Agency Name & Address

City of Pasadena Planning & Community Development Department  
175 North Garfield Avenue  
Pasadena, California 91101

### 3. Contact Name & Information

Beilin Yu  
Principal Planner  
(626) 744-6726

### 4. Project Location

The Project site is approximately 192,331 square feet (4.4 acres) and consists of eight parcels, located north of East Colorado Boulevard, south of East Walnut Street, and east of North Sunnyslope Avenue:

APN: 5748-036-001	APN: 5748-036-003	APN: 5748-036-005	APN: 5748-036-028
APN: 5748-036-002	APN: 5748-036-004	APN: 5748-036-032	APN: 5748-036-029

### 5. Project Applicant's Name and Information

Rusnak/Pasadena  
P.O. Box 70489  
Pasadena, CA 91117

### 6. General Plan Designation

The northern portion of the Project site is designated as R&D Flex Space, and the southern portion of the Project site is designated as Low Mixed Use.

### 7. Zoning

The northern portion of the Project site is zoned as EPSP-d1-IG (East Pasadena Specific Plan, Subarea d1, [East Foothill Industrial District], General Industrial). The southern portion of the Project site is zoned as ECSP-CG-6 (East Colorado Specific Plan-General Commercial) within the Chihuahuita sub-area.

### 8. Description of Project

#### *Project Summary*

The Rusnak Porsche Pasadena Project (Project) includes the construction and operation of an automotive dealership and service center on a 192,331-square-foot (4.4 acre) site located on eight parcels. The Project

consists of demolishing the existing on-site buildings and developing 65,360 square feet of building area, comprising a 60,230 square-foot two-story dealership, a 4,832 square-foot car wash building, and a 298 square-foot electric vehicle battery storage building. The Project would also include vacating the existing dead-end section of Nina Street, asphalt removal from the existing parking lot area, and installing a new paved parking lot.

As shown on **Figure 1, Regional Location**, the Project site is located approximately 590 feet to the south and southwest of I-210 in the City. As shown on **Figure 2, Project Location**, the Project site is bound by North Sunnyslope Avenue to the west, East Walnut Street to the north, and East Colorado Boulevard to the south. The northern portion of the Project site is located in the East Pasadena Specific Plan zoning district, while the southern portion is located in the East Colorado Specific Plan zoning district.

### ***Existing Site Conditions***

The Project site is approximately 192,331 square feet (4.4 acre) and has been fully developed, as shown on **Figure 2. Figure 3, Existing Project Area**, depicts photographs of the Project site and surrounding area. The Project site property is bisected by Nina Street, which is accessible from North Sunnyslope Avenue from the western portion of the site and dead-ends toward the eastern portion of the site. North of Nina Street, the site is occupied by commercial buildings, a garage structure, surface parking, and a vacant lot. South of Nina Street, the site is occupied by a commercial building and surface parking that is currently in use by the automotive dealership to the east of the Project site. There are three driveways into the site on Nina Street, two driveways on East Walnut Street, one driveway on East Colorado Boulevard, and one driveway south of Nina Street on North Sunnyslope Avenue. The site is surrounded in the northeast and along the northeastern and southeastern frontages of Nina Street by chain-link fencing. The remainder of the site south of Nina Street is surrounded by a mixture of a low masonry wall and stanchion and chain link fence. Landscaping on the site consists of 48 trees located primarily along streets surrounding the site and ruderal growth in the site's northeastern portion.

Under the proposed Project, all existing buildings, all driveways except one (located south of Nina Street on North Sunnyslope Avenue), and 28 trees would be removed.

### ***Proposed Development***

The proposed Project would include the construction and operation of a 60,230-square-foot, two-story automotive dealership that would consist of showrooms, offices, a service area, and parts storage. See **Figure 4, Site Plan**, for the proposed Project's site plan. The proposed dealership building would be surrounded by surface parking designed for inventory display and customer parking. The southwestern corner of the Project site would contain a display pad and a pylon brand sign.

The dealership building would be at the center of the Project site, be two levels, and have a total of 60,230 square feet. The first level would be occupied by the showroom, offices, a service area, and parts storage as well as having a canopied service drive on the southeastern side. The primary customer entrance would be located in the southwestern corner of the building. Access to the second floor would be via stairs or elevator located along the western or eastern side of the building. The second level of the building would be occupied by a display in the southwestern corner, offices, and a parking deck that would comprise the northern portion of the building. Vehicle access to the second level, as well as to the roof, would be via a ramp in the northern portion of the building. The roof would contain parking and would also have stair access.



The dealership building would range in height from 35.5 feet to 36 feet (plus appurtenances). The design of the dealership building would be modern with a façade that would be a mixture of composite, perforated, and corrugated metal panels, as shown in **Figure 5A and 5B**, *Conceptual Renderings*. As shown on **Figure 6**, *Building Elevations and Materials*, the composite metal panels would be silver and the perforated metal panels and corrugated metal panels would be black. Additionally, both clear and obscured glass would be used on the exterior.

The 4,832 square-foot car wash building would be located in the northeastern portion of the site and would have a height of 20 feet. The building would consist of an automated car wash system that would serve cars from the existing adjacent Audi automotive dealership (east of the Project) and cars from the proposed Project itself. Cars from the existing dealership would enter the car wash from the north and exit to the south along the eastern portion of the building. Cars from the proposed Project would enter from the south and exit to the north through the central portion of the building. The western portion of the building would be reserved for car detailing bays. The 298-square-foot EV battery storage building would have a height of 16 feet, and would be located at the eastern portion of the site, between the Project dealership building and the existing adjacent Audi dealership building to the east. The building would include an outside loading area and would be used to store EV batteries. Refer to **Figure 3** and **Figure 6**, showing the car wash and EV battery storage buildings.

The dealership building would be surrounded by surface parking intended for both customer parking and vehicle display. In combination with the parking provided in the second and rooftop levels of the dealership building, the Project would provide 342 parking spaces, including spaces for electric car charging. Bicycle parking would be provided at the north end of the covered canopy on the eastern side of the building.

As shown on **Figure 7**, *Landscape Plan*, the perimeter of the site would be landscaped with trees and other plantings. The current property site areas include 48 existing trees both within the Project site and along East Walnut Street, North Sunnyslope Avenue, Nina Street, and East Colorado Boulevard. Approximately 28 trees will be removed in accordance with the City's Trees and Tree Protection Ordinance (Ordinance No. 6896), and 40 trees would be planted around the perimeter of the site, along the vehicle entry off Colorado Boulevard as well as throughout the surface parking area.

There are existing utilities at and surrounding the Project site; new connections, including sewer, water, gas, electric, and telecommunications, would be installed on-site. An existing water main and an existing sewer main, both located on the portion of Nina Street to be vacated, would be removed. Both the sewer main and water main would be cut and plugged along the western edge of the Project site with a 2-inch water meter service to be installed at the new end of the water main and a sewer lateral to be installed at the new end of the sewer main. There is an existing public storm drain located on North Sunnyslope Avenue, just north of East Colorado Boulevard. In compliance with Los Angeles County Municipal Separate Storm Sewer System (MS4) permit requirements for water quality, a new on-site storm drain system would be installed to retain storm flows on-site either via infiltration or storage and treatment. As part of the proposed Project, an on-site stormwater retention basin would be installed in the southwestern portion of the site.

### **Construction**

Project construction is estimated to last for approximately 18 months, from September 2022 to March 2024. The construction phases consist of demolition occurring over approximately 5 weeks; site

preparation, grading, excavation, and trenching activities occurring over approximately 4 weeks; exterior building construction occurring over approximately 16 months; and building interior buildout, architectural coating, and paving activities occurring over 8 weeks. In accordance with the City of Pasadena Municipal Code for Noise Restrictions (Chapter 9.36), construction would be conducted Monday through Friday between the hours of 7:00 a.m. and 7:00 p.m. If required, work on Saturdays would occur between the hours of 8:00 a.m. and 5:00 p.m. Approximately 2,561 cubic yards of soil would be excavated, with approximately 7,172 cubic yards required for fill, resulting in a net need for 4,611 cubic yards of fill.

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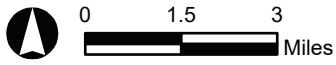
**Legend**

- ★ Project Location

RUSNAK PORSCHE AUTO DEALERSHIP PROJECT  
PASADENA, CA

# Project Regional Location

**Michael Baker**  
INTERNATIONAL

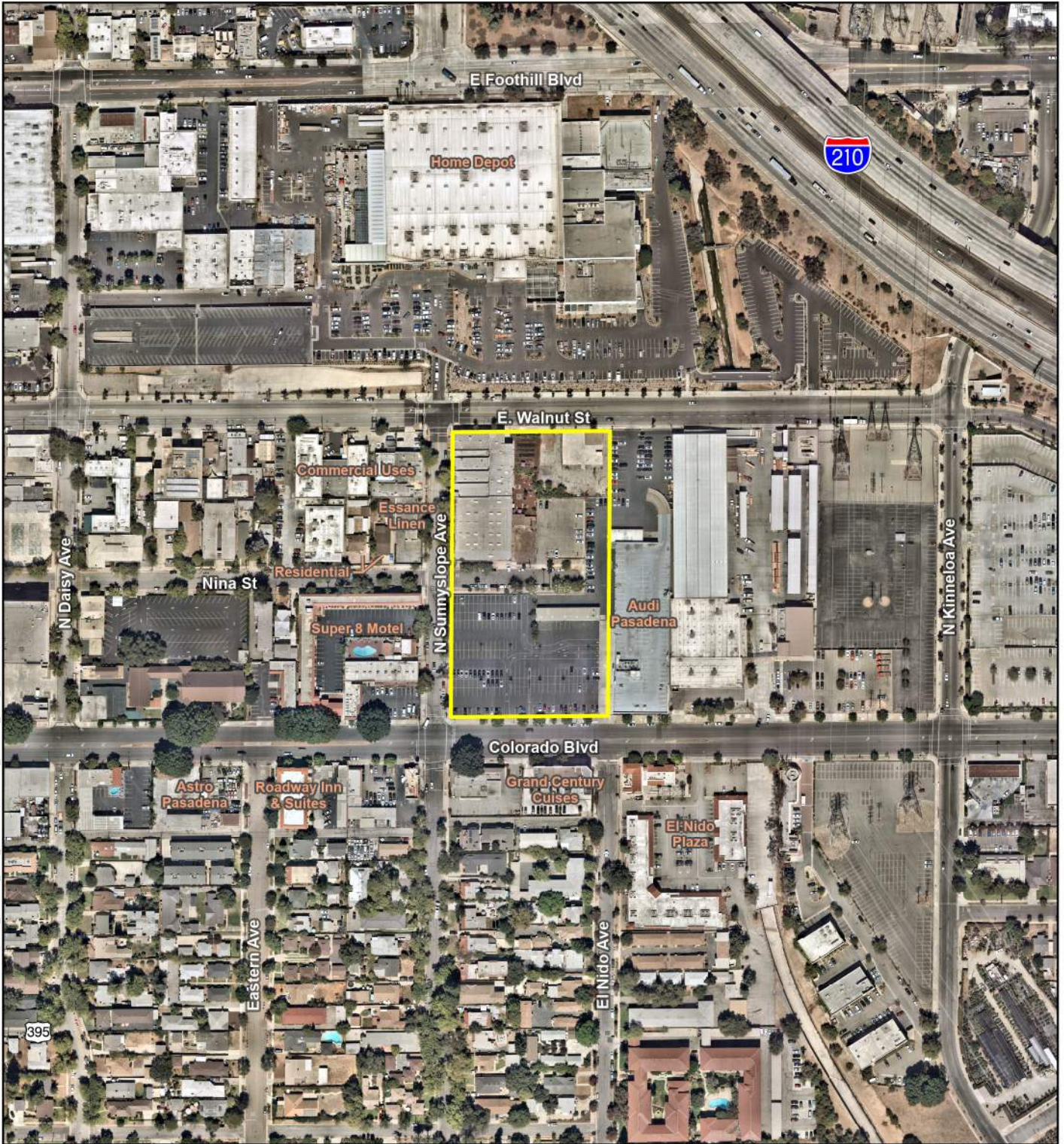


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Figure 1

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**Legend**

 Project Location

**Michael Baker**  
INTERNATIONAL

 0 150 300 Feet

Source: Los Angeles County, Nearmap Solutions

RUSNAK PORSCHE AUTO DEALERSHIP PROJECT  
PASADENA, CA

# Project Location

Figure 2

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Photograph 01: View at the intersection of Walnut Street and North Sunnyslope Avenue facing east along Walnut Street, at the northwest corner of the Project site (on the right).



Photograph 02: View at the intersection of Walnut Street and North Sunnyslope Avenue facing south along North Sunnyslope Avenue showing the western property line of the Project site (on the left) and adjacent uses (right).



Photograph 03: View at the intersection of East Colorado Boulevard and North Sunnyslope Avenue facing north along North Sunnyslope Avenue showing the southwestern area of the Project site (on the right) and adjacent uses (left).



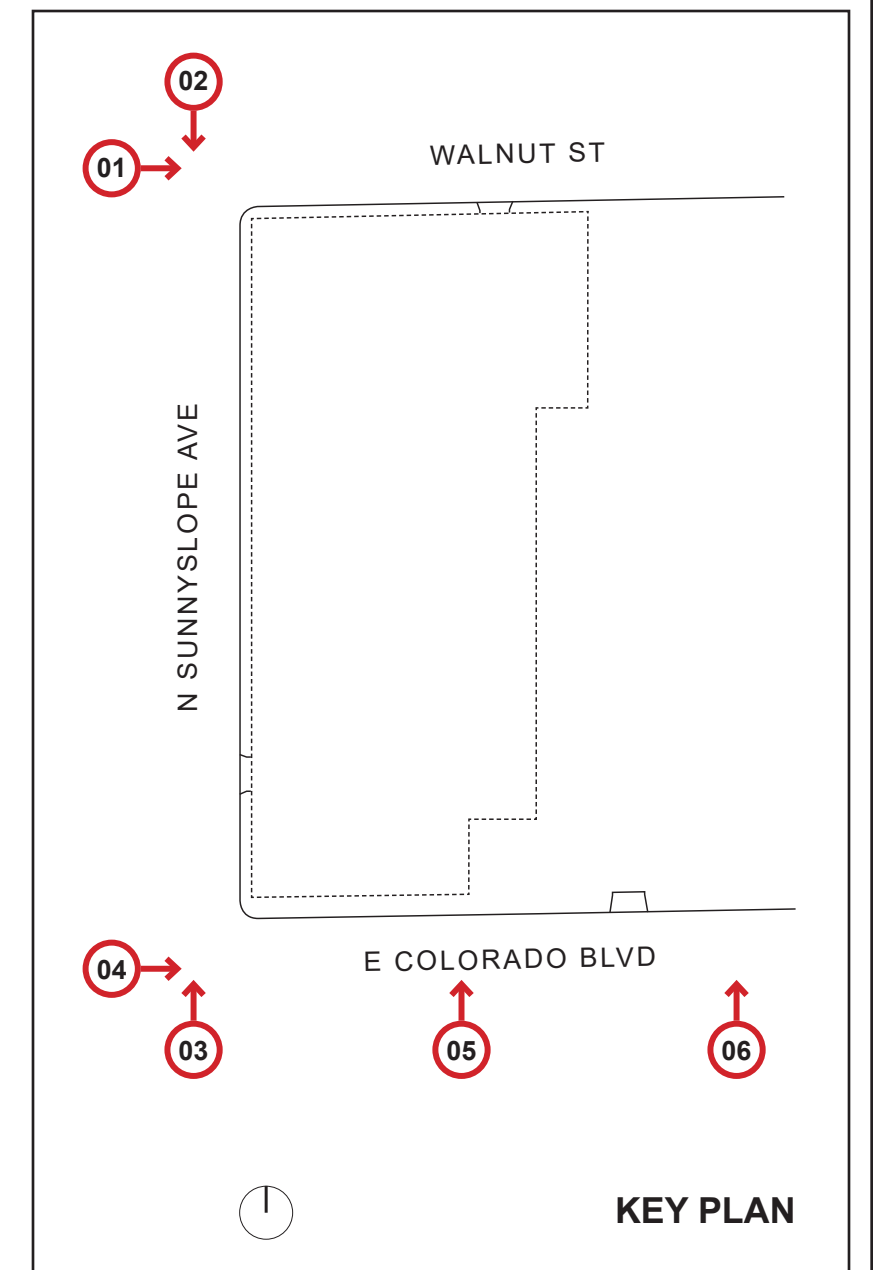
Photograph 04: View at the intersection of East Colorado Boulevard and North Sunnyslope Avenue facing east along East Colorado Boulevard showing the southwestern area of the Project site.



Photograph 05: View along Colorado Boulevard facing north showing the Project area and adjacent existing automobile dealership.



Photograph 06: View along Colorado Boulevard facing north showing the adjacent existing automobile dealership directly east of the proposed Project.



RUSNAK PORSCHE AUTO DEALERSHIP PROJECT  
PASADENA, CA

## Existing Project Area Photographs

Figure 3



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**SITE WORK GENERAL NOTES:**

1. ALL OUTDOOR LIGHTING SHALL COMPLY WITH CITY STANDARDS AND WITH THE CALIFORNIA GREEN BUILDING STANDARDS CODE. ALL OUTDOOR LIGHTING FIXTURES SHALL COMPLEMENT THE OVERALL PROJECT THEME AND SHALL BE DIRECTED, ORIENTED, AND SHIELDED TO PREVENT LIGHT AND GLARE FROM CASTING ONTO ADJACENT PROPERTIES
2. ALL BUILDING SIGNAGE WILL BE REVIEWED UNDER A SEPARATE SUBMITTAL. ALL SIGNAGE SHALL BE LIT AND COMPLY WITH CITY STANDARDS
3. ALL CUSTOMER AND EMPLOYEE PARKING SPACES ARE TO BE CLEARLY IDENTIFIED THROUGH THE USE OF SIGNAGE OR PAINT. DETAILS OF THE SPACES AND/OR SIGNAGE SHALL BE INCLUDED ON THE CONSTRUCTION DRAWINGS AND WILL BE INSPECTED PRIOR TO THE CERTIFICATE OF OCCUPANCY

**PROPOSED SITE PLAN KEYNOTES**

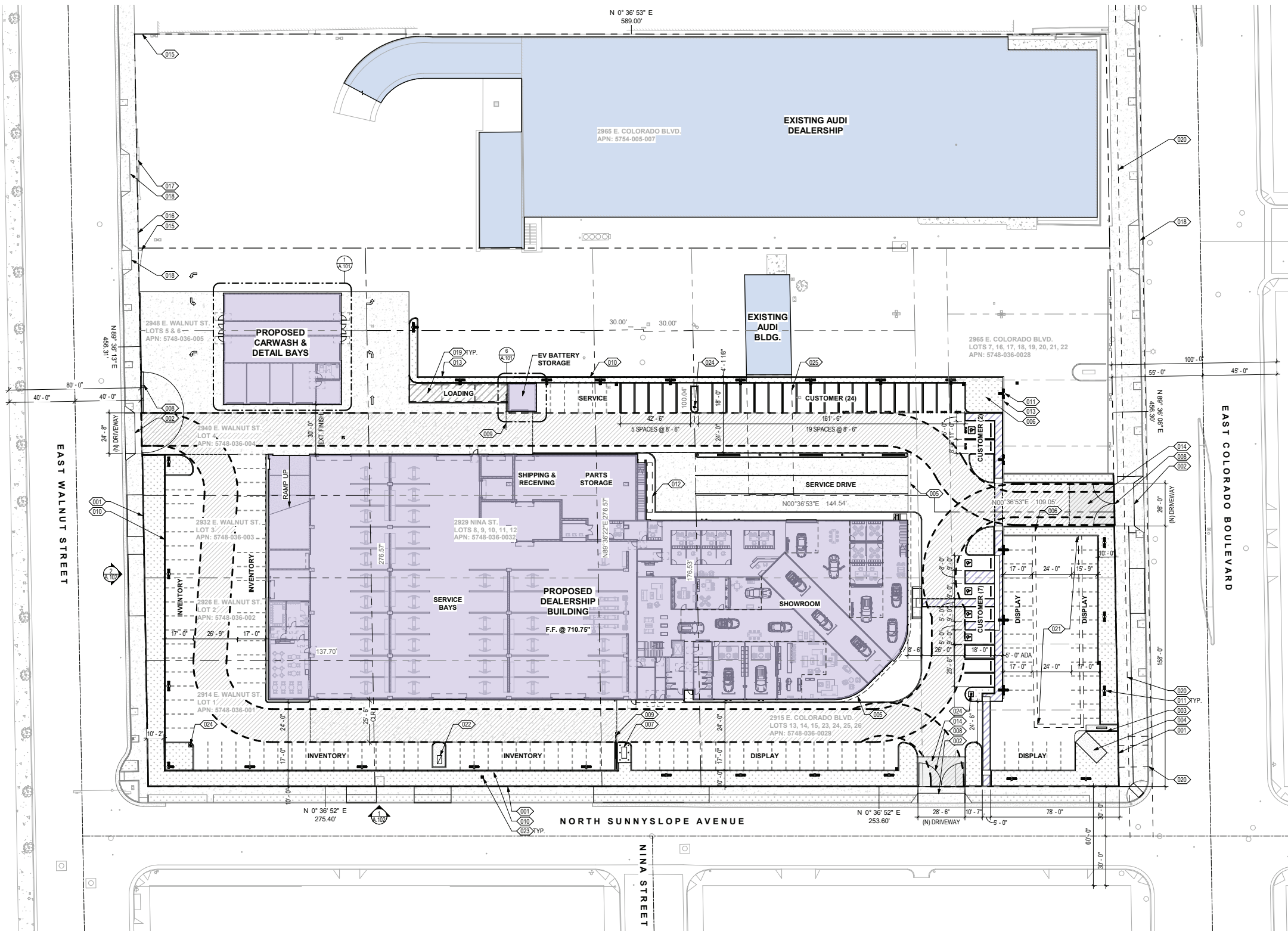
- |     |   |
|-----|---|
| 001 | PROPERTY LINE                                   |
| 002 | NEW DRIVEWAY APPROACH                           |
| 003 | PYLON BRAND SIGN BY SIGN VENDOR                 |
| 004 | DISPLAY PAD                                     |
| 005 | LINE OF COVERED OVERHANG                        |
| 006 | LANDSCAPE AREA                                  |
| 007 | ELECTRICAL TRANSFORMER                          |
| 008 | PROPOSED SWINGING GATE WITH KNOX BOX            |
| 009 | PROPOSED SLIDE GATE WITH KNOX BOX               |
| 010 | PROPOSED 8' - 0" HIGH FENCE                     |
| 011 | SITE LIGHTING @ MAX. 18' - 0" PER CITY STANDARD |
| 012 | BICYCLE PARKING                                 |
| 013 | PROPOSED RETAINING WALL PER CIVIL               |
| 014 | ENHANCED PAVING                                 |
| 015 | EXISTING CHAIN LINK FENCE TO REMAIN             |
| 016 | EXISTING CHAIN LINK SWING GATE TO REMAIN        |
| 017 | EXISTING CHAIN LINK SLIDE GATE TO REMAIN        |
| 018 | EXISTING DRIVEWAY TO REMAIN                     |
| 019 | 10' X 20' LOADING ZONE                          |
| 020 | EASEMENT. SEE CIVIL                             |
| 021 | UNDERGROUND STORMWATER BMP. SEE CIVIL           |
| 022 | PROPOSED DCDA LOCATION. SEE CIVIL               |
| 023 | PROPOSED CATCH BASIN. SEE CIVIL                 |
| 024 | PROPOSED FIRE HYDRANT. SEE CIVIL                |
| 025 | PORTION OF EXISTING AUDI BUILDING TO BE REMOVED |

**SITE PLAN LEGEND:**

- PROPERTY LINE
- SETBACKS
- FIRE LANE
- PROPOSED BUILDING
- ▨ PROPOSED ADA PATH OF TRAVEL
- PROPOSED ADA TRUNCATED DOMES
- PROPOSED PAVING
- PROPOSED ENHANCED PAVING
- PROPOSED LANDSCAPE

**GENERAL NOTE:**

- I. OUTDOOR PARKING AREA LIGHTING SHALL NOT EXCEED 18 FEET IN HEIGHT, UNLESS SPECIFICALLY APPROVED BY THE DESIGN COMMISSION OR OTHER APPLICABLE REVIEW AUTHORITY, AND EXCEPT WHEN LOCATED WITHIN CITY PARKS
- II. IN GENERAL, THE LIGHTING FIXTURES USED SHALL BE DESIGNATED TO CONFINE EMITTED LIGHT TO THE PARKING AREA, AND THE LIGHT SOURCE SHALL NOT BE VISIBLE FROM OUTSIDE THE AREA
- III. WHERE IMPORTANT ARCHITECTURAL CONSIDERATIONS INDICATE THE DESIRABILITY OF FIXTURES WHICH EXPOSE THE LIGHT SOURCE TO VIEW FROM BEYOND THE PARKING AREA, THE FIXTURES AND LIGHTING SHALL BE SPECIFICALLY APPROVED BY THE DESIGN COMMISSION OR OTHER APPLICABLE REVIEW AUTHORITY
- IV. LOTS WITHIN NONRESIDENTIAL ZONING DISTRICTS. MAXIMUM AVERAGE ILLUMINATION AT GROUND LEVEL SHALL NOT EXCEED THREE-FOOT CANDLES WHEN THE PARKING LOT IS LOCATED WITHIN A NONRESIDENTIAL ZONING DISTRICT



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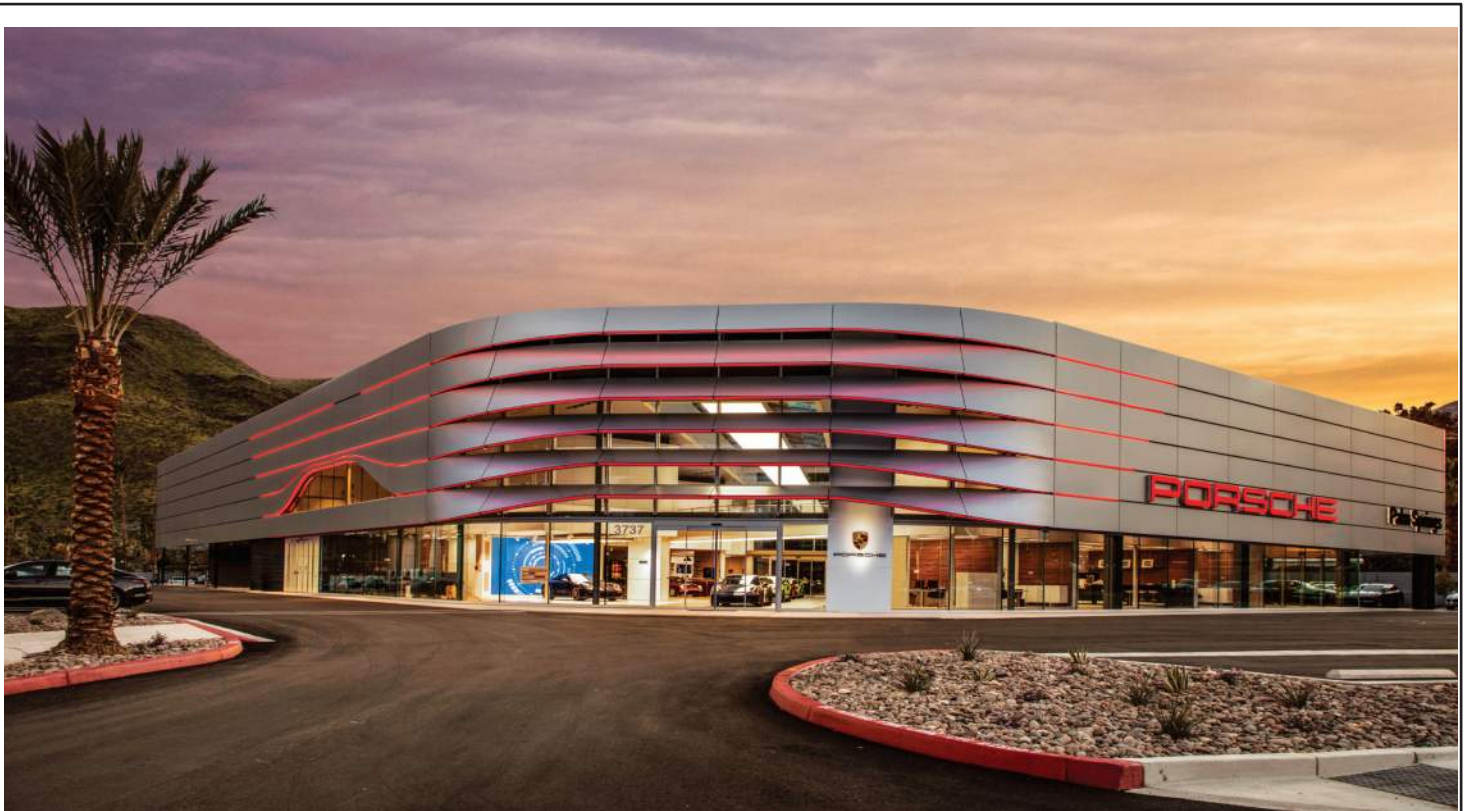


View facing northeast at the intersection of East Colorado Boulevard and North Sunnyslope Avenue showing the display parking in the foreground, the showroom and main entrance in the middleground, and the attached service parking and bays.



View facing northwest while traveling west along East Colorado Boulevard showing the southeastern extent of the Project, consisting of display parking, the main showroom, and service parking and bays.

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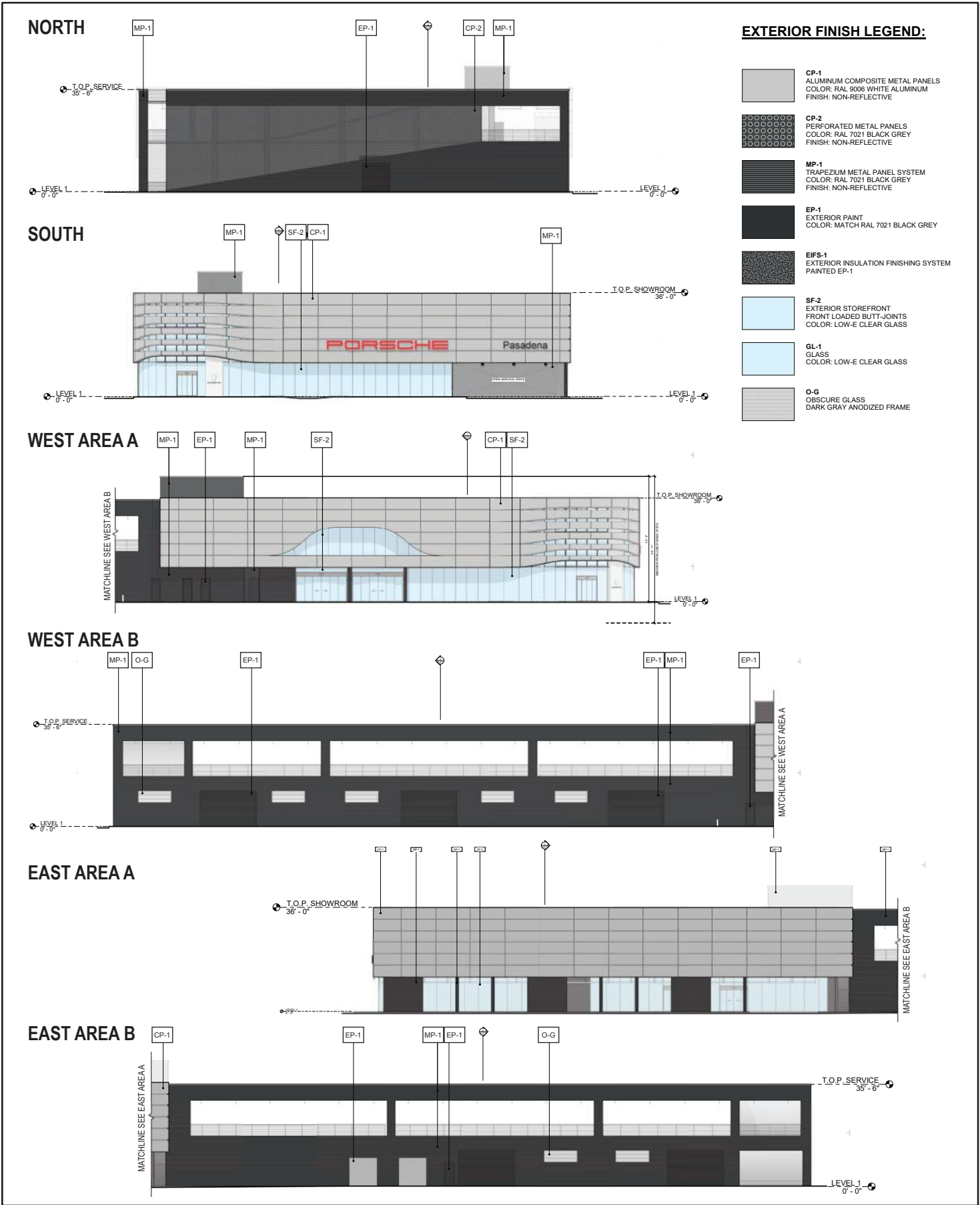
Dusk and nighttime illumination at a comparable dealership project in Palm Springs, California. The proposed Project's building materials and lighting would be similar to this example.

RUSNAK PORSCHE AUTO DEALERSHIP PROJECT  
PASADENA, CA

## Conceptual Rendering

Figure 5b

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RUSNAK PORSCHE AUTO DEALERSHIP PROJECT  
PASADENA, CA

# Building Elevations and Materials

**Michael Baker**  
INTERNATIONAL

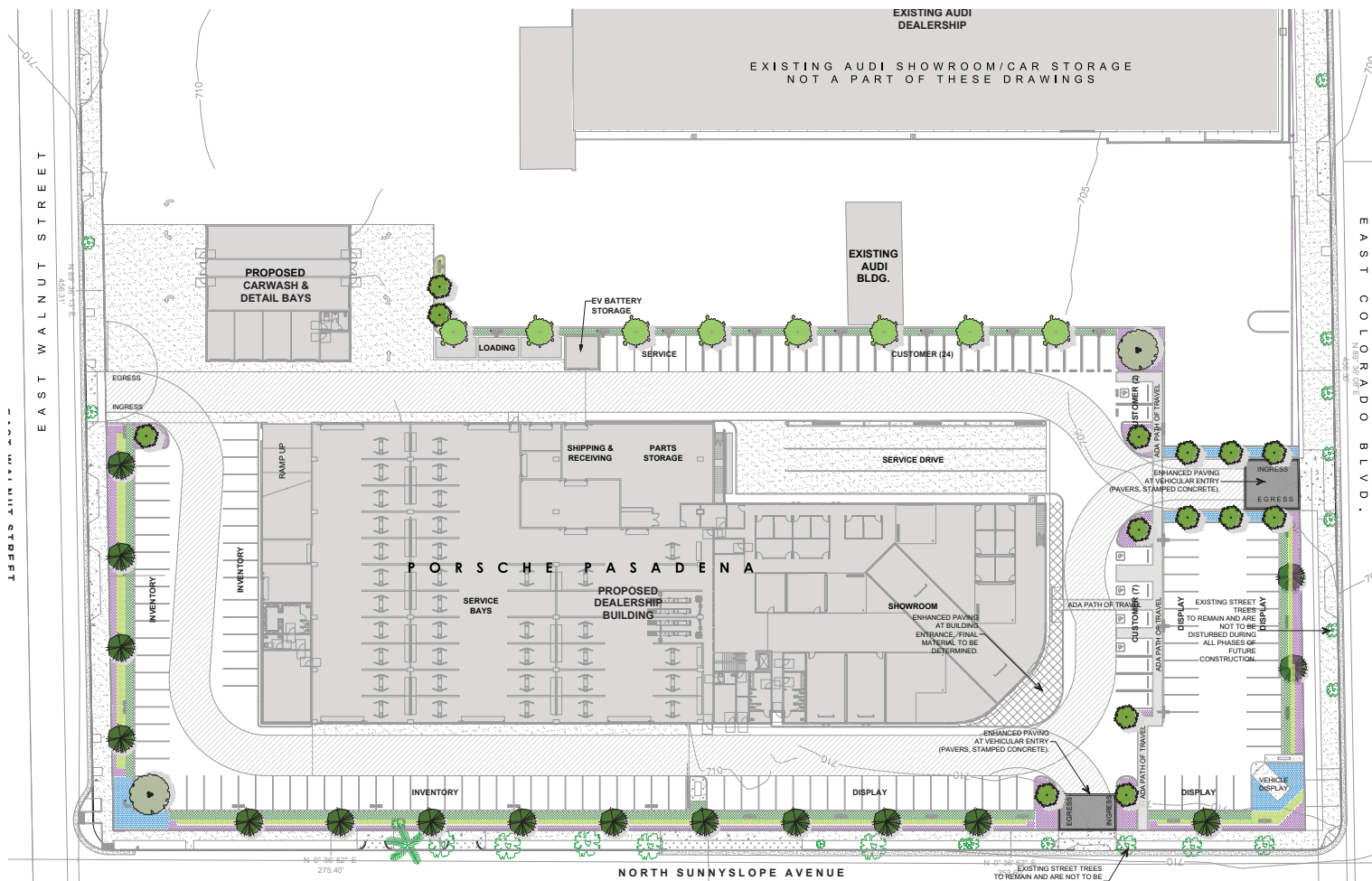
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Figure 6



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PLAN VIEW  
1"=20'-0"

**TREE LEGEND**

SYMBOL	BOTANICAL NAME (COMMON NAME)	BOX SIZE	WUCOLS	QTY.
	QUERCUS AGRIIFOLIA (COAST LIVE OAK)	48" BOX MIN. MULTI BRANCH	L	2
	TRISTANIA CONFERTA (BRISBANE BOX)	36" BOX COLUMNAR	M	8
	ARBUTUS MARINA (STRAWBERRY TREE) LAGERSTROMIA INDICA (GRAPE MYRTLE) LAURUS NOBILIS (BAY LAUREL) MAGNOLIA SPECIES (MAGNOLIA)	48" BOX STANDARD	L	14
	RHUS LANCEA (AFRICAN SUMAC) CELEBRA PARVIFLORA (AUSTRALIAN WILLOW) ULMUS PARVIFOLIA TRUE GREEN (CHINESE ELM) PODOCARPUS GRACILIOR (FERN PINE)	48" BOX STANDARD	L	16

**SHRUB & GROUNDCOVER LEGEND**

SYMBOL	BOTANICAL NAME (COMMON NAME)	SIZE/SPACING/WUCOLS
	CARISSA MACROCARPA 'GREEN CARPET' (NATAL PLUM) LANTANA MONTEVIDENSIS (TRAILING LANTANA) RHAPHIOLEPIS INDICA 'BALLERINA' (INDIAN HAWTHORNE) TRACHELOSPERMUM JASMINOIDES (STAR JASMINE)	5 GAL 3' O.C. M 5 GAL 3' O.C. L 5 GAL 2' O.C. M 5 GAL 3' O.C. M
	AGAVE SPECIES (AGAVE) ALOE SPECIES (ALOE) DIANELLA REVOLUTA 'LITTLE REV' (FLAX LILY) HEMEROCALLIS SPECIES (DAHLIA) LANTANA MONTEVIDENSIS (TRAILING LANTANA)	5 GAL 3' O.C. L 5 GAL 3' O.C. L 5 GAL 3' O.C. M 5 GAL 2' O.C. M 5 GAL 3' O.C. L

**SHRUB & GROUNDCOVER LEGEND**

SYMBOL	BOTANICAL NAME (COMMON NAME)	SIZE/SPACING/WUCOLS
	AGAPANTHUS AFRICANUS (LILY OF THE NILE) CALLISTEMON BETTER JOY (DWARF BOTTLE BRUSH) CARISSA MACROCARPA 'GREEN CARPET' (NATAL PLUM) HEMEROCALLIS SPECIES (DAHLIA) PHORMIUM SPECIES (NEW ZEALAND FLAX)	5 GAL 2' O.C. M 5 GAL 4' O.C. M 5 GAL 3' O.C. M 5 GAL 2' O.C. M 5 GAL 2' O.C. M
	DIETS VEGETA (FORTNIGHT LILY) LIGUSTRUM JAPONICA 'TEXANUM' (WAX LEAF PRIVET) PITTIOSPORUM 'VARIEGATA' (VARIEGATED MOCK ORANGE) RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY' (INDIAN HAWTHORNE)	5 GAL 3' O.C. M 5 GAL 3' O.C. M 5 GAL 3' O.C. M 5 GAL 3' O.C. M

**PROJECT SUMMARY:**  
NEW PLANTING AREAS: 211,480 SF

**MULCH NOTE:**  
ALL PLANTING AREAS TO RECEIVE 3" OF DECORATIVE BARK MULCH (DARK BROWN COLOR).

**IRRIGATION NOTES AND REQUIREMENTS:**  
THE PROJECT LANDSCAPE PLANTING AREAS SHALL RECEIVE THE FOLLOWING IRRIGATION SYSTEM:  
LOW PRECIPITATION SHRUB DRIP SYSTEM AUTOMATICALLY PROGRAMMED WITH AN ELECTRICAL CONTROLLER. SYSTEM COMPONENTS WILL INCLUDE A BRASS GATE VALVE (IN VALVE BOX) AT THE POINT OF CONNECTION, BACK FLOW DEVICE (PER LOCAL CODES), ELECTRICALLY OPERATED REMOTE CONTROL VALVES AND DRIP SYSTEM IN SHRUB BEDS. ALL SUPPLIED BY PVC SCHEDULE 40 MAINLINE AND LATERAL LINES SIZED ACCORDING TO HYDRAULIC CALCULATION. CIRCUITS SHALL BE DETERMINED BY SOLAR ORIENTATION AND PLANTING AREA. 100% COVERAGE SHALL BE ACHIEVED THROUGHOUT THE SYSTEM. SEPARATE VALVE INCLUDED FOR TREES 48" AND ABOVE.



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## **9. City of Pasadena Required Permits and Approvals**

The proposed Project site is located within the ECSP-CG-6 (East Colorado Specific Plan, Chihuahuita area) zoning district in the southern portion of the site, and EPSP-d1-IG (East Pasadena Specific Plan, subarea d1, General Industrial District) zoning district in the northern portion of the site. It is anticipated that approvals required for the Project would include, but may not be limited to, the following:

- a. Conditional Use Permit – Required for the construction of a project over 25,000 square feet in size, and for the establishment of a vehicle sales land use.
- b. Minor Variances – Required to deviate from required setbacks along North Sunnyslope Avenue and Colorado Boulevard.
- c. Street Vacation of Nina Street – To allow the vacation of the portion of Nina Street located east of Sunnyslope Avenue, to be incorporated as part of the project site.
- d. Design Review: Design Commission will review the project’s consistency with the design-related policies in the Land Use Element of the General Plan.

## **10. Surrounding Land Uses**

As shown on **Figure 2**, the Project site is bordered by an existing automotive dealership to the east; commercial uses to the south across from East Colorado Boulevard with residential uses farther south; commercial, motel, restaurant, and residential uses to the west with the two nearest residences to the west being non-conforming uses; and commercial uses to the north. The surrounding buildings on East Colorado Boulevard, North Sunnyslope Avenue, and East Walnut Street vary from one to three levels.

The Project site is located in the vicinity of several transit facilities. Specifically, the nearest bus stop is a Metro bus stop located at the northwest corner of East Colorado Boulevard and North Sunnyslope Avenue, approximately 100 feet from the Project site. Additionally, the Project site is approximately 0.47 miles west-southwest of the Metro Gold Line Sierra Madre Villa Station.

## **11. Other Public Agencies Whose Approval is Required**

This document covers all approvals by government agencies that may be needed to construct, implement, and/or operate the proposed Project. The City is the lead agency with responsibility for approving the proposed Project. At this time, no discretionary approvals from public agencies other than the City are known or expected to be required for the Project.

## SECTION 3 ENVIRONMENTAL ISSUES

This section presents the Environmental Checklist, evaluates the potential impacts of the project relative to 20 environmental issue areas, and presents mandatory findings of significance required under CEQA. The analysis begins with a summary delineation of the environmental factors (issue areas) addressed in the checklist and whether any potentially significant impacts have been identified in the analysis, followed by an explanation of the environmental factors potentially affected, including an evaluation of, and significance findings for construction and operation of the proposed Project.

The proposed Project is evaluated in the context of the existing regulatory and environmental setting. Section 15382 of the CEQA Guidelines defines a significant effect on the environment as *“a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. A social or economic change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.”*

Impacts are separated into the following categories:

- **No Impact.** This category applies when a project would not create an impact in the specific environmental issue area. A “No Impact” finding does not require an explanation when the finding is adequately supported by the cited information sources (e.g., exposure to a tsunami is clearly not a risk for projects not near the coast). A finding of “No Impact” is explained where the finding 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).
- **Less Than Significant Impact.** This category is identified when the project would result in impacts below the threshold of significance, and would therefore be less than significant.
- **Less Than Significant After Mitigation.** This category applies where the incorporation of mitigation measures would reduce a “Potentially Significant Impact” to a “Less Than Significant Impact.” The mitigation measures are described along with a brief explanation of how they would reduce the effect to a less than significant level.
- **Potentially Significant Impact.** This category is applicable if there is substantial evidence that a significant adverse effect might occur, and no feasible mitigation measures were identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required. There are no such impacts for the proposed project.

### 3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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



### 3.3 ENVIRONMENTAL FACTORS (ISSUE AREAS)

#### I. AESTHETICS

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

#### DISCUSSION:

##### a) Would the project have a substantial adverse effect on a scenic vista?

A scenic vista is generally defined as a vantage point with a broad and expansive view of a significant landscape feature (e.g., a mountain range, lake, or coastline) or of a significant historic or architectural feature (e.g., views of a historic tower). The Pasadena General Plan EIR identifies views of the San Gabriel Mountains, San Rafael Hills, the Arroyo Seco corridor, and Eaton Canyon as the most prominent scenic vistas in the City (City of Pasadena 2015). Also, Angeles Crest Highway (SR-2) in the extreme northern portion of the City is a designated state scenic highway, and State Route 110 from central Pasadena to downtown Los Angeles is designed a Federal Scenic Byway. As stated above, a portion of the Project site is located within the East Colorado Specific Plan area, with the remaining portion located within the East Pasadena Specific Plan area. Neither of these two specific plans have officially designated scenic views/vistas that could be impacted by construction of the proposed Project and are not in the vicinity of either the Angeles Crest Highway or State Route 110.

The Project site and surrounding area are highly urbanized with commercial, institutional, and/or residential uses. Existing views of the San Gabriel Mountains to the north are limited due to the flat topography of the site as well as surrounding development and mature landscaping. Vehicles and pedestrians traveling northbound on North Sunnyslope Avenue on the west side of the Project site, as



well as vehicles and pedestrians looking north from East Colorado Boulevard, would have views of the San Gabriel Mountains. However, these views are obstructed by mature street trees along North Sunnyslope Avenue, as well as existing development. These obstructed views are not unique to the Project site as many roadways with a north-south orientation provide obstructed views of the San Gabriel Mountains; however, these obstructed views are not a scenic vista with a broad and expansive view.

The proposed Project would not change the topography of the Project site and surrounding area but would remove existing small-scale warehouse structures on the northwest corner of the Project site and introduce three new structures, which would be 36 feet, 20 feet, and 16 feet in height. The existing limited north-facing views of the San Gabriel Mountains available from North Sunnyslope Avenue would not be further obstructed by the proposed development on the Project site. While the Project would further obstruct views of the San Gabriel mountains from East Colorado Boulevard, existing views are fleeting and only available through glimpses that would remain available by looking across the developed Project site to the north. Therefore, the proposed Project would not adversely obstruct views of the San Gabriel Mountains from streets surrounding the Project site; the proposed Project would have a less than significant impact on scenic vistas.

**Finding of Significance:** The impact would be less than significant and no mitigation measures are necessary.

**b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

The only state scenic highway in the City designated by the California Department of Transportation is the Angeles Crest Highway (State Highway 2), which is located north of Arroyo Seco Canyon in the extreme northwest portion of the City. As the Project Site is over 7 miles southeast of State Highway 2, the Project site is not within the viewshed of the State Highway 2. Likewise, the Project site is not within the viewshed of State Route 110, the Arroyo Seco Historic Parkway Scenic Byway, which is more than 3 miles west of the site. Therefore, the proposed Project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; therefore, the proposed Project would have no impact in this regard.

**Finding of Significance:** No impact would occur and no mitigation measures are necessary.

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

As described in the response to threshold I(a) above, the Project site is in an urbanized area of the City of Pasadena. The visual character includes a range of land uses (i.e., commercial, institutional, residential, and office uses) and architectural styles that represent a variety of building types, styles, construction years, and building materials. The surroundings include primarily commercial and institutional uses along East Colorado Boulevard, such as low-rise commercial buildings, motel, and a restaurant south of the Project site, and large home improvement stores to the east and north (Ganahl Lumber to the east and Home Depot across East Walnut Street to the north). Across North Sunnyslope Avenue to the west is a variety of uses, including a single-story, strip commercial building and motel at the northwest corner of North Sunnyslope Avenue and West Colorado Boulevard; single-family residential uses at the northwest

corner of Nina Street and North Sunnyslope Avenue; and single-story commercial structures at the southwest corner of North Sunnyslope Avenue and East Walnut Street. The existing uses at the site consist of a surface parking lot that is currently being used for the adjacent luxury car dealership between Nina Street and East Colorado Boulevard, as well as a single-story commercial building located between Nina Street and East Walnut Street. The adjacent luxury car dealership and service center is located immediately east of the Project site and is characterized by glass walls and silver and metal accents/paneling. The existing car dealership parking lot on the south side of the Project site is secured by a low masonry wall along Nina Street and by steel posts connected by chains along North Sunnyslope Avenue and East Colorado Boulevard.

As stated above, the Project would include construction and operation of an automotive dealership that would include a dealership building that would consist of showrooms, offices, a service area, and parts storage, a car wash building, and an EV battery storage building. The main dealership building would rise to a maximum of 36 feet and would be clad in a mixture of composite, perforated, and corrugated metal panels, as well as glass panels showcasing the vehicles on the first and second floors of the structure. As shown in **Figure 5** and **Figure 6**, the proposed dealership building's main entrance would face southwest, oriented toward the intersection of North Sunnyslope Avenue and East Colorado Boulevard. The main entrance would include decorative features, such as "lamellas," which are scalloped panels above the main entrance resembling gills that transition from nearly vertical panels at the roofline to nearly horizontal panels over the building's entrance. Additionally, the Porsche crest and name would be applied on a light-colored column to the right of the main entrance and a sign with the name "Porsche" would be placed on the building's southern elevation, facing East Colorado Street. The new building would be designed to be visually compatible with the existing car dealership to the east and would be smaller in scale to the large home improvement and lumber stores to the east and north of the Project site. Further, the structure would be designed on the Project site so that it is not visually intrusive to users of East Colorado Boulevard. Specifically, the structure would be constructed approximately 120 feet from East Colorado Boulevard right-of-way, and 51 feet from North Sunnyslope Avenue right-of-way, which would reduce the visible mass of the structure from users of these streets. Surface parking used for displaying cars for sale would be located along the East Colorado Boulevard and North Sunnyslope Avenue frontages, with visitor parking provided on the south, east, and west sides of the proposed dealership building.

The proposed building materials and details of the car wash and detailing building would complement the proposed showroom and would be located in the northern portion of the Project site (**Figure 6**). Proposed landscaping would include decorative ground cover and 48-inch box perimeter trees located along the southern, northern, and western Project site boundaries and vertical accent trees along the Project site's eastern boundary with the Audi car dealership to the east. Additionally, the Project's proposed landscape plan (see **Figure 7**) includes two large coast live oak trees, to be placed at the Project site's northwest and southeast corners.

Additionally, Section 17.61.0, Design Review, of the City's Municipal Code, sets forth ordinances governing the design of new construction to ensure it meets the City's design goals and policies found in the City's General Plan or specific plans. The Project would be required to demonstrate consistency with design-related policies in the Land Use Element of the General Plan, as well as the design guidelines in the East Colorado Specific Plan and the East Pasadena Specific Plan. The Project site is located within the East Foothill Industrial District of the East Pasadena Specific Plan area, which encourages the area's continued use as an industrial district with moderate amounts of additional office and commercial development. The

southern half of the Project site is located within the East Colorado Specific Plan Area, which has a series of design guidelines identified in Chapter 6 of the Specific Plan. These design guidelines include promoting compact development patterns, making facilities unobtrusive, respecting surrounding character, and designing structures to be pedestrian-scaled and inviting. The Project would meet these guidelines by placing vehicle service bays, the proposed car wash building on the north end of the Project site, and the EV battery storage building at the middle of the east side of the site, away from East Colorado Boulevard. Further, the Project's orientation and design with plentiful use of glass panels would provide visibility into the structure, and its placement on a site currently used for surface parking would result in a more compact development pattern in the Project vicinity. Other details, such as decorative ground cover and perimeter trees along the southern and western Project site boundaries, the stamped concrete details of the Project site's two ingress and egress points, and the vehicle display area surrounded by decorative groundcover at the southwest corner of the Project site, enhance the Project's interface with pedestrians on East Colorado Boulevard and North Sunnyslope Avenue. Prior to Project approval, the City's Design Commission would review the Project design through the lens of the above-mentioned design standards to ensure consistency. Adherence to design review requirements would ensure the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. As such, the proposed Project would have a less than significant impact.

**Finding of Significance:** Impacts would be less than significant and no mitigation measures are necessary.

**d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of motor vehicles on adjacent streets. Daytime glare generation can occur in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely made of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source lighting that contrasts with existing low ambient light conditions.

The proposed Project is located in an urban area with existing sources of lighting, including building lighting, overhead parking lot lighting, traffic signals, streetlights, and traffic. There is some existing lighting associated with existing uses at the Project site. As is typical of a car dealership parking lot, the existing surface parking lot includes a number of overhead lights illuminating the parking area to showcase the vehicles for sale and for security purposes. The proposed Project would generate new interior and exterior lighting from interior building lighting visible through the glass panels on the first floor, building accent lighting, overhead security lighting illuminating parking areas and driveways, lighting signage on the building's southern elevation, and red linear building accent lighting that would wrap around the southern and western building elevations (see **Figure 5b** for this lighting displayed on a similar project in Palm Springs, California). Considering that the Project site is currently characterized by a car dealership with overhead lights illuminating the existing surface parking lot, the proposed car dealership would be similar to existing nighttime lighting levels and would be consistent with the existing lighting sources in the area. Therefore, the Project would not represent a substantial change in the levels of ambient lighting in the immediate site vicinity.

While the proposed showroom would be clad in metal, perforated, and glass panels, the treatment of these materials would reduce reflections that could be sources of glare. The proposed Project would not contribute to increased levels of ambient lighting and glare near the site or create a substantial change in the existing lighting conditions.

Additionally, the proposed Project would adhere to the City's lighting standards outlined in the City's Code of Ordinances, Section 17.40.080. Requirements of Section 17.40.080 include exterior lighting to be energy efficient, limited to moderate intensity and scale, devoid of flashing or high-intensity lights, and directed away from adjoining properties or public right-of-way. Further, Section 17.40.220, Outdoor Parking Area Lighting, includes lighting standards, such as limiting lighting to a maximum of 18 feet in height, and ensuring that light sources (i.e., the fixtures) are not visible from outside of the parking area so that the light remains confined to the parking lot as much as possible. This would limit the lighting intensity and spillover onto adjacent properties and surrounding streets and sidewalks. Therefore, in consideration of all of the above, the proposed Project would not represent a substantial change in ambient lighting over existing conditions and the Project would have a less than significant impact.

**Finding of Significance:** The impact would be less than significant and no mitigation measures are necessary.

II. AGRICULTURE AND FOREST RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES: 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 (CAL FIRE) 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 non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION:

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

The City is a developed urban area that is classified as “urban built-up land” by the California Important Farmland Finder from the California Department of Conservation (California Department of Conservation 2020). The Department of Conservation defines Urban Built-Up Land as having a “building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel ... and is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.” The City contains no prime farmland, unique farmland, or farmland of statewide importance, as shown on the California Important Farmland Finder. Therefore, no impacts to farmland would occur as a result of the proposed Project.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

**b) Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?**

The City has no land zoned for agricultural use other than commercial growing areas. Commercial growing is permitted in the CG (General Commercial), CL (Limited Commercial), and IG (General Industrial) zones and conditionally in the RS (Residential Single-Family) and RM (Residential Multi-Family) districts. Commercial growing is also permitted within certain specific plan areas. The northern portion of the Project site is zoned as EPSP-d1-IG (East Pasadena Specific Plan, Subarea d1, General Industrial District), which permits commercial growing. The southern portion of the Project site is zoned as ECSP-CG-6 (East Colorado Specific Plan-General Commercial) within the Chihuahuita sub-area. The proposed Project would include an automobile dealership and car wash and would not conflict with the existing zoning. As previously described, there is no land subject to a Williamson Act contract. Therefore, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

**c) Would the project 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 proposed Project is located in a developed area in an urbanized part of the City. The Project site is not zoned as forestland or timberland and would not result in any changes that would affect zoning for forestland or timberland, or otherwise result in the conversion of forestland or timberland to non-forest land/timberland use. No impacts would occur to forestland or timberland resources and no mitigation measures are necessary.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

**d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

As discussed under Issue II(c), above, the proposed Project is located in a developed area in an urbanized part of the City. No impacts would occur to forestland.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

**e) Would the project 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?**

As discussed under Issue II(a, c) above, the proposed Project is located in a developed area in an urbanized part of the City. No impacts would occur to farmland or forestland.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

### III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### BACKGROUND

The following analysis is based in part on the information contained in the *Air Quality Technical Memorandum* prepared by Michael Baker International, dated April 26, 2022. This report, hereinafter referred to as the AQ Memo, is included as **Appendix B.1** of this IS/MND.

The Project site is within the South Coast Air Basin (SCAB, Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. The health effects associated with criteria pollutants upon which attainment of state and federal quality standards is measured are described in **Table III-1**. Depending on whether the standards are met or exceeded, SCAB is classified as being in attainment or nonattainment, as summarized in **Table III-2**.

SCAB is designated as nonattainment for the federal and state 1-hour and 8-hour O<sub>3</sub> standards, the state PM<sub>10</sub> standards, and the federal and state PM<sub>2.5</sub> standards, which are provided in **Table III-1**. The Los Angeles County portion of SCAB is also designated as nonattainment for federal lead standards. Thus, SCAB currently exceeds national ambient air quality standards (NAAQS) and state ambient air quality standards (CAAQS) for these pollutants. The SCAQMD is required to implement strategies to reduce pollutant levels to acceptable standards. This nonattainment status is a result of several factors, primarily the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources within SCAB. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that includes a strategy for the attainment of state and federal air quality standards (SCAQMD 2016).

TABLE III-1. STATE AND FEDERAL CRITERIA POLLUTANT STANDARDS

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O <sub>3</sub> )	0.09 ppm / 1-hour 0.07 ppm / 8-hour	0.070 ppm, / 8-hour	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm / 1-hour 9.0 ppm / 8-hour	35.0 ppm / 1-hour 9.0 ppm / 8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO <sub>2</sub> )	0.18 ppm / 1-hour 0.030 ppm / annual	100 ppb / 1-hour 0.053 ppm / annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO <sub>2</sub> )	0.25 ppm / 1-hour 0.04 ppm / 24-hour	75 ppb / 1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM <sub>10</sub> )	50 µg/m <sup>3</sup> / 24-hour 20 µg/m <sup>3</sup> / annual	150 µg/m <sup>3</sup> / 24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter (PM <sub>2.5</sub> )	12 µg/m <sup>3</sup> / annual	35 µg/m <sup>3</sup> / 24-hour 12 µg/m <sup>3</sup> / annual	
Sulfates	25 µg/m <sup>3</sup> / 24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; and (f) Property damage.
Lead	1.5 µg/m <sup>3</sup> / 30-day	0.15 µg/m <sup>3</sup> / 3-month rolling	(a) Learning disabilities; and (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: California Air Resources Board. 2016. *Ambient Air Quality Standards*.



TABLE III-2. SOUTH COAST AIR BASIN ATTAINMENT STATUS

Criteria Pollutant	Standard	Averaging Time	Designation	Attainment Date
1-Hour O <sub>3</sub>	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (revised deadline)
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour O <sub>3</sub>	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Nonattainment (Extreme)	8/3/2038
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	1-Hour (20 ppm) 8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO <sub>2</sub>	NAAQS	2010 1-Hour (0.10 ppm)	Unclassifiable/ Attainment	N/A (attained)
	NAAQS	1971 Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-Hour (0.18 ppm) Annual (0.030 ppm)	Attainment	---
SO <sub>2</sub>	NAAQS	1-Hour (75 ppb)	Designations Pending (expect Unclassifiable/ Attainment)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/ Attainment	3/19/1979 (attained)
PM <sub>10</sub>	NAAQS	1987 24-hour (150 µg/m <sup>3</sup> )	Attainment (Maintenance)	7/26/2013 (attained)
	CAAQS	24-hour (50 µg/m <sup>3</sup> ) Annual (20 µg/m <sup>3</sup> )	Nonattainment	N/A
PM <sub>2.5</sub>	NAAQS	2006 24-Hour (35 µg/m <sup>3</sup> )	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m <sup>3</sup> )	Attainment	8/24/2016
	NAAQS	2012 Annual (12.0 µg/m <sup>3</sup> )	Nonattainment (Serious)	12/31/2025
	CAAQS	Annual (12.0 µg/m <sup>3</sup> )	Nonattainment	N/A
Lead	NAAQS	3-Months Rolling (0.15 µg/m <sup>3</sup> )	Nonattainment (Partial)	12/31/2015
Hydrogen Sulfide (H <sub>2</sub> S)	CAAQS	1-Hour (0.03 ppm or 42 µg/m <sup>3</sup> )	Attainment	---
Sulfates	CAAQS	24-Hour (25 µg/m <sup>3</sup> )	Attainment	---
Vinyl Chloride	CAAQS	24-Hour (0.01 ppm or 26 µg/m <sup>3</sup> )	Attainment	---

Source: California Air Resources Board. 2016. *Ambient Air Quality Standards*.

### Criteria Pollutants

The Clean Air Act requires the US Environmental Protection Agency (EPA) to set the NAAQS for six common air pollutants (also known as "criteria air pollutants"). These pollutants are found all over the United States, and can both harm individual health and the environment, and cause property damage (EPA 2016).

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO.

Ozone (O<sub>3</sub>). O<sub>3</sub> occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O<sub>3</sub> layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O<sub>3</sub> is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO<sub>x</sub>, and sunlight to form; therefore, VOCs and NO<sub>x</sub> are O<sub>3</sub> precursors. To reduce O<sub>3</sub> concentrations, it is necessary to control the emissions of these O<sub>3</sub> precursors. Significant O<sub>3</sub> formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O<sub>3</sub> concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O<sub>3</sub> in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O<sub>3</sub> (in the troposphere) can adversely affect the human respiratory system and other tissues. O<sub>3</sub> is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O<sub>3</sub>. Short-term exposure (lasting for a few hours) to O<sub>3</sub> at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO<sub>2</sub>). NO<sub>2</sub> (often used interchangeably with NO<sub>x</sub>) is a family of highly reactive gases that are a primary precursor to the formation of ground-level O<sub>3</sub> and react in the atmosphere to form acid rain. NO<sub>2</sub> is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO<sub>2</sub> occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO<sub>2</sub> can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO<sub>2</sub> concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO<sub>2</sub> may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM<sub>10</sub>). PM<sub>10</sub> refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM<sub>10</sub> arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM<sub>10</sub> scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM<sub>2.5</sub>). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both state and federal PM<sub>2.5</sub> standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the EPA announced new PM<sub>2.5</sub> standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates SCAB as a nonattainment area for federal PM<sub>2.5</sub> standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient PM air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current state standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO<sub>2</sub>). SO<sub>2</sub> is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO<sub>2</sub> is often used interchangeably with sulfur oxides (SO<sub>x</sub>) and lead. Exposure of a few minutes to low levels of SO<sub>2</sub> can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O<sub>3</sub> to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOC is not considered a criteria pollutant; however, it is a precursor to O<sub>3</sub>, which is a criteria pollutant. Due to the role VOC plays in O<sub>3</sub> formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. The SCAQMD uses the terms VOC and ROG (see below) interchangeably.

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O<sub>3</sub> and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO<sub>x</sub> react in the presence of sunlight. ROG is not considered a criteria pollutant; however, it is a precursor to O<sub>3</sub>, which is a criteria pollutant. The SCAQMD uses the terms ROG and VOC (see above) interchangeably.

The SCAQMD has developed regional air quality significance thresholds that establish quantitative emission thresholds for both construction and operations to determine if a project would have a significant project-level or cumulative impact on regional ambient air quality. **Table III-3** summarizes the SCAQMD's regional thresholds.

TABLE III-3. SCAQMD REGIONAL AIR QUALITY SIGNIFICANCE THRESHOLDS

Air Pollutant <sup>1</sup>	Mass Daily Emission Threshold (lb/day)	
	Construction	Operation
NO <sub>x</sub>	100	55
VOC	75	55
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
SO <sub>x</sub>	150	150
CO	550	550

Source: SCAQMD 2019

Key: CO = carbon monoxide; lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = directly emitted particulate matter with an aerodynamic diameter less than or equal to 10 microns; PM<sub>2.5</sub> = directly emitted particulate matter with an aerodynamic diameter less than or equal to 2.5 microns; SO<sub>x</sub> = oxides of sulfur; VOC = volatile organic compounds.

Notes:

1. SCAQMD also provides mass daily emission thresholds for lead of 3 lb/day for both construction and operation. However, lead is not a pollutant of concern in this study because the proposed Project would not produce substantial lead emissions.

## DISCUSSION:

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

The City is located within SCAB. The SCAQMD has jurisdiction in SCAB, which has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of the air pollutants for which the Basin is in nonattainment.

In order to reduce emissions, the SCAQMD adopted the 2016 AQMP, which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and federal air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the EPA.

The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. While SCAG has recently adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS)*, SCAQMD has not released an updated AQMP that utilizes information from the 2020-2045 RTP/SCS. SCAQMD released a draft AQMP for public comment in May 2022, which is expected to go through a revision and adoption process involving multiple agencies and the public. As such, this consistency analysis is based on the currently adopted 2016 AQMP and 2016-2040 RTP/SCS.

Criteria for determining consistency with the AQMP are defined by the following indicators:

**Criterion 1:**

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

- a) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of a project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency.

As discussed in the responses to Issues III(b) and (c), below, the Project's short-term construction emissions, long-term operational emissions, and localized concentrations of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> would result in less than significant impacts during Project construction and operations. Therefore, the Project would not result in an increase in the frequency or severity of existing air quality violations. Further, because ROG<sub>s</sub> are not a criteria pollutant, there is no ambient standard or localized threshold for ROG<sub>s</sub>. Due to the role ROG<sub>s</sub> play in O<sub>3</sub> formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. It is noted that emission of ROG<sub>s</sub> as a result of the proposed Project would not exceed the regional emissions threshold; refer to Issue III(b) below. As such, a less than significant impact would occur in this regard.

- b) *Would the project cause or contribute to new air quality violations?*

As discussed below in the responses to Issues III(b) and (c), the proposed Project would result in emissions that would be below the SCAQMD's thresholds for regional and localized emissions. Therefore, the proposed Project would not have the potential to cause or contribute to a violation of the ambient air quality standards.

- c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

As discussed in the responses to Issues III(b) and (c), the proposed Project would result in less than significant impacts with regard to localized concentrations during Project construction and operation. As such, the proposed Project would not delay the timely attainment of air quality standards or 2016 AQMP interim emissions reductions.

**Criterion 2:**

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether the proposed Project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion analyzes each of these criteria.

- a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

A project is consistent with the 2016 AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the 2016 AQMP. In the case of the 2016 AQMP, five sources of data form the basis for the projections of air pollutant emissions: the City's General Plan, the East Pasadena Specific Plan, the East Colorado Specific Plan, SCAG's regional growth forecast, and the SCAG RTP/SCS. The RTP/SCS also provides socioeconomic forecast projections of regional population growth.

The Project proposes the construction of approximately 65,360 square feet of building area, comprising a two-story automotive dealership and service center, a single-story car wash building, and an EV battery storage building on a 4.4-acre site, which is an FAR of approximately 0.35. The northern portion of the Project site is designated as R&D Flex Space with a maximum FAR of 1.25 and the southern portion is designated as Low Mixed Use with a maximum FAR of 1.0 by the General Plan, with the East Colorado Specific Plan identifying auto dealers as a primary use in the Project site and the East Pasadena Specific Plan identifying commercial use as a primary development. The Project would not differ from the General Plan or Specific Plan designations. Therefore, the proposed Project is considered consistent with the General Plan, and is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity.

As discussed in the responses to Issue XIV(a), the proposed Project would not substantially induce population growth due to the increase in on-site employees. Therefore, the Project would not cause the City's General Plan buildout population forecast to be exceeded. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. Additionally, as the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed Project would be consistent with the projections.

- b) *Would the project implement all feasible air quality mitigation measures?*

The proposed Project would result in less than significant air quality impacts. Compliance with all feasible emission reduction rules and measures identified by the SCAQMD would be required as identified in Issues III(b) and III(c). Specifically, the Project would be required to comply with SCAQMD Rule 403, *Fugitive Dust*, which requires excessive fugitive dust emissions controlled by regular watering or other dust prevention measures and Rule 1113, *Architectural Coating*, which regulates the ROG content of paint. As such, the proposed Project meets this 2016 AQMP consistency criterion.

- c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

As discussed above, the Project is an infill development and would be consistent with the land use envisioned in the General Plan and the two Specific Plans. Furthermore, the Project would not cause SCAG's population forecast to be exceeded and the population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. Additionally, SCAQMD has incorporated these same projections into the 2016 AQMP. Land use planning strategies set forth in the 2016 AQMP are primarily based on the

2016-2040 RTP/SCS. Therefore, the Project would be consistent with the actions and strategies of the 2016-2040 RTP/SCS. As such, the proposed Project meets this AQMP consistency criterion.

In conclusion, the determination of 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in SCAB. The proposed Project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. Also, the proposed Project would be consistent with the goals and policies of the 2016 AQMP for control of fugitive dust; refer to Issue 3(b). As discussed above, the proposed Project's long-term influence would also be consistent with the SCAQMD's and SCAG's goals and policies and is, therefore, considered consistent with the 2016 AQMP.

**Finding of Significance:** The impact would be less than significant and no mitigation measures are necessary.

- b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment (PM10, PM2.5, and O3 precursors [NOX and VOC]) under an applicable federal or state ambient air quality standard?**

#### Short-Term Construction

The Project involves construction activities associated with demolition, grading, building construction, paving, and architectural coating applications. The Project would be constructed over approximately 19 months. Exhaust emission factors for typical diesel-powered heavy equipment are based on the program defaults of the most recent version of the California Emissions Estimator Model (CalEEMod), version 2020.4.0. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared using CalEEMod. Refer to **Appendix B.1** for the CalEEMod outputs and results. **Table III-4, Short-Term Construction Emissions**, presents the anticipated daily short-term construction emissions.

**TABLE III-4. SHORT-TERM CONSTRUCTION EMISSIONS**

Construction-Related Emissions <sup>2</sup>	Maximum Daily Emissions (pounds/day) <sup>1</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Construction Related Emissions<sup>2</sup></b>						
Year 1	5.17	66.24	40.64	0.14	8.78	4.31
Year 2	1.97	16.33	20.32	0.04	2.14	1.06
Year 3	26.00	24.94	35.30	0.07	2.97	1.53
<b>Maximum Daily Emissions</b>	<b>26.00</b>	<b>66.24</b>	<b>40.64</b>	<b>0.14</b>	<b>8.78</b>	<b>4.31</b>
<i>SCAQMD Thresholds</i>	75	100	550	150	150	55
<b>Is Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Notes:

- Emissions were calculated using CalEEMod, version 2020.4.0. Winter emissions represent the worst-case scenario.
- Modeling assumptions include compliance with SCAQMD Rule 403, *Fugitive Dust*, which requires: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.

Source: Refer to **Appendix B.1**, for detailed model input/output data.

### ***Fugitive Dust Emissions***

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways. Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from demolition, grading, and construction is expected to be short-term and would cease upon Project completion. It should be noted that most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM<sub>10</sub> generated as a part of fugitive dust emissions. PM<sub>10</sub> poses a serious health hazard alone or in combination with other pollutants. PM<sub>2.5</sub> is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM<sub>2.5</sub> is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO<sub>x</sub> and SO<sub>x</sub> combining with ammonia. PM<sub>2.5</sub> components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Construction activities would comply with SCAQMD Rule 403, which requires that excessive fugitive dust emissions be controlled by regular watering or other dust prevention measures. Adherence to SCAQMD Rule 403 would greatly reduce PM<sub>10</sub> and PM<sub>2.5</sub> concentrations. It should be noted that these reductions were applied in CalEEMod. As depicted in **Table III-4**, total PM<sub>10</sub> and PM<sub>2.5</sub> emissions would not exceed the SCAQMD thresholds during construction. Thus, construction-related air quality impacts from fugitive dust emissions would be less than significant.

### ***Construction Equipment and Worker Vehicle Exhaust***

Exhaust emissions (e.g., NO<sub>x</sub> and CO) from construction activities include emissions associated with the transport of machinery and supplies to and from the Project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in **Table III-4**, construction equipment and worker vehicle exhaust emissions would be below the established SCAQMD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emission would be less than significant.

### ***ROG Emissions***

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O<sub>3</sub> precursors. As required, all architectural coatings for the proposed Project structure would comply with SCAQMD Rule 1113. Rule 1113 provides specifications on painting practices as well as regulating the ROG content of paint. ROG emissions associated with the proposed Project would be less than significant with compliance to Rule 1113; refer to **Table III-4**.

### ***Total Daily Construction Emissions***

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. As indicated in **Table III-4**, criteria pollutant emissions during



construction of the proposed Project would not exceed the SCAQMD significance thresholds. Thus, total construction-related air emissions would be less than significant.

### Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by state, federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (2000), serpentinite and ultramafic rocks are not known to occur within the Project area. Thus, there would be no impact in this regard.

### Long-Term (Operational) Emissions

Long-term air quality impacts would consist of mobile source emissions generated from Project-related traffic, and emissions from stationary area and energy sources. The total operational emissions are shown in **Table III-5, Long-Term Operational Air Emissions**, and discussed in more detail below. It should be noted that long-term operational emissions shown in **Table III-5** do not account for emissions from existing uses on-site in order to be more conservative.

**TABLE III-5. LONG-TERM OPERATIONAL AIR EMISSIONS**

Emissions Source	Maximum Daily Emissions (lbs/day) <sup>1, 2</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Proposed Project Winter Emissions</b>						
Area Source <sup>3</sup>	2.40	>0.01	0.03	0.00	>0.01	>0.01
Energy Source <sup>4</sup>	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	1.14	1.11	10.01	0.02	2.14	0.58
<b>Total Emissions</b>	<b>3.54</b>	<b>1.11</b>	<b>10.03</b>	<b>0.02</b>	<b>2.14</b>	<b>0.58</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Proposed Project Summer Emissions</b>						
Area Source <sup>3</sup>	2.40	>0.01	0.03	0.00	>0.01	>0.01
Energy Source <sup>4</sup>	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	1.17	1.03	10.04	0.02	2.14	0.58
<b>Total Emissions</b>	<b>3.57</b>	<b>1.03</b>	<b>10.07</b>	<b>0.02</b>	<b>2.14</b>	<b>0.58</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

TABLE III-5, CONTINUED

## Notes:

1. Emissions were calculated using CalEEMod, version 2020.4.0.
2. The numbers may be slightly off due to rounding.
3. Area source emissions account for the Project design feature of using all electric landscape equipment.
4. Energy source emissions account for Project design features, including 5 percent more energy efficient than 2019 Title 24 standards and using energy-efficient appliances.

Source: Refer to Appendix B.1 for detailed model input/output data.

### Area Source Emissions

Area source emissions would be generated from consumer products, architectural coating, and landscaping. The Project would use all electric landscape equipment as a Project design feature, which has been incorporated in CalEEMod. As shown in **Table III-5**, area source emissions from the proposed Project would not exceed SCAQMD thresholds for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>.

### Energy Source Emissions

Energy source emissions would be generated as a result of natural gas associated with the proposed Project. However, according to the Project applicant, there would be no natural gas usage on-site. Additionally, criteria pollutants emissions from electricity use were not quantified since criteria pollutants emissions occur at the site of the power plant, which is off-site. Therefore, onsite energy source emissions would be zero and would not exceed established SCAQMD thresholds; refer to **Table III-5**. As such, there would be no impact in this regard.

### Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are all pollutants of regional concern (NO<sub>x</sub> and ROG react with sunlight to form O<sub>3</sub> [photochemical smog], and wind currents readily transport SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>); however, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions were estimated using CalEEMod. Based on the *2915 East Colorado Porsche Transportation Impact Analysis Outside CEQA Evaluation Final Report* (Transportation Impact Analysis), prepared by Iteris, Inc. (dated February 1, 2022), the Project would generate a net increase of 1,057 average daily trips (daily trips under proposed dealership use minus daily trips under the existing use). As shown in **Table III-5**, emissions generated by vehicle traffic associated with the Project would not exceed established SCAQMD thresholds. Impacts from mobile source air emissions would be less than significant.

### Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individuals [e.g., age, gender]). In particular, O<sub>3</sub> precursors ROG<sub>s</sub> and NO<sub>x</sub> affect air quality on a regional scale. Health effects related to O<sub>3</sub> are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating Project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless

results. In other words, the Project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD (2014), the SCAQMD acknowledged that it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (2014; SJVAPCD), SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from O<sub>3</sub>, as an example, is correlated with the increases in ambient level of O<sub>3</sub> in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient O<sub>3</sub> levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 *Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO<sub>x</sub> and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O<sub>3</sub> levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O<sub>3</sub>-related health impacts caused by NO<sub>x</sub> or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. As such, for the purpose of this analysis, since the Project would not exceed SCAQMD thresholds for construction and operational air emissions, the Project would have a less than significant impact for air quality health impacts as well.

#### ***Cumulative Conclusion***

With respect to the proposed Project's air quality emissions and cumulative SCAB basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2016 AQMP pursuant to federal Clean Air Act mandates. As such, the proposed Project would comply with SCAQMD Rule 403 requirements and the adopted 2016 AQMP emissions control measures. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed Project. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted 2016 AQMP emissions control measures) would also be imposed on development projects throughout SCAB, which would include related projects.

According to the *SCAQMD CEQA Air Quality Handbook* (SCAQMD 1993) project-related emissions that fall below the established construction and operational thresholds should be considered less than significant unless there is pertinent information to the contrary. As discussed previously, the proposed Project would not result in short- or long-term air quality impacts, as emissions would not exceed the SCAQMD adopted construction or operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. As a result, the proposed Project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, the Project's incremental construction and operational impacts would not be cumulatively considerable and impacts in this regard are less than significant.

**Finding of Significance:** The impact would be less than significant and no mitigation measures are necessary.

**c) Expose sensitive receptors to substantial pollutant concentrations?**

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The closest sensitive receptor for the purpose of the Localized Significance Threshold (LST) analysis is a hotel (Super 8 by Wyndham), which is located approximately 60 feet west of the Project site. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for onsite construction emissions and certain operations impacts (area sources only). The CO hot spot analysis, following the LST analysis, addresses localized mobile source impacts.

**Localized Significance Thresholds**

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST screening lookup tables for one-, two-, and five-acre projects emitting CO, NO<sub>x</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub>. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The Project is located in source receptor area (SRA) 8 (West San Gabriel Valley).

**Construction**

The SCAQMD's guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. Based on default information provided by CalEEMod, the Project is anticipated to disturb up to 4.4 acres during the grading phase. The grading phase would take approximately 22 days to complete. As such, the Project would actively disturb an average of approximately 0.2 acre per day (4.4 acres divided by 22 days). Therefore, the LST threshold for 1 acre was conservatively utilized for the construction LST analysis per SCAQMD guidance. The nearest sensitive use is the hotel located approximately 60 feet (18.3 meters) west of the Project site. Therefore, the LSTs for 25 meters were conservatively adopted. **Table III-6, Localized Significance of Construction Emissions**, shows the localized construction-related emissions. It is noted that the localized emissions in **Table III-6** are less than those in **Table III-4** because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust). As seen in **Table III-6**, emissions would not exceed the LST mass rate screening thresholds for Source Receptor Area (SRA) 8 (West San Gabriel Valley). Construction LST impacts would be less than significant in this regard.

TABLE III-6. LOCALIZED SIGNIFICANCE OF CONSTRUCTION EMISSIONS

Maximum Emissions	Maximum Daily Emissions (pounds/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Year 1 <sup>1,4</sup>	25.72	20.59	3.57	2.14
Year 2 <sup>2,4</sup>	14.38	16.24	0.70	0.66
Year 3 <sup>3,4</sup>	13.44	16.17	0.61	0.58
<b>Maximum Daily Emissions</b>	<b>25.72</b>	<b>20.59</b>	<b>3.57</b>	<b>2.14</b>
<i>Localized Significance Threshold Mass Rate Screening Criteria</i> <sup>3</sup>	69	535	4	3
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

## Notes:

1. Modeling assumptions include compliance with SCAQMD Rule 403, *Fugitive Dust*, which requires: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.
2. Maximum on-site daily emissions occur during demolition phase for NO<sub>x</sub> and CO, and during the grading phase for PM<sub>10</sub> and PM<sub>2.5</sub> in Year 1.
3. Maximum on-site daily emissions occur during building construction phase for all pollutants in Years 2 and 3.
4. The Localized Significance Threshold Mass Rate Screening Criteria was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. The Localized Significance Threshold Mass Rate Screening Threshold was based on the anticipated daily acreage disturbance for construction (one acre), the distance to sensitive receptors (25 meters), and the source receptor area (SRA 8).

### Operations

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed Project would involve the construction of an auto dealership and would not introduce a new stationary source or attract mobile sources that may spend extended periods queuing and idling at the site, nor would the Project include warehouses or transfer facilities. Thus, no long-term LST analysis is necessary. Operational LST impacts would be less than significant in this regard.

### Carbon Monoxide Hot Spots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels (i.e., adversely affecting residents, school children, hospital patients, the elderly).

SCAB is designated as an attainment/maintenance area for the federal CO standards and an attainment area for state standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions (EPA 2022). CO emissions have continued to decline since this time. The SCAB was redesignated as attainment in 2007 and CO is no longer addressed in the SCAQMD's AQMP. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 *Air Quality Management Plan*, which is the most recent AQMP that addresses CO concentrations. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, CO analysis within the CO

Plan is utilized in a comparison to the proposed Project, since it represents a worst-case scenario with heavy traffic volumes within SCAB.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles County experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm one-hour CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily trip (ADT) volume of approximately 100,000 vehicles per day. As the CO hot spots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hot spots would not be experienced at any intersections within the City near the Project site due to the comparatively low volume of traffic during project operation (1,226 ADT) that would occur as a result of Project implementation. Therefore, impacts would be less than significant in this regard.

**Finding of Significance:** The impact would be less than significant and no mitigation measures are necessary.

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

According to the SCAQMD *CEQA Air Quality Handbook* (1993) land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon Project completion. In addition, the Project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The Project would also comply with the SCAQMD Rule 1113, which would minimize odor impacts from ROG emissions during architectural coating. Any impacts to existing adjacent land uses would be short-term and are less than significant.

**Finding of Significance:** Impacts would be less than significant and no mitigation measures are necessary.

IV. BIOLOGICAL RESOURCES

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

DISCUSSION:

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

The Project site is fully developed and located in an urbanized area of the City. The Project site is not located within or in close proximity to an open space area or vegetation zone (City of Pasadena 2012). The majority of the City area, including the Project site, is located within the range of Orcutt’s Linanthus (*Linanthus orcutti*) and Parish’s gooseberry (*Ribes divaricatum* var. *parishii*), which are listed respectively by the California Native Plant Society (CNPS) as CNPS 1B (plants considered rare, threatened, or endangered in California and elsewhere) and CNPS 1A (plants presumed extinct in California) (City of

Pasadena 2015a). Orcutt's Linanthus is typically found in gravelly openings in chaparral and is historically recorded from Pasadena, while Parish's gooseberry is typically found in riparian woodlands and salix swales in riparian habitats. Neither of these species are protected under the federal Endangered Species Act or under the State of California. The Project site currently includes a community garden for students in the northwestern portion of the site; however, as the entire Project site has been graded and fully developed, there is no suitable habitat that could support Orcutt's Linanthus and Parish's gooseberry within the Project area.

The Project site currently includes 48 existing trees located both within the Project site interior and along East Colorado Boulevard, North Sunnyslope Avenue, East Walnut Street, and Nina Street. Of these, 24 trees are located within the private property area and are proposed for removal, and consist of sawleaf zelkova (*Zelkova serrata*), fan palm hybrid (*Washington* hybrid), Chinese elm (*Ulmus parvifolia*), Mexican fan palm (*Washingtonia robusta*), tree-of-heaven (*Ailanthus altissima*), evergreen pear (*Pyrus kawakamii*), southern magnolia (*Magnolia grandiflora*), and shamel ash (*Fraxinus uhdei*). None of the on-site trees meet the criteria for protection under the City Trees and Tree Protection Ordinance (Chapter 8.52); however, the applicant would be required to obtain a tree permit for the removal. The remaining 25 trees are public street trees located along East Colorado Boulevard, North Sunnyslope Avenue, and East Walnut Street, and include Chinese pistache (*Pistacio chinensis*), Chinese elm (*Ulmus parvifolia*), carob (*Ceratonia siliqua*), Mexican fan palm tree (*Washingtonia palm*), and paperbark (*Melaleuca quinquenervia*). The applicant proposes removal of four of the public street trees: two along East Colorado Boulevard, one along North Sunnyslope Avenue, and one along East Walnut Street. While none of the public street trees proposed for removal are considered mature or landmark, the applicant would be required to obtain the City Manager's approval in accordance with Chapter 8.52.

Based on the figure titled "Wildlife Species" in Appendix 3 of the Pasadena General Plan Open Space and Conservation Element, no known candidate, sensitive, or special-status species exist on or near the site. Additionally, the Project site and urbanized surrounding area do not provide suitable habitat for sensitive species, and the Project would not directly affect or modify the habitat of any identified sensitive species.

Wildlife at the Project site is limited to species adapted to urban settings with a moderate level of human activity including noise, foot traffic, moderate vehicle traffic, or other anthropogenic disturbances. Migratory birds that may utilize the trees and other vegetation at the site for nesting are federally protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3503 et seq. The Project site contains several on-site trees and multiple public street trees along Sunnyslope Avenue, Colorado Boulevard, and Nina Street that may provide nesting opportunities for migratory avian species. During construction, nesting birds could be indirectly impacted by the temporary generation of dust, noise, lighting, and vibration. Construction activities would be required to comply with the MBTA to ensure that nesting bird surveys would be conducted prior to the start of construction activities that may occur during nesting season (February 1 through August 31). Per the MBTA requirements, a qualified biologist would conduct a nest survey within one week prior to the commencement of construction to ensure that no active nests would be lost. If an active nest is located, then the nest should be flagged and construction within 300 feet (500 feet for raptors) of the nest should be postponed until the biologist has confirmed that the nest is no longer active. The Project construction activities would be required to comply with the City's Tree Protection Ordinance, as well as federal and state regulations related to the protection of migratory birds, including avoiding the direct destruction of active nests and avoiding



disturbance of nesting birds due to noise, vibration, lighting, or human activity in proximity to active nests, which would ensure that impacts to migratory birds would be less than significant during tree removal.

**Finding of Significance:** Impacts would be less than significant, and no mitigation measures are necessary.

**b) Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?**

See Issue IV(a) above. The Project site is developed and located in an urbanized area in the City. Vegetation present on-site includes ornamental landscaping and trees. The Project site is not located within an area that has sensitive biological resources and no riparian habitat or other sensitive natural communities are present at the Project site or in the Project vicinity. Therefore, the proposed Project would not result in any impacts on riparian habitat or other sensitive communities and no mitigation measures are necessary.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary

**c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?**

The Project site is in an urbanized area and does not include wetland areas and thus does not include state or federally protected wetlands. Therefore, the proposed Project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. No impacts to wetlands would occur as a result of the proposed Project.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary

**d) Would the project 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 wildlife nursery sites?**

See Issue IV(a) above. The Project site does not contain any natural areas or water features. The Project site has been previously and is currently developed and located in a highly urbanized area. No native resident, migratory fish, or wildlife species or established native resident or migratory wildlife corridors are present on-site or in the Project vicinity, nor is the site a wildlife nursery site. No established or potential wildlife movement corridors have been identified within the proposed Project area. It is possible that individual wildlife species could wander onto the site from the regional natural areas, such as Eaton Canyon, approximately 2 miles to the north; however, given the urban setting and lack of vegetation and natural habitat at the site, the occurrence of wildlife on the site is expected to be minimal. The proposed Project would not result in a barrier to wildlife migration or movement. Therefore, the proposed Project would have a less than significant impact on wildlife movement and wildlife nursery sites.

As discussed under Issue IV(a) above, trees located at and in vicinity of the Project site may support nesting birds. Compliance with the requirements of local tree trimming and tree removal ordinances, as well as federal and state regulations related to the protection of migratory birds, would ensure that impacts on nesting birds would be less than significant. Therefore, the proposed Project would not substantially affect the movement of resident or migratory fish or wildlife species, wildlife corridors, or wildlife nursery sites and impacts would be less than significant.

**Finding of Significance:** Impacts would be less than significant, and no mitigation measures are necessary.

**e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

The City of Pasadena’s Ordinance No. 6896, City Trees and Tree Protection Ordinance, as amended by Ordinance Nos. 7184 and 7322 and codified in Pasadena Municipal Code Chapter 8.52, aims to protect the tree canopy in the City. The Project site includes 24 trees are located within the private property area, which are proposed for removal, and 25 public street trees, of which four are proposed for removal. While none of the public street trees proposed for removal are considered mature or landmark, the applicant would be required to obtain a tree permit from the City for the removal of the trees in the private property area, and the City Manager’s approval to remove the four public street trees to ensure compliance with the City Trees and Tree Protection Ordinance, Chapter 8.52. Adherence to the City’s tree preservation regulations and tree removal permit process would ensure that the Project would not conflict with local policies or ordinances protecting biological resources. Impacts would be less than significant with compliance with the City Trees and Tree Protection Ordinance.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**f) Would the project conflict with the provisions of an adopted habitat conservation plan, natural communities’ conservation plan, or any other approved local, regional, or state habitat conservation plan?**

There are no adopted habitat conservation or natural community conservation plans or approved local, regional, or state habitat conservation plans within the City. Therefore, the proposed Project would not conflict with the provisions of an adopted habitat conservation plan, natural communities conservation plan, or any other approved local, regional, or state habitat conservation plan. No impact would occur.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION:

**a) Would the project cause a substantial adverse change in significance of a historical resource pursuant to §15064.5?**

Section 15064.5 of the CEQA Guidelines defines a historical resource as (1) a resource that is listed in or determined to be eligible by the State Historic Resources Commission for listing in, the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

The CEQA Guidelines indicate that a project would have a significant impact on historical resources if it would result in a substantial adverse change in the significance of a historical resource. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (CEQA Guidelines, Section 15064.5(b)(1)). The Guidelines (Section 15064.5[b][2]) go on to state that “[t]he significance of an historic resource is materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources... local register of historic resources... or its identification in a historic resources survey.”

**Historic Resources Identification**

A historic resources evaluation was prepared for the proposed Project by Michael Baker in March 2022 (**Appendix C**). The purpose of the report is to determine whether the Project area contains historical resources (as defined by California Public Resources Code Section 21084.1) and, if so, identify potential Project impacts to the resources.

A records search of the California Historical Resources Inventory System (CHRIS) at the South Central Coastal Information Center (SCCIC) was conducted for the proposed Project and surrounding area. The records search included a review of all previous cultural resources studies and previously documented historic architectural resources on and/or within a quarter mile of the Project site. Additional sources researched included historical maps, aerial photography, historical databases and collections, historical contexts/technical publications, books, magazines, and other publications, and genealogy resources.

An intensive level built-environment survey of the project area and the commercial building at 2914 East Walnut Street, 2926 East Walnut Street, and 60 North Sunnyslope Avenue was conducted on October 28, 2021. SCCIC records search identified three cultural resources within the Project area, described in **Table V-1**, and 16 resources were identified within the quarter-mile radius (but outside) of the Project area, as described in **Table V-2**.

**TABLE V-1. SUMMARY OF PROJECT AREA CULTURAL AND HISTORIC RESOURCES**

Name/Resource No.	Address	Type	OHP Status Code	Year Built	Evaluation
Lamanda Park Commercial Area (P-19-183186)	Between 2415 and 2980 East Colorado Boulevard	Multi-property Resource	7R – Identified in reconnaissance-level survey; not evaluated	Between 1908 and 1956	No previous evaluation. Does not appear eligible for historic listing or designation. Not a historical resource under CEQA.
Gwinn’s Restaurant (P-19-183488)	Formerly at 2915 East Colorado Boulevard, was surveyed as a component of the Lamanda Park Commercial Area	Former restaurant	6 – Resource was ineligible	1947	Designed by Harold Bissner and constructed in 1947. Historical aerial photographs indicate that the building was demolished between 1992 and 1993. Not a historical resource under CEQA.
Swanson and Peterson Furniture Manufacturing (P-19-184688)	2914 East Walnut Street	Furniture manufacturing	6 – Resource was ineligible	1930	Surveyed in 1990 and determined ineligible. Reevaluated in 1994 associated with the East Pasadena Specific Plan and assigned resource status code 5S3 (not eligible for separate listing or designation under the existing local ordinance, but could be eligible for special consideration in local planning). Reevaluated in 2021-2 as part of this Project ( <b>Appendix C</b> ) and concluded not a historical resource under CEQA.

Source: Appendix C of this Initial Study.

**TABLE V-2. SUMMARY OF CULTURAL AND HISTORIC RESOURCES WITHIN A QUARTER MILE OF THE PROJECT SITE**

Name/Resource No.	Address	Type	OHP Status Code	Year Built	Historical Resource	Distance to Project Site
P-19-183162/Pasadena Motel Grouping	East Colorado Blvd	District	7R – Identified in reconnaissance-level survey; not evaluated	1945-1970	No	Within 1/4-mile radius
P-19-183164/Travelodge	2767 East Colorado Blvd	Building; element of district	7R – Identified in reconnaissance-level survey; not evaluated	1952	No	Within 1/4-mile radius
P-19-183165/Swiss Lodge	2800 East Colorado Blvd	Building; element of district	5S1 – Individual property that is listed or designated locally <sup>1</sup>	1961	Yes	680 feet
P-19-183166/Astro Motel	2818 East Colorado Blvd	Building; element of district	5S1 – Individual property that is listed or designated locally <sup>2</sup>	1962	Yes	500 feet
P-19-183167/Vagabond Inn	2863 East Colorado Blvd	Building; element of district	7R – Identified in reconnaissance-level survey; not evaluated	1970	No	Within 1/4-mile radius
P-19-183168/Ace Motel	2870 East Colorado Blvd	Building; element of district	6L – Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning	1946	No.	Within 1/4-mile radius
P-19-183192/ Third Church of Christ Scientist	2801-2803 East Colorado Blvd	Building	5S2 – Individual property that is eligible for local listing or designation	1935	Yes	300 feet
P-19-183489/Serendipity	2966 East Colorado Blvd	Building; element of district	5S1 – Individual property that is listed or designated locally <sup>3</sup>	1927	Yes	300 feet
P-19-183490/Serendipity	2970 East Colorado Blvd	Building; element of district	7R – Identified in reconnaissance-level survey; not evaluated	1927	No	Within 1/4-mile radius
P-19-183491/Serendipity	2980 East Colorado Blvd	Building; element of district	7R – Identified in reconnaissance-level survey; not evaluated	1888-1928	Yes	400 feet
P-19-183492/Serendipity	2966-80 East Colorado Blvd (rear building)	Building; element of district	7R – Identified in reconnaissance-level survey; not evaluated	1900	No	Within 1/4-mile radius
P-19-184687/Glo-Quartz Mfg.	2714 East Walnut Street	Building	7R – Identified in reconnaissance-level survey; not evaluated	1945	No	Within 1/4-mile radius
P-19-189228/Suzuki Dealership	2900 East Colorado Blvd	Building	6L – Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning	1976	No	Within 1/4-mile radius

TABLE V-2, CONTINUED

Name/Resource No.	Address	Type	OHP Status Code	Year Built	Historical Resource	Distance to Project Site
P-19-189236/ Street Lights	East Colorado Blvd	Object	6L – Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning	1928-1950	No	Within 1/4-mile radius
P-19-190502/ SCE Mesa-Anita-Eaton 66kV Transmission Line	N/A	Object	6Y - Determined ineligible for NR by consensus through Section 106 process; not evaluated for CR or local listing	1951	No	Within 1/4-mile radius
P-19-192479/ Naval Ordinance Test Station; Pasadena, Foothill Plant	3202 East Foothill Blvd	Building; structure	6Y - Determined ineligible for NR by consensus through Section 106 process; not evaluated for CR or local listing	1973	No	Within 1/4-mile radius

1. Resource listed in the BERD with OHP Status Code 5S1; City of Pasadena records indicate that the OHP Status Code should be 5S2.
2. Resource listed in the BERD with OHP Status Code 5S1; City of Pasadena records indicate that the OHP Status Code should be 5S2.
3. Resource listed in the BERD with OHP Status Code 5S1; resource is not individually designated at the local level per City of Pasadena's records.

### *Project Site*

The Project area is bound by East Walnut Street to the north, East Colorado Boulevard to the south, and North Sunnyslope Drive to the west, and is bisected by Nina Street. It is mapped within the *Mount Wilson, California* USGS 7.5-minute topographic quadrangle map (Township 1 North, Range 12 West, part of Rancho Santa Anita, San Bernardino Base Meridian) (**Appendix C**). The Project area encompasses the extent of ground-disturbing project activities associated with the demolition of the extant buildings, site preparation, and construction of the new dealership center. The existing buildings consist of buildings north of Nina Street and structures located south of Nina Street. The buildings north of Nina Street were evaluated for eligibility in the California Register (based upon the National Register of Historic Places) and for listing as a Pasadena landmark, as detailed below and in **Appendix C**. South of Nina Street, the Project area is occupied by a commercial building and surface parking currently in use by the automotive dealership to the east of the Project area.

### *Potential Direct Impacts*

The Project area north of Nina Street is currently occupied by a former furniture manufacturing building known as the Swanson and Peterson Furniture Manufacturing building, with a main block and two additions (2914 East Walnut Street, 2926 East Walnut Street, and 60 North Sunnyslope Avenue), as well as a garage structure, surface parking, and vacant lots. Constructed in 1929 as a furniture manufacturing facility, the building at 2914 East Walnut Street has a generally rectangular footprint set on a concrete foundation. The sawtooth roofline, comprising three clerestory risers, is largely obscured from view by a low brick parapet wall at the roof edge. The primary north façade facing East Walnut Street and the broad, secondary elevation facing North Sunnyslope Avenue are separated into full-height bays by simple brick pilasters. Fenestration consists of original multi-pane, steel-sash windows spanning the width of each bay. The main entrance is the original opening at the center of the façade facing East Walnut Street, which contains a replacement metal-frame glazed door with rectangular sidelights and a transom. The secondary entrance is located within the third bay of the façade facing North Sunnyslope Avenue. The entry is recessed within a stepped brick surround and features what appears to be an original or older replacement metal-frame glazed door with single transom. The southwest corner of the original building includes a garage entry with a roll-up metal door. A two-story addition constructed in 1973—numerically identified as 2926 East Walnut Street—is attached to the east wall of the original factory building. This addition, constructed of concrete blocks, is fenestrated with aluminum-frame windows and a recessed garage entry at its northeast corner. A much larger, single-story addition constructed in 1979—identified as 60 North Sunnyslope Avenue—adjoins the southern terminus of the original factory building and the south end of the addition constructed in 1973. This addition is sheathed in clay tiles that evoke the appearance of bricks. A detached garage building built in 1997—2929 Nina Street—is located directly east of this addition.

*California Register Criterion 1/Pasadena Landmark Criterion A* – Research did not demonstrate that this property is associated with events significant to the broad patterns of our history at the local, state, or national level. No demonstrably significant events are known to have occurred at the property or as a result of its presence in the community, and it does not appear to be singularly important within the context of industrial development in Pasadena. Therefore, the property is recommended not eligible for listing under California Register Criterion 1 or Pasadena Landmark Criterion A.

*California Register Criterion 2/Pasadena Landmark Criterion B* – Research failed to support that Swanson and Peterson were prominent, prolific master artisans within the context of American furniture manufacturing, particularly during the years in which they occupied the subject property. Prior to forming their partnership, Swanson and Peterson had both been employed by the Hall Manufacturing Company, during which time they worked on multiple high-profile furniture-making projects for famed architect brothers Charles Sumner Greene and Henry Mather Greene, who were pioneers of the Craftsman architectural style. On the whole, it appears that Swanson and Peterson carried out much of their most noteworthy work during this early period. The dissolution of the Greene and Greene firm and the closure of the Hall Manufacturing Company occurred during the early 1920s, well before Swanson and Peterson occupied the property in question. For this reason, the subject property is recommended not eligible under California Register Criterion 2 or Pasadena Landmark Criterion B.

*California Register Criterion 3/Pasadena Landmark Criterion C* – The original 1929-built building of the subject property was designed by renowned and master Los Angeles-based architect McNeal Swasey during his professional partnership with architect Benjamin Hayne. Swasey was well known during his tenure for his Spanish and Mediterranean-influenced period revival designs. A prolific architect, he co-designed many Los Angeles-area landmarks while working as a project manager for celebrated architect Myron Hunt, and went on to design many residential, civic, and commercial buildings in the greater Los Angeles area. However, the subject property is a modest, unexemplary representation of Swasey's broader body of work. The building lacks striking architectural elements and high artistic value, and it is not one of the notable buildings designed by Swasey and Hayne during their partnership. Beyond the original building permit and a single mention in the *Pasadena Post*, no information was uncovered during research that would suggest that Manfred Magnusson, the contractor on the project, was a master builder among his contemporaries in Pasadena. The later buildings located at 2926 East Walnut Street and 60 North Sunnyslope Avenue, added in 1973 and 1979, respectively, are not individually exceptional for their design or method of construction. As such, the subject property is recommended not eligible under California Register Criterion 3 or Pasadena Landmark Criterion C.

*California Register Criterion 4/Pasadena Landmark Criterion D* – The property is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of important information pertaining to significant events, people, or architectural style. Therefore, the property is recommended not eligible for listing under California Register Criterion 4 or Pasadena Landmark Criterion D.

*Integrity* – This property retains integrity of location, but it no longer retains integrity of setting because modern infill and commercial development have supplanted much of its formerly industrial surroundings along East Walnut Street. The property also no longer retains integrity of association because it no longer serves an industrial manufacturing purpose. Although the original brick building has undergone some exterior modifications and the footprint of the facility has been greatly expanded on its south and east sides, the property generally retains integrity of location, design, materials, workmanship, and feeling to its initial period of construction. However, the property lacks significance under any of the California Register or Pasadena Landmark criteria, and is therefore not eligible for listing in either register.

Lacking significance under any of the above listed criteria, the subject property is recommended not eligible for listing in the California Register nor as a City of Pasadena landmark. Therefore, it is not a historical resource as defined by CEQA Section 15064.5(a). As a result, the Project would result in no potentially significant impacts.



### *Potential Indirect Impacts*

Of the 16 resources identified in the information search in the Project vicinity (within 0.25 miles of the Project site), four were previously evaluated and found to be eligible for local historic listing or designation and one has potential eligibility for local historic listing or designation. The five sites are between 300 to 680 feet from the Project site and are along Colorado Boulevard, with the nearest being on the south side of Colorado and east of the Project site. The proposed Project would include construction of an auto dealership on property currently occupied by the adjacent auto dealership as a car lot along Colorado Boulevard (southern extent of Project site), and commercial buildings and garage structure along East Walnut Street (northern extent of Project site). The existing developments and uses do not have any historical relationship to the identified resources in the Project vicinity, which consist of a lodge and motel, a church, and two commercial structures. For the Project activities to be considered a substantial adverse change, it must be shown that the integrity and/or significance of the historic resources would be materially impaired by the proposed Project. The significance of a historical resource can be materially impaired when the changes to its surroundings involve the removal or obscuring of setting features critical to understanding the significance of a historical resource or substantially impair or obscure the ability of the resource to convey its historical significance such that it would no longer be eligible for listing in the National or California Registers or by the City of Pasadena. Historical resources located outside of, but immediately adjacent to, a project site have the potential to be adversely impacted because they border the affected area. In the case of the proposed Project, however, the resources are physically separated from the Project site by other buildings, streets, such as Colorado Boulevard, and distance. Once constructed, the Project will not be in close proximity to or involve elements that would remove or obscure features of the historic resources. As a result, potential indirect impacts from the Project would be less than significant.

### *Potential Construction Impacts*

The proposed Project would demolish the existing buildings and structures on the Project site. None of these buildings or structures have any historical relationship to any of the identified historical resources in the Project vicinity.

The proposed Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of any historical resources outside of the Project site in the vicinity of the Project site. The integrity of feeling and association pertaining to historic resources in the Project vicinity would also remain unaffected because all of the existing physical elements that convey the significance of each historical resource would be unchanged. All of the historical resources would continue to reflect their building type, architectural style, period of development, and historic association with an important event or person, as applicable.

Construction activities have the potential to generate vibrations that could impact nearby historic resources; however, as discussed under Issue XIII, Noise, as the historic resources are 300 feet or greater from the Project site, the proposed Project would not be anticipated to cause damage from construction equipment vibration. Therefore, potential indirect impacts due to construction vibration on surrounding historical resources would be less than significant.

**Finding of Significance:** The impact would be less than significant and no mitigation measures are necessary.

**b) Would the project cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?**

Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.”

The Project is located within a highly developed commercial and industrial area. Previous ground disturbances include historical and modern construction. The project area is mapped as Urban Land of varying complexes (NRCS 2022). Urban Land is heavily modified through the creation of fills, soil import, and construction, and is typical of low sensitivity for significant prehistoric resources. According to the SCCIC records search, no prehistoric archaeological resources were identified within or in the vicinity of the project area. As a consequence of these factors, the prehistoric site sensitivity is low.

Many of the same factors in prehistoric site sensitivity factor in historic archaeology site sensitivity. The high degree of disturbance associated with construction, demolition, and rebuilding in the Project area would likely have impacted the archaeological integrity of any historic period feature like a privy or midden. Furthermore, the association of historic archaeological features would likely be geographically closest to the built environment resource which has been evaluated and found not to be significant. Therefore, the potential to find significant historic archaeological resources is low. The proposed Project would require excavation to construct the building foundations, and, while unlikely, there is the potential that construction of the Project could encounter previously undiscovered archaeological resources. In the unlikely event that archaeological resources are discovered during construction, Mitigation Measure 4-1 from the City of Pasadena General Plan EIR, as reiterated below, would apply as implemented by the General Plan’s Mitigation Monitoring and Report Program (MMRP). As required by Mitigation Measure 4-1 of the City’s General Plan EIR, in the event that an unanticipated discovery is encountered, the find must be assessed by a professionally qualified archaeologist to determine if the find may be significant. If determined to be of significance, the materials would be recovered, evaluated, documented, and repositied with a reputable research institution or museum, consistent with General Plan EIR Mitigation Measure 4-1 and the corresponding MMRP. With the implementation of General Plan EIR Mitigation Measure 4-1, the proposed project would not significantly impact archaeological resources.

***Mitigation Measure***

If archaeological resources are discovered during construction, Mitigation Measure 4-1 from the City’s General Plan EIR would apply as follows:

**General Plan Mitigation Measure 4-1 (MM CULT-1).** If cultural resources are discovered during construction of land development projects in Pasadena that may be eligible for listing in the California Register for Historical Resources, all ground-disturbing activities in the immediate vicinity of the find shall be halted until the find is evaluated by a Registered Professional Archaeologist. If testing determines that significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; and provide a comprehensive final report including site record to the City and the South Central Coastal Information Center at California State University Fullerton. No further grading shall occur in the area of the discovery until Planning Department approves the report.

Applicable state and federal laws include California Health and Safety Code Sections 7050.5-7055, and Section 5097.98 of the California Public Resources Code.

**Finding of Significance:** With implementation of Mitigation Measure MM CULT-1, impacts would be less than significant.

**c) Would the project disturb any human remains, including those interred outside of formal cemeteries?**

The Project site is a developed area in an urbanized environment and has been previously graded and disturbed. There are no known cemeteries or burial sites nearby, or other known archaeological sites, as identified above in Issue V(b). Therefore, no human remains are expected to be present. The project site is not part of a formal cemetery and is not known to have been used for disposal or burial of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the proposed Project. In the unlikely event that human remains are encountered during Project construction, California Health and Safety Code Section 7050.5 requires construction to halt until the County coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner would have 24 hours to notify the Native American Heritage Commission. The commission would identify the person(s) thought to be the most likely descendent, who would then help determine the appropriate course of action. Compliance with these regulations would ensure the proposed Project would not result in significant impacts due to disturbing human remains. Impacts would be less than significant and no mitigation measures are necessary.

**Finding of Significance:** The impact would be less than significant and no mitigation measures are necessary.

**VI. ENERGY**

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

**REGULATORY FRAMEWORK**

**State of California**

Senate Bill 100. Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31,

2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. SB 100 requires the California Public Utilities Commission (CPUC), California Energy Commission (CEC), and all other state agencies incorporate this policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and State board to utilize programs authorized under existing statutes to achieve such renewable energy goals.

California Building Energy Efficiency Standards (Title 24). The *2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings* (California Code of Regulations, Title 24, Part 6), commonly referred to as “Title 24,” became effective on January 1, 2020. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Under 2019 Title 24 standards, residential buildings will use about 53 percent less energy (mainly due to solar photovoltaic panels and lighting upgrades) when compared to those constructed under 2016 Title 24 standards, and nonresidential buildings use about 30 percent less energy (mainly due to lighting upgrades) when compared to those constructed under 2016 Title 24 standards (California Energy Commission 2018). The standards require installation of energy-efficient windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

California Green Building Standards. The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed the green building standards in an effort to meet the goals of California’s landmark initiative Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of greenhouse gases (GHGs) to 1990 levels by 2020. CALGreen was developed to (1) reduce GHGs from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen went into effect on January 1, 2020. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials (US Green Building Council 2022).

California Public Utilities Commission Energy Efficiency Strategic Plan. The CPUC prepared an *Energy Efficiency Strategic Plan* (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and GHG reductions. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California’s single roadmap to achieving maximum energy savings in the state from 2009 to 2020 and beyond. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes the following four strategies:

1. All new residential construction in California will be zero net energy by 2020;
2. All new commercial construction in California will be zero net energy by 2030;
3. HVAC will be transformed to ensure that its energy performance is optimal for California's climate;  
and
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report. In 2002, the California State legislature adopted SB 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety.

The CEC adopted the 2021 IEPR, Volume I, Volume II, and Volume IV on February 1, 2022, and Volume III on February 24, 2022 (California Energy Commission 2021b). The 2021 IEPR provides information and policy recommendations on advancing a clean, reliable, and affordable energy system for all Californians (California Energy Commission 2021a). Volume I of the 2021 IEPR addresses actions needed to reduce the GHG emissions related to the buildings in which California live and work, with an emphasis on energy efficiency; Volume II examines actions needed to increase the reliability and resiliency of California's energy system; Volume III looks at the evolving role of gas in California's energy system; and Volume IV reports on California's energy demand outlook, including a forecast to 2035 and long-term energy demand scenarios of 2050. The 2021 IEPR builds on the goals and work in response to AB 758 (Energy: energy audit), SB 350 (Clean Energy and Pollution Reduction Act), AB 3232 (Zero-emissions buildings and sources of heat energy), and the 2019 IEPR to further a comprehensive approach toward decarbonizing buildings in a cost-effective and equitable manner. For the 2021 IEPR, the CEC extends the forecast time frame to 15 years to coincide with several state goals that are planned for 2035 and improves methodologies to better quantify and predict the likelihood, severity, and duration of future extreme heat events.

Executive Order N-79-20. Executive Order N-79-20, issued September 23, 2020, directs the state to require all new cars and passenger trucks sold in the state to be zero-emission vehicles by 2035. Executive Order N-79-20 further states that all medium- and heavy-duty vehicles sold in the state will be zero-emission by 2045.

### ***City of Pasadena***

#### ***Climate Action Plan***

The City adopted the Pasadena Climate Action Plan (CAP) in March 2018, which aims to reduce community-wide GHG emissions and combat climate change. It is the latest initiative in the City's ongoing commitment to confronting the issue of climate change. The CAP analyzed the community-wide GHG emissions at a programmatic level; outlined strategies to reduce Pasadena's emissions consistent with AB 32, SB 32, and EP S-3-05; demonstrated Pasadena's commitment to achieving the statewide GHG emissions reduction targets; and served as a qualified GHG emissions reduction plan consistent with CEQA

Guidelines Section 15183(b)(1). There are five strategies in the CAP: Energy Conservation and Efficiency, Sustainable Mobility and Land Use, Water Conservation, Waste Reduction, and Urban Greening.

## METHODOLOGY

The energy impact analysis focuses on the two sources of energy that are relevant to the proposed Project: electricity and transportation fuel for vehicle trips associated with Project operations as well as the fuel necessary for Project construction. The Project does not include connection to natural gas services, meaning that there would be no natural gas consumption during construction and operation of the Project. The analysis of electricity usage is based on CalEEMod version 2020.4.0 modeling, which quantifies energy use for occupancy. The Project's estimated electricity is based primarily on CalEEMod's default settings for Los Angeles County, and consumption factors provided by Pasadena Water and Power (PWP), the electricity provider for the Project site. The results of the CalEEMod modeling are included in **Appendix B.1, Air Quality, GHG Emissions, and Energy Calculations**. The amount of operational fuel use was estimated using the CARB Emissions Factor 2017 (EMFAC2017) computer program, which provides projections for typical daily fuel (i.e., diesel and gasoline) usage in the County, and the Project's trip generation from the *2915 East Colorado Porsche Transportation Impact Analysis Outside CEQA Evaluation Final Report* (Transportation Impact Analysis), prepared by Iteris Incorporation (dated February 1, 2022); refer to **Appendix F, Traffic Impact Assessment**. The estimated construction fuel consumption is based on the Project's construction equipment list timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips. The results of the modeling and construction fuel estimates are included in **Appendix B.1**.

CEQA Guidelines Appendix F is an advisory document that assists in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis under Issue VI(a) relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1:** The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.
- **Criterion 2:** The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3:** The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4:** The degree to which the project complies with existing energy standards.
- **Criterion 5:** The effects of the project on energy resources.
- **Criterion 6:** The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the project's energy usage is presented and addresses Criterion 1. The discussion on construction-related energy use focuses on Criterion 2, 4, and 5. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy

demand analysis discusses Criterion 2, 4, and 6, and the building energy demand analysis discusses Criterion 2, 3, 4, and 5.

**Discussion:**

- a) **Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

The Project's estimated energy consumption is summarized in **Table VI-1, Project and Countywide Energy Consumption**. As noted above, the Project would not include natural gas consumption. As shown in **Table VI-1**, the Project's electricity usage would constitute an approximate 0.0022 percent increase over the County's typical annual electricity consumption. The Project's construction and operational fuel consumption would increase the County's consumption by 0.0176 percent and 0.0015 percent, respectively (**Criterion 1**).

**TABLE VI-1. PROJECT AND COUNTYWIDE ENERGY CONSUMPTION**

Energy Type	Project Annual Energy Consumption <sup>a</sup>	Los Angeles County Annual Energy Consumption <sup>b</sup>	Percentage Increase Countywide <sup>b</sup>
<b>Electricity Consumption</b>	1,450 MWh	65,649,878 MWh	0.0022%
<b>Fuel Consumption</b>			
Construction (Heavy-Duty Diesel Vehicle) Fuel Consumption <sup>c</sup>	68,513 gallons	390,111,209 gallons	0.0176%
Operational Automotive Fuel Consumption <sup>c</sup>	56,570 gallons	3,742,125,048 gallons	0.0015%

Key: MWh= Megawatt Hour

Notes:

a. As modeled in CalEEMod version 2020.4.0.

b. The Project's electricity consumption during operation is compared to the total consumption in Los Angeles County in 2020. The Project's construction and operational fuel consumption are compared with the projected Countywide heavy-duty vehicle/diesel fuel consumption in 2022 (when construction starts) and on-road automotive fuel consumption in 2025 (operational year).

Los Angeles County electricity consumption data source: California Energy Commission 2022.

EMFAC2017 Model data source: <https://arb.ca.gov/emfac/2017/>, accessed April 26, 2022.

c. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2017 model.

**Construction-Related Energy Consumption**

During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels for construction vehicles and other energy-consuming equipment would be used during demolition, grading, building construction, and architectural coating. As indicated in **Table VI-1**, the overall fuel consumption during Project construction would be 68,513 gallons, which would result in a nominal increase (0.0176 percent) in fuel use in the County. As such, Project construction would have a minimal effect on the local and regional energy supplies and would not require additional capacity (**Criterion 2**).

Some incidental energy conservation would occur during construction through compliance with state requirements that equipment not in use for more than five minutes be turned off (i.e., Title 13, California Code of Regulations Section 2485). Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. In addition, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**Criterion 4**).

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than nonrecycled materials (CalRecycle 2022). It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment, or building materials, or methods that would be less energy efficient than at comparable construction sites in the region or state. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources (**Criterion 5**) and a less than significant impact would occur in this regard.

### ***Operational Energy Consumption***

#### ***Transportation Energy Demand***

Pursuant to the federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Based on the Transportation Impact Analysis, the Project would generate 1,226 trips per day, including 57 trips during the a.m. peak hour and 86 trips during the p.m. peak hour. As indicated in Table VI-1, Project operations are estimated to increase approximately 56,570 gallons of fuel consumption per year, which would increase countywide automotive fuel consumption by 0.0015 percent. The Project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**Criterion 2**).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the Project. However, the Project would include on-site electric vehicle charging stations, vanpool/carpool parking spaces, and bicycle parking spaces in compliance with the CALGreen Code. These Project design features would encourage and support the use of electric vehicles and alternative transportation modes by residents, workers, and visitors of the Project and thus reduce petroleum fuel consumption (**Criterion 4** and **Criterion 6**).

Therefore, fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur in this regard.



*Building Energy Demand*

The CEC developed 2020 to 2035 forecasts for energy consumption and peak demand in support of the 2021 IEPR for each of the major electricity and natural gas planning areas and the state based on the economic and demographic growth projections (California Energy Commission 2021c). The CEC forecasts that the statewide annual average growth rates of energy demand between 2021 and 2030 would be 1.3 percent to 2.3 percent for electricity and less than 0.1 percent to 0.8 percent increase for natural gas (California Energy Commission 2021c). As shown in Table VI-1, operational energy consumption of the Project would represent approximately 0.0022 percent increase in electricity over the current countywide usage, which would be significantly below the CEC's forecasts and the current countywide usage. Therefore, the Project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies (**Criterion 2**). Additionally, the Project would consume energy during the same time periods as other commercial developments. As a result, the Project would not result in unique or more intensive peak or base period electricity demand (**Criterion 3**).

The proposed Project would be required to comply with 2019 Title 24, which provides minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the 2019 Title 24 standards significantly reduces energy usage (53 percent for residential uses and 30 percent for nonresidential uses compared to structures constructed under the 2016 standards). The Title 24 standards are updated every three years and become more stringent with each update. As such, complying with the latest 2019 Title 24 standards would make the proposed Project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. Furthermore, the Project would exceed 2019 Title 24 standards by 10 percent. Additionally, the Project would install high-efficient lighting, energy-efficient appliances, all electric landscape equipment, low-flow water fixtures, and water-efficient irrigation (**Criterion 4**).

The electricity provider, PWP, is subject to California's Renewables Portfolio Standard (RPS) reflected in SB 100. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by the end of 2020, 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent of total procurement by 2030. The Project would install rooftop solar panels and generate renewable energy on-site. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that the Project would not result in the waste of the finite energy resources (**Criterion 5**).

The Project would not cause wasteful, inefficient, and unnecessary consumption of building energy during Project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

As described above, the City adopted its CAP on March 5, 2018. The CAP includes five strategies: Energy Conservation and Efficiency, Sustainable Mobility and Land Use, Water Conservation, Waste Reduction, and Urban Greening. The Project proposes to incorporate several energy efficiency design features that are consistent with the CAP efficiency measures. **Table VI-2, Climate Action Plan Consistency**, discusses the Project’s consistency with the applicable CAP measures.

**TABLE VI-2. CLIMATE ACTION PLAN CONSISTENCY**

CAP Measure	Project Consistency
<p><b>Measure E-1:</b> Building performance standards for new construction.</p> <ul style="list-style-type: none"> <li>▪ E-1.1: Increase energy efficiency requirements of new buildings to perform better than 2016 Title 24 Standards.</li> <li>▪ E-1.2: Encourage the use of energy conservation devices and passive design concepts that make uses of the natural climate to increase energy efficiency.</li> </ul>	<p><b>Consistent.</b> The Project would comply with the 2019 Title 24 standards and CALGreen and would use water-efficiency irrigation systems and include low-flow fixtures, water-efficiency irrigation, and all electric landscape equipment. Furthermore, the Project would exceed 2019 Title 24 standards by 10 percent. Additionally, the Project would not consume natural gas and would install high-efficiency lighting. As such, the Project would be consistent with the CAP measure.</p>
<p><b>Measure E-4:</b> Residential and Commercial Carbon-Neutral Energy.</p> <ul style="list-style-type: none"> <li>▪ E-4.1: Increase city-wide use of carbon-neutral energy by encouraging and/or supporting carbon-neutral technologies.</li> </ul>	<p><b>Consistent.</b> Per the 2019 Title 24 standards, the Project would install energy-efficient appliances and lighting throughout the Project site. Additionally, the Project would receive its electricity from PWP, which is required to comply with the RPS procurement goal of 50 percent renewable energy in 2030. Furthermore, the Project would install rooftop solar panels and generate renewable energy on-site. As such, the Project would be consistent with the CAP measure.</p>

Source: City of Pasadena 2018.

As noted above, the proposed Project would adhere to 2019 Title 24 standards, which includes the CALGreen code, and would implement several project designs features consistent with the CAP. Therefore, the proposed Project would help implement the CAP and would not conflict with an adopted plan, policy, or regulation pertaining to energy efficiency. A less than significant impact would occur.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

VII. GEOLOGY AND SOILS

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

DISCUSSION:

a) **Would the directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

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

The Project site is located within a seismically active area of Southern California; anywhere in Southern California there is a potential for fault rupture hazard due to an earthquake from local and regional faults. The potential impact of fault rupture hazard is considered to be greater on and near earthquake faults. The Alquist-Priolo Act and the City of Pasadena Fault Hazard Management Zone are intended to identify areas with higher potential for fault rupture hazard and mitigate this hazard by restricting new development for human occupancy on or near known earthquake faults. The Project site is not situated within an identified Alquist-Priolo Earthquake Fault Zone (California Department of Conservation 2021) nor a City of Pasadena Fault Hazard Management Zone (City of Pasadena 2002). A fault that is considered to be seismically active is one that has ruptured in the last approximate 11,700 years (Holocene). There are no known Holocene-active faults mapped across the Project site or trending directly toward the Project site. The closest significant fault to the Project site is the Raymond fault, oriented west to east northeast, located approximately 1.0 mile south. The Eagle Rock fault, Sierra Madre fault zones (B and C), and Elysian Park fault are located between 2 and 6 miles from the Project site. The Raymond fault zone, located along the City's southernmost boundary, is identified on the Alquist-Priolo Earthquake Fault Zoning Map. The City's Safety Element in the General Plan also identifies the Eagle Rock Hazard Management Zone and the Sierra Madre Fault Hazard Management Zone as additional zones of potential fault rupture (City of Pasadena 2002).

Despite being located in a strongly seismically active region, the Project site is not located on or in close proximity to an active fault and, as stated, is not located within an identified Alquist-Priolo Earthquake Fault Zone or a Pasadena Fault Hazard Management Zone. Therefore, impacts related to rupture of a known earthquake fault line would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**(ii) Strong seismic ground shaking?**

As discussed in Issue VII(a)(i), the Project site is located within a seismically active area of Southern California and there is a high potential for the Project site to experience strong seismic ground shaking or earthquakes from local and regional faults. However, the Project site is not located on or in close proximity to an active fault and is neither located within an identified Alquist-Priolo Earthquake Fault Zone nor a Pasadena Fault Hazard Management Zone. Further, the risk of earthquake damage from strong seismic ground shaking would be minimized because new structures would be built according to the current building codes that prescribe seismic safety requirements to address seismic ground motion, such as the International Building Code, California Building Code (CBC) Seismic Zone 4 requirements (design requirements based on the highest seismic risk category), and other applicable codes. Compliance with up-to-date building code requirements would reduce the risk of building collapse and major injuries during a seismic event to the extent feasible. Additionally, structures and practices would be inspected during construction, which would help ensure compliance with these engineering and safety standards. Therefore, the proposed Project would not result in substantial adverse effects involving strong seismic ground shaking and impacts would be less than significant.

**Finding of Significance:** The impact would be less than significant and no mitigation measures are necessary.

**(iii) Seismic-related ground failure, including liquefaction?**

Liquefaction involves sudden loss in strength of a saturated, cohesionless soil caused by the build-up of pore water pressure during cyclic loading, such as that produced by an earthquake. This increase in pore water pressure can temporarily transform the soil into a fluid mass, resulting in differential settlements and ground deformations. Typically, liquefaction occurs in areas where there are loose soils and the depth to groundwater is less than 50 feet from the surface. Seismic shaking can also cause ground settlement without liquefaction occurring, including settlement of dry sands above the water table. According to the California Earthquake Hazards Zone Application (a California Department of Conservation online map that identifies mapped earthquake hazard zones in California referred to as EQ Zapp), the Project site is not located within an Earthquake Zone of Required Investigation for liquefaction (California Department of Conservation 2021). Moreover, the Pasadena General Plan Safety Element Technical Background Report indicates that the Project site is not located within an area of previous or potential liquefaction (City of Pasadena 2002: Plate 1-3). Further, the background report identifies the subsurface soils underlying the Project site to consist predominantly of stiff soil, which is not susceptible to liquefaction or significant seismic settlements (City of Pasadena 2002: Plate 1-6). Open slopes and waterways can often lead to lateral spreading, which is a significant contributing factor to ground failure; however, there are no open slopes or waterways near the Project site. Therefore, the proposed Project would not result in substantial adverse effects, including the risk of loss, injury, or death, from seismic-related ground failure, including liquefaction.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**(iv) Landslides?**

The proposed Project site and its surrounding areas are generally flat and highly urbanized. There are no mapped landslide zones on the Project site, nor is the site within an Earthquake Zone of Required Investigation for landslides (California Department of Conservation 2021). The proposed Project is not within an area that is subject to landslides and, therefore, the proposed Project would not result in substantial adverse effects, including the risk of loss, injury, or death, from landslides.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**b) Would the project result in substantial soil erosion or the loss of topsoil?**

Soil erosion has the greatest potential to occur in areas adjacent to slopes/small gradients where disturbed or loosely packed topsoil is exposed to surface water or wind. The Project site is currently covered with structures, paving, and landscaping with limited exposed soil. However, during construction, soils would be temporarily exposed. Existing regulations and best management practices (BMPs) for construction processes would be used to ensure that wind or water erosion is minimized to the extent feasible during construction. Construction of the proposed Project would be subject to the requirements of the State Water Resources Control Board Construction General Permit (Order No. 2010-0014-DWQ, NPDES No. CAS000002), which requires construction projects with coverage under the permit to implement a Storm Water Pollution Prevention Plan (SWPPP). One of the permit requirements relative to construction is that the SWPPP be designed to address pollutants, including sources of sediment and site erosion. The SWPPP would identify BMPs, such as watering during active grading and covering soil

stockpiles on-site or in haul trucks (City of Pasadena 2018), which would prevent substantial soil erosion. Similarly, soil erosion from surface water would be minimized during construction by BMPs that would require covering excavated soil during rain and installing temporary berms to prevent flooding. Soil that would be displaced through cut and fill would be handled through compliance with standards for grading and excavation in the CBC.

At completion, the proposed Project would be built out with structures, landscaping, and paved surfaces, with only minimal landscaping area where soil may be exposed and susceptible to surface water and wind. Soil erosion during Project operations would be controlled by implementation of an approved landscape and irrigation plan that would be submitted to the City for review and approval prior to the issuance of building permits for the proposed Project.

With compliance with existing local and state requirements pertaining to construction activities and landscaping, the proposed Project would not result in substantial soil erosion or the loss of topsoil during construction and operation, and impacts would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**c) Is the project 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 onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse?**

The Project site is located in the San Gabriel Valley. The sedimentation of the alluvial valley beneath the Project site is extremely thick, due to the proximity of the San Gabriel Mountains and Verdugo Mountains, and the valley is considered relatively flat and stable. Therefore, the Project site is not considered to be located on a geologic unit that is unstable. The proposed Project consists predominantly of Palmview-Tujunga complex soils (USDA Custom Soil Resource Report 2022). This type of soil is not susceptible to liquefaction, significant seismic settlements, or collapse due to soil bridging and/or hydro collapse. Additionally, the soil is not anticipated to be significantly affected by moisture either through shrinking or swelling. Best engineering practices, proper design, and compliance with the current CBC would reduce any adverse effects caused by unstable geologic units or soils (City of Pasadena 2018). Therefore, the proposed Project would not 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-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. The impact would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

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

As discussed in Issue VII(a, b, c), the Project site is located in the San Gabriel Valley. The soils consist predominantly of sandy loam, which is in the low range for expansion potential. The soils on-site are not expected to have potential shrink and swell with changes in moisture content. Should expansive soils be encountered, best engineering practices, proper design, and compliance with existing CBC and site-specific geotechnical requirements would reduce any adverse effects associated with expansive soil. The proposed Project would not be located on expansive soil that would create substantial direct or indirect risks to life or property; impacts associated with expansive soils would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

- e) Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

The proposed Project would connect to the City sewer system for wastewater disposal and no use of septic tanks or alternative wastewater disposal systems would occur. No impact would occur.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

- f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

The Project site is currently developed with commercial buildings, a garage structure, surface parking, a vacant lot, and a portion of Nina Street, which is to be vacated. There is no significant natural landscape remaining at or in the vicinity of the proposed Project, and the potential hazard of destroying a unique geological feature is minimal.

The Project site is not known or expected to contain paleontological resources. As shown on Pasadena General Plan EIR Figure 5.4-2, Paleontological Sensitivity, the Project site is within an area of “No Sensitivity” for paleontological resources (City of Pasadena 2015a).

Plate 2-1 of the Technical Background Report to the Safety Element of the General Plan (City of Pasadena 2002) identifies the geologic unit underlying the project area as being Holocene to late Pleistocene young alluvial fan. The General Plan EIR (City of Pasadena 2015a) identifies that younger Quaternary deposits (such as those underlying the Project area) generally are too young to contain fossils and, as such, the paleontological sensitivity in these areas of the City is considered low. Therefore, construction of the proposed Project is not expected to encounter unique paleontological resources and the proposed Project would not have a significant impact.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

VIII. GREENHOUSE GAS EMISSIONS

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

DISCUSSION:

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

and

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

The City adopted the Pasadena CAP in March 2018, which aims to reduce community-wide GHG emissions and combat climate change. It is the latest initiative in the City’s ongoing commitment to confronting the issue of climate change. The CAP is a long-range qualified GHG reduction plan that provides a strategy to reduce GHG emissions from community-wide activities and municipal operations in the City to support California’s efforts under EO S-3-05, AB 32, and SB 32. The CAP builds on the goals and policies of the City of Pasadena General Plan Update and complements the state’s objectives to address climate change. Specifically, the CAP identifies climate action measures and implementation actions to reduce GHG emissions to achieve the following reduction goals:

- 27% below 2009 levels by 2020 (equivalent to 14% below 1990 levels, exceeding AB 32 target);
- 49% below 2009 levels by 2030 (equivalent to 40% below 1990 levels, consistent with SB 32);
- 59% below 2009 levels by 2035 (equivalent to 52% below 1990 levels); and
- 83% below 2009 levels by 2050 (equivalent to 80% below 1990 levels, consistent with EO S-3-05).

The strategy for achieving the goals outlined in the CAP builds on the City’s overall success to date, proposing to strengthen existing programs that have contributed to this success, and integrating new efforts to reduce GHG emissions. The CAP identifies 5 climate strategies, 27 measures, and 142 actions to reduce the City’s GHG emissions. Collectively, they have the potential to reduce emissions and contribute to the statewide efforts to combat climate change. The climate strategy is summarized below:

- **Energy Conservation and Efficiency** – reduce energy demand, utilize energy more efficiently, and switch to carbon neutral sources



- **Sustainable Mobility and Land Use** – improve pedestrian and bicycle infrastructure, enhance carpool and public transportation services, and expand the use of electric vehicles and related infrastructure
- **Water Conservation** – increase access to and use of recycled water and improve storm water infiltration
- **Waste Reduction** – promote reuse, recycling, and composting
- **Urban Greening** – maintain a healthy and expand existing urban forest

In accordance with the CAP, the City also developed a CAP Consistency Checklist as a tool for new development projects to demonstrate consistency with the CAP. To demonstrate consistency with the CAP, a project needs to be consistent with the City's General Plan Land Use Element land use designation, and fulfill one of the options below:

- **Option A: Sustainable Development Actions** – Demonstrate that the proposed project is consistent with the Pasadena CAP by incorporating applicable actions intended to ensure that the project contributes its fair share to the City's cumulative GHG reduction goals;
- **Option B: GHG Efficiency** – Demonstrate that the proposed project is consistent with Pasadena's per person GHG efficiency thresholds; or
- **Option C: Net Zero GHG Emissions** – Demonstrate that the proposed project would not result in a net increase in GHG emissions.

For the purpose of this analysis, consistency with *Option A: Sustainable Development Actions* would be utilized to demonstrate project consistency with the City's CAP; refer to **Appendix B.2, Climate Action Plan Consistency Checklist**. To demonstrate consistency with CAP Consistency Checklist *Option A: Sustainable Development Actions*, a proposed project must incorporate applicable Sustainable Development Actions to the satisfaction of the applicable City departments. Incorporating these actions would ensure that the project would reduce its fair share of GHG emissions and support the achievement of the City's overall GHG emissions reduction goals. **Table VIII-1, Consistency with Climate Action Plan Sustainable Development Actions**, evaluates applicable actions to determine how the proposed Project would be consistent with or exceed the actions outlined in the CAP. As shown, the Project would be consistent with all six Mandatory Actions, one Energy Efficiency and Conservation action, three Sustainable Mobility and Land Use actions, and one Urban Greening action. This would result in 11 actions being implemented as part of the Project, which would be consistent with the requirement of at least 11 actions incorporated.

**TABLE VIII-1. CONSISTENCY WITH CLIMATE ACTION PLAN SUSTAINABLE DEVELOPMENT ACTIONS**

GHG Reduction Strategy (Measure in Pasadena's CAP)	Sustainable Development Actions	Project Consistency Analysis
<b>Mandatory Actions</b>		
<b>T-1.2:</b> Continue to improve bicycle and pedestrian safety	<b>Bicycle Storage:</b> Does the project provide bicycle storage lockers, racks, or other bicycle storage facilities for residents/employees?	<b>Consistent.</b> The Project would provide bicycle parking spaces on-site for employees and visitors.
<b>T-3.1:</b> Decrease annual commuter miles traveled by single occupancy vehicles	<b>Transportation Demand Management (TDM):</b> Does the project include a TDM plan? A TDM plan is required for the following projects: multifamily residential development that are 100 or more units; mixed-use developments with 50 or more residential units or 50,000 square feet or more of non-residential development; or non-residential projects which exceed 75,000 square feet.	<b>Consistent.</b> The Project would include more than 75,000 square feet of non-residential development and therefore is subject to this action. A TDM is required prior to the issuance of a Certificate of Occupancy, after the construction of the Project per the City's Municipal Code. Therefore, the Project would be consistent with this action.
<b>T-4.1:</b> Expand the availability and use of alternative fuel vehicles and fueling infrastructure	<b>Alternative Vehicle Fueling Wiring:</b> For projects with more than three parking spaces, does the project provide wiring for at least one 240V Type II electric car charger?	<b>Consistent.</b> The Project would provide at a minimum ten electric vehicle charging stations on-site, including Type II chargers.
<b>E-1.2:</b> Encourage the use of energy conservation devices and passive design concepts that make use of the natural climate to increase energy efficiency	<b>Passive Design Features:</b> Does the project utilize passive design techniques such as awnings or overhangs on the east, west, and south facing windows which block the high summer sun but allow in lower winter sun?	<b>Consistent.</b> The Project would utilize passive design techniques that make use of the natural climate to increase energy efficiency. Specifically, the glazing at exterior storefront would utilize tempered, insulated Low-E clear glass; a cool roofing system (e.g., Carlisle syntec system) would be used; adhesives, sealants, and caulks used during Project construction and operation would comply with SCAQMD requirements; architectural paints and coatings would comply with VOC limits in Table 1 of the CARB Architectural coatings suggested control measure as well as SCAQMD Rule 1113; all carpet would be compliant with the VOC emission limits and testing requirements; composite wood products used would meet the requirements for formaldehyde as specified in CARB's air toxics control measure for composite wood; lastly, Minimum Efficiency Reporting Value (MERV) 8 (air) Filters would be installed for the structures and recommendations for maintenance with filters of the same value would be included in the operation and maintenance manual.
<b>WC-1.1:</b> Reduce potable water usage throughout Pasadena	<b>Irrigation Efficiency:</b> Will the project utilize drought tolerant landscaping and/or drip irrigation and/or weather controllers to reduce outdoor water use?	<b>Consistent.</b> The Project would use a water-efficient irrigation system to reduce outdoor water use.

TABLE VIII-1, CONTINUED

GHG Reduction Strategy (Measure in Pasadena’s CAP)	Sustainable Development Actions	Project Consistency Analysis
<b>WR-1.1:</b> Continue to reduce solid waste and landfill GHG emissions	<b>Facilitate Recycling:</b> Does the project include a space for separate trash and recycling bins as well as provide informational signage/handouts for residents/employees outlining materials to be recycled?	<b>Consistent.</b> The Project would include space for separate trash and recycling bins and provide informational signage for employees and visitors outlining materials to be recycled.
<b>Energy Efficiency and Conservation</b>		
<b>E-1.1:</b> Increase energy efficiency requirements of new buildings to perform better than 2016 Title 24 Standards	<b>Energy Efficiency (Exceed 2016 Title 24):</b> Does the project exceed the 2016 Title 24 Efficiency Standards by at least 5%?	<b>Consistent.</b> The Project would exceed the most current (2019) Title 24 standards by 10 percent, at a minimum. It should be noted that 2019 Title 24 standards are 30 percent more efficient than 2016 Title 24 standards for nonresidential buildings.
<b>Sustainable Mobility and Land Use</b>		
<b>T-1.1:</b> Continue to expand Pasadena’s bicycle and pedestrian network	<b>Bike Share:</b> Does the project include a bike share station? Please include these specifications on the project plans.	<b>Consistent.</b> As shown on Figure 4, Site Plan, the Project includes a bike share station on the east side of the Project site.
<b>T-3.1:</b> Decrease annual commuter miles traveled by single occupancy vehicles	<b>Car Sharing:</b> Does the project provide/facilitate car sharing by providing a designated car share space on or within the immediate vicinity of the project site? Examples of car share options include ZipCar, PitCarz, and Getaround.	<b>Consistent.</b> The project would provide vanpooling/carpooling and car share parking spaces on-site.
<b>T-5.1:</b> Facilitate high density, mixed-use, transit-oriented, and infill development	<b>Transit Oriented Development:</b> Is the project located within 0.25 mile of a major transit stop as defined in the Zoning Code. Please include a map outlining the nearest transit stop.	<b>Consistent.</b> The project site is an infill development located within 0.25 mile of multiple bus stops along East Colorado Boulevard and San Gabriel Boulevard. The closest bus stop is the Colorado/Kinneloa stop serving Pasadena Transit bus line 30 and located approximately 880 feet east of the site. <b>I</b>
<b>Urban Greening</b>		
<b>UG-1.1:</b> Continue to preserve, enhance, and acquire additional green space throughout Pasadena to improve carbon sequestration, reduce the urban heat-island effect, and increase opportunities for active recreation	<b>Greenspace:</b> Does the project include at least 500 sq. ft. of public use greenspace (landscaped yards, parklets, rooftop garden, etc.)? At a minimum, 50% of the required greenspace must include softscape landscaping (e.g., trees, plants, grass, etc.).	<b>Consistent.</b> As shown on Figure 4, Site Plan, and Figure 7, Landscaping Plan, the Project would include ornamental landscaping along the perimeter of the site and throughout the surface parking lot. The landscaping would exceed 500 sq. ft.

Source: City of Pasadena, Pasadena Climate Action Plan, Appendix D: Climate Action Plan Consistency Checklist, December 28, 2017.

In summary, the consistency analysis provided in **Table VIII-1** demonstrates that the proposed Project complies with 11 applicable Sustainable Development Actions from the City's CAP Consistency Checklist. In addition, the Project would be consistent with the land use designation of the City's General Plan. Therefore, the Project would be consistent with the City's CAP adopted for the purpose of reducing the emissions of GHGs, and the project-specific impacts with regard to GHG emissions would be less than significant.

#### ***Direct Project-Related Source of Greenhouse Gases***

While the Project's GHG emissions impact significance determination is based solely on consistency with GHG reduction plans (i.e., the Project is consistent with the CAP and would result in less than significant impacts in regard to GHG emissions), quantification of existing and projected GHG emissions resulting from Project implementation have been prepared and disclosed herein for informational purposes. The proposed Project would result in direct emissions of CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub>, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct Project-related GHG emissions would include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. It should be noted that GHG emissions from existing uses (operations of the on-site commercial buildings, garage structure, and surface parking lots) are not quantified for a more conservative analysis. The most recent version of CalEEMod, version 2020.4.0, was used to calculate Project-related GHG emissions. **Table VIII-2, *Estimated Greenhouse Gas Emissions***, presents the estimated CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> emissions of the proposed Project. CalEEMod outputs are contained in **Appendix B.1**.

Construction Emissions. Construction GHG emissions are amortized (i.e., total construction emissions divided by the lifetime of the Project, assumed to be 30 years),<sup>1</sup> then added to the operational emissions. As seen in **Table VIII-2**, construction of the proposed Project would result in a total of 30.48 MTCO<sub>2</sub>e/year (amortized over 30 years).

Area Source. The Project would result in nominal area source emissions; refer to **Table VIII-2**. Area source emissions would be generated due to an increased demand for consumer products, architectural coating, and landscaping equipment associated with the development of the proposed Project. As discussed in **Table VIII-2**, area source emissions account for the Project design feature of using all electric landscape equipment.

Mobile Source Emissions. The Project would result in mobile source emissions; refer to **Table VIII-2**. Mobile source emissions account for CalEEMod estimated construction trips and operational trips based on the *2915 East Colorado Porsche Transportation Impact Analysis Outside CEQA Evaluation Final Report* (Transportation Impact Analysis), prepared by Iteris, Inc. (dated February 1, 2022). According to the Transportation Impact Analysis, the project would result in a net increase of 1,057 average daily trips (daily trips under proposed dealership use minus daily trips under existing use).

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<sup>1</sup> In accordance with the SCAQMD guidance, projected GHGs from construction have been quantified and amortized over 30 years, which is the number of years considered to represent the life of the project. The amortized construction emissions are added to the annual average operational emissions.

TABLE VIII-2. ESTIMATED GREENHOUSE GAS EMISSIONS

Source	CO <sub>2</sub>	CH <sub>4</sub>		N <sub>2</sub> O		Total Metric Tons of CO <sub>2</sub> e <sup>2,3</sup>
	Metric tons/year <sup>1</sup>	Metric tons/year <sup>1</sup>	Metric tons of CO <sub>2</sub> e <sup>1,3</sup>	Metric tons/year <sup>1</sup>	Metric tons of CO <sub>2</sub> e <sup>1,3</sup>	
<b>Proposed Project</b>						
<b>Direct Emissions</b>						
Construction (amortized over 30 years) <sup>4</sup>	29.99	<0.01	0.12	<0.01	0.37	30.48
Area Source <sup>5</sup>	<0.01	<0.01	<0.01	0.00	0.00	<0.01
Mobile Source <sup>6</sup>	342.26	0.03	0.67	0.02	4.86	347.78
Stationary Source <sup>7</sup>	3.06	<0.01	0.01	0.00	0.00	3.07
<i>Project Total Direct Emissions</i> <sup>2</sup>	<i>375.33</i>	<i>0.03</i>	<i>0.79</i>	<i>0.02</i>	<i>5.23</i>	<i>381.34</i>
<b>Indirect Emissions</b>						
Energy <sup>8</sup>	574.24	0.02	0.54	<0.01	0.78	575.57
Water Demand <sup>9</sup>	12.13	0.72	17.92	0.00	0.00	30.05
Solid Waste <sup>10</sup>	88.01	0.46	11.45	<0.01	0.33	102.77
<i>Total Indirect Emissions</i> <sup>2</sup>	<i>674.38</i>	<i>1.20</i>	<i>29.91</i>	<i>&lt;0.01</i>	<i>1.11</i>	<i>708.39</i>
<b>Total Project-Related Emissions<sup>2</sup></b>	<b>1,089.73 MTCO<sub>2</sub>e/yr</b>					

Notes:

Carbon dioxide equivalent = CO<sub>2</sub>e; metric tons of carbon dioxide equivalent per year = MTCO<sub>2</sub>e per year

1. Project emissions were calculated using CalEEMod version 2020.4.0, as recommended by the SCAQMD.
2. Totals may be slightly off due to rounding.
3. Carbon dioxide equivalent values calculated using the U.S. Environmental Protection Agency Website, *Greenhouse Gas Equivalencies Calculator*, <http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>, accessed June 8, 2022.
4. Total Project construction GHG emissions equate to 914.54 MTCO<sub>2</sub>e. Value shown is amortized over the lifetime of the project (assumed to be 30 years).
5. Area source emissions account for the Project design feature of using all electric landscape equipment.
6. Mobile source emissions account for CalEEMod estimated construction trips based on land uses and a net increase of 1,057 average daily trips (daily trips under proposed dealership use minus daily trips under existing use) during Project operation based on the *2915 East Colorado Porsche Transportation Impact Analysis Outside CEQA Evaluation Final Report*, prepared by Iteris, Inc. (dated February 1, 2022).
7. Stationary source emissions account for the Project design feature of an emergency generator with 250 kW.
8. Energy source emissions account for Project design features, including no natural gas use, compliance with 2019 Title 24 standards, and using high efficiency lighting and other energy efficient appliances.
9. Water demand emissions account for Project design features, including low-flow water fixtures and water efficient irrigation system.
10. Solid waste demand emissions account for compliance with AB 341.

Refer to **Appendix B.1**, for detailed model input/output data.**Indirect Project-Related Source of Greenhouse Gases**

**Energy Consumption.** Energy consumption associated with the Project would result in 575.57 MTCO<sub>2</sub>e/year; refer to **Table VIII-2**. Energy consumption emissions were calculated using the CalEEMod model and Project-specific land use data. Electricity would be provided to the Project site by Pasadena Water and Power. The Project would include energy-efficient project design features, including no natural gas use, compliance with 2019 Title 24 standards, and high efficiency lighting and other energy-efficient appliances, all of which have been incorporated in CalEEMod.

**Water Demand.** Water consumption associated with the Project would result in 30.05 MTCO<sub>2</sub>e/year; refer to **Table VIII-2**. The Project would include water efficiency project design features, including low-flow water fixtures and a water-efficient irrigation system.

**Solid Waste.** Solid waste associated with the Project would result in 102.77 MTCO<sub>2</sub>e/year; refer to **Table VIII-2**.

***Total Project-Related Sources of Greenhouse Gases***

As shown in **Table VIII-2**, the total amount of proposed Project-related GHG emissions from direct and indirect sources combined would be 1,089.73 MTCO<sub>2</sub>e/year. It should be noted that the roof would be designed to accommodate solar panels. Future installation of solar panels would further decrease the total amount of proposed Project-related GHG emissions. Overall, as the Project is consistent with the City of Pasadena CAP (refer to Table VIII-1), impacts would be less than significant in this regard.

**Finding of Significance:** The impact would be less than significant and no mitigation measures are necessary.

IX. HAZARDS AND HAZARDOUS MATERIALS

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

BACKGROUND

A Phase I Environmental Site Assessment (ESA) dated November 4, 2021 (**Appendix D.1**), and a Limited Phase II Environmental Site Assessment dated March 24, 2022 (**Appendix D.2**), were performed for the proposed Project. The Phase 1 ESA identified two recognized environmental conditions (RECs): the potential for soil, groundwater, and soil gas impacts to have occurred from a former dry cleaner operation on the Project site; and the potential for soil gas impacts to have occurred from a former gasoline station located approximately 85 feet west of the Project site.

The Project Phase I ESA also identified two historic recognized environmental conditions (HRECs): two prior underground storage tanks (USTs) on the Project site that were removed under the Los Angeles

County Department of Public Works (LADPW) supervision in 1987, for which soil sampling beneath the USTs did not detect significant contamination, and LADPW issued a “no further action” letter on July 29, 1987; and in July 1996, during a prior Phase I ESA and Phase II investigation by Dames & Moore, when soil borings and samplings were performed in the vicinity of the former locations of hydraulic lifts, former USTs, piping, and an auto spray booth area, which detected low levels of total recoverable petroleum hydrocarbons (TRPH) and low levels of solvents in a portion of the samples. The analytical test results indicated low enough detection to be acceptable, and the City of Pasadena issued a “no further action” closure letter on January 30, 1997. An HREC is defined by ASTM International in the E1527-21 standard as “a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations).”

The Limited Phase II ESA was prepared as a result of the identified RECs in the Project Phase I ESA, and was performed on the southwestern portion of the Project site. The Limited Phase II Investigation consisted of installing two soil gas probes at a depth of 6 feet to investigate the potential for soil gas present in the Project soils. Groundwater samples were not collected due to the depth to the water table at approximately 150 feet below ground surface. The collected soil gas samples from the borings were analyzed and indicated exceedances of Department of Toxic Substances Control (DTSC) soil gas screening levels for constituents in soil of VOCs (1,3-butadiene and benzene) for commercial land use (DTSC 2020). The Limited Phase II recommends vapor mitigation contingencies, including passive venting, and a membrane be implemented with the sub-slab design for development in the southwest portion of the Project site.

## DISCUSSION:

- a) **Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

### *Construction*

As previously described, the proposed Project would involve the construction of 65,360 square feet of building area comprising a two-story auto dealership/service center, car wash building, EV battery storage building, and a surface car lot. The Project site is currently occupied by an existing commercial building and surface parking lot, both of which would be demolished as part of the proposed Project. Construction activities, including demolition of the existing uses, excavation, and building construction, would include the use of limited quantities of hazardous substances such as petroleum-based fuels, hydrocarbons, and hydraulic fluid, and their derivatives (e.g., gasoline, diesel, oils, and lubricants). These types of materials are not acutely hazardous. The use of these substances would be short-term and in quantities that are typical of the construction industry. Further, transport, storage, use, and disposal of hazardous materials used during construction would occur in accordance with state and local regulations and manufacturers’ instructions. Construction of the proposed Project would involve the implementation of BMPs and standard construction controls to ensure that if any hazardous materials are released, they are controlled in accordance with local, state, and federal laws and regulations.



As mentioned, the Project would require demolition of the existing structures located at the northwest portion of the Project site with the site addresses at 2914 East Walnut Street, 2926 East Walnut Street, and 60 North Sunnyslope Avenue. The original construction of the buildings occurred in 1929 with subsequent additions made in 1973, 1979, and 1997. Based on the age of the buildings, it is possible that the structures may have used asbestos containing material (ACM), which was extensively used from the 1940s through the 1970s as a fire-retardant building material and thermal and acoustic insulator. Additionally, it is possible that lead-based paint (LBP) may have been used on the structures, which has a long history of use from at least the eighteenth century until its ban in 1978. As a result, Mitigation Measure MM HAZ-1 is identified to require ACM and LBP testing and abatement activities, as appropriate, in compliance with California and Federal Occupational Safety and Health Administration (OSHA) and SCAQMD regulations. Implementation of Mitigation Measure MM HAZ-1 would render potential impacts associated with ACMs and LBPs less than significant.

As mentioned above, the Project Phase I ESA identified two RECs for potential soil gas contamination associated with the past on-site dry cleaner operations and from a previous gasoline filling station located 85 feet west of the Project site on the west side of North Sunnyslope Avenue. The Limited Phase II Investigation was conducted as a result of the Project Phase I ESA identification of the RECs, and consisted of conducting soil boring samples and analyses. The analyzed samples indicated exceedances of commercial land use (DTSC 2020) soil gas screening levels for 1,3-butadiene and benzene. Due to the presence of the contaminated soils, the proposed Project has the potential to create a significant hazard to the public or the environment during Project construction and operations due to the release of the soil vapor. Absent mitigation, this would be a potentially significant impact. Based on the conclusions of this assessment, implementation of Mitigation Measure MM HAZ-2 is required to address potential on-site contamination and reduce potential impacts to a less-than-significant level.

### ***Operations***

Operation of the Project includes the collection and presentation of vehicles for sale, vehicle service and maintenance, and car wash. As a result, the Project operations would include use of hazardous substances such as petroleum-based fuels, hydrocarbons, and hydraulic fluid, and their derivatives (e.g., gasoline, diesel, oils, and lubricants). As mentioned previously, these materials are not acutely hazardous, and are typically used in automotive service centers. The safe transport, storage, use, and disposal of these hazardous materials used are delineated and required in federal, state, and local regulations and manufacturers' instructions. The Project Operational SWPPP would prescribe BMPs for proper management, use, and disposal for hazardous materials used and generated by the Project. Additionally, the Project would be subjected to standard procedures and reporting requirements, such as the preparation and maintenance of a Hazardous Materials Business Plan (HMBP) (for hazardous materials above the applicable threshold quantities), which is managed by the local Certified Unified Program Agency (CUPA), Pasadena Fire Department. The HMBP would ensure that in the event of any hazardous materials are released, they are controlled in accordance with local, state, and federal laws and regulations. Compliance with federal, state, and local requirements would result in less than significant impacts during Project operations.

### *Mitigation Measures*

The following Mitigation Measures MM HAZ-1 and MM HAZ-2 shall be implemented to address the potential for the proposed Project to result in significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

**MM HAZ-1: Hazardous Building Materials Abatement.** Prior to building demolition, the following activities shall be implemented:

- A. The applicant shall retain a State of California-licensed asbestos/lead abatement contractor to conduct surveys to identify the potential presence of asbestos containing material (ACM) and lead-based paint (LBP).
- B. In the event that ACM and/or LBP are detected, the State of California-licensed asbestos/lead abatement contractor shall perform ACM and/or LBP abatement in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency, Occupational Safety and Health Administration, California Occupational Safety and Health Administration, and the South Coast Air Quality Management District.
- C. The asbestos/lead abatement contractor shall provide written notification to the local CalOSHA district office regarding its "Intent to Conduct Asbestos Related Work" and/or "Intent to Conduct Lead-Related Work." These notifications shall be submitted at least 24 hours in advance of performing the respective asbestos-related or lead-related work.
- D. Other potentially hazardous building materials, including mercury-containing equipment, polychlorinated biphenyl (PCB)-containing equipment, lead-containing batteries, chlorofluorocarbon (CFC)-containing equipment, and Universal Wastes (e.g., fluorescent light tubes), shall be segregated and may require further testing and analysis to determine whether they meet the definition of a hazardous waste in California and can be managed under the Universal Waste Rules. Hazardous wastes shall only be handled by properly trained workers.
- E. Notification shall be provided to contractor and subcontractor personnel as to the presence of ACMs, asbestos-containing construction materials, LBPs, and other hazardous building materials at the site.
- F. All ACMs removed from on-site structures are to be hauled and disposed of by a transportation company certified to handle asbestos and hazardous materials.

**MM HAZ-2: Hazardous On-site Contamination.** Prior to the issuance of the Project grading permits, the applicant shall conduct additional characterization of the Project site to delineate the extent of volatile organic compounds (VOCs) contaminated soils associated with the historical uses of the site. Construction of the Project may not commence until it has been confirmed that soil vapor or soil matrix is not impacted or has been remediated.

If the contaminated soil exceeds the applicable regulatory standards (i.e., DTSC Human Health Risk Assessment Screening Levels), a remedial action plan shall be prepared and

include measures to remove or protect against the contaminated conditions, which may include soil removal, installation of passive venting and a membrane be implemented with the sub-slab design, other vapor barriers and venting systems, and ongoing monitoring of soil vapors, if future construction is planned for the identified affected areas. The remedial action plan must be approved by the Pasadena Fire Department and implemented to the satisfaction of the Pasadena Fire Department, which serves as the CUPA.

- b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?**

#### ***Construction***

As described under Issue IX(a) above, construction activities and equipment would include the use of limited quantities of hazardous substances such as petroleum-based fuels, hydrocarbons, and hydraulic fluid, and their derivatives (e.g., gasoline, diesel, oils, and lubricants); however, the amount of these substances would be considered minimal and short-term. Construction vehicles on-site may require refueling or maintenance that could result in minor releases of oil, diesel fuel, transmission fluid, or other materials. Accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials represent a potential threat to human health and the environment if not properly treated. Accident prevention and containment would be the responsibility of the construction contractors, and provisions to properly manage hazardous substances and wastes are typically included in construction specifications. Additionally, the limited quantities of hazardous materials that would be associated with proposed construction would not represent a significant hazard to the public or environment in the case of an accidental release.

As also described under Issue IX(a) above, contaminated soils and hazardous building materials are located on-site. Compliance with existing regulations, including implementation of BMPs and coordination with regulatory agencies on remediation activities, would limit both the frequency and severity of potential releases of hazardous materials associated with cleanup and abatement. Nevertheless, due to the presence of contaminated soil and hazardous building materials, the proposed Project has the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. Absent mitigation, this would be a potentially significant impact.

#### ***Mitigation Measure***

Mitigation Measure MM HAZ-2 identified above would reduce impacts associated with an upset or accident involving the release of hazardous materials into the environment. With implementation of this measure, the impact of the proposed Project with respect to upset and accident conditions would be less than significant.

#### ***Operations***

The proposed Project is an auto dealership with a service center, car wash, and EV battery storage facilities. The use of hazardous materials and substances during operations would involve petroleum-based fuels, hydrocarbons, and hydraulic fluid, and their derivatives (e.g., gasoline, diesel, oils, and lubricants). As mentioned above, the Project Operational SWPPP would prescribe BMPs for proper management, use, and disposal for hazardous materials used and generated by the Project, and the

Project HMBP would ensure that in the event of any hazardous materials are released, they are controlled in accordance with local, state, and federal laws and regulations. Therefore, the operation of the proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

**c) Would the project emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?**

The nearest school to the Project site is Walden School, located at 74 South San Gabriel Boulevard, in Pasadena, approximately 0.2 miles southwest of the Project site. The school is an independent, nonprofit corporation with approximately 190 students in grades pre-kindergarten through sixth grade. The school was founded in 1970, and is governed by a board of trustees. No public schools are located within 0.25 miles of the Project site. As mentioned, the Project would involve use, transport, and disposal of hazardous materials such as petroleum-based fuels, hydrocarbons, and hydraulic fluid, and their derivatives (e.g., gasoline, diesel, oils, and lubricants) during both construction and operation stages. However, these types of materials are not acutely hazardous. As mentioned, the Project would be subjected to requirements for managing the hazardous materials, including implementing the Project SWPPP and HMBP, which entail the safe handling, use, and disposal of hazardous materials. During construction, the Project has the potential to release hazardous materials associated with the prior uses on the Project site as described in Issue IX(a); however, the Project would implement Mitigation Measures MM HAZ-1 and HAZ-2 to abate and address the prior contamination in accordance with safety requirements promulgated by the EPA, Cal-OSHA, and SCAQMD such that impacts would be less than significant.

**Finding of Significance:** With implementation of Mitigation Measures MM HAZ-1 and MM HAZ-2, impacts are less than significant.

**d) Is the project located on a site that is included on a list of hazardous material 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 a site that is included on a list of hazardous material sites compiled in accordance with Government Code Section 65962.5, based on a query of the Project area on the DTSC EnviroStor database.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

**e) For an action located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

The Project site is not within an airport land use plan or within 2 miles of a public airport or public use airport. The nearest public use airport is the San Gabriel Valley Airport, located approximately 5.4 miles southeast of the Project site. Therefore, the proposed Project would not result in a safety hazard or excessive noise for people residing or working in the vicinity of an airport and would have no impact.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

**f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

The nearest disaster route within the Project vicinity includes Colorado Boulevard, which is adjacent to the Project site's southern property line, and the I-210 freeway, which is approximately 0.15 miles north/northeast the Project site (County of Los Angeles Department of Public Works 2008). While the majority of construction activities would be confined to the Project site, limited off-site activities may occur within the adjacent rights-of-way, temporarily requiring lane closures on the roads surrounding the Project site. These partial lane closures would be temporary in nature and would not occur on any streets designated as evacuation routes by the County of Los Angeles. The closures would also occur in coordination with the Pasadena Fire Department and the Pasadena Police Department, which would ensure proper advanced coordination with emergency service providers and planning of detours and emergency access routes, if needed, to maintain emergency access. No permanent lane closures or obstructions that could impede emergency response to or from the Project site from surrounding streets would occur with implementation of the proposed Project. At buildout, the proposed Project would be developed on existing parcels that were previously developed and would not pose any physical barriers on public rights-of-way. Therefore, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and the impact of the proposed Project would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**g) Would the project expose people or structures, either directly or indirectly, to the risk of loss, injury, or death involving wildland fires?**

The Project site is not near wildlands and is outside any of the Very High Fire Hazard Severity Zones (VHFHSZ) in the City's Local Responsibility Area (LRA) (CAL FIRE 2011). Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and the Project would have no impact.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

**X. HYDROLOGY AND WATER QUALITY**

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

**DISCUSSION:**

**a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

The City of Pasadena is within the greater Los Angeles River watershed and, thus, within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). A significant impact may occur if the proposed Project would discharge water that does not meet the water quality standards of LARWQCB and other agencies that regulate surface water quality and water discharge. The City of Pasadena is a co-permittee of the Los Angeles County storm drain system permit or “municipal permit” (Order No. R4-2012-0175-A01; National Pollutant Discharge Elimination System [NPDES] No. CAS004001), which was

adopted November 8, 2012, and amended June 16, 2015, by the State Water Resources Control Board (WQ2015-0075). The proposed Project also would be subject to the requirements of the City's Municipal Code, which incorporates the County of Los Angeles Low Impact Development (LID) Ordinance (Ordinance Number 2013-0044) by reference. The Municipal Code requires application of erosion and sedimentation control BMPs during construction for proper water quality management.

The Project site is largely covered with existing commercial buildings, a garage structure, and a surface parking lot, which are impervious surfaces; however, the site also contains a vacant lot with a small unpaved area, which provides some pervious area for infiltration. The proposed Project includes the demolition of the existing structures and construction of an automotive dealership, a car wash, an EV battery storage building, and associated surface parking and landscaping, which collectively would be expected to result in a slight increase in the total area of the Project site that is impervious. The Project could have both short-term construction impacts and long-term operation impacts on water quality.

### ***Construction***

Short-term impacts would occur during the construction phase of the Project, when the pollutants of greatest concern are sediment, which may run off the Project site due to site grading or other site preparation activities, miscellaneous solid and liquid wastes that may not be properly collected and stored, and hydrocarbon or fossil fuel remnants from the construction equipment. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in surface runoff.

However, as indicated above, the Project applicant would be subject to the requirements of the Municipal NPDES Permit and the City's Municipal Code. Additionally, construction runoff is regulated by the NPDES Construction General Permit, discussed above, which requires preparation and implementation of a stormwater pollution prevention plan (SWPPP), which would identify Project-specific BMPs to be incorporated during construction. These BMPs would minimize construction-induced water pollutants by controlling erosion and sediment, establishing waste handling/disposal requirements, and providing non-stormwater management procedures. Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. BMPs must be designed to prevent erosion and construction pollutants from entering the City's storm drain and receiving waters. As part of its normal Project approval and construction oversight activities, the City of Pasadena monitors compliance with stormwater BMP requirements. Through these existing, mandatory regulatory compliance measures, potential water quality impacts during construction would be avoided or reduced to less than significant levels and would avoid conflicts with water quality standards established by the RWQCB.

### ***Operations***

Long-term impacts would result from operation of the completed Project, with waste material dumped into storm drain inlets having the potential to adversely impact surface water and groundwater. Anticipated pollutants of concern likely generated by Project operation would be those related to the service center and the car wash, which would include petroleum-based oils, greases, solvents, metals, and cleaners. Additionally, stormwater runoff from areas where refuse is stored or handled could inadvertently transport trash to storm drain inlets, and oil and grease buildup in parking areas, drive aisles, and driveways could be captured in site runoff and flow into the City's storm drains. Discharges from the Project site could thus produce polluted runoff that could enter the municipal storm drain system.

The Project would be subjected to the MS4 Industrial/Commercial Facilities Program permit requirements, which are designed to prevent illicit discharges to MS4 and receiving waters. The permit requirements entail preparation and implementation of an Operations SWPPP to manage the Project pollutant sources. The SWPPP would require regular employee training, BMPs for proper storage, use, and disposal of pollutants, and regular inspections and reporting to maintain compliance. The Project service center and car wash activities would be conducted within the proposed buildings where fluids and other potential pollutant materials would be contained and treated prior to discharge or hauled off for treatment and disposal.

The Project would be required to prepare and be constructed according to an approved grading and drainage plan to allow for proper stormwater drainage and an erosion control sedimentation plan to prevent erosion. The Project design will include drainage and erosion control engineering BMPs, such as use of landscaping vegetative cover and pervious ground cover to encourage infiltration and reduce runoff.

As mentioned, in accordance with the MS4 permit and LID requirements, the proposed Project includes a new on-site storm drain system that would be installed to capture and route runoff into an on-site storm retention basin, located in the southwestern portion of the Project site. The proposed Project would retain storm flows on-site either via infiltration or storage and treatment. This is expected to involve storage in tanks under the buildings. Compliance with the MS4 permit and the City's Municipal Code would ensure that operation of the proposed Project would not violate any water quality standards or waste discharge requirements. Impacts would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

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

The Project site is located within the jurisdiction of Pasadena Water and Power (PWP), a public service owned and operated by the City of Pasadena. PWP obtains water from the Raymond Basin and by purchasing imported water. According to the PWP's 2020 Urban Water Management Plan (UWMP), the current water supply consists of approximately 40 percent from local groundwater in the Raymond Basin and 60 percent imported water, purchased primarily from the Metropolitan Water District. In wet and normal years, PWP augments local groundwater with surface water diversions.<sup>2</sup>

The groundwater supply is extracted from the Raymond Basin, which covers approximately 40 square miles in the northwest portion of the San Gabriel Valley, including Pasadena. The Raymond Basin is considered a "very low priority" basin and not at risk of overdraft (DWR 2020), and maintains a safe yield of 30,662 acre-feet per year, of which PWP has a right to 10,304 acre-feet. PWP also has rights to divert surface water or to use this surface water to recharge the Raymond Basin and pump a portion of the recharged volume. Recharge of the Basin occurs through natural infiltration and percolation of rainfall and surface water, percolation of applied water from irrigation and other return flows, subsurface inflow

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<sup>2</sup> Pasadena Water and Power. 2021. *2020 Urban Water Management Plan*.



from adjacent groundwater basins, bedrock areas, and the San Gabriel Mountains, artificial recharge, and percolation of water from septic tanks.

The proposed Project would be provided water service from PWP, which manages the use of groundwater in accordance with its allocations. The Project does not involve installation of any groundwater wells and would not otherwise directly withdraw any groundwater. In addition, there are no aquifer conditions or recharge features at the Project site or in the surrounding area that could be affected by excavation or development of the Project. As a result, impacts would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

**(i) Result in substantial erosion or siltation on- or off-site?**

The Project site is relatively flat with little to no slope, and no streams, rivers, or other drainage features. The Project site is primarily developed with impervious surfaces (structures and paved areas) with some pervious areas of turf and other landscaping.

Soils would be exposed during construction-related activities (e.g., grading and excavation for the Project two-story dealership and service center building, car wash, and EV battery storage building) which would have the potential to result in temporary changes to drainage and for erosion of exposed soils to occur. As discussed under Issue X(a) above, construction activities must comply with the MS4 General Permit, which requires the development of a SWPPP that includes BMPs to control or eliminate construction-related pollutants in the runoff, including sediment that could result in siltation. Implementation of the erosion control BMPs would reduce construction-related soil erosion and siltation associated with construction activities. Impacts during construction would be less than significant, and no mitigation is required.

During operation, the Project site would be covered with impervious surface areas and landscaping, with no exposed soils, similar to existing conditions. As mentioned, the Project would be constructed according to an approved grading and drainage plan to allow for proper drainage and maintain the existing drainage pattern. Thus, the drainage pattern would not substantially change, and no substantial erosion or siltation off-site would occur. Additionally, in compliance with the MS4 permit, the proposed Project would retain storm flows on-site either via infiltration or storage and treatment. Compliance with the MS4 permit and LID ordinance would ensure that the proposed Project would not result in significant erosion or siltation impacts from changes to drainage patterns. The proposed Project would not substantially alter the existing drainage pattern of the site or area, in a manner which would result in substantial erosion or siltation on- or off-site. The impact during operation would be less than significant and no mitigation is required.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?**

According to the Federal Emergency Management Agency (FEMA) flood insurance rate map (FIRM) Panel 06037C1400F, the proposed Project is located within FEMA Zone X, which identifies areas of minimal flood hazard. As discussed under Issue X(c[i]) above, the proposed Project grading and drainage would be designed to maintain existing drainage patterns. Further, in compliance with the MS4 permit requirements, a new on-site storm drain system would be installed at the Project site that would capture and route runoff into a stormwater retention basin at the Project site. Since the proposed Project would not involve alteration of a discernible watercourse and post-development runoff discharge rates would be required to not exceed pre-development rates, the proposed Project would not have the potential to alter drainage patterns or increase runoff that would result in flooding. Therefore, the proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and impacts would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

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

As discussed above in Issue X(c[ii]), implementation of the proposed Project would result in a similar though slightly increased area of impermeable surface compared with existing conditions. As mentioned, the Project would be constructed according to an approved grading and drainage plan to allow for proper drainage and maintain the existing drainage pattern. Thus, no substantial increase in the amount of runoff from the Project site is anticipated.

Construction would require water, as necessary, to control fugitive dust. Fugitive dust emissions at the construction site would be controlled by water trucks equipped with spray nozzles. Construction water needs would generate minimal quantities of discharge water, which would drain into existing storm drains located within or adjacent to the project site. BMPs would be identified in the SWPPP developed for the proposed Project to control runoff from the project sites during construction. As discussed under Issue X (a) above, a new on-site storm drain system would be installed to capture and route runoff. Therefore, the proposed Project would not create runoff that would exceed the capacity of the storm drain system and would not provide a substantial additional source of polluted runoff. As a result, impacts would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation is necessary.

**(iv) Impede or redirect flood flows?**

As discussed above in Issue X(c[ii]), the proposed Project would largely consist of impervious surfaces and would be required to retain storm flows on site. Further, provided in FEMA's FIRM Panel 06037C1400F, the proposed Project is located in an area of minimal flood hazard (Zone X). Therefore, the Project site is not expected to be subjected to flood flows, and would not impede or redirect flood flows compared to existing conditions. A less than significant impact is anticipated from the construction and operation of the proposed Project and no mitigation is required.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

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

According to the California Geological Survey Los Angeles County Tsunami Inundation Maps, the Project site is not located within a tsunami inundation area.<sup>3</sup> There are no bodies of water located on or near the Project site; therefore, inundation caused by a seiche would not occur. Thus, there would be no impact.

**Finding of Significance:** There would be no impact and no mitigation measures are necessary.

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

The Project is designed to be consistent with the Los Angeles MS4 NPDES General Permit, Municipal Code/LA County LID Standards, and Pasadena Municipal Code standards for water quality control, for both construction and site improvements. As mentioned above, the PWP's 2020 UWMP states that the current water supply consists of approximately 40 percent groundwater and 60 percent imported water. The groundwater supply that serves Pasadena is extracted from the Raymond Basin. PWP published the Water System and Resources Plan (PWP 2020), which establishes steps that PWP is taking to ensure both water quality control and the sustainability of the Raymond Basin. Replenishment of the Basin occurs through natural infiltration and percolation of rainfall and surface water, percolation of applied water from irrigation and other return flows, subsurface inflow from adjacent groundwater basins, bedrock areas, and the San Gabriel Mountains, artificial recharge, and percolation of water from septic tanks.

DWR prioritizes groundwater basins based on attributes specified in Water Code section 10933, which include: population; rate of population growth; number of public supply wells; total number of wells; total irrigated acreage; degree to which persons overlying the basin rely on groundwater as their primary source of water; documented impacts on the groundwater within the basin, including overdraft, subsidence, saline intrusion, and other water quality degradation; and any other information determined to be relevant by DWR, including adverse impacts on local habitat and local streamflows. Basins identified as high- or medium-priority are required to prepare and submit a groundwater sustainability plan. DWR categorizes Raymond Basin as a Very Low Priority Basin (DWR 2020); therefore no groundwater sustainability plan is in place for Raymond Basin.

Because the Project would not affect any of the regional groundwater management measures noted above, and because it would not involve the use, disposal, or storage of hazardous chemicals that could impact groundwater quality, the proposed Project would have a less than significant impact.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

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<sup>3</sup> California Geological Survey. 2009. Tsunami Hazard Area Map. Available at [https://maps.conservation.ca.gov/cgs/informationwarehouse/ts\\_evacuation/?extent=-13249590.3641%2C3986280.7635%2C-13132183.0887%2C4038410.8168%2C102100&utm\\_source=cgs+active&utm\\_content=losangeles](https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/?extent=-13249590.3641%2C3986280.7635%2C-13132183.0887%2C4038410.8168%2C102100&utm_source=cgs+active&utm_content=losangeles)

XI. LAND USE AND PLANNING

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

DISCUSSION:

**a) Physically divide an established community?**

North of Nina Street, the Project site is currently occupied by a commercial building, a one- to two-car garage structure, surface parking, and a vacant lot. South of Nina Street, the site is occupied by a commercial building and surface parking that is currently in use by the automotive dealership to the east of the Project site. The proposed Project would demolish the existing structures and develop an automotive dealership consisting of showrooms, offices, a service area, and parts storage, a separate car wash building, and an EV battery storage building. The proposed Project would be located within the existing lot boundaries. The Project site is bordered by an existing automotive dealership to the east; commercial uses to the north; commercial uses to the south across Colorado Boulevard with residential uses farther south; and commercial, motel, restaurant, and residential uses to the west with the two nearest residences to the west being non-conforming uses. As such, the Project would be consistent with surrounding land uses and would not physically divide an established community. In addition, the proposed vacation of Nina Street through the site would not divide an established community. Nina Street currently terminates on the site and does not provide a connection through the site. Therefore, no related impact would occur.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

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

*Consistency with General Plan Land Use*

Goals and policies in the City of Pasadena General Plan Land Use Element are intended to “provide for community conservation and strategic growth, preserving existing neighborhoods and targeting new development to infill areas that are vacant or underutilized, and are scaled and designed to complement existing uses.” The Land Use Element focuses on maintaining the quality of life of Pasadena’s residents with decreased automobile trips, increased walkability, improve connectivity, and development of cohesive and vigorous districts and places. Policy 1.2 of the Land Use Element targets growth and new construction in infill areas and away from Pasadena’s residential neighborhoods and open spaces by redeveloping underutilized commercial and industrial properties. The Project would be consistent with these provisions by developing an auto dealership building and car wash building within a predominantly

commercial area and on an underutilized site currently holding a surface parking for the adjacent Audi dealership, commercial building, one- to two-car garage structure, and vacant lot. The Project would improve the sidewalks and landscaping to provide a pedestrian-accessible environment, especially along Colorado Boulevard, a major corridor of the City. As such, the Project would also comply with Policy 5.1, which considers the improvement of sidewalks and pedestrian paths by incorporating street trees and landscaping. Goal 8 and its supporting policies provide for the preservation and enhancement of Pasadena's cultural and historic buildings, landscapes, streets and districts as valued assets and important representations of its past and a source of community identity, and social, ecological, and economic vitality. The Project would not significantly impact the City's cultural and historic buildings, as detailed in Section V. The Project would enhance the vicinity with a redeveloped site and increased landscaping and provide economic vitality with the new dealership and service center.

The northern portion of the Project site is designated as R&D Flex Space, and the southern portion of the Project site is designated as Low Mixed Use. R&D Flex Space is permitted up to 1.25 FAR and is characterized by a wide range of industrial uses such as light manufacturing, research and development, creative office and incubator industries, and limited ancillary commercial and office uses. Low Mixed Use is permitted up to 1.0 FAR and 0–32 dwelling units per acre, and sites shall be primarily commercial. As the Project would propose a 0.35 FAR (66,852 SF of building area within the 192,331 SF Project site area) with an automobile dealership building, car wash building, and EV battery storage building, the Project would comply with the General Plan land use designations for the site.

#### ***Consistency with Specific Plans and Zoning***

The northern portion of the Project site is zoned as EPSP-d1-IG (East Pasadena Specific Plan, Subarea d1 [East Foothill Industrial District], General Industrial). The southern portion of the Project site is zoned as ECSP-CG-6 (East Colorado Specific Plan, General Commercial) within the Chihuahueta sub-area. The Project applicant is seeking Conditional Use Permits for both major construction and vehicle sales use, two Minor Variances for setbacks along North Sunnyslope Avenue and East Colorado Boulevard, and a Street Vacation.

The East Pasadena Specific Plan encourages the East Foothill Industrial District's continued use as an industrial district with moderate amounts of additional office and commercial development. In addition, for general industrial zones, the district would permit and/or conditionally permit vehicle services related to washing/detailing, repair, and sales. As the Project's car wash building and a portion of the automobile dealership building would be located within the East Pasadena Specific Plan area, the Project would be consistent with the provisions with approval of the discretionary requests. In addition, the East Pasadena Specific Plan recommends landscaping along Walnut Street for aesthetic purposes and to partially screen parked cars from view. As such, the Project's proposed commercial uses and provision of on-site trees, trees in the rights-of-way and shrubbery to surround the on-site surface parking would be consistent with the related East Pasadena Specific Plan recommendations. In accordance with the East Pasadena Specific Plan, the Project would also improve the pedestrian environment along Walnut Street by developing a pedestrian scale frontage where none currently exists within the northeastern portion of the Project site.

As provided in Table 2.1 of the East Pasadena Specific Plan, the 2914 E. Walnut Street/96 N. Sunnyslope Avenue structure within the Project site is not eligible for separate listing or designation under an existing local ordinance but is eligible for special consideration in local planning. The structure was assessed in the Project's cultural and historic resources evaluation (**Appendix C**), which concluded that the structure lacks

significance under the California Register and as a Pasadena Landmark, and is not considered a historical resource. As a result, the Project and the proposed demolition of the structure would not conflict with the East Pasadena Specific Plan.

The East Colorado Specific Plan encourages primary land uses anchoring the eastern entrance of the City on Colorado Boulevard to include membership retail, discount, department stores and auto dealers. The overall purpose of the East Colorado Specific Plan is to break up long stretches of strip commercial with residential uses and cluster commercial uses into nodes identified by the Specific Plan. Specifically, for the Chihuahuita sub-area in which the Project site is located and large automobile dealerships are present, the district would permit and/or conditionally permit vehicle services related to sales, leasing, and service stations. As a portion of the proposed automobile dealership building would be located within the East Colorado Specific Plan area, the Project would be consistent with the provisions with approval of the discretionary requests.

The East Colorado Specific Plan also states that streets within the Chihuahuita sub-area should include additional trees and landscaping as well as street furnishings and enhanced pedestrian crosswalks, with care given to street tree selection to allow maximum visibility to adjacent storefronts, auto dealers, and retail space in this area as well as the entire corridor. Unless otherwise specified by the City, street trees along Sunnyslope Avenue within the Chihuahuita sub-area should include London Plane trees (*Platanus acerfolia*) and American Linden trees (*Tilia americana*). Final decisions on trees species will be subject to approval from the Urban Forestry and Engineering Division of the City's Department of Public Works. The East Colorado Specific Plan also recognizes that as automobile dealerships and larger retailers line the Chihuahuita street frontage, it is critical that these businesses have easy access from the street and parking in the front. Furthermore, to enhance the pedestrian experience and maintain a continuous street frontage for retail, parking lots should be screened with a landscaped wall or a landscaped buffer. While the Project would not provide the specified trees and would instead provide African sumac (*Rhus lancea*), Australian willow (*Geijera parviflora*), and magnolia trees, the Project would seek approval by the Urban Forestry and Engineering Division in accordance with the East Colorado Specific Plan.

The East Colorado Specific Plan identifies the intersection at East Colorado Boulevard and Sunnyslope Avenue as a key intersection and key pedestrian node due to its high visibility and substantial vehicular and pedestrian interaction. The Project would provide access, parking, sidewalks, and landscaped buffers along the perimeter of the site facing the East Colorado Boulevard and Sunnyslope Avenue to create a pedestrian-friendly environment, which would be consistent with the guidelines of the East Colorado Specific Plan.

Therefore, with approval of the Project, the applicant's request for Conditional Use Permits for both major construction and car sales, the Project would not conflict with the provisions of the East Pasadena Specific Plan and East Colorado Specific Plan adopted for the purpose of avoiding or mitigating an environmental effect.

#### ***City Trees and Tree Protection Ordinance (Pasadena Municipal Code Chapter 8.52)***

In recognition of the significant aesthetic, environmental, and economic benefits to the community provided by trees, and to increase the tree canopy in Pasadena, the City Council adopted measures to protect public trees, landmark trees, native trees, and specimen trees in certain areas of the City. The Project site currently includes 48 existing trees located within the Project site interior and along East Colorado Boulevard, North Sunnyslope Avenue, East Walnut Street, and Nina Street. Of these, 24 trees

are located within the private property area and are proposed for removal, and consist of sawleaf zelkova (*Zelkova serrata*), fan palm hybrid (*Washington* hybrid), Chinese elm (*Ulmus parvifolia*), Mexican fan palm (*Washingtonia robusta*), tree-of-heaven (*Ailanthus altissima*), evergreen pear (*Pyrus kawakamii*), southern magnolia (*Magnolia grandiflora*), and shamel ash (*Fraxinus uhdei*). None of the on-site trees meet the criteria for protection under the City Trees and Tree Protection Ordinance (Chapter 8.52). The remaining 25 trees are public street trees located along East Colorado Boulevard, North Sunnyslope Avenue, and East Walnut Street, and include: Chinese pistache (*Pistacio chinensis*), Chinese elm (*Ulmus parvifolia*), carob (*Ceratonia siliqua*), Mexican fan palm tree (*Washingtonia palm*), and paperbark (*Melaleuca quinquenervia*). The applicant proposes removal of four of the public street trees, consisting of two along East Colorado Boulevard, one along North Sunnyslope Avenue, and one along East Walnut Street. While none of the public street trees proposed for removal are considered mature or landmark, the applicant would be required to obtain a tree permit from the City for the removal of the trees in the private property area, and the City Manager's approval to remove the four public street trees to ensure compliance with the City Trees and Tree Protection Ordinance, Chapter 8.52.

The tree permit would also include review of the applicant's selection of proposed tree planting per the Project landscaping plan, and would be conducted in compliance with the City Trees and Tree Protection Ordinance and with necessary approvals by the Urban Forestry and Engineering Division.

#### ***Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy***

The core vision of the SCAG 2020-2045 RTP/SCS is to build upon and expand land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern in Southern California. The strategies also outline how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements. The Project would develop an automobile dealership and car wash uses in a High Quality Transit Area (HQTAs) and would provide approximately 31 new jobs in a location that is easily accessible via public transportation and other alternate modes of transportation, which is consistent with the RTP/SCS focus on job growth in HQTAs.<sup>4</sup> The Project would support the reduction of single-occupancy vehicle ridership and GHG emissions by providing bicycle parking, electric vehicle charging stations, and low emission vehicle parking spaces. While the proposed Project would not advance the housing-related goals of the RTP/SCS, it would not conflict with such goals. By providing job growth in an identified transit-oriented development area, the proposed Project would be consistent with a primary focus of the RTP/SCS. As a result, impacts relating to conflicts with the RTP/SCS would be less than significant.

With the approval of Conditional Use Permits for both major construction and vehicle sales use, two Minor Variances for setbacks along North Sunnyslope Avenue and East Colorado Boulevard, and a Street Vacation, the Project would comply with the applicable regulations for planning and zoning designations. Therefore, the proposed Project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding an environmental effect.

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<sup>4</sup> A HQTAs is generally defined as a walkable transit village or corridor, consistent with the adopted RTP/SCS, and is within one half-mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**XII. MINERAL RESOURCES**

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

**DISCUSSION:**

**a) Would the project 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?**

According to the Pasadena General Plan EIR, no active mining operations exist within the City.<sup>5</sup> Two areas in Pasadena may contain mineral resources, Eaton Wash, which was formerly mined for sand and gravel, and Devils Gate Reservoir, which was formerly mined for cement concrete aggregate. The Project is not located near these areas. In addition, the Project site is not located within an area known to contain mineral deposits. Neither the Project site nor surrounding areas are utilized for mineral production. Implementation of the proposed Project would not result in the loss of an available known mineral resource with value to the region. As such, no mineral resource impacts would occur.

**Finding of Significance:** No impact would occur and no mitigation measures are necessary.

**b) Would the project 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 Issue XI(a) above. As stated above, there are no active mines in the City. Furthermore, the City does not identify mineral resource recovery sites in the City’s General Plan. The Project site is not an available site for mineral extraction. 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.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

<sup>5</sup> City of Pasadena. 2015. Pasadena General Plan EIR.



XIII. NOISE

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

NOISE FUNDAMENTALS

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level ( $L_{eq}$ ), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level ( $L_{dn}$ ). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions.

Typical  $L_{dn}$  noise levels for light and medium density residential areas range from 55 dBA to 65 dBA. Similarly, Community Noise Equivalent Level (CNEL) is a measure of 24-hour noise levels that incorporates a 5-dBA penalty for sounds occurring between 7:00 p.m. and 10:00 p.m. and a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

## REGULATORY FRAMEWORK

### *State of California*

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of CNEL.

### *City of Pasadena*

#### *General Plan Noise Element*

Table XIII-1, *City of Pasadena Land Use Compatibility Matrix*, presents the City's Community Noise and Land Use Compatibility matrix and presents the land use compatibility chart for community noise adopted by the City through its General Plan Noise Element<sup>6</sup>. This table provides urban planners with a tool to gauge the compatibility of new land uses relative to existing and future exterior noise exposure levels. This table identifies clearly acceptable, normally acceptable, conditionally acceptable, and normally unacceptable exterior noise exposure levels for various land uses. A clearly acceptable designation assumes that buildings of standard construction would suffice. A conditionally acceptable designation means that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated into the design to reduce noise to normally acceptable levels. By comparison, a normally acceptable designation indicates that standard construction can likely occur with no special noise reduction requirements.

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<sup>6</sup> City of Pasadena, *City of Pasadena General Plan Noise Element*, December 2002, <https://www.cityofpasadena.net/wp-content/uploads/sites/30/Pasadena-Noise-Element-Policy.pdf>, accessed April 6, 2022.

TABLE XIII-1. CITY OF PASADENA LAND USE COMPATIBILITY MATRIX

Land Use Category	Community Noise Exposure ( $L_{dn}$ or CNEL, dBA)			
	Clearly Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable
Residential – Low Density Single Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family and Mixed Commercial/Residential Use	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motels, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 65	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	65 – 85	NA
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	70 – 85	NA
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 75	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	80 – 85	NA

$L_{dn}$  = Day-Night Sound Level; CNEL = community noise equivalent level; dBA = A-weighted decibel scale; NA = not applicable

Source: City of Pasadena, *City of Pasadena General Plan Noise Element*, Figure 1: Guidelines for Noise Compatible Land Use, December 2002.

The General Plan Noise Element also outlines the objectives and policies for noise control within the City. The following objectives and policies are applicable to the Project:

**Objective 2:** The City will work to reduce the effects of traffic-generated noise from major roadways on residential and other sensitive land uses.

**Policy 2a:** The City will encourage noise-compatible land uses along major roadways.

**Policy 2b:** The City will encourage site planning and traffic control measures that minimize the effects of traffic noise in residential zones.

**Policy 2c:** The City will encourage the use of alternative transportation modes as stipulated in the Mobility Element (walking, bicycling, transit use, electric vehicles) to minimize traffic noise in the City.

**Policy 2d:** The City will work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element.

**Objective 6:** The City will minimize noise spillovers from commercial and industrial operations into adjacent residential neighborhoods and other sensitive uses, while maximizing the Land Use Element's objectives to encourage mixed-use development in the Central District and other Specific Plan areas as well as to promote economic vitality.

**Policy 6a:** The City will encourage automobile and truck access to industrial and commercial properties abutting residential zones to be located at the maximum practical distance from residential zones.

**Policy 6b:** The City will limit the use of motorized landscaping equipment, parking lot sweepers, and other high-noise equipment on commercial properties if their activity will result in noise that adversely affects residential zones.

**Policy 6c:** The City will encourage limitations on the hours of truck deliveries to industrial and commercial properties abutting residential zones unless there is no feasible alternative or there are substantial transportation benefits of scheduling deliveries at another hour.

**Objective 7:** The City will minimize the effects of nuisance noise on sensitive land uses as defined in Figure 1 [Table XIII-1] to the degree feasible.

**Policy 7b:** The City will encourage limitations on construction activities adjacent to sensitive noise receptors as defined in Figure 1 [Table XIII-1].

**Policy 7c:** The City will encourage construction and landscaping activities that employ techniques to minimize noise.

**Policy 7d:** The City will enforce noise level restrictions contained in the City of Pasadena Noise Regulations (Chapter 9.36 of the Municipal Code), except during federal, State, or local emergencies (such as power generators required for energy emergencies).

#### *Municipal Code Noise Ordinance*

The City of Pasadena regulates stationary source noise in Municipal Code Chapter 9.36<sup>7</sup>. Noise regulations are based on the increment of noise that a source generates above the ambient background noise level.

#### 9.36.040 - Ambient noise level.

A. When "ambient noise level" is referred to in this chapter, it means the actual measured ambient noise level.

B. Any sound level measurement made pursuant to the provisions of this chapter shall be measured with a sound level meter using the A weighting.

1. Where the sound alleged to be offending is of a type or character set forth below, the following values shall be added to the sound level measurement of the offending noise:

- a. Except for noise emanating from any electrical transformer or gas metering and pressure control equipment existing and installed prior to the effective date of the ordinance codified herein, any steady audible tone: + 5;
- b. Repeated impulsive noise: + 5;
- c. Noise occurring more than 5 but less than 15 minutes per hour: - 5;
- d. Noise occurring more than 1 but less than 5 minutes per hour: - 10;

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<sup>7</sup> City of Pasadena, Code of Ordinances: Chapter 9.36, Noise Restrictions, March 17, 2022.

e. Noise occurring less than 1 minute per hour: -20.

2. Values of subsections (B)(1)(c), (B)(1)(d) and (B)(1)(e) of this section shall be added to the sound level measurements during daytime (6 a.m. to 11 p.m.) periods only.

9.36.050 – General noise sources.

Municipal Code Section 9.36.050 prohibits the generation of noise that exceeds the existing ambient noise at the property line of any property by more than 5 dBA, with adjustments made for steady audible tones, repeated impulsive noise, and noise occurring for limited time periods.

9.36.070 – Construction projects.

The City of Pasadena limits construction activities within a residential district or within 500 feet therefrom to the hours from 7:00 a.m. to 7:00 p.m., Monday through Friday, and from 8:00 a.m. to 5:00 p.m. on Saturdays. Performance of construction and repair work is prohibited on Sundays and holidays.

9.36.080 – Construction equipment.

Municipal Code Section 9.36.080 prohibits noise from operation of any powered construction equipment from exceeding 85 dBA at a distance of 100 feet from such equipment.

9.36.090 – Machinery, equipment, fans and air conditioning.

Section 9.36.090 prohibits machinery, equipment, and fans, and air conditioning units from generating noise that increases the ambient noise level by 5 dBA or more at the property line of the receiving property. Under the City’s Municipal Code, ambient is defined as the actual measured ambient noise level.

9.36.120 – Near schools, hospitals and churches.

It is unlawful for any person to create any noise on any street, sidewalk or public place adjacent to any school, institution of learning, or church while the same is in use or adjacent to any hospital, which noise unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital, provided conspicuous signs are displayed in such streets, sidewalk or public place indicating the presence of a school, church or hospital.

## EXISTING SETTING

### ***Noise Sensitive Receptors***

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The nearest sensitive receptors to the Project site are a hotel (Super 8 by Wyndham) located approximately 60 feet west, a residential building (single-family house) located approximately 125 feet west, and a church (Light of Love Mission Church) located approximately 720 feet southwest.

**Existing Stationary Noise Levels**

Land uses in the Project area are mostly residential and commercial including an adjacent auto dealership. The primary sources of stationary noise in the Project vicinity are urban-related activities (i.e., mechanical equipment, truck delivery, and parking areas). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

**Existing Roadway Noise Levels**

The majority of the existing noise in the Project area is generated from traffic along surrounding roadways including Colorado Boulevard and East Walnut Street. Mobile source noise was modeled using the Federal Highway Administration’s Highway Noise Prediction Model (FHWA RD-77-108), which incorporates several roadway and site parameters. The model does not account for ambient noise levels. Noise projections are based on modeled vehicular traffic as derived from the *2915 East Colorado Porsche Transportation Impact Analysis Outside CEQA Evaluation Final Report* (Transportation Impact Analysis), prepared by Iteris Incorporation (dated February 1, 2022); refer to **Appendix F, Traffic Impact Assessment**. As shown in Table XIII-2, *Existing Traffic Noise Levels*, mobile noise sources in the vicinity of the Project site range from 48.8 dBA to 63.4 dBA at 100 feet from roadway centerline.

**TABLE XIII-2. EXISTING TRAFFIC NOISE LEVEL**

Roadway Segment	Existing Without Project Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour
<b>North-South</b>					
San Gabriel Blvd north of Foothill Blvd	22,260	62.5	-	68	147
San Gabriel Blvd between Foothill Blvd & Walnut St	22,730	62.6	-	70	150
San Gabriel Blvd between Walnut St & Colorado Blvd	22,340	62.4	-	68	146
San Gabriel Blvd south of Colorado Blvd	24,100	60.3	-	-	105
Sunnyslope Ave between Walnut St & Colorado Blvd	1,140	49.4	-	-	-
Sunnyslope Ave south of Colorado Blvd	990	48.8	-	-	-
Sierra Madre Villa Ave north of I-210 WB Ramps	25,260	63.1	-	75	162
Sierra Madre Villa Ave between I-210 WB & EB Ramps	23,800	63.4	-	79	169
Sierra Madre Villa Ave between I-210 EB Ramps & Colorado Blvd	21,910	62.6	-	69	150
Madre St south of Colorado Blvd	12,800	60.0	-	47	100
<b>East-West</b>					
Foothill Blvd west of San Gabriel Blvd	17,010	61.3	-	57	123
Foothill Blvd east of San Gabriel Blvd	20,550	62.2	-	65	141
Walnut St west of San Gabriel Blvd	5,400	56.2	-	-	56
Walnut St between San Gabriel Blvd & Sunnyslope Ave	4,700	55.6	-	-	51
Walnut St east of Sunnyslope Ave	4,380	55.3	-	-	49
Colorado Blvd west of San Gabriel Blvd	18,530	61.7	-	60	130
Colorado Blvd between San Gabriel Blvd & Sunnyslope Ave	17,960	61.6	-	59	127

Roadway Segment	Existing Without Project Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour
Colorado Blvd between Sunnyslope Ave & Sierra Madre Villa Ave	18,700	61.7	-	61	131
Colorado Blvd east of Sierra Madre Villa Ave	19,430	61.9	-	62	134

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level, - = Contour located within the roadway right of way. Source: Based on traffic data from the 2915 East Colorado Porsche Transportation Impact Analysis Outside CEQA Evaluation Final Report, prepared by Iteris Incorporation, February 1, 2022.

### Existing Ambient Noise Levels

In order to quantify existing ambient noise levels in the Project area, Michael Baker International conducted three short-term noise measurements in the Project vicinity on November 4, 2021. The 10-minute measurements were taken between 1:30 p.m. and 2:30 a.m. Short-term ( $L_{eq}$ ) measurements are considered representative of the noise levels throughout the day. The noise measurements were taken during “off-peak” (9:00 a.m. through 3:00 p.m.) traffic noise hours as this provides a more conservative baseline. During rush hour traffic, vehicle speeds and heavy truck volumes are often low. Free-flowing traffic conditions just before or after rush hour often yield higher noise levels.<sup>8</sup> The average noise level measured near the Project site is identified in **Table XIII-3, Noise Measurement**.

**TABLE XIII-3. NOISE MEASUREMENT**

Site No.	Location	$L_{eq}$ (dBA)	$L_{min}$ (dBA)	$L_{max}$ (dBA)	Peak (dBA)	Start Time
1	Intersection of North Daisy Avenue and East Colorado Boulevard, In front of 2801 East Colorado Boulevard.	65.3	28.7	102.1	130.5	1:32 p.m.
2	Near Sunnyslope Avenue and Nina Street, in front of the gate at 2885 Nina Street	93.4	28.9	125	146.4	1:47 p.m.

Source: Michael Baker International, November 4, 2021.

Meteorological conditions were sunny, warm temperatures (77 degrees Fahrenheit), with moderate wind speeds (approximately 4 miles per hour). Measured noise levels ranged from 65.3 to 93.4 dBA  $L_{eq}$ . The sources of peak noise are car honking nearby and traffic along roadway. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. Refer to Appendix E, *Noise and Vibration Assessment* for the results of the field measurement.

<sup>8</sup> California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

**Discussion:**

- a) **Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

The Noise Element is a comprehensive program to limit the exposure of the community to excessive noise levels. The Noise Element establishes guidelines for controlling both construction and operational noise in the City. For operational noise standards, the City identifies noise-sensitive land uses and noise sources with the intent of separating them.

**Construction Noise Impacts**

Construction of the proposed Project would occur over approximately 19 months and would include demolition, grading, building construction, paving, and architectural coating phases. Groundborne noise and other types of construction-related noise impacts would typically occur during excavation activities of the grading phase. This phase of construction has the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table XIII-4, *Maximum Noise Levels Generated by Typical Construction Equipment*. It should be noted that the noise levels identified in Table XIII-4 are maximum sound levels ( $L_{max}$ ), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as placing down large pieces of equipment or the hydraulic movement of machinery lifts).

**TABLE XIII-4. MAXIMUM NOISE LEVELS GENERATED BY TYPICAL CONSTRUCTION EQUIPMENT**

Type of Equipment	Acoustical Use Factor <sup>1</sup>	Reference $L_{max}$ at 50 Feet (dBA)	$L_{max}$ at 60 Feet (dBA)	$L_{max}$ at 100 Feet (dBA)
Concrete Saw	20	90	76	72
Crane	16	81	76	72
Concrete Mixer Truck	40	79	77	73
Backhoe	40	78	88	84
Dozer	40	82	77	73
Excavator	40	81	80	76
Forklift	40	78	76	72
Paver	50	77	79	75
Roller	20	80	83	79
Tractor	40	84	77	73
Water Truck	40	80	75	71
Grader	40	85	78	74
General Industrial Equipment	50	85	82	78

Note:  $L_{max}$  = maximum noise levels; dBA = A-weighted decibel  
 Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.  
 Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

The nearest sensitive receptor is a hotel (Super 8 by Wyndham) located approximately 60 feet west of the Project site. This sensitive receptor may be exposed to elevated noise levels during Project construction.



However, the Project would adhere to the City’s Noise Ordinance governing hours of construction and noise levels generated by construction equipment (Municipal Code Chapters 9.36.070 and 9.36.080). In accordance with these regulations, construction activities would be limited to hours from 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturdays for projects located within 500 feet of a residential area; construction activities are not allowed on Sundays or holidays. Municipal Code Section 9.36.080, *Construction Equipment*, prohibits operations of any powered construction equipment if the operation of such equipment emits noise in excess of 85 dBA within a radius of 100 feet. Due to geometric spreading, these noise levels would diminish with distance from the construction site at a rate of approximately 6 dBA per doubling of distance; refer to **Table XIII-4**.

As seen in **Table XIII-4**, the loudest piece of equipment would operate at a maximum noise level of 84 dBA at 100 feet from the source. Therefore, construction noise levels would not exceed the City’s Noise Ordinance threshold of 85 dBA at 100 feet. Compliance with the City’s Noise Ordinance would ensure the Project would be consistent with the City’s General Plan Noise Element Policy 7b through Policy 7d and the impact associated with construction noise would be considered less than significant.

**Long-Term Operational Noise Impacts**

*Off-Site Mobile Noise*

According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear.<sup>9</sup> Based on the Traffic Impact Analysis, the proposed Project would generate up to net 1,057 daily trips; refer to **Appendix F**.<sup>10</sup> As shown in Table XIII-5, *Existing and Project Traffic Volumes*, the Project’s trip generation would not double existing traffic volumes along Sunnyslope Avenue, Sierra Madre Villa Avenue, Madre Street, Walnut Street, Foothills Boulevard, Colorado Boulevard or San Gabriel Boulevard. Therefore, the Project would not cause a perceptible increase in traffic noise along local roadways and impacts would be less than significant.

**TABLE XIII-5. EXISTING AND PROJECT TRAFFIC VOLUMES**

Segment	Existing Daily Trips <sup>1</sup>	Project Daily Trips	Doubling of Traffic Volumes?
<b>North-South</b>			
San Gabriel Blvd north of Foothill Blvd	22,260	641	No
San Gabriel Blvd between Foothill Blvd & Walnut St	22,730	897	No
San Gabriel Blvd between Walnut St & Colorado Blvd	22,340	0	No
San Gabriel Blvd south of Colorado Blvd	24,100	256	No
Sunnyslope Ave between Walnut St & Colorado Blvd	1,140	769	No
Sunnyslope Ave south of Colorado Blvd	990	0	No
Sierra Madre Villa Ave north of I-210 WB Ramps	25,260	128	No
Sierra Madre Villa Ave between I-210 WB & EB Ramps	23,800	320	No

<sup>9</sup> U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, updated August 24, 2017, [https://www.fhwa.dot.gov/Environment/noise/regulations\\_and\\_guidance/polguide/polguide02.cfm](https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/polguide/polguide02.cfm), accessed April 5, 2022.

<sup>10</sup> Net trips mean the trips generated by the proposed Project over the existing condition.

Sierra Madre Villa Ave between I-210 EB Ramps & Colorado Blvd	21,910	513	No
Madre St south of Colorado Blvd	12,800	0	No
<b>East-West</b>			
Foothill Blvd west of San Gabriel Blvd	17,010	256	No
Foothill Blvd east of San Gabriel Blvd	20,550	0	No
Walnut St west of San Gabriel Blvd	5,400	128	No
Walnut St between San Gabriel Blvd & Sunnyslope Ave	4,700	1,025	No
Walnut St east of Sunnyslope Ave	4,380	1,025	No
Colorado Blvd west of San Gabriel Blvd	18,530	384	No
Colorado Blvd between San Gabriel Blvd & Sunnyslope Ave	17,960	641	No
Colorado Blvd between Sunnyslope Ave & Sierra Madre Villa Ave	18,700	897	No
Colorado Blvd east of Sierra Madre Villa Ave	19,430	384	No

## Notes:

1. Existing Daily Trips are expressed as average daily trips (ADT) along each segment.

Sources: Based on traffic data from the 2915 East Colorado Porsche Transportation Impact Analysis Outside CEQA Evaluation Final Report, prepared by Iteris Incorporation, February 1, 2022.

### Stationary Noise

Stationary noise sources associated with the proposed Project would include mechanical equipment and parking activities. These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced in the site vicinity. All stationary noise activities would be required to comply with the exterior and interior noise standards established in the Municipal Code, as well as the California Building Code requirements pertaining to noise attenuation.

### Mechanical Equipment Noise

The Project would include heating, ventilation, and air conditioning (HVAC) units located on the roof of the proposed two-story (36 feet in height) dealership building. HVAC systems can result in noise levels of approximately 66 dBA  $L_{eq}$  at 3 feet from the source.<sup>11</sup> The nearest sensitive receptor is located 60 feet to the west of the Project site. This would place the HVAC units approximately 36 feet up and 60 feet to the south of the nearest sensitive receptor. As such, the HVAC unit could be located as close as 70 feet from the nearest sensitive receptor.<sup>12</sup> Therefore, noise levels from the HVAC units could reach approximately 39 dBA at the property line of the nearest sensitive receptor to the west and would not exceed the City's "normally acceptable" exterior noise compatibility standard for residential uses and hotels (70 dBA CNEL). In addition, the proposed exhaust vent fan would not generate noise levels in excess of 5 dBA over existing ambient noise level (65.3 dBA  $L_{eq}$ ; refer to **Table XIII-3**) in compliance with Section 9.36.090, *Machinery, Equipment, Fans, and Air Conditioning*, of the City's Noise Ordinance. Thus, the proposed Project would not result in significant noise impacts to nearby sensitive receptors from stationary noise sources (i.e., HVAC units and exhaust vent fan). Additionally, all stationary noise levels from the proposed Project would

<sup>11</sup> Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

<sup>12</sup> The Pythagorean theorem allows individuals to calculate the actual distance between a suspended object and a starting point. In this case, the starting point would be the closest sensitive receptor located approximately 36 feet to the north (side a) of the HVAC unit and the suspended object is the HVAC unit, located 60 feet up (side b). By plugging these values into the equation, we can calculate the hypotenuse (side c), or the distance between the HVAC unit and the sensitive receptor.

comply with the City's noise compatibility standard and Noise Ordinance. Impacts in this regard would be less than significant.

#### *Parking Areas*

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in **Table XIII-6, Typical Noise Levels Generated by Parking Lots**. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech.

**TABLE XIII-6. TYPICAL NOISE LEVELS GENERATED BY PARKING LOTS**

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	61 dBA $L_{eq}$
Car starting	60 dBA $L_{eq}$
Car idling	53 dBA $L_{eq}$

Source: Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

The Project would provide 342 parking spaces within the Project site. As shown in Table XIII-6, parking lot noise levels could range between 53 dBA and 61 dBA at 50 feet. Since the parking noise levels would be instantaneous compared to the land use compatibility noise standards in the CNEL scale, which are averaged over time, actual noise levels over time resulting from parking lot activities would be far lower. Further, parking lot noise currently occurs in the Project vicinity under existing conditions. Therefore, the proposed parking lot would not result in substantially greater noise levels than currently exist at the Project site, and the noise associated with on-site parking activities is not anticipated to exceed the City's noise standards during operation. Impacts in this regard would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**b) Would the project expose persons to or generate excessive groundborne vibration or groundborne noise?**

#### *Construction Vibration Impacts*

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of some heavy-duty construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. The types of construction vibration impact include human annoyance and building

damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. For most residential structures that are non-engineered timber and masonry buildings, the FTA architectural damage criterion for continuous vibrations is 0.2 in/sec. Typical vibration produced by construction equipment is illustrated in **Table XIII-7, Typical Vibration Levels for Construction Equipment**.

**TABLE XIII-7. TYPICAL VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment	Approximate peak particle velocity at 25 feet (inches/second) <sup>1</sup>	Approximate peak particle velocity at 17 feet (inches/second) <sup>1</sup>
Large bulldozer	0.089	0.1587
Loaded trucks	0.076	0.1355
Small bulldozer	0.003	0.0054
Jackhammer	0.035	0.0624

Notes:

1. Calculated using the following formula:

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

where:

PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance

PPV (ref) = the reference vibration level in in/sec from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Manual*.

D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, Table 7-4 Vibration Source Levels for Construction Equipment, September 2018.

Groundborne vibration decreases rapidly with distance. As indicated in Table XIII-7, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during construction range from 0.003 to 0.21 inch/second PPV at 25 feet from the source of activity. The nearest structure is located approximately 17 feet to the east of the Project site. As shown in Table XIII-7, the vibration velocities at the nearest structure ranges from 0.0054 to 0.1587 inch/second PPV. As such, Project construction would not exceed the 0.2 inch/second PPV significance threshold and result in significant vibration impacts to the nearest structure. Less than significant impact would occur in this regard.

#### **Operational Vibration Impacts**

Operation of the Project would not include or require equipment, facilities, or activities that would result in perceptible groundborne vibration. According to the FTA, it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. As such, it can be reasonably inferred that Project operations would not create perceptible vibration impacts to the nearest sensitive receptors. A less than significant impact would occur in this regard.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

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

The nearest public use airport to the Project site is the San Gabriel Valley Airport (previously known as El Monte Airport) which lies approximately five miles to the southeast of the Project site. This airport is open

to the public for use and owned and operated by the County of Los Angeles.<sup>13</sup> According to the *Airport Influence Area of El Monte Airport*, the Project site is not located within the San Gabriel Valley Airport CNEL contours. Additionally, the Project site is not in the vicinity of a private airstrip. Therefore, no impact related to airport land use compatibility would occur.

**Finding of Significance:** No impact would occur and no mitigation measures are necessary.

**XIV. POPULATION AND HOUSING**

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

**DISCUSSION:**

- a) **Would the project induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?**

The proposed Project would involve the demolition of the existing commercial buildings and construction of a dealership building and a car wash building. No residential uses would be demolished or constructed as part of the Project. As such, the Project would not directly generate a new residential population that would contribute to population growth in the vicinity or City.

With regard to employment during construction, there is not anticipated to be any substantial population growth in the Project area as a result of construction job opportunities created by the proposed Project. The work required to construct the proposed Project is expected to be supplied by the substantial construction workforce that exists within the region and would not require additional facilities to house construction workers. During Project operation, the new commercial uses on-site are estimated to generate 31 employees, as identified in the Project Transportation Impact Analysis (**Appendix F**). While some new employees may be anticipated to relocate to the Project vicinity, the City would have a sufficient existing employment base to occupy the new employment opportunities generated by the Project. Therefore, the proposed Project would not substantially induce population growth due to the increase in on-site employees. Furthermore, the Project site is located in a developed urban area with an

<sup>13</sup> Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, December 1, 2004, [http://planning.lacounty.gov/assets/upl/data/pd\\_alup.pdf](http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf), accessed February 3, 2022.

established roadway network and in-place infrastructure, and the Project development would not require extending or improving infrastructure.

Therefore, the Project would not induce substantial population growth either directly or indirectly, and impacts would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

The proposed Project would involve the demolition of the existing commercial buildings. As no residential uses currently exist on the Project site, the Project would not result in the displacement of any persons or housing necessitating the construction of replacement housing elsewhere. Therefore, the Project would not result in impacts related to displacement of people or housing.

**Finding of Significance:** No impacts would occur, and no mitigation measures are necessary.

**XV. PUBLIC SERVICES**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION:**

**a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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**

Fire protection services are currently provided to the Project site by the Pasadena Fire Department (PFD). The nearest fire stations to the proposed Project site are State 37, located at 3430 E. Foothill Boulevard, approximately 0.57 miles from the Project site; Station 32, located at 2424 E. Villa Street, approximately

0.69 miles from the Project site; and Station 34, located at 1360 E. Del Mar Boulevard, approximately 1.84 miles from the Project site.<sup>14</sup>

The proposed Project would result in increased square footage of commercial uses and an increase in the number of employees on the Project site as compared with current conditions. However, the Project would not result in new uses that could not be served by existing PFD equipment and personnel. Additionally, the Project designs would be required to comply with all current applicable city and state codes and ordinances related to fire safety. This includes the inclusion of safety and security features, such as fire sprinklers, alarm systems, and provision of adequate access for emergency vehicles. As such, the Project is not anticipated to affect fire protection demands to the extent that new or physically altered fire facilities would be required. Impacts on fire protection services are anticipated to be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**(ii) Police Protection**

Police protection services are provided to the Project site by the Pasadena Police Department (PPD). The PPD is currently divided into five services areas for police protection (West, Northwest, Central, East, and Midtown); the proposed Project is located within the East (Community Service Area 4) service area. Starting in June 2022, the City of Pasadena is reconfiguring the Community Service Areas and the Project will be located in the South (Community Service Area 3).<sup>15</sup> According to the crime statistics published by the PPD, there were a total 3,885 citywide service calls in 2020, with approximately 575 (15 percent) occurring in the East service area.<sup>16</sup> (City of Pasadena Police Department 2020). The most prevalent offense in the East (Community Service 4) service area is theft, with 34 offenses or approximately 57 percent of all offenses (60 offenses) reported in this service area in May 2022 (City of Pasadena Police Department 2022). The nearest police station to the proposed Project site is located at 207 Garfield Avenue, approximately 3 miles from the Project site.

The proposed Project would increase the number of employees on the Project site through the construction of a new automotive dealership. Because the Project site has existing uses such as a commercial building, garage structure, and surface parking and there is an automotive dealership adjacent to the Project site, the Project would not create a unique land use that would result in new or expanded sources of crime. Therefore, the proposed Project would not require the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times, or other performance objectives for police services and impacts to police services would be less than significant.

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<sup>14</sup> Pasadena Fire Department. Pasadena Fire Stations. Available at <https://www.cityofpasadena.net/fire/stations>.

<sup>15</sup> ColoradoBoulevard.net. November 11, 2021. "Pasadena Reconfigures Police Community Service Areas and Hires New Officers." Available at <https://www.coloradoboulevard.net/pasadena-reconfigures-police-community-service-areas-and-hires-new-officers/>

<sup>16</sup> Pasadena Police Department. 2021. Preliminary – Monthly Statistical Report – December 2020.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**(iii) Schools**

The proposed Project is located entirely within the City, which is served by the Pasadena Unified School District (PUSD). The PUSD includes students starting at prekindergarten through twelfth grade. According to the most recent PUSD attendance boundary map, the Project site is served by several schools, including Willard Elementary School, 301 Madre Street, approximately 0.5 miles southeast of the Project site; McKinley School, 325 S. Oak Knoll Avenue, approximately 2.6 miles west; and Pasadena High School, 2925 E. Sierra Madre Boulevard approximately 1.0 mile north.<sup>17</sup>

The proposed Project would develop an automotive dealership building and would result in the increase of total number of employees by approximately 31 on the Project site as compared with current conditions. While most future employees are expected to commute, rather than relocate, based on a conservative assumption that 5 percent or 2 of the future employees would move to Pasadena, these future employees may have children who would attend school in the PUSD. Willard Elementary has a school capacity of 804, but currently has 592 students (AA 2016; IES 2021a). McKinley School has a school capacity of 1,792, but currently has 944 students (AA 2016; IES 2021b). Pasadena High School has a school capacity of 2,745, but currently has 1,858 students (AA 2016; 2021c). While there could be an increased demand for school facilities associated with the proposed Project, the proposed Project is consistent with the City's General Plan and the schools most likely to experience an increase in enrollment have more than sufficient capacity. Furthermore, a fee is collected by the City's Building Official for PUSD on each residential unit that is constructed as per California Government Code Section 65996. This fee is intended to constitute full and complete mitigation for potential impacts to schools caused by development. For these reasons, the proposed Project would not require the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, in order to maintain acceptable service ratios for schools and impacts to schools would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**(iv) Parks**

As the Project does not involve residential development or other effects to increase housing growth, and the Project, with a conservatively assumed additional 2 employees who would relocate to Pasadena, would not significantly increase demands for park facilities, the Project would not affect the City's parkland to population ratio. The City of Pasadena Green Space, Recreation, and Parks Element (City of Pasadena 2007) identifies that the City's parks system consists of approximately 338 acres of land designated as parks and approximately 502 acres of land designated as open space. Additionally, Desiderio Neighborhood Park, a new 3.8-acre park, has subsequently been opened. For these reasons, the proposed Project would not require the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant

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<sup>17</sup> Pasadena Unified School District. 2021. Our Schools PUSD School Guide.



environmental impacts, in order to maintain acceptable service ratios for parks and impacts to parks would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**(v) Other Public Facilities**

The Pasadena Public Library has ten locations throughout the City. The closest branch, located at 140 South Altadena Drive, is 0.46 miles southwest of the Project site (City of Pasadena n.d.). As stated above, the Project would not involve residential development or significant growth-inducing effects that have the potential to increase the demand for other public services, such as libraries and community centers, to the extent where new or physically altered facilities would be required. For these reasons, the proposed Project would not result in any significant impacts on other public facilities.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**XVI. RECREATION**

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

**DISCUSSION:**

**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?**

The existing Project site does not provide recreational use. The nearest recreational facility is the Eaton Blanche Park, approximately 1,800 feet southeast of the Project site, located at 3100 East Del Mar Boulevard.<sup>18</sup> As stated above, construction of the automotive dealership would not involve residential development, nor would the Project result in significant population growth, as discussed in Section XIV; thus, it would not generate a direct demand on recreational facilities. The proposed Project would not

<sup>18</sup> City of Pasadena. "Eaton-Blanche Park." Available at <https://www.cityofpasadena.net/parks-and-rec/parks/eaton-blanche-park/>.

significantly 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; therefore, impacts would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

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

As stated above, the Project is not anticipated to substantially increase the demand on municipal parks and recreation facilities in the City, thus requiring construction or expansion of recreational facilities. The proposed Project does not involve, and would not require, the construction or expansion of off-site recreational facilities that might have an adverse physical effect on the environment; therefore, impacts would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**XVII. TRANSPORTATION**

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

**DISCUSSION:**

The Pasadena Department of Transportation (DOT) reviews a proposed project’s transportation impacts by estimating incremental changes in Vehicle Miles Traveled (VMT) per capita and Vehicle Trips (VT) per capita; assessing proximity and quality of the bicycle and transit networks; and evaluating pedestrian accessibility. The DOT prepared a CEQA Evaluation Transportation Impact Analysis (TIA) for the proposed Project on December 27, 2021. The following sections summarize and incorporate by reference the information provided in the CEQA Evaluation TIA, which is included as **Appendix F** of this document.

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

*City of Pasadena General Plan – Mobility Element, 2015*

The Mobility Element guides the continuing development of the transportation system to support planned growth (City of Pasadena 2015c). Development within the City changes the use of the City's transportation systems, including demand for local and regional roadways. The purpose of the Mobility Element is to provide measures that support implementation of the mobility-related Guiding Principle of the General Plan: Pasadena will be a city where people can circulate without cars. In addition, the Mobility Element addresses state requirements designed to evaluate the transportation needs of the community within the context of the region and to present a comprehensive plan to meet those needs. The vision relies upon an integrated and multimodal transportation system that provides choices and accessibility for everyone living and working in the City. Key strategies to achieve this include promoting public transit services, parking strategies, bicycle facilities, car-sharing programs and pedestrian components that are well coordinated and connected with a larger regional transportation system. The Mobility Element also provides three objectives with supportive policies:

- Objective 1: Enhance livability
- Objective 2: Encourage walking, biking, transit, and other alternatives to motor vehicles
- Objective 3: Create a supportive climate for economic viability

As detailed below in Issue XVII(b), the CEQA Evaluation TIA prepared for the Project evaluated transportation impacts based on per capita length, number of trips, proximity to bicycle and transit, and pedestrian accessibility, and concluded that the Project would not result in significant impacts based on such metrics. Since the metrics used in the CEQA Evaluation TIA reflect the objectives of the General Plan Mobility Element, the proposed Project would not conflict with the General Plan Mobility Element. Accordingly, Project impacts related to the General Plan Mobility Element would be less than significant.

*City of Pasadena, Short Range Transit Plan*

The Pasadena DOT updated the Short Range Transit Plan (SRTP) in 2019 (City of Pasadena 2019). The SRTP guides five years of programming of transit service development and investments that support the policy goals for Pasadena Transit and Pasadena Dial-A-Ride.<sup>19</sup> The SRTP includes a series of recommendations for Pasadena Transit service, including adding six buses to Pasadena Transit service, retaining additional weekend service on Pasadena Transit Route 31 (the route closest to the Project site), continuing to provide service on Sundays, and other recommended adjustments to service routes and hours. The proposed Project would not interfere or prevent the implementation of any of the SRTP recommendations, and would not conflict with the SRTP; therefore, impacts on the STRP would be less than significant.

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<sup>19</sup> Pasadena Transit is the City's fixed-route bus service which provides six routes that travel throughout Pasadena, including service to the six Gold Line stations, commercial corridors, major business and employment areas, schools and colleges, parks, medical facilities, and dense residential areas. Pasadena Dial-A-Ride is a demand-response paratransit service for seniors and individuals with disabilities who are residents of Pasadena, San Marino, Altadena, and other adjacent unincorporated areas within the service area.

**City of Pasadena Municipal Code**

Pasadena Municipal Code Section 10.64.020 requires certain development projects, including nonresidential projects that exceed 75,000 square feet, to incorporate a Transportation Demand Management (TDM) Program Plan. Subject to conformance with program requirements approved by the City DOT, TDM Program Plans must be reviewed and approved by the Director of DOT prior to the issuance of a building permit and reviewed and approved annually. The TDM Program Plan would consist of measures influencing vehicle ridership, and information on monitoring, commitments, and enforcement. In addition, the TDM Program Plan may include private vanpool operation, transit and vanpool fare subsidies, paid parking for employees, provision of subscription bus service, alternative work hours, capital improvements for transit services, reduction of parking fees for carpools and vanpools, bikeway linkages to established bicycle routes, or provision of an on-site employee transportation coordinator. As such, the proposed Project would prepare and request approval of a TDM Program Plan in accordance with the requirements. Furthermore, as detailed below in Issues XVII(c) and XVII(d), the Project would ensure that driveways and circulation would be designed in accordance with safety and engineering code requirements. In addition, during construction, the Project would coordinate construction traffic activities with DOT, as needed, to ensure that emergency access for the Pasadena Fire and Police Departments will be maintained. Therefore, the proposed Project would not conflict with Pasadena Municipal Code requirements related to the circulation system, and impacts would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. SB 743 required the Governor's Office of Planning and Research to identify new criteria for evaluating transportation impacts under CEQA. Pursuant to SB 743, CEQA Guidelines Section 15064.3, subdivision (b) was adopted in 2018 and establishes VMT as the primary metric for evaluating a project's environmental impacts on the transportation system.

In accordance with the Mobility Element of the City's General Plan and SB 743, the Pasadena DOT developed a set of performance measures and CEQA thresholds used to evaluate transportation impacts from new development. These performance measures and CEQA thresholds are contained in the Transportation Impact Analysis Current Practice & Guidelines (TIA Guidelines) (City of Pasadena 2015d).

The TIA Guidelines' mobility performance measures assess the quality of walking, biking, transit, and vehicular travel in the City. Vehicular and multimodal performance measures are employed to evaluate system performance in reviewing new development projects. These include:

- Vehicle Miles Traveled per Capita
- Vehicle Trips per Capita
- Proximity and Quality of the Bicycle Network
- Proximity and Quality of the Transit Network
- Pedestrian Accessibility

These performance measures align with the sustainability goals of the General Plan by evaluating the “efficiency” of projects by analyzing the per capita length and number of trips associated with changes in land use. As such, these measures assist in determining how to balance travel modes as well as understand the mobility needs of the community.

Using these guidelines, Pasadena DOT prepared a CEQA Evaluation TIA for the proposed Project on December 27, 2021, to analyze potential transportation related impacts of the proposed Project. The methods and findings of the TIA are described below.

**VMT Per Capita**

The VMT per Capita measure sums the miles traveled for trips within the City travel demand forecasting (TDF) model, which is based on the SCAG regional model. The VMT total considers 100 percent of the mileage of trips that begin and end within the City and 50 percent of the distance traveled for trips with one end outside of the City. The City’s VMT is then divided by the City’s total service population, which is defined as the population plus the number of jobs.

**VT Per Capita**

VT per Capita is a measure of motor VT associated with the City. The measure sums the trips with origins and destinations within the City as generated by the trip-based City Travel Demand Model. The regional VT is calculated by adding the VT associated with trips generated and attracted within City boundaries, and 50 percent of the VT associated with trips that either begin or end in the City but have one trip end outside of the City. The City’s VT is then divided by the City’s total service population.

**Proximity and Quality of Bicycle Network**

The Proximity and Quality of Bicycle Network provides a measure of the percent of the City’s service population within 0.25 miles of bicycle facilities. The bicycle facility types are aggregated into three hierarchy levels, obtained from the City’s (Draft) Bicycle Transportation Plan categories as shown in the following table:

**TABLE XVII-1. BICYCLE FACILITIES HIERARCHY**

Level	Description	Facilities Included
1	Advanced Facilities	Bike Paths Multipurpose Paths Cycle Tracks/Protected Bike Lanes
2	Dedicated Facilities	Buffered Bike Lanes Bike Lanes Bike Boulevards
3	Basic Facilities	Bike Routes Enhanced Bike Routes Emphasized Bikeways

For each bicycle facility level, a 0.25-mile network distance buffer is calculated, and the total service population within the buffer is identified.

**Proximity and Quality of Transit Network**

The Proximity and Quality of Transit Network provides a measure of the percent of the City’s service population within 0.25 miles of each of three transit facility types, as defined in **Table XVII-2**.

**TABLE XVII-2. TRANSIT FACILITIES HIERARCHY**

Level	Facilities Included
1	Includes all Gold (L) Line stops as well as corridors with transit service, whether it be a single route or multiple routes combined, with headways of five minutes or less during the peak periods.
2	Includes corridors with transit headways of between six and 15 minutes in peak periods.
3	Includes corridors with transit headways of 16 minutes or more at peak periods.

For each facility level, a 0.25-mile network distance buffer is calculated, and the total service population within the buffer is identified.

The City can improve the measures of Transit Proximity and Quality by reducing headways on existing transit routes, by expanding transit routes to cover new areas, and by encouraging residential and commercial development to occur in areas with an already high-quality transit service.

***Pedestrian Accessibility Score***

The Proximity and Quality of Pedestrian Environment score provides a measure of the average walkability in the Transportation Analysis Zone (TAZ) surrounding Pasadena residents, based on a Pedestrian Accessibility metric. The pedestrian proximity metric is a simple count of the number of land use types accessible to a Pasadena resident or employee in a given TAZ within a 5-minute walk. The ten categories of land uses are:

- Retail
- Personal Services
- Restaurant
- Entertainment
- Office (including private sector and government offices)
- Medical (including medical office and hospital uses)
- Culture (including churches, religious and other cultural uses)
- Park and Open Space
- School (including elementary and high schools)
- College

**Table XVII-3** summarizes the City’s Metrics for determining CEQA Thresholds:

**TABLE XVII-3. CITY OF PASADENA CEQA THRESHOLDS OF SIGNIFICANCE**

Metric	Description	Impact Threshold
1. VMT Per Capita	Vehicle Miles Traveled (VMT) in the City of Pasadena per service population (population + jobs)	An increase over existing Citywide VMT per Capita of 22.6
2. VT Per Capita	Vehicle Trips (VT) in the City of Pasadena per service population (population + jobs)	An increase over existing Citywide VT per Capita of 2.8
3. Proximity and Quality of Bicycle Network	Percent of service population (population + jobs) within 0.25 miles of bicycle facility types	Any decrease in existing citywide 31.7% of service population (population + jobs) within 0.25 miles of Level 1 & 2 bike facilities
4. Proximity and Quality of Transit Network	Percent of service population (population + jobs) located within 0.25 miles of transit facility types	Any decrease in existing citywide 66.6% of service population (population + jobs) within 0.25 miles of Level 1 & 2 transit facilities
5. Pedestrian Accessibility	The Pedestrian Accessibility Score uses the mix of destinations, and a network-based walkshed to evaluate walkability	Any decrease in the Citywide Pedestrian Accessibility Score

Proposed projects are analyzed using the City's calibrated TDF model, which is built on SCAG's regional model. The City's TDF model uses TransCAD software to simulate traffic levels and travel patterns for the City of Pasadena. The program consists of input files that summarize the City's land uses, street network, travel characteristics, and other key factors. Using these data, the model performs a series of calculations to determine the number of trips generated, the beginning and ending location of each trip, and the route taken by the trip. To be deemed accurate for project transportation impact on the transportation system, a model must be calibrated to a year in which actual land use data and traffic volumes are available and well documented. The Pasadena TDF has been calibrated to 2013 base year conditions using actual traffic counts, Census data, and land use data compiled by City staff with land uses' associated population and job increase estimates.

Projects with proposed land uses that are consistent with the General Plan and complementary to their surrounding land uses are expected to reduce the trip length associated with adjacent land uses, and/or increase the service population access to pedestrians, bicycles, and transit facilities if the project is within 0.25 miles of those facilities.

**Table XVII-4** summarizes the following analyses of the proposed Project's impacts on the transportation system using the calibrated TDF model. The results are based on the Project's vehicular and non-vehicular trip making characteristics, trip length, interaction with other surrounding/citywide land uses, and the City's transportation network.

**TABLE XVII-4. TRANSPORTATION PERFORMANCE METRICS SUMMARY**

Transportation Performance Metrics	Significant Impact Cap (existing)	Incremental Change (existing + project)	Significant Impact?
VMT per Capita	>22.6	-26.0	No
VT per Capita	>2.8	-4.0	No
Proximity and Quality of Bicycle Network	<31.7%	31.7	No
Proximity and Quality of Transit Network	<66.6%	66.7	No
Pedestrian Accessibility	<3.88	3.88	No

As shown in **Table XVII-4**, the CEQA Evaluation TIA found that the proposed Project would not exceed any of the CEQA thresholds outlined in the City's guidelines. Impacts to VMT per capita, VT per capita, and the City's bicycle, transit, and pedestrian networks would not be significant.

Therefore, the proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and impacts would be less than significant.

**Finding of Significance:** The impacts would be less than significant, and no mitigation measures are necessary.

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

The Project proposes the development of an automotive dealership and a car wash within an urbanized area. The proposed uses would be compatible with the existing surrounding uses, which include another automotive dealership immediately to the east, commercial uses to the south and north, and mixed uses to the west. The existing streets surrounding the Project site are configured in a traditional street grid and do not include potentially hazardous geometric features. As described above, the Project would vacate the dead-end section of Nina Street and remove all existing driveways except for one located along North Sunnyslope Avenue south of Nina Street. The Project would include one new driveway along Walnut Street and another along Colorado Boulevard. Within the site, a proposed ramp would allow vehicles to access the second level of the automotive dealership building. The design of the proposed driveways would be subject to the safety and engineering requirements of the City of Pasadena Municipal Code with regard to safe design sight distances, width and size, and the need for vehicle exit alerts. In addition, the internal vehicular circulation routes and parking would be designed in compliance with the City of Pasadena Municipal Code to ensure safe design. Furthermore, the vacation of Nina Street would not result in a geometric design feature such as sharp curves or a dangerous intersection as the Project site at buildout would be rectangular and configured as part of the traditional street grid. Therefore, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses, and no impacts would occur.

**Finding of Significance:** No impacts would occur, and no mitigation measures are necessary.

**d) Would the project result in inadequate emergency access?**

A potentially significant impact would occur if a project resulted in inadequate emergency access. During construction, the Project would coordinate construction traffic activities with Pasadena DOT, as needed, to ensure that emergency access for the Pasadena Fire and Police Departments will be maintained. During operation of the Project, site evacuation plans and procedures, emergency access ingress and egress points, and fire lanes would be provided to the satisfaction of the Pasadena Fire and Police Departments. Ingress and egress would also comply with all building, fire, and safety codes with final plans subject to review and approval by the City's Public Works and Transportation departments, the Building Division, and the Fire Department. No permanent lane closures or obstructions that could impede emergency response to or from the Project site from surrounding streets would occur with the proposed Project. Therefore, the proposed Project's impacts related to emergency access would be less than significant.

**Finding of Significance:** The impacts would be less than significant, and no mitigation measures are necessary.



**XVIII. TRIBAL CULTURAL RESOURCES**

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

**BACKGROUND**

As described in the Project cultural and historic evaluation (**Appendix C**), the Project area is within the boundaries of Gabrielino Indians’ territory. The name “Gabrielino” was given by the Spanish to the Indians that lived within the boundaries of the Mission San Gabriel Arcángel. Generally, their territory included all the Los Angeles Basin, parts of the Santa Ana and Santa Monica Mountains, along the coast from Aliso Creek in the south to Topanga Canyon in the north, and San Clemente, San Nicolas, and Santa Catalina Islands. The Gabrielino lived in autonomous villages often connected by trails, utilizing drainages such as the Los Angeles and San Gabriel Rivers. Each village had access to hunting, collecting, and fishing areas. The nearest water source is located approximately 0.12 miles east of the Project area.

**DISCUSSION:**

**a)i) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k)?**

Michael Baker submitted a request to the SCCIC on January 10, 2022. Based on the record searches and consultation with Native American tribes culturally affiliated with the Project area (see below analysis

under Issue (a)ii), there are no known tribal cultural resources, as defined in Public Resources Code Section 21074, on the Project site or immediate vicinity. There would be no impact related to documented tribal cultural resources, and no mitigation would be required.

**Finding of Significance:** The Project would result in no impact, and no mitigation measures are necessary.

**a)ii) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Pursuant to AB 52, a lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area. Pursuant to Public Resources Code Section 21080.3.1(d), on November 18, 2021, two tribes (Gabrielino Tongva Tribe and Gabrielino Band of Mission Indians – Kizh Nation [Kizh Nation]) who have requested to be informed of proposed projects by City of Pasadena, were sent AB 52 formal notification of the proposed Project. The Kizh Nation accepted the request for consultation and on January 21, 2022, the City participated in the consultation via phone conference with the Kizh Nation, represented by Chairman Andrew Salas and Mr. Matthew Teutimez. In a follow-up email dated January 28, 2022, the Kizh Nation transmitted documents, information, and their recommended mitigation measures regarding the potential sensitivity of cultural resources related to the Kizh Nation, and requested that the documents and information remain confidential. The email requested that the City provide written notification stating whether and to what extent the proposed mitigation would be included for the Project so that the parties may conclude consultation, or if the requested mitigation is not agreeable so that the consultation may continue. The City reviewed and considered the information provided and mitigation required by the Kizh Nation, and accepted the provided mitigation measures.

While no tribal cultural resources have been identified on the Project site, there is the potential that previously unknown tribal cultural resources could be uncovered during construction, which may result in a significant impact to a tribal cultural resource. Therefore, with implementation of Mitigation Measures MM TCR-1, MM TCR-2, and MM TCR-3 for Native American monitoring, unanticipated human remains, and procedures for burials and funerary remains, impacts would be less than significant.

### ***Mitigation Measures***

The following mitigation measures shall be implemented to address the potential for the proposed Project to significantly impact tribal cultural resources.

**MM TCR-1:** Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.

- A. The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject Project at all Project locations (i.e., both on-site and any off-site locations that

are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

- B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- C. The monitor will complete daily monitoring logs that will describe the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered resources including but not limited to Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/lead agency upon written request to the Tribe.
- D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.

**MM TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects**

- A. Native American human remains are defined in Public Resources Code 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- B. If Native American human remains and/or grave goods are discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
- C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2).

- D. Construction activities may resume in other parts of the Project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the Project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5[f])
- E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
- F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

**TCR-3:** Procedures for Burials and Funerary Remains:

- A. As the most likely descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, tribal traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
- B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.
- D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed.
- E. In the event preservation in place is not possible despite good faith efforts by the Project applicant/developer and/or landowner, before ground-disturbing activities may resume on the Project site, the landowner shall arrange a designated site location

within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects.

- F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- G. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

**XIX. UTILITIES AND SERVICE SYSTEMS**

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

**DISCUSSION:**

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

The proposed Project involves the construction and use of an automotive dealership with a service center, car wash building, and EV battery storage building totaling 65,360 square feet square feet, plus a surface parking lot on an existing 192,331 square foot (4.4 acre) developed property. The Project property has been developed with utilities and infrastructure, including potable water, sewer, electricity, natural gas, and telecommunications services, which currently serve the existing commercial building, garage, and parking uses. The Project, including the proposed service center and car wash, would increase the intensity of use at the site, which would be expected to result in an associated increased demand for potable water, sewer disposal, electricity, and telecommunications.

**Water**

As mentioned, potable water in the City is provided by PWP, which is owned and operated by the City. PWP provides water service to an approximately 26-square-mile area that extends beyond the City

boundaries, encompassing the City of Pasadena and portions of Altadena, East Pasadena, and areas of unincorporated Los Angeles County. Over 15 percent of the total population served by PWP is located outside of the City (City of Pasadena 2020). PWP's water supply consists of three main sources: local groundwater from the Raymond Basin, local surface water from the Arroyo Seco and Eaton Wash spread into the Raymond Basin, and imported water purchased from Metropolitan Water District. PWP supplies nearly 29,000 acre-feet per year (AFY) of potable water to customers each year, as of 2020, through over 500 miles of pipelines. The Project site is located in a developed and urbanized area, and is zoned General Industrial on its northern portion and General Commercial on its southern portion.

During the construction period, water is anticipated to be used for dust control during the initial earth disturbance and grading work, followed by water used for concrete mixing. The applicant has calculated that operation of the proposed Project would require an estimated total (i.e., gross) water demand of 2,624 gallons per day (gpd) for indoor and outdoor (i.e., landscaping) uses. The site is served with existing water infrastructure, including a water main on Sunnyslope Avenue that would supply water to the Project. PWP conducted a distribution system analysis in its Water Systems and Resources Plan (PWP 2020), which indicated that no current flow deficiencies have been identified in the Project area. PWP also modeled the distribution system capacity under future conditions, which considered projected land uses, future demands, and the system capacity, which similarly indicated no deficiencies in the distribution system. As a result, the Project impacts to the water facilities are expected to be less than significant.

### ***Wastewater***

Wastewater generated by the Project would be conveyed via City sewer lines to the Sanitation Districts of Los Angeles County (LACSD) trunk sewers and water reclamation plants, primarily the San Jose Creek Water Reclamation Plant (SJCWRP), located at 1965 Workman Mill Road in Whittier. The SJCWRP currently provides primary, secondary, and tertiary treatment for a design capacity of 100 million gallons of wastewater per day (mgd) and currently processes an average flow of 63 mgd, serving approximately 1 million people. Wastewater that is not sent for reuse is conveyed to the Joint Water Pollution Control Plant, located at 24501 South Figueroa Street in Carson. This facility has the capacity to treat 400 mgd and currently processes an average of 261.1 mgd. Before discharge, the treated wastewater is disinfected with hypochlorite and sent to the Pacific Ocean through a network of outfalls. Both plants must comply with the current NPDES Permit, which regulates the plants' discharges. The City of Pasadena has calculated the average daily flow at 2,520 gpd and indicated no concerns with the Project impacting the overall sewer system from the property. The Project may connect the sewer line from an existing sewer main along Sunnyslope Avenue, where the Project would install a sewer lateral. The proposed Project would be charged a sewer connection fee pursuant to Chapter 4.53 of the Pasadena Municipal Code. The ordinance provides for the sewer facility charge to ensure that new development within the City limits pays its estimated cost for capacity upgrades and ongoing operations and maintenance to the City sewer system. With payment of connection fees, wastewater needs of the proposed Project could be met by existing infrastructure; the Project would not require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects beyond those evaluated within this Initial Study. Impacts associated with wastewater infrastructure would be less than significant.

***Stormwater Drainage***

As discussed in Section X, Hydrology and Water Quality, of this IS/MND, the proposed development of the site includes installation of a stormwater drainage system in accordance with the Project's final grading and drainage plan, which would be adequate to accommodate Project runoff. No physical modifications to the existing municipal stormwater infrastructure in the Project vicinity would be required to handle the Project stormwater runoff. Further, short-term stormwater impacts, such as those resulting from construction activities and resulting sediment runoff from the Project site, would be regulated by the NPDES Construction General Permit, which requires identification of a variety of water quality control BMPs to be specified on construction plans and implemented throughout construction (see Section X). Through compliance with existing, mandatory regulations regarding stormwater storage and treatment, potential water quality impacts during construction and operation would be avoided or reduced to less than significant levels and would avoid conflicts with water quality standards established by the LARWQCB. The environmental impacts of construction of the stormwater drainage infrastructure are evaluated throughout this Initial Study. The proposed Project is not anticipated to require or result in the relocation or construction of new or expanded stormwater drainage infrastructure, the construction or relocation of which could cause significant environmental effects beyond those evaluated in this IS/MND. Impacts associated with stormwater drainage infrastructure would be less than significant.

***Electricity***

Electricity for the proposed Project site is provided by PWP. Construction of the proposed Project would include on-site underground substructures that meet PWP design requirements. The proposed Project is not anticipated to require or result in the relocation or construction of new or expanded electricity infrastructure, the construction or relocation of which could cause significant environmental effects beyond those evaluated in this IS/MND. Impacts associated with electricity infrastructure would be less than significant.

***Natural Gas***

The Southern California Gas Company (SoCalGas) would serve the proposed Project site. The Project is not anticipated to require substantial, if any, use of natural gas. There are no major upgrades to the delivery system that are anticipated as a result of this Project, because overall regional projections set forth by energy purveyors anticipate that energy demand will decline. As stated in the 2020 California Gas Report, prepared by the California Gas and Electric Utilities, natural gas usage by commercial uses in California is expected to decline at a rate of 1.7 percent per year from 2019 to 2035.<sup>20</sup> This is because of more efficient power plants, statewide efforts to minimize GHG emissions through demand-side reductions, more efficient building standards incorporated into the California Title 24 building code, and CPUC-authorized energy efficiency programs. Given such a decline in natural gas demand, it is not anticipated that the proposed Project would require any more reconstruction or relocation of off-site natural gas infrastructure. Should SoCalGas determine that upgrades to existing natural gas infrastructure would be necessary, resulting from either the demand of the proposed Project or cumulative demand increases, such off-site upgrade projects would be undertaken by SoCalGas and would be subject to

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<sup>20</sup> California Gas and Electric Utilities. 2020. *2020 California Gas Report*.



environmental review pursuant to CEQA. Impacts associated with natural gas infrastructure would be less than significant.

#### **Telecommunications**

Telecommunication services are provided to the existing Project site by private companies. Upgrades to the existing telecommunication infrastructure on the Project site would involve connecting the proposed structures to existing telecommunications connections within the Project site and in adjacent streets. Upgrades to existing telecommunication facilities and construction of new facilities to meet the demand of users are determined by telecommunication providers and are subject to its own environmental review. Impacts associated with telecommunications infrastructure would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

#### **b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Water service is provided to the Project site by PWP, which provides potable water to approximately 38,000 households and businesses in the City of Pasadena and surrounding communities. PWP's current water supplies include local groundwater from the Raymond Basin and purchases of imported water. According to the 2020 UWMP (PWP 2021), the City would be capable of providing adequate water supply to its service area under a normal supply and demand scenario, single dry-year supply and demand scenario, and multiple dry-year supply and demand scenario through 2040 (PWP 2021). The UWMP anticipates that, even during multiple dry-year scenarios, there would be additional water capacity of at least 4,783 AFY. The proposed Project would only require 2.9 AFY and would not exceed the supplies available to PWP. Additionally, the UWMP accounts for increased demand as growth occurs over time in the City.

As mentioned, in addition to groundwater, PWP also draws its water supply from local surface water the Arroyo Seco and Eaton Wash, and imported water purchased from the Metropolitan Water District (PWP 2020). PWP conducted a water supply reliability assessment to quantify long-term reliability of existing water supplies available to PWP through 2045 during normal, dry, and multiple dry years. The assessment model projected that between 2020 and 2045, PWP will meet its service area water demand approximately 91 percent of the time, and for the remaining 9 percent of the time, the projected water supply shortage will be approximately 1,000 to 1,500 AFY (PWP 2020). The modeled deficits occurred as a result of assumed shortages during extended droughts and/or disruptions to the imported water supply. Additionally, the modeling scenario was run with an increased pumping capacity of 17,500 AFY (from the current capacity of 3,800 AFY). However, PWP also identifies that most agencies are able to manage supply shortages of 10 percent with temporary conservation measures. (PWP 2020)

As described in Issue XIV(a), the proposed Project is consistent with anticipated growth in the General Plan. As such, adequate water resources would be available to serve the Project. Specifically, although the proposed Project would result in an increased demand on the City's water supply, the City would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple-dry years.

Further, under Water Code Section 10912, the Project is not subject to a water supply assessment since the Project does not meet the criteria for a proposed shopping center or business establishment to

employ more than 1,000 persons or have more than 500,000 square feet of floor space. Chapter 13.10, Water Waste Prohibitions and Water Supply Shortage Plans, of the Pasadena Municipal Code discusses a number of policies and plans that establish a water conservation and supply shortage program that will further reduce water consumption within the City and its service area and minimize the effect and hardship of water shortage to the greatest possible extent. Policies established to assist in the event of a water supply shortage include limits on watering days; limits on filling ornamental lakes and ponds; and obligations to fix leaks, breaks, or malfunctions. While the proposed Project would result in an increase in water demand, the Project would be required to comply with Pasadena Municipal Code water conservation measures, which would further reduce water demand associated with the proposed Project. With adequate water supply and the compliance with the City's water conservation policies, impacts related to water supply would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**c) Would the project 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?**

As described in Issue XIX(a), the City and LACSD would treat sanitary sewage generated by the proposed Project. The City's sewer lines would convey wastewater to trunk lines managed by LACSD, which is responsible for treating the majority of local wastewater. The proposed Project site is located adjacent to multiple existing public sewer lines, including the sewer main along Sunnyslope Avenue that would be utilized for the proposed Project. Any sewer deficiencies would be addressed by the assessed sewer facility charge under Chapter 4.53 of the Pasadena Municipal Code. The ordinance provides for the sewer facility charge to ensure that new developments within the City limits pay estimated costs for capacity upgrades and ongoing operations and maintenance to the City sewer system. The sewer facility charge is based on the Taxes, Fees and Charges Schedule and is calculated and collected at the time of issuance of building permits.

As part of the entitlement review, the City of Pasadena has calculated the average daily flow at 2,520 gpd and indicated no concerns with the Project impacting the overall sewer system from the Project. The estimated wastewater generation is significantly less than the remaining capacity of the SJCWRP, as established in Issue XIX(a). Therefore, the wastewater facilities that would serve the Project would have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. Therefore, impacts related to wastewater treatment would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

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

The proposed Project would develop an automotive dealership. The solid waste generated by this Project would consist of typical waste from an automotive dealership. The solid waste would be collected by a private hauler approved by the City of Pasadena and transported to any of several landfills, including Scholl Canyon Landfill, the nearest landfill to the City, which is approximately 5.7 miles west of the Project

site.<sup>21</sup> Scholl Landfill primarily accepts waste from Pasadena and Glendale. Other landfills in Los Angeles County that could accept waste from Pasadena include Sunshine Canyon City/County Landfill, El Sobrante Landfill, and Chiquita Canyon Sanitary Landfill. The City's General Plan EIR determined that solid waste facilities accepting the vast majority of solid waste from Pasadena had a combined remaining capacity of approximately 158.3 million tons in 2015 and closure dates as late as 2045.<sup>22</sup> Therefore, the existing solid waste infrastructure would be able to accommodate the solid waste generated by the proposed Project. The proposed Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and impacts would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

**e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

As discussed in Issue XIX(d), the proposed Project would create solid waste that would be conveyed to several landfills, primarily Scholl Landfill, Sunshine Canyon City/County Landfill, El Sobrante Landfill, and Chiquita Canyon Sanitary Landfill. The proposed Project would result in a minor increase in solid waste as a result of the development of the automotive dealership. Specifically, the Project would result in an increase of approximately 1,014.7 lbs per day.<sup>23</sup> Furthermore, as applicable, the Project would comply with SB 1018 (Chapter 39, Statutes of 2012), Mandatory Commercial Recycling, which requires a business that generates 4 cubic yards or more of commercial solid waste per week to arrange for recycling services. The proposed Project would comply with state regulations, including AB 939 (Integrated Solid Waste Management Act of 1989), which requires the City to divert 50 percent of its waste from landfills by 2000. In order to meet the requirements of AB 939, the City established a solid waste collection franchise as described in Pasadena Municipal Code Chapter 8.61. Each franchise, or jurisdiction, must meet a minimum recycling diversion rate of 75 percent on a monthly basis and an annual basis for construction and demolition debris and a minimum recycling diversion rate of 60 percent on a monthly and annual basis for other solid waste. The proposed Project would be required to comply with these requirements. Because the proposed Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, impacts to solid waste would be less than significant.

**Finding of Significance:** The impact would be less than significant, and no mitigation measures are necessary.

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<sup>21</sup> City of Pasadena. 2015. *General Plan EIR*.

<sup>22</sup> City of Pasadena. 2015. *General Plan EIR*.

<sup>23</sup> California Department of Resources Recycling and Recovery. nd. *Estimated Solid Waste Generation Rates*. Available at <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates>

XX. WILDFIRE

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

DISCUSSION:

**a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?**

The Project site is not located within or adjacent to a Very High Fire Hazard Severity Zone (VHFHSZ), as designated by the California Department of Forestry and Fire Protection.<sup>24</sup> The nearest VHFHSZ to the Project site are on the northern edges of the City of Pasadena, approximately 1.1 miles northeast of the Project site. The Project site is situated in a fully urbanized area with an urban street network, fully pressurized water system, and managed landscaping. As such, wildland fires would not occur on or near the Project site. Regardless, in the event of a disaster warranting evacuation, the emergency routes used would depend on a number of variables, including the type, scope, and location of the incident. It is the responsibility of emergency service and/or appropriate public officials to adequately assess the situation so that safe and efficient evacuation routes are selected. As the Project site is in a fully urbanized area with a major highway (I-210) within close proximity, the proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

<sup>24</sup> California Department of Forestry and Fire Protection. Nd. *FHSZ Viewer*. Available at <https://egis.fire.ca.gov/FHSZ/>

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

- b) **Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?)**

As the Project site is not within or near a VHFHSZ, the proposed Project would not have the potential to expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors, or exacerbate wildfire risks. As such, the Project would result in no impact that would exacerbate wildfire risks and expose occupants to pollutants released from a wildfire.

**Finding of Significance:** No impact would occur, and no mitigation measures are necessary.

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

The proposed Project would not require the installation or maintenance of associated infrastructure in or near a state responsibility area or VHFHSZ that may exacerbate fire risk or result in temporary or ongoing impacts to the environment. As such, no impact would occur.

**Finding of Significance:** No impacts would occur, and no mitigation measures are necessary.

- d) **Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

The Project site is within a relatively flat, urbanized area that is adjacent to existing commercial structures. The Project would not expose people or structures to significant risks in or near a state responsibility area or VHFHSZ, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. As such, no impact would occur.

**Finding of Significance:** No impacts would occur, and no mitigation measures are necessary.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION:

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

As discussed in Issue IV, Biological Resources, the Project site is currently and has been historically developed and does not contain natural habitat; accordingly, the proposed Project would not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The proposed removal of existing trees has the potential to disturb nesting migratory birds; however, compliance with the requirements of local tree trimming and tree removal ordinances, as well as federal and state regulations related to the protection of migratory birds, including the MBTA, would ensure that the proposed Project would not degrade the quality of the environment or adversely affect biological resources, directly or indirectly. As discussed in Issue V, Cultural Resources, the Project site does not contain historic structures; as such the proposed Project would not have an adverse effect on historic buildings in the Project vicinity or eliminate important

examples of the major period of California history. However, the proposed earthwork during grading, trenching for utilities, and excavations for building foundations has the potential to disturb previously undiscovered archaeological resources. With implementation of Mitigation Measure MM CULT-1, impacts on cultural resources would be less than significant, and the proposed Project would not eliminate important examples of the major periods of California prehistory. Therefore, implementation of the proposed Project would result in less-than-significant impacts with mitigation incorporated.

**Finding of Significance:** Impacts would be less than significant with implementation of Mitigation Measure MM CULT-1.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of an action are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future actions.)**

The proposed Project would result in potentially significant Project-level impacts involving cultural resources, hazards and hazardous materials, and tribal cultural resources. However, in all cases, mitigation measures have been identified that would reduce these impacts to a less-than-significant level. As addressed throughout this IS/MND, the proposed Project would have no impact, a less-than-significant impact, or a less-than-significant impact with mitigation incorporated relative to all environmental impact areas. Cumulative impacts of several resource areas have already been addressed in several individual resource sections, including Issue III, Air Quality; Issue VIII, Greenhouse Gas Emissions; Issue XIII, Noise; and Issue XVII, Transportation. Based on CalEEMod modeling, the analysis determined that air quality and GHG emissions impacts resulting from construction and operation of the proposed Project would not have a significant Project-level or cumulative impact. Additionally, the traffic assessment conducted for the proposed Project considered cumulative increases in traffic and concluded that impacts would be less than significant. The noise analysis determined that Project increases in traffic would not result in a cumulative increase in traffic noise in the surrounding area or involve other increases in ambient noise levels that would have a significant impact.

Some resource areas (Issue II, Agricultural and Forestry Resources; Issue XII, Mineral Resources; and Issue XX, Wildfire) were determined to have no impacts and, thus, would not contribute to cumulative impacts related to these environmental topics. Other resource areas (Issue I, Aesthetics; Issue IV, Biological Resources; Issue VI, Energy; Issue VII, Geology and Soils; Issue X, Hydrology and Water Quality; Issue XI, Land Use and Planning; Issue XIV, Population and Housing; Issue XV, Public Services; Issue XVI, Recreation; and Issue XIX, Utilities and Services Systems) were determined to have a less-than-significant impact when compared to existing conditions. Many of these impacts are site-specific (e.g., aesthetics, geology and soils) or would adhere to regulatory requirements that would ensure that the proposed Project would not contribute to cumulative impacts (e.g., biological resources, hydrology and water quality). Others (e.g., land use and planning, population and housing, public services, recreation, and utilities and service systems) were determined to be consistent with the General Plan, which addresses impacts on a cumulative level. For these reasons, the proposed Project would not contribute to cumulative impacts related to these environmental topics. Other issue areas (Issue V, Cultural Resources; Issue IX, Hazards and Hazardous Materials; and Issue XVIII, Tribal Cultural Resources), which would have Project impacts that are less than significant with incorporation of mitigation, are by their nature site-specific, and impacts at one location do not add to impacts at other locations or create additive impacts.

Further, all reasonably foreseeable future development in the City would be subject to the same land use and environmental regulations that have been described throughout this document and would be guided by the policies in the City's General Plan and by the regulations in the Pasadena Municipal Code. Therefore, compliance with applicable land use and environmental regulations would ensure that environmental effects associated with the proposed Project do not combine with effects from reasonably foreseeable future development in the City to cause cumulatively considerable significant impacts. With the incorporation of mitigation measures, the proposed Project would not result in a mandatory finding of significance due to a considerable contribution to any cumulative impacts.

**Finding of Significance:** Impacts would be less than significant with implementation of mitigation measures identified in this IS/MND.

**c) Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?**

As discussed throughout Section 3 of this IS/MND, the proposed Project would not have significant adverse effects on the environment. Mitigation measures have been identified to reduce short-term construction impacts and long-term operational impacts to levels that are less than significant in the areas of cultural resources, hazardous materials, and tribal cultural resources. Mitigation measures identified under Issue IX, Hazards and Hazardous Materials, would reduce potential adverse effects to human beings by requiring safe and proper handling and abatement of hazardous and potentially hazardous materials, including soils. Implementation of mitigation measures and compliance with existing federal, state, and local regulations, along with standard design criteria, would ensure that the proposed Project would not directly or indirectly cause a substantial adverse effect on human beings.

**Finding of Significance:** Impacts would be less than significant with implementation of mitigation measures identified in this IS/MND.



## SECTION 4 ACRONYMS

- AB .....Assembly Bill
- ACBMs .....asbestos-containing building materials
- AFY .....acre-feet per year
- APN .....Assessor Parcel Number
- AQMP .....Air Quality Management Plan
- Basin.....South Coast Air Basin (also SCAB)
- BMPs .....Best Management Practices
- CAAQS .....California Ambient Air Quality Standards
- CalEEMod .....California Emissions Estimator Model
- CAL FIRE .....California Department of Forestry and Fire Protection
- CALGreen .....California Green Building Standards Code
- CalOSHA .....California Occupational Safety and Health Administration
- CAP.....Climate Action Plan
- CARB.....California Air Resources Board
- CBC.....California Building Code
- CEC .....California Energy Commissions
- CEQA .....California Environmental Quality Act
- CHRIS.....California Historical Resources Inventory System
- City .....City of Pasadena
- CFC .....chlorofluorocarbon
- CO.....carbon monoxide
- CPUC .....California Public Utilities Commission
- CUPA .....Certified Unified Program Agency
- Db.....decibels
- dBA.....A-weighted scale
- DOT .....Pasadena Department of Transportation
- DTSC .....Department of Toxic Substances Control
- DWR .....California Department of Water Resources
- EO.....Executive Order
- EPA.....United States Environmental Protection Agency

FAR .....floor area ratio  
FEMA .....Federal Emergency Management Agency  
FHSZ .....Fire Hazard Severity Zones  
FIRM .....flood insurance rate map  
FTA .....Federal Transit Administration  
GHGs .....greenhouse gases  
gpd .....gallons per day  
HMBP .....Hazardous Material Business Plan  
I-210 .....Interstate 210  
IEPR .....Integrated Energy Policy Report  
IS/MND .....Initial Study/Mitigated Negative Declaration  
LACSD .....Los Angeles County Sanitation Districts  
LARWQCB.....Los Angeles Regional Water Quality Control Board  
LBP.....lead-based paint  
Leq.....sound energy level averaged over a specified time period  
LID .....low impact development  
LST .....localized significance threshold  
mgd .....million gallons per day  
MS4 .....Los Angeles County Municipal Separate Storm Sewer System  
MT .....metric ton  
MTCO2e .....metric tons of carbon dioxide equivalent  
NAAQS .....National Ambient Air Quality Standards  
NO2 .....nitrogen dioxide  
NPDES .....National Pollution Discharge Elimination System  
O3.....Ozone  
PFD .....City of Pasadena Fire Department, Fire Prevention  
PM.....particulate matter  
PPV.....peak particle velocity; in/sec = inches/second  
PUSD.....Pasadena Unified School District  
PWP .....Pasadena Water and Power  
RECs .....recognized environmental conditions

RTP/SCS.....Regional Transportation/Sustainable Communities Strategy  
RWQCB .....California Regional Water Quality Control Board  
SB .....Senate Bill  
SCAB.....South Coast Air Basin (also Basin)  
SCAG .....Southern California Association of Governments  
SCAQMD.....South Coast Air Quality Management District  
SCE.....Southern California Edison  
SO2.....sulfur dioxide  
SoCalGas.....Southern California Gas Company  
SRTP .....Short Range Transit Plan  
SWPPP .....Stormwater Pollution Prevention Plan  
TAZ .....Transportation Analysis Zone  
TDF .....travel demand forecasting model  
TDM.....Transportation Demand Management  
TIA .....Transportation Impact Assessment  
TPAs .....Transit Priority Areas  
µg/m3..... micrograms per cubic meter  
USTs.....underground storage tanks  
UWMP .....Urban Water Management Plan  
VHFHSZ .....Very High Fire Hazard Severity Zones  
VMT .....vehicle miles traveled  
VOC .....volatile organic compound  
VT .....Vehicle Trips  
WRP.....wastewater reclamation plant

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# Appendices

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**Appendix A:  
Conceptual Plan Set**

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# RUSNAK PORSCHE PASADENA

## 2915 EAST COLORADO BOULEVARD

### PASADENA, CA 91107



#### DRAWING INDEX

#	SHEET NAME	ISSUE DATE	REVISION #	REVISION DATE	REVISION DESCRIPTION
<b>GENERAL</b>					
A.000	COVER	04/01/2022			
<b>CIVIL</b>					
1 OF 1	SITE SURVEY EXISTING CONDITIONS	04/01/2022			
CG-01	CONCEPTUAL GRADING PLAN - NORTH	04/01/2022			
CG-02	CONCEPTUAL GRADING PLAN - SOUTH	04/01/2022			
CG-03	PROPOSED SITE PLAN	04/01/2022			
<b>ARCHITECTURAL</b>					
A.100	PROPOSED SITE PLAN	04/01/2022			
A.101	PROPOSED CARWASH AND EV BATTERY STORAGE	04/01/2022			
A.102	PROPOSED SITE DETAILS	04/01/2022			
A.110	PROPOSED OVERALL FLOOR PLANS	04/01/2022			
A.111	PROPOSED OVERALL FLOOR PLANS	04/01/2022			
A.130	PROPOSED FIRST FLOOR PLAN - AREA A	04/01/2022			
A.131	PROPOSED FIRST FLOOR PLAN - AREA B	04/01/2022			
A.132	PROPOSED SECOND FLOOR PLAN - AREA A	04/01/2022			
A.133	PROPOSED SECOND FLOOR PLAN - AREA B	04/01/2022			
A.134	PROPOSED ROOF DECK PLAN - AREA B	04/01/2022			
A.200	PROPOSED EXTERIOR ELEVATIONS	04/01/2022			
A.201	PROPOSED EXTERIOR ELEVATIONS	04/01/2022			
A.202	PROPOSED EXTERIOR ELEVATIONS	04/01/2022			
A.210	PROPOSED BUILDING SECTIONS	04/01/2022			
A.211	PROPOSED BUILDING SECTIONS	04/01/2022			
<b>LANDSCAPE</b>					
PLP-1	PRELIMINARY LANDSCAPE PLAN	04/01/2022			



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ASLA Landscape Architecture  
630 S. El Camino #B4, San Clemente, CA 92672  
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#### PROJECT NAME

**RUSNAK PORSCHE PASADENA**

#### PROJECT DESCRIPTION

NEW PORSCHE DEALERSHIP

#### PROJECT ADDRESS

2915 EAST COLORADO BOULEVARD  
PASADENA, CA 91107

#### OWNER INFORMATION

RUSNAK AUTO GROUP  
267-337 W. COLORADO BLVD.  
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#### GOREE PROJECT NUMBER

2019-0011

#### STAMP / SIGNATURE

#### ISSUE DATE

04/01/2022

#### ISSUE HISTORY

DATE	MARK	DESCRIPTION

#### KEY PLAN

#### SHEET NAME

COVER

#### SHEET NUMBER

**A.000**

#### AREA BREAKDOWN

<b>GROSS FLOOR AREA DATA:</b>	
<b>PROPOSED DEALERSHIP BUILDING AREA:</b>	
1ST FLOOR:	
SHOWROOM & OFFICES	17,158 SF
COVERED SERVICE DRIVE (NOT INCLUDED IN PROPOSED AREA)	6,348 SF
SERVICE AREA	29,049 SF
PARTS STORAGE	3,165 SF
<b>1ST FLOOR SUBTOTAL:</b>	<b>49,372 SF</b>
2ND FLOOR:	
OFFICES	10,858 SF
COVERED PARKING (NOT INCLUDED IN PROPOSED AREA)	29,530 SF
<b>2ND FLOOR SUBTOTAL:</b>	<b>10,858 SF</b>
3RD FLOOR:	
ROOFTOP PARKING (NOT INCLUDED IN PROPOSED AREA)	30,917 SF
<b>VERTICAL CIRCULATION:</b>	
VEHICLE RAMP (NOT INCLUDED IN PROPOSED AREA)	3,804 SF
<b>TOTAL PROPOSED DEALERSHIP BUILDING AREA:</b>	<b>60,230 SF</b>
<b>PROPOSED CARWASH BUILDING AREA:</b>	
PROPOSED CARWASH:	3,330 SF
PROPOSED DETAIL BAYS:	1,502 SF
<b>TOTAL PROPOSED CARWASH BUILDING AREA:</b>	<b>4,832 SF</b>
<b>TOTAL PROPOSED EV BATTERY STORAGE BUILDING AREA:</b>	
	298 SF
<b>TOTAL EXISTING AUDI BUILDING AREA:</b>	
	1,660 SF
<b>FLOOR AREA RATIO (PER CITY OF PASADENA MUNICIPAL CODE):</b>	
LOW MIXED USE - 1.0 MAX.	
R & D FLEX SPACE - 1.25 MAX.	
<b>LOT SIZE:</b> 192,331 SF = 4.415 ACRES	
<b>GROSS FLOOR AREA = 66,852 (60,230 + 4,832 + 298 + 1,660) / 192,331 = FAR 0.35</b>	
<b>LOT COVERAGE:</b>	
1ST FLOOR DEALERSHIP + CARWASH + EV STORAGE + EXISTING BUILDING = 56,162 SF	
56,162 SF / 192,331 SF = 0.29	
<b>LANDSCAPE PROVIDED:</b> SEE LANDSCAPE PLAN	

#### PROJECT INFORMATION

<b>APN:</b>	5748-036-001, -002, -003, -004, -005, -028, -029, AND -032
<b>BUILDING ADDRESS:</b>	2965 E. COLORADO BLVD. PASADENA, CA 91107
<b>ZONING DESIGNATION:</b>	INDUSTRY GENERAL AND COMMERCIAL CENTER
<b>SPECIFIC PLAN:</b>	EPSP-D1-IG, ECSP-CG-6
<b>LAND USE DESIGNATION:</b>	LOW MIXED USE, R & D FLEX SPACE
<b>ADJACENT PARCEL ZONING &amp; LAND USE:</b>	NORTH: R & D FLEX SPACE, EPSP-D1-IG EAST: LOW MIXED USE, ECSP-CG-6 SOUTH: LOW MIXED USE, ECSP-CG-6 WEST: LOW MIXED USE, ECSP-CG-5-AD-2
<b>PROPOSED LAND USE:</b>	CONSTRUCTION OF A NEW AUTOMOBILE DEALERSHIP WITH AREAS FOR: SALES, CUSTOMER LOUNGE, OFFICES, VEHICLE SERVICE, PARTS STORAGE, CARWASH WITH SITE AND LANDSCAPE IMPROVEMENTS
<b>TOTAL GROSS AREA:</b>	192,331 SF = 4.415 ACRES
<b>TOTAL BUILDING AREA:</b>	66,852 SF (INCLUDING CARWASH)
<b>LOT COVERAGE:</b>	<b>SQUARE FEET</b> <b>PERCENTAGE</b>
<b>BUILDING AREA:</b>	56,162 SF      29%
<b>FLOOR AREA RATIO:</b>	FAR 0.35
<b>OCCUPANCY:</b>	B, S-1, & S-2
<b>TYPE OF CONSTRUCTION:</b>	V-B
<b>SPRINKLERED / FIRE ALARM:</b>	YES
<b>NUMBER OF STORIES:</b>	2
<b>HEIGHT OF BUILDING:</b>	43' - 6" (FROM SHOWROOM F.F.) 50' - 11" (FROM SITE LOWEST POINT)
<b>LEGAL DESCRIPTION:</b>	SEE CIVIL

#### PARKING ANALYSIS

<b>OFF-STREET PARKING TABULATION</b>					
PER § 17.46.120.C OF THE CITY OF PASADENA MUNICIPAL CODE					
USE	AREA	RATIO	REQUIRED	PROVIDED	
VEHICLE SALES	32,848 S.F.	1 SPACE FOR EA. 1,000 S.F. OF GFA	33 SPACES	33 SPACES	
VEHICLE REPAIR	32,512 S.F.	4 SPACE FOR EA. 1,000 S.F. OF GFA	131 SPACES	131 SPACES	
SERVICE SHOP	29,049 S.F.				
PARTS STORAGE	3,165 S.F.				
EV BATTERY STOR.	298 S.F.				
<b>TOTAL REQUIRED PARKING SPACES</b>			<b>164 SPACES</b>	<b>164 SPACES</b>	
INVENTORY / DISPLAY				<b>178 SPACES</b>	
<b>TOTAL PARKING</b>				<b>342 SPACES</b>	

<b>ACCESSIBLE PARKING TABULATION</b>				
PER § 11B-208 AND TABLE 11B-208.2 OF THE 2019 CALIFORNIA BUILDING CODE				
TYPE	RATIO	REQUIRED	PROVIDED	
STANDARD	6 SPACES FOR 151 TO 200 TOTAL PARKING SPACES (BASED ON REQUIRED PARKING)	6 SPACES	6 SPACES	
VAN	1 SPACE FOR EVERY 6 (OR FRACTION OF 6) ADA SPACES	1 SPACE	1 SPACE	

<b>DESIGNATED PARKING TABULATION</b>				
PER § 5.106.5.2 AND TABLE 5.106.5.3.3 OF THE 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE				
TYPE	RATIO	REQUIRED	PROVIDED	
DESIGNATED PARKING	16 SPACES FOR 151 TO 200 TOTAL PARKING SPACES	16 SPACES	16 SPACES	
EV CHARGING STATIONS (EVCS)	10 SPACES FOR 151 TO 200 TOTAL PARKING SPACES	10 SPACES	11 SPACES	

<b>BICYCLE PARKING TABULATION</b>				
PER § 5.106.4 OF THE CALIFORNIA GREEN BUILDING STANDARDS CODE				
TYPE	RATIO	REQUIRED	PROVIDED	
SHORT-TERM BICYCLE PARKING	5% OF TOTAL PARKING SPACES PROVIDED (MIN. 2 SPACES)	9	9	
LONG-TERM BICYCLE PARKING	5% OF TOTAL PARKING SPACES PROVIDED (MIN. 1 SPACE)	9	9	

#### SCOPE OF WORK

CONSTRUCTION OF A NEW 3 STORY AUTO DEALERSHIP WITH AREA FOR SALES, PARTS STORAGE, AND VEHICLE SERVICE, CONSTRUCTION OF CARWASH / DETAIL BAYS, SCOPE OF WORK INCLUDES GRADING, SITE WORK, PAVING, AND INSTALLATION OF A NEW RETAINING WALL, LIGHT STANDARDS AND LANDSCAPE UPGRADES.

#### VICINITY MAP



**PRELIMINARY REPORT INFORMATION**

THE FOLLOWING EASEMENTS, DESCRIBED IN PRELIMINARY REPORT ORDER NO. NHSC-5949354 (29), PREPARED BY FIRST AMERICAN TITLE COMPANY ON MAY 15, 2019, AFFECT THE SUBJECT PARCEL AND HAVE BEEN NUMBERED TO CORRESPOND WITH SAID PRELIMINARY REPORT.

APN: 5748-036-001, 002, 003, 004, 005, 032

3. DOCUMENT FOR "COVENANT AND AGREEMENT TO PROVIDE PARKING" RECORDED AUGUST 11, 1989 AS INSTRUMENT NO. 89-12950 OF O.R.

AFFECTS: PARCEL C  
LOCATION OF THE AGREEMENT CANNOT BE DETERMINED FROM THE RECORD.

THE FOLLOWING EASEMENTS, DESCRIBED IN PRELIMINARY REPORT ORDER NO. NHSC-5948382 (29), PREPARED BY FIRST AMERICAN TITLE COMPANY ON MAY 16, 2019, AFFECT THE SUBJECT PARCEL AND HAVE BEEN NUMBERED TO CORRESPOND WITH SAID PRELIMINARY REPORT.

APN: 5748-036-028, 029 AND 5754-005-007

3. AN EASEMENT FOR STREET WIDENING OF COLORADO STREET RECORDED APRIL 28, 1927 AS BOOK 6612, PAGE 280 OF O.R.

5. VACATION OF YARD ALLEY AND PORTION OF NINA STREET RECORDED JANUARY 19, 1968 AS INSTRUMENT NO. 2575 IN BOOK 3890, PAGE 703 OF O.R. AND BY QUITCLAIM DEED RECORDED MARCH 29, 1968 AS INSTRUMENT NO. 823 IN BOOK D-3954, PAGE 516 OF O.R. AND QUITCLAIM DEED RECORDED FEBRUARY 4, 1975 AS INSTRUMENT NO. 2063 OF O.R.

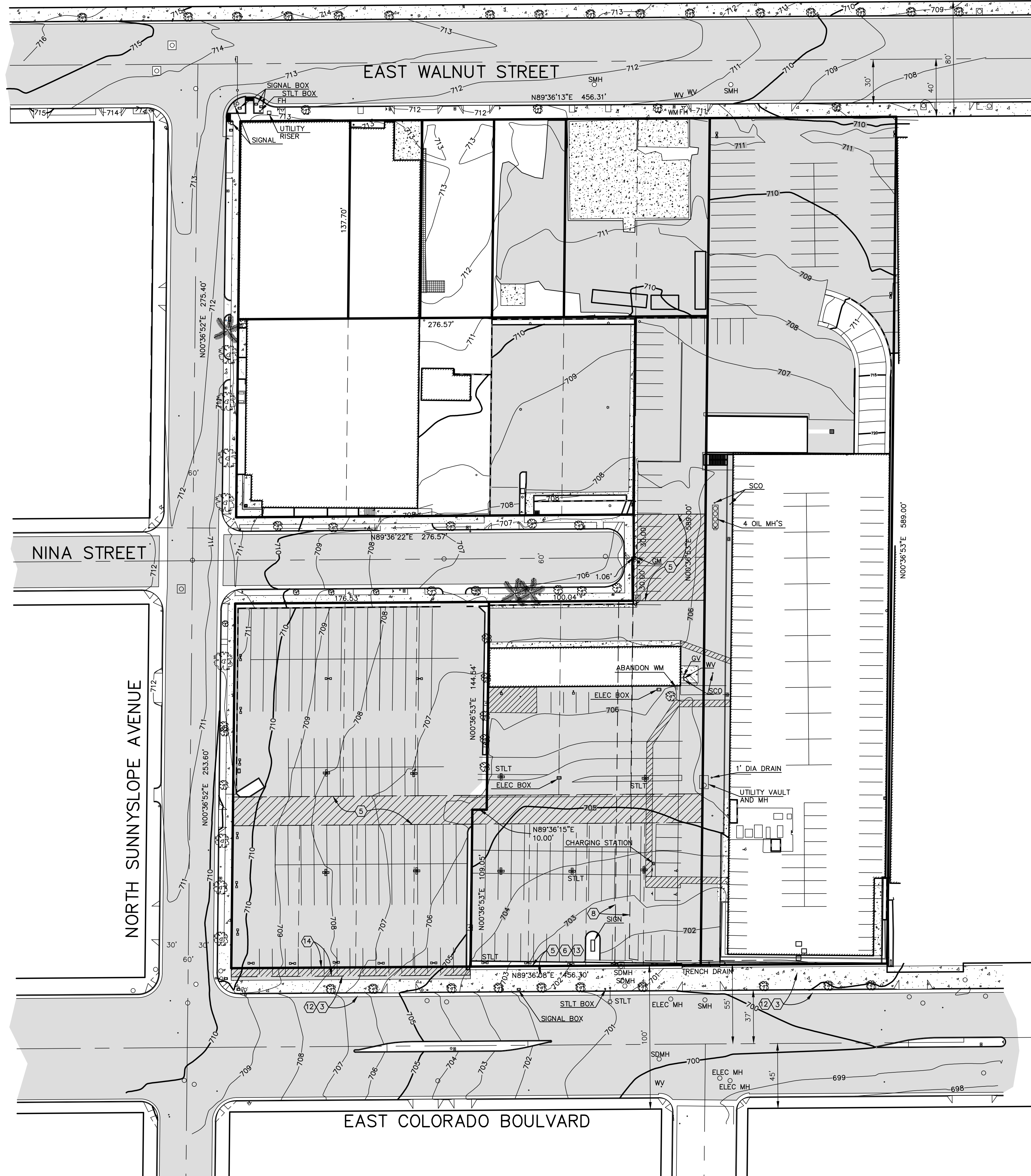
6. AN EASEMENT FOR STREET AND INCIDENTAL PURPOSES RECORDED MARCH 29, 1968 AS INSTRUMENT NO. 824 OF O.R.

8. AN EASEMENT FOR STORM DRAIN AND INCIDENTAL PURPOSES RECORDED AUGUST 5, 1974 IN INSTRUMENT NO. 2571 OF O.R.

12. SAME AS EXCEPTION 3

13. SAME AS EXCEPTION 6

14. AN EASEMENT FOR STREET AND INCIDENTAL PURPOSES RECORDED APRIL 1, 1968 AS INSTRUMENT NO. 3517 OF O.R.

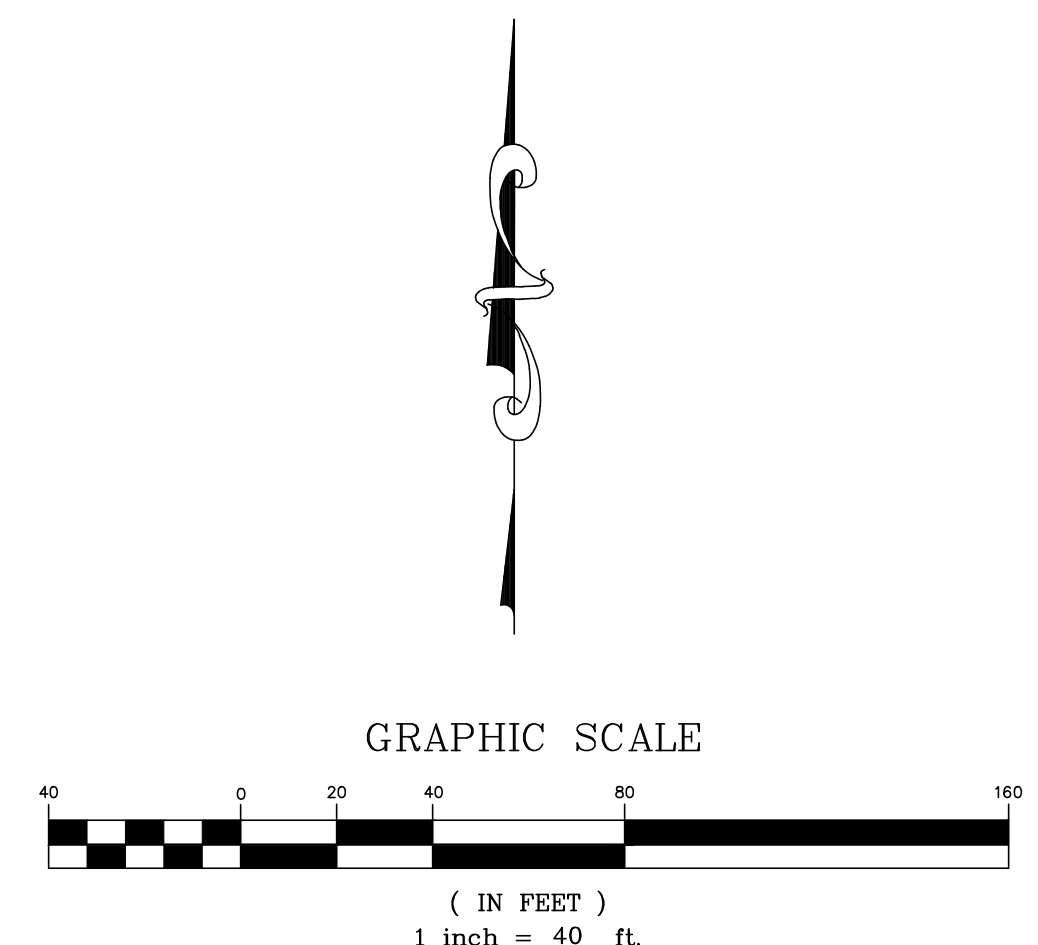


**LEGEND**

- AC --- ASPHALT CONCRETE
- BFP --- BACK FLOW PREVENTOR
- BW --- BOTTOM OF WALL
- EG --- EXISTING GROUND
- EP --- EDGE OF PAVEMENT
- FF --- FINISH FLOOR
- FH --- FIRE HYDRANT
- FL --- FLOW LINE
- FS --- FINISH SURFACE
- GM --- GAS METER
- GV --- GAS VALVE
- OHU --- OVERHEAD UTILITY
- PP --- POWER POLE
- (R) --- RADIAL BEARING
- SCO --- SEWER CLEANOUT
- SMH --- SEWER MANHOLE
- TC --- TOP OF CURB
- TW --- TOP OF WALL
- WM --- WATER METER
- WV --- WATER VALVE
- EXISTING WALL

**BASIS OF BEARINGS:**  
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE SOUTHLINE OF WALNUT STREET, N 89°36'13" E, AS SHOWN ON RECORD OF SURVEY 18762, BOOK 290, PAGE 50/51.

*Robert J. Russell*  
ROBERT J. RUSSELL, PLS  
08/11/21  
DATE



**REVISIONS**

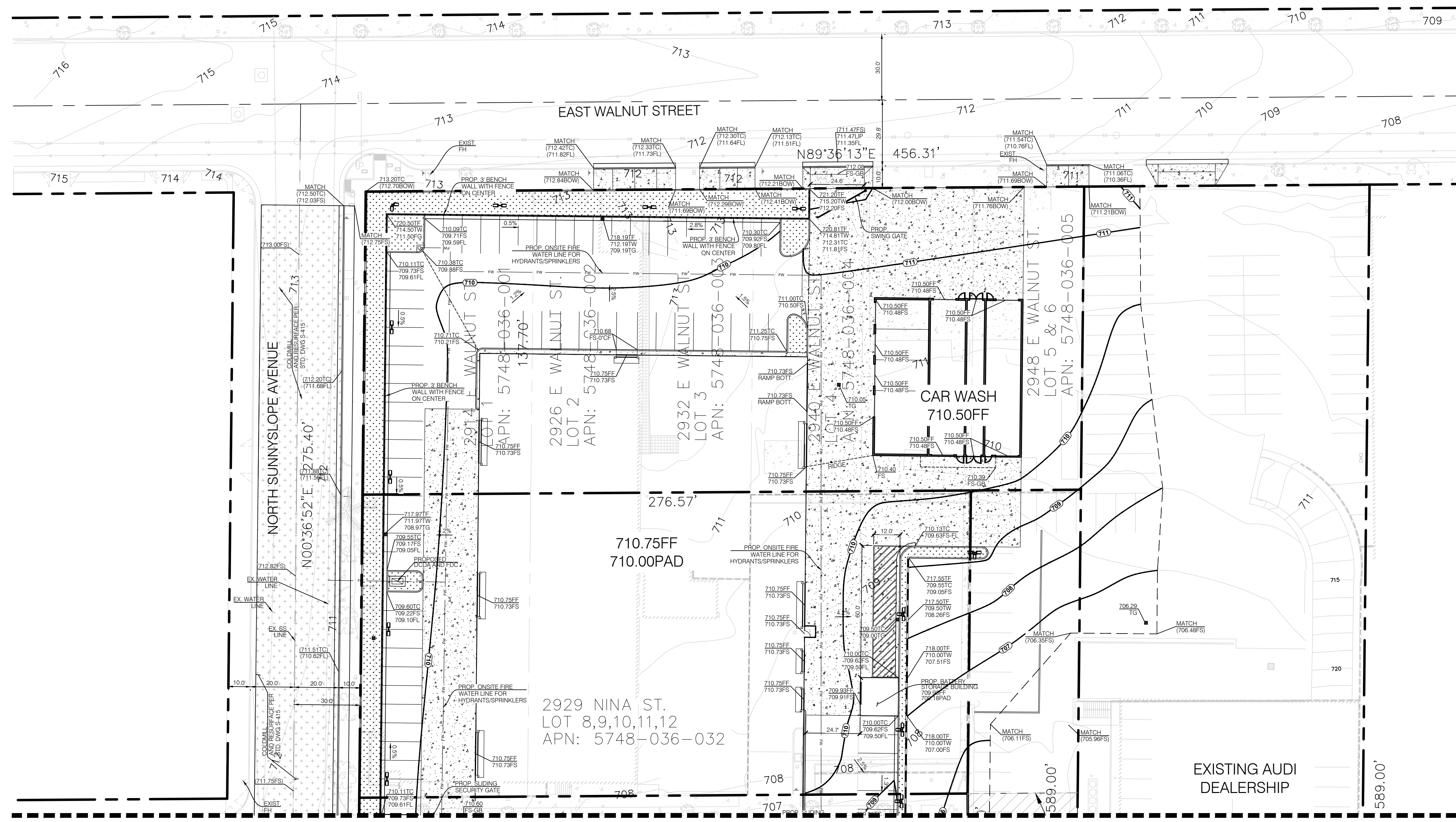
NUMBER	DATE	APP'VD

DRAWN BY:  
CHECKED BY:  
DATE:  
**BENCHMARK:**  
THE BENCHMARK FOR THIS SURVEY IS A COUNTY OF LOS ANGELES PUBLIC WORKS VERTICAL CONTROL MONUMENT, BM NO. "HG5190" IN SOUTH CATCH BASIN 6.5' W/O BCR @ SW COR. COLORADO BLVD. & SAN GABRIEL BLVD.  
ELEVATION : 722.431 (NGVD 29')

PLANS PREPARED BY:  
  
11921681129\pasland\_projects\Templates\Templates\usg\CDRFinal.plg  
Today's Ideas. Tomorrow's Reality.  
4121 Westerly Place #112 Newport Beach CA 92660  
T 949-640-8967 www.CDRFest.com

2965 E COLORADO BOULEVARD  
5748-036-028  
PASADENA PORSCHE  
PASADENA, CA 91107

**SHEET**  
1 OF 1



DESCRIPTION	SYMBOL
EXISTING CONCRETE	[Symbol]
CONCRETE PAVEMENT	[Symbol]
LANDSCAPING	[Symbol]
COLDMILL AND RESURFACE	[Symbol]
CONCRETE CURB	[Symbol]
CURB & GUTTER	[Symbol]
RETAINING WALL	[Symbol]
BUILDING WALL	[Symbol]
EASEMENT	[Symbol]
CENTERLINE	[Symbol]
PROPERTY LINE	[Symbol]
PROPOSED MATCH LINE	[Symbol]

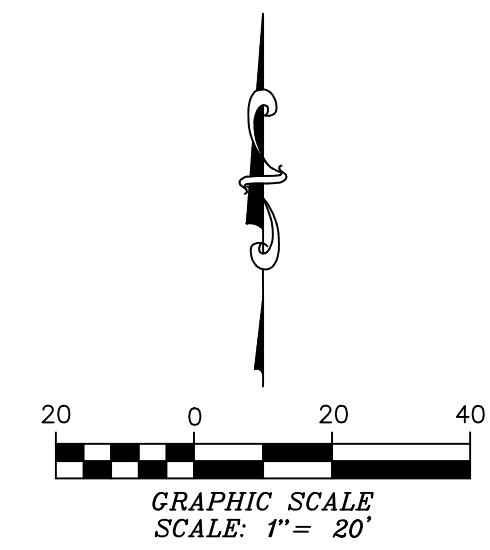
**ABBREVIATIONS**

EX	EXISTING
FS	FINISHED SURFACE
FS	FINISHED GRADE
FF	FINISHED FLOOR
INV	INVERT OF PIPE
TF	TOP OF FOOTING
BF	BOTTOM OF FOOTING
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
FL	FLOWLINE
HP	HIGH POINT
TS	TOP OF STEP
BW	BOTTOM OF WALL
BLDG	BUILDING
SD	STORM DRAIN
SS	SANITARY SEWER
SDRSD	UTILITY
UTE	PUBLIC UTILITY EASEMENT
SPPWC	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
DISP	DISPLAY

SEE SHEET CG-02

SEE SHEET CG-02

SEE SHEET CG-02

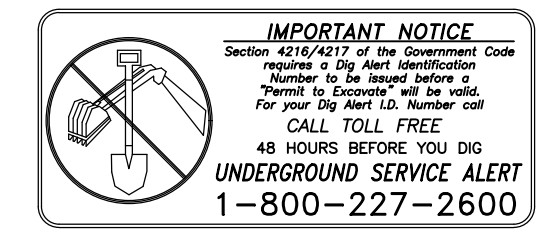
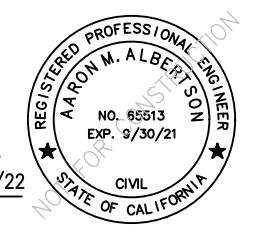


**REVISIONS**

NUMBER	DATE	DESCRIPTION

DRAWN BY: AJC  
 CHECKED BY: AM  
 DATE: 03/31/22  
**BENCHMARK:**  
 THE BENCHMARK FOR THIS SURVEY IS A COUNTY OF LOS ANGELES PUBLIC WORKS VERTICAL CONTROL MONUMENT, BM NO. 1651807 IN SOUTH CATCH BASIN 6.5' W/O BOR @ SW COR. COLORADO BLVD. & SAN CARREL BLVD.  
 ELEVATION: 722.431 (NGVD 29')

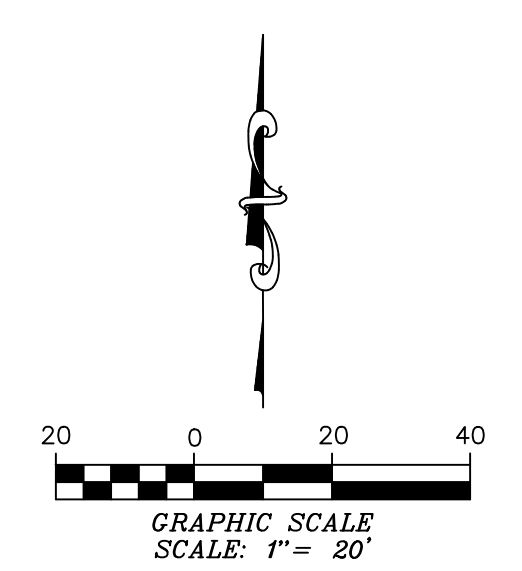
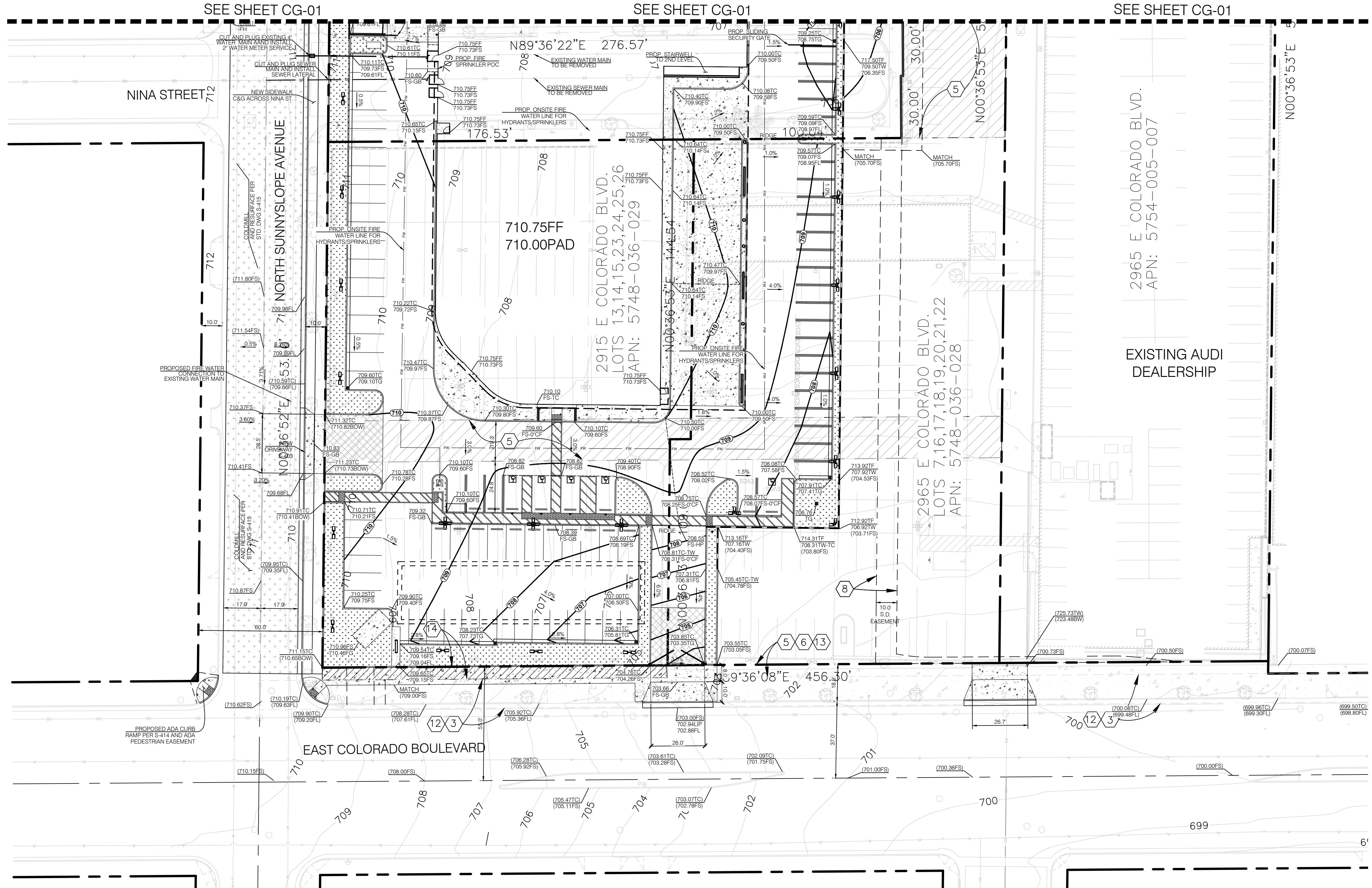
PLANS PREPARED BY:  
  
 AARON M. ALBERTSON  
 R.C.E. 65513  
 DATE: 03/31/22  
 EXP. 9/30/23



CONCEPTUAL GRADING PLAN - NORTH  
 PORSCHE PASADENA  
 2915 EAST COLORADO BLVD.  
 PASADENA, CA  
 SHEET CG-01  
 01 OF 03

DESCRIPTION	SYMBOL
EXISTING CONCRETE	
CONCRETE PAVEMENT	
LANDSCAPING	
COLDMILL AND RESURFACE	
CONCRETE CURB	
CURB & GUTTER	
RETAINING WALL	
BUILDING WALL	
EASEMENT	
CENTERLINE	
PROPERTY LINE	
PROP. MATCH LINE	

ABBREVIATIONS	
EX	EXISTING
FS	FINISHED SURFACE
FS	FINISHED GRADE
FF	FINISHED FLOOR
INV	INVERT OF PIPE
TF	TOP OF FOOTING
BF	BOTTOM OF FOOTING
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
FL	FLOWLINE
HF	HIGH POINT
TS	TOP OF STEP
BW	BOTTOM OF WALL
BLDG	BUILDING
SD	STORM DRAIN
SS	SANITARY SEWER
SDRSD	UTILITY
LUTL	PUBLIC UTILITY EASEMENT
SPFFWC	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
DISP	DISPLAY

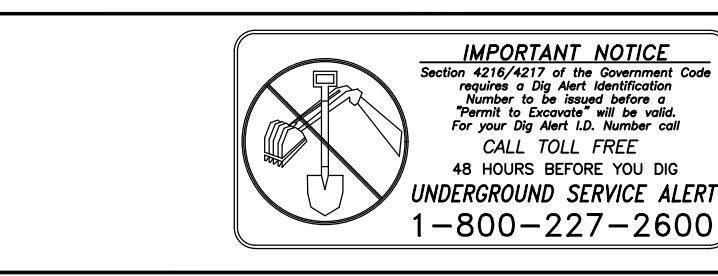


REVISIONS	
NUMBER	DATE

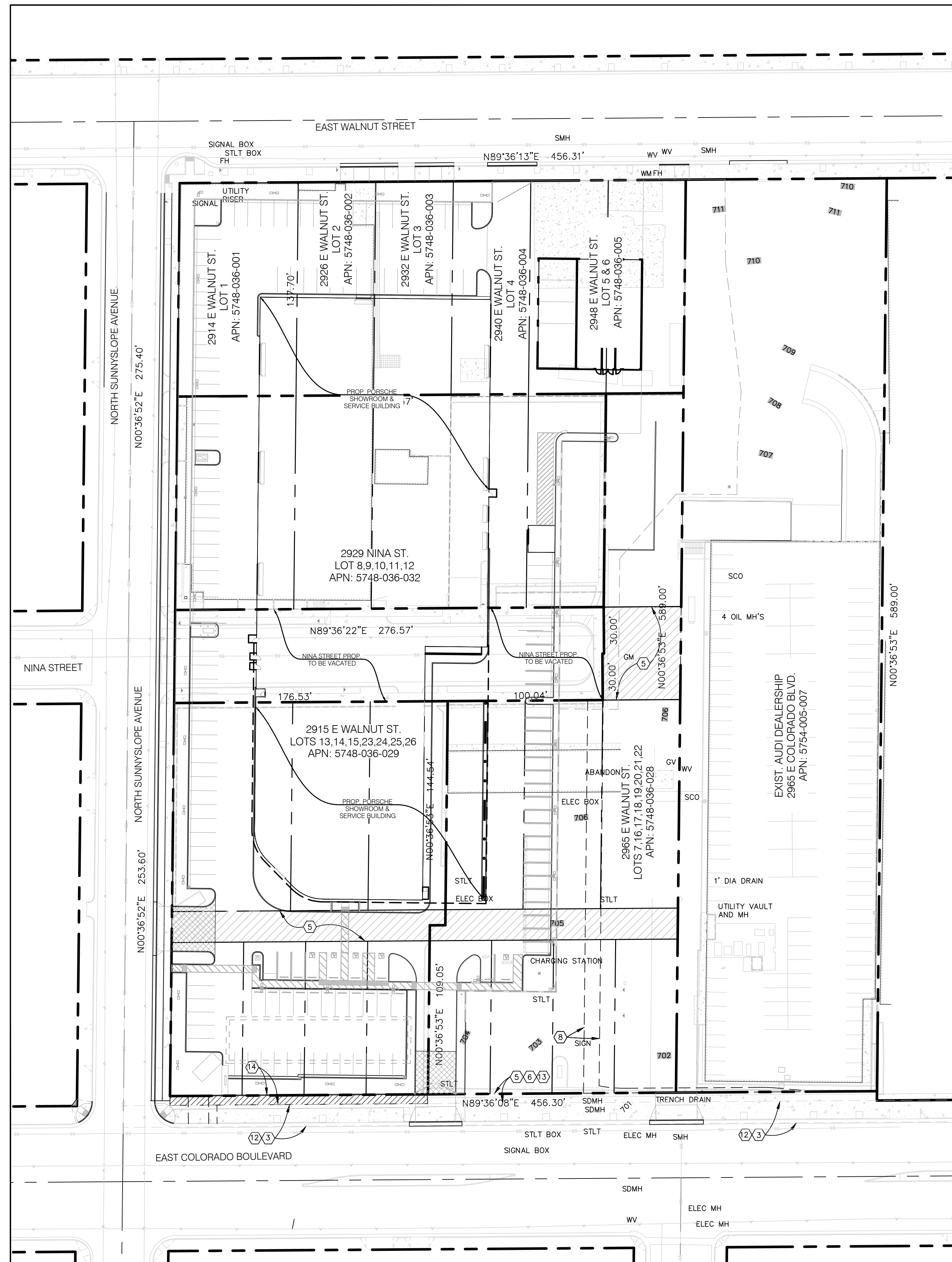
DRAWN BY: AJC  
 CHECKED BY: AM  
 DATE: 03/31/22

**BENCHMARK:**  
 THE BENCHMARK FOR THIS SURVEY IS A COUNTY OF LOS ANGELES PUBLIC WORKS VERTICAL CONTROL MONUMENT, BM NO. 1051807 IN SOUTH CATCH BASIN 6.5' W/O BOR @ SW COR. COLORADO BLVD. & SAN CARREL BLVD.  
 ELEVATION : 722.431 (NGVD 29')

PLANS PREPARED BY:  
  
 AARON M. ALBERTSON  
 R.C.E. 65513 EXP. 9/30/23



**IMPORTANT NOTICE**  
 Section 41312 of the Government Code  
 "Notice to be issued before a permit is issued and the notice shall contain the following information:  
 1. A statement that the permit is for a project that requires the use of a permit.  
 2. A statement that the permit is for a project that requires the use of a permit.  
 3. A statement that the permit is for a project that requires the use of a permit.  
 48 HOURS BEFORE YOU DIG  
**UNDERGROUND SERVICE ALERT**  
 1-800-227-2600



**LEGAL DESCRIPTION**

LOTS 7, 16, 17, 18, 19, 20, 21, 22

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 7, 16, 17, 18, 19, 20, 21 AND 22 AS SAID LOTS ARE SHOWN ON THE MAP OF TRACT NO. 8479, AND THAT PORTION OF VARD ALLEY, 20 FEET WIDE, VACATED AND THAT PORTION OF NINA STREET, 60 FEET WIDE, VACATED, AS SAID ALLEY AND STREET ARE SHOWN ON SAID MAP, IN THE CITY OF PASADENA, AS PER MAP RECORDED IN BOOK 93 PAGE 4, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND THAT PORTION OF LOT 2 IN BLOCK 12 OF L.J. ROSE'S SUBDIVISION OF LAMANDA PARK, AS PER MAP RECORDED IN BOOK 7 PAGE 38, OF MISCELLANEOUS RECORDS, IN THE CITY OF PASADENA, INCLUDED WITHIN THE FOLLOWING DESCRIBED LINES:

BEGINNING AT THE NORTHEASTERN CORNER OF LOT 7, OF SAID TRACT NO. 8479, THENCE NORTHERLY ALONG THE EASTERLY LINE OF LOT 8 OF SAID TRACT NO. 8479, TO THE NORTHWESTERN CORNER OF LOT 2 OF SAID ROSE'S SUBDIVISION; THENCE EASTERLY ALONG THE NORTHERLY LINE OF THE WESTERLY 129.70 FEET OF SAID LOT 2 TO THE NORTHEASTERN CORNER THEREOF; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID WESTERLY 129.70 FEET, TO THE SOUTHERLY LINE OF SAID LOT 2; THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF LOT 2 AND THE SOUTHERLY LINE OF LOTS 18 AND 22 INCLUSIVE, OF TRACT NO. 8479 TO THE SOUTHWESTERN CORNER OF SAID LOT 2; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID LOT 22, AND ITS PROLONGATION, TO THE CENTERLINE OF VARD ALLEY, 20 FEET WIDE, AS SHOWN ON SAID MAP OF CENTERLINE OF TRACT NO. 8479; THENCE EASTERLY ALONG SAID CENTERLINE TO THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID LOT 16; THENCE NORTHERLY ALONG SAID WESTERLY LINE AND ITS PROLONGATION TO THE NORTHWEST CORNER OF SAID LOT 16; THENCE EASTERLY ALONG THE NORTHERLY LINES OF SAID LOTS 18 AND 17 TO THE NORTHEASTERN CORNER OF SAID LOT 17; THENCE NORTHERLY AT RIGHT ANGLES TO THE SOUTHERLY LINE OF SAID NINA STREET, 60 FEET WIDE, TO THE CENTERLINE OF SAID NINA STREET; THENCE EASTERLY ALONG SAID CENTERLINE, 1.08 FEET, MORE OR LESS, TO A LINE WHICH IS AT RIGHT ANGLES TO THE NORTHERLY LINE OF SAID NINE STREET; THENCE ALONG SAID LAST MENTIONED LINE, 30 FEET TO SAID SOUTHWEST CORNER OF LOT 7; THENCE NORTHERLY AND EASTERLY ALONG THE WESTERLY AND NORTHERLY LINE OF SAID LOT 7 TO THE POINT OF BEGINNING.

**LEGAL DESCRIPTION**

LOT 1

Lot 1 of Tract No. 8479, in the City of Pasadena, County of Los Angeles, State of California, as per Map recorded in Book 93, Page 4 of Maps, in the Office of the County Recorder of said County. Also Known as: 2914 E. Walnut Street, Pasadena, CA 91107. A.P. # 5748-036-001

**LEGAL DESCRIPTION**

LOT 2

LOTS 2 OF TRACT NO. 8479, IN THE CITY OF PASADENA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 93 PAGE(S) 4 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

**LEGAL DESCRIPTION**

LOT 3

Lot 3 of Tract No. 8479, in the City of PASADENA, County of Los Angeles, State of California, as per map recorded in Book 93, Page(s) 4 of Maps, in the Office of the County Recorder of said County.

**LEGAL DESCRIPTION**

LOTS 4, 5 & 6

the real property in the City of Pasadena, County of Los Angeles, State of California, described as: Lots 4, 5 and 6 of Tract No. 8479, in the City of Pasadena, County of Los Angeles, State of California, as per Map recorded in Book 93, Page 4 of Maps, in the Office of the County Recorder of said County. Also Known as: 2940, 2948 East Walnut Street, Pasadena, CA 91107. APN: 5748-036-004 & 5748-036-005

**LEGAL DESCRIPTION**

LOTS 8, 9, 10, 11, 12

PARCEL 1 AS SHOWN ON LOT LINE ADJUSTMENT, AS EVIDENCED BY DOCUMENT RECORDED SEPTEMBER 7, 2016 AS INSTRUMENT NO. 20161024591, OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOTS 8 THROUGH 12 INCLUSIVE, AS SHOWN ON TRACT MAP NO. 8479, IN THE CITY OF PASADENA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, FILED IN BOOK 93, PAGE 4 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

**LEGAL DESCRIPTION**

LOTS 13, 14, 15 AND 23, 24, 25, 26

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 2:  
LOTS 23, 24, 25 AND 26 OF TRACT NO. 8479 IN THE CITY OF PASADENA, AS PER MAP RECORDED IN BOOK 93 PAGE(S) 4 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THAT PORTION OF THE SOUTH 10 FEET OF VARD ALLEY, 20 FEET WIDE, AS SHOWN ON THE MAP OF SAID TRACT 8479, VACATED BY RESOLUTION NO. 8782 OF THE CITY OF PASADENA, A CERTIFIED COPY THEREOF RECORDED ON JANUARY 18, 1968 AS INSTRUMENT NO. 2575, IN BOOK D3890 PAGE 703, OFFICIAL RECORDS OF SAID COUNTY, LYING BETWEEN THE NORTHERLY PROLONGATION OF THE EAST LINE OF SAID LOT 23 AND THE NORTHERLY PROLONGATION OF THE WEST LINE OF SAID LOT 26.

PARCEL 3:  
LOTS 13, 14 AND 15 OF TRACT NO. 8479, IN THE CITY OF PASADENA, AS PER MAP RECORDED IN BOOK 93 PAGE(S) 4 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THAT PORTION OF THE NORTH 10 FEET OF VARD ALLEY, 20 FEET WIDE, AS SHOWN ON THE MAP OF SAID TRACT 8479, VACATED BY RESOLUTION NO. 8782 OF THE CITY OF PASADENA, A CERTIFIED COPY THEREOF RECORDED ON JANUARY 18, 1968 AS INSTRUMENT NO. 2575, IN BOOK D3890 PAGE 703, OFFICIAL RECORDS OF SAID COUNTY, LYING BETWEEN THE SOUTHERLY PROLONGATION OF THE WEST LINE OF SAID LOT 13 AND THE SOUTHERLY PROLONGATION OF THE WEST LINE OF SAID LOT 15.

**DESCRIPTION**

DESCRIPTION	SYMBOL
EXISTING CONCRETE	[Symbol]
CONCRETE PAVEMENT	[Symbol]
LANDSCAPING	[Symbol]
COLDMILL AND RESURFACE	[Symbol]
CONCRETE CURB	[Symbol]
CURB & GUTTER	[Symbol]
RETAINING WALL	[Symbol]
BUILDING WALL	[Symbol]
EASEMENT	[Symbol]
CENTERLINE	[Symbol]
PROPERTY LINE	[Symbol]

**ABBREVIATIONS**

EX	EXISTING
FS	FINISHED SURFACE
FG	FINISHED GRADE
FF	FINISHED FLOOR
INV	INVERT OF PIPE
TF	TOP OF FOOTING
BF	BOTTOM OF FOOTING
TC	TOP OF CURB
TG	TOP OF GRADE
TW	TOP OF WALL
FL	FLOWLINE
HP	HIGH POINT
TS	TOP OF STEP
BW	BOTTOM OF WALL
BLDG	BUILDING
SD	STORM DRAIN
SS	SANITARY SEWER
SDRSD	UTILITY
UTIL	PUBLIC UTILITY EASEMENT
SPFFWC	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
DISP	DISPLAY

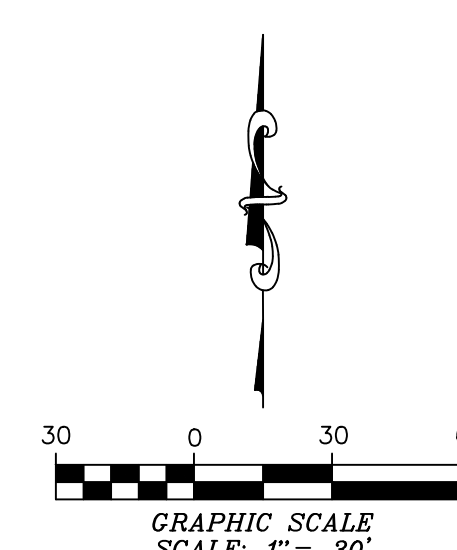
**EXISTING EASEMENTS/EXCEPTIONS**

THE FOLLOWING EASEMENTS, DESCRIBED IN PRELIMINARY REPORT ORDER NO. NHSC-9949384 (29), PREPARED BY FIRST AMERICAN TITLE COMPANY ON MAY 15, 2019, AFFECT THE SUBJECT PARCEL AND HAVE BEEN NUMBERED TO CORRESPOND WITH SAID PRELIMINARY REPORT:

- APN: 5748-036-001, 002, 003, 004, 005, 002
- 3. DOCUMENT FOR 'COVENANT AND AGREEMENT TO PROVIDE PARKING' RECORDED AUGUST 11, 1989 AS INSTRUMENT NO. 89-12950 OF O.R.
- AFFECTS: PARCEL C  
LOCATION OF THE AGREEMENT CANNOT BE DETERMINED FROM THE RECORD.

THE FOLLOWING EASEMENTS, DESCRIBED IN PRELIMINARY REPORT ORDER NO. NHSC-9949382 (29), PREPARED BY FIRST AMERICAN TITLE COMPANY ON MAY 16, 2019, AFFECT THE SUBJECT PARCEL AND HAVE BEEN NUMBERED TO CORRESPOND WITH SAID PRELIMINARY REPORT:

- APN: 5748-036-028, 029 AND 5754-005-007
- 3. AN EASEMENT FOR STREET WIDENING OF COLORADO STREET RECORDED APRIL 28, 1927 AS BOOK 6612, PAGE 280 OF O.R.
- 5. VACATION OF VARD ALLEY AND PORTION OF NINA STREET RECORDED JANUARY 19, 1968 AS INSTRUMENT NO. 2575 IN BOOK 3890, PAGE 703 OF O.R. AND BY QUITCLAIM DEED RECORDED MARCH 29, 1968 AS INSTRUMENT NO. 823 IN BOOK D-3854, PAGE 516 OF O.R. AND QUITCLAIM DEED RECORDED FEBRUARY 4, 1975 AS INSTRUMENT NO. 2063 OF O.R.
- 6. AN EASEMENT FOR STREET AND INCIDENTAL PURPOSES RECORDED MARCH 29, 1968 AS INSTRUMENT NO. 824 OF O.R.
- 8. AN EASEMENT FOR STORM DRAIN AND INCIDENTAL PURPOSES RECORDED AUGUST 5, 1974 IN INSTRUMENT NO. 2571 OF O.R.
- 12. SAME AS EXCEPTION 3
- 13. SAME AS EXCEPTION 6
- 14. AN EASEMENT FOR STREET AND INCIDENTAL PURPOSES RECORDED APRIL 1, 1968 AS INSTRUMENT NO. 3517 OF O.R.



**REVISIONS**

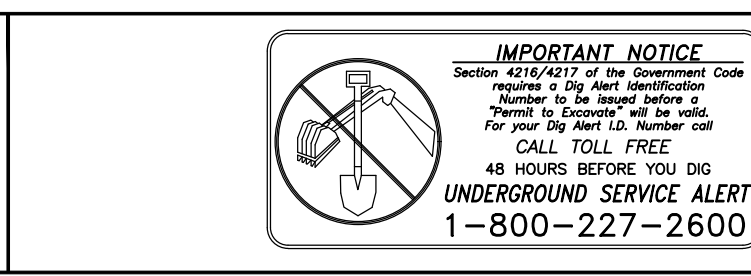
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CHECKED BY: AM  
DATE: 03/31/22

APPROVED: [Signature]  
DATE: 03/31/22

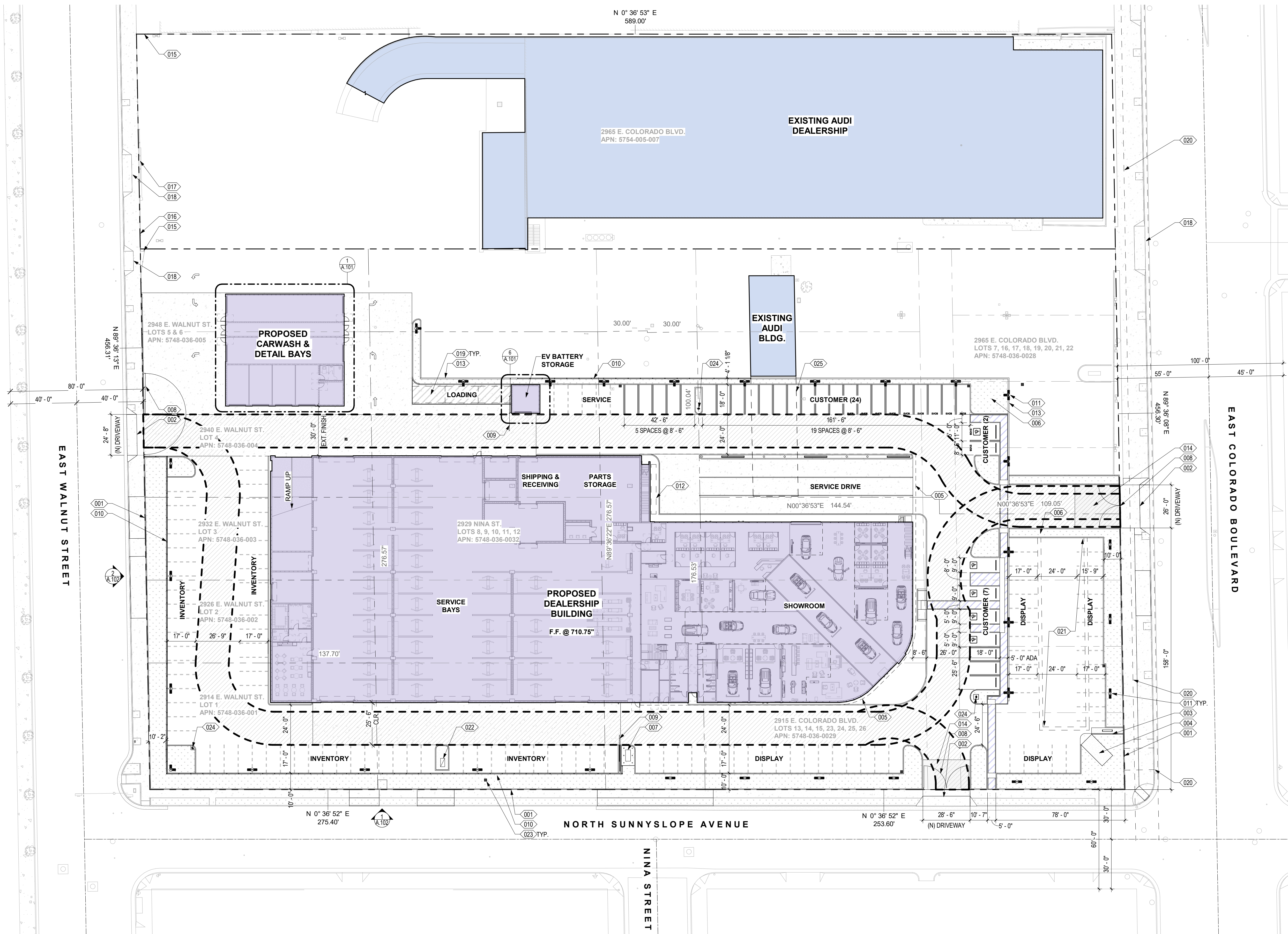
**BENCHMARK:**  
THE BENCHMARK FOR THIS SURVEY IS A COUNTY OF LOS ANGELES PUBLIC WORKS VERTICAL CONTROL MONUMENT #M NO. 1461807 IN SOUTH CATCH BASIN 6.5' W/O BOR @ SW COR. COLORADO BLVD. & SAN CARREL BLVD.  
ELEVATION: 722.431 (NGVD 29')

PLANS PREPARED BY:  
[Signature]  
AARON M. ALBERTSON  
R.C.E. 65513  
DATE: 03/31/22  
EXP. 9/30/23



**UNDERGROUND SERVICE ALERT**  
1-800-227-2600

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**1 PROPOSED SITE PLAN**  
1" = 30'-0"

**SITE WORK GENERAL NOTES:**

- ALL OUTDOOR LIGHTING SHALL COMPLY WITH CITY STANDARDS AND WITH THE CALIFORNIA GREEN BUILDING STANDARDS CODE. ALL OUTDOOR LIGHTING FIXTURES SHALL COMPLIMENT THE OVERALL PROJECT THEME AND SHALL BE DIRECTED, ORIENTED, AND SHIELDED TO PREVENT LIGHT AND GLARE FROM CASTING ONTO ADJACENT PROPERTIES.
- ALL BUILDING SIGNAGE WILL BE REVIEWED UNDER A SEPARATE SUBMITTAL. ALL SIGNAGE SHALL BE LIT AND COMPLY WITH CITY STANDARDS.
- ALL CUSTOMER AND EMPLOYEE PARKING SPACES ARE TO BE CLEARLY IDENTIFIED THROUGH THE USE OF SIGNAGE OR PAINT. DETAILS OF THE SPACES AND/OR SIGNAGE SHALL BE INCLUDED ON THE CONSTRUCTION DRAWINGS AND WILL BE INSPECTED PRIOR TO THE CERTIFICATE OF OCCUPANCY.



24691 Del Prado Ave  
Dana Point, CA 92629  
949 -234 -1950  
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E: AAlbertson@CDRwest.com, O: (949) 610.8997 x 704

**LANDSCAPE ARCHITECT**  
**ASLA Landscape Architecture**  
630 S. El Camino #B4, San Clemente, CA 92672  
Designer: Aaron Sevilla  
E: aaron@asevilla.net, P: (949) 444.9468

**PROPOSED SITE PLAN KEYNOTES**

- 001 PROPERTY LINE
- 002 NEW DRIVEWAY APPROACH
- 003 PYLON BRAND SIGN BY SIGN VENDOR
- 004 DISPLAY PAD
- 005 LINE OF COVERED OVERHANG
- 006 LANDSCAPE AREA
- 007 ELECTRICAL TRANSFORMER
- 008 PROPOSED SWINGING GATE WITH KNOX BOX
- 009 PROPOSED SLIDE GATE WITH KNOX BOX
- 010 PROPOSED 5' - 0" HIGH FENCE
- 011 SITE LIGHTING @ MAX. 18' - 0" PER CITY STANDARD
- 012 BICYCLE PARKING
- 013 PROPOSED RETAINING WALL PER CIVIL
- 014 ENHANCED PAVING
- 015 EXISTING CHAIN LINK FENCE TO REMAIN
- 016 EXISTING CHAIN LINK SWING GATE TO REMAIN
- 017 EXISTING CHAIN LINK SLIDE GATE TO REMAIN
- 018 EXISTING DRIVEWAY TO REMAIN
- 019 10' X 20' LOADING ZONE
- 020 EASEMENT. SEE CIVIL
- 021 UNDERGROUND STORMWATER BMP. SEE CIVIL
- 022 PROPOSED DCDA LOCATION. SEE CIVIL
- 023 PROPOSED CATCH BASIN. SEE CIVIL
- 024 PROPOSED FIRE HYDRANT. SEE CIVIL
- 025 PORTION OF EXISTING AUDI BUILDING TO BE REMOVED

**SITE PLAN LEGEND:**

- PROPERTY LINE
- SETBACKS
- FIRE LANE
- PROPOSED BUILDING
- ▨ PROPOSED ADA PATH OF TRAVEL
- ▨ PROPOSED ADA TRUNCATED DOMES
- ▨ PROPOSED PAVING
- ▨ PROPOSED ENHANCED PAVING
- ▨ PROPOSED LANDSCAPE

**GENERAL NOTE:**

- OUTDOOR PARKING AREA LIGHTING SHALL NOT EXCEED 18 FEET IN HEIGHT, UNLESS SPECIFICALLY APPROVED BY THE DESIGN COMMISSION OR OTHER APPLICABLE REVIEW AUTHORITY, AND EXCEPT WHEN LOCATED WITHIN CITY PARKS.
- IN GENERAL, THE LIGHTING FIXTURES USED SHALL BE DESIGNATED TO CONFIN EMITTED LIGHT TO THE PARKING AREA, AND THE LIGHT SOURCE SHALL NOT BE VISIBLE FROM OUTSIDE THE AREA.
- WHERE IMPORTANT ARCHITECTURAL CONSIDERATIONS INDICATE THE DESIRABILITY OF FIXTURES WHICH EXPOSE THE LIGHT SOURCE TO VIEW FROM BEYOND THE PARKING AREA, THE FIXTURES AND LIGHTING SHALL BE SPECIFICALLY APPROVED BY THE DESIGN COMMISSION OR OTHER APPLICABLE REVIEW AUTHORITY.
- LOTS WITHIN NONRESIDENTIAL ZONING DISTRICTS. MAXIMUM AVERAGE ILLUMINATION AT GROUND LEVEL SHALL NOT EXCEED THREE-FOOT CANDLES WHEN THE PARKING LOT IS LOCATED WITHIN A NONRESIDENTIAL ZONING DISTRICT.

PROJECT NAME

**RUSNAK PORSCHE PASADENA**

PROJECT DESCRIPTION

**NEW PORSCHE DEALERSHIP**

PROJECT ADDRESS

**2915 EAST COLORADO BOULEVARD PASADENA, CA 91107**

OWNER INFORMATION

**RUSNAK AUTO GROUP**  
267-337 W. COLORADO BLVD.  
PASADENA, CA 91105  
CONTACT: JOHN BEED  
JBEED@RUSNAKGROUP.COM



GOREE PROJECT NUMBER

**2019-0011**

STAMP / SIGNATURE

ISSUE DATE

**04/01/2022**

ISSUE HISTORY

DATE	MARK	DESCRIPTION

KEY PLAN

SHEET NAME

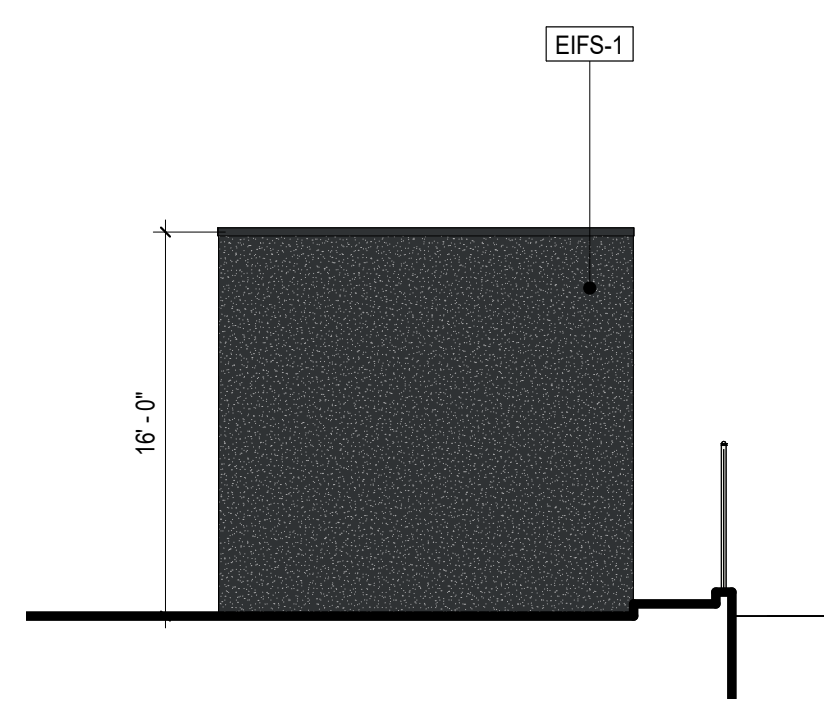
**PROPOSED SITE PLAN**

SHEET NUMBER

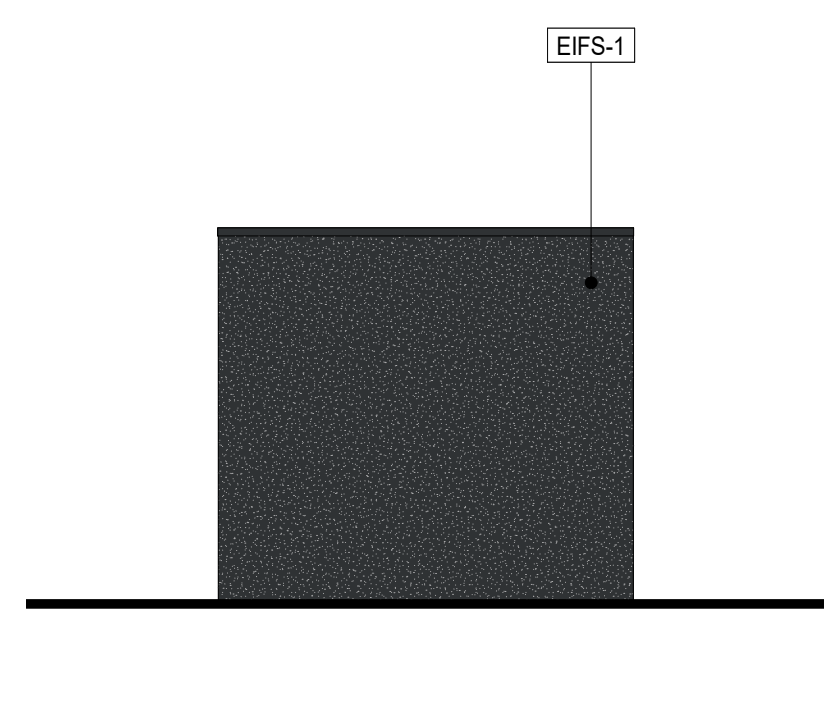
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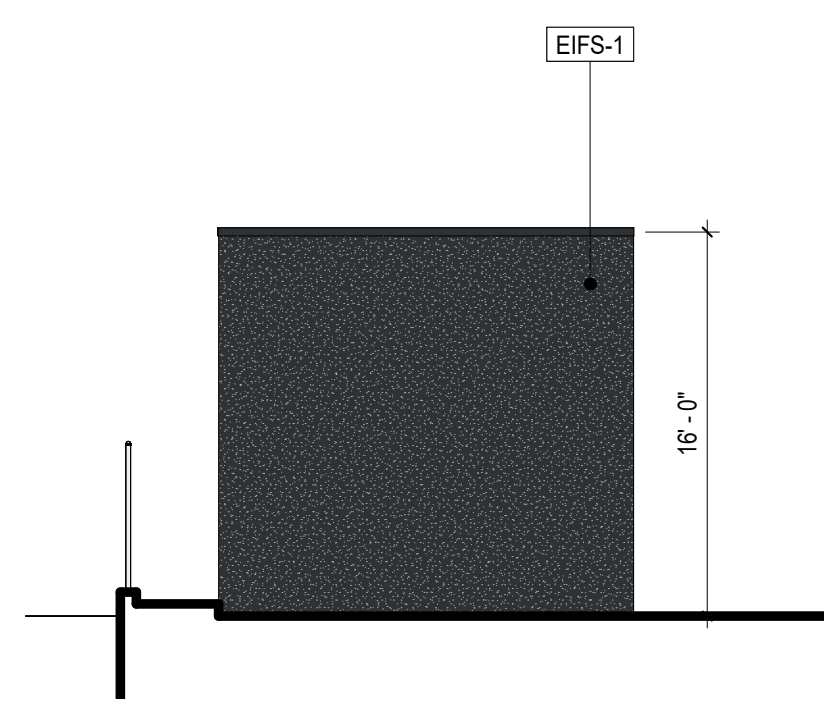
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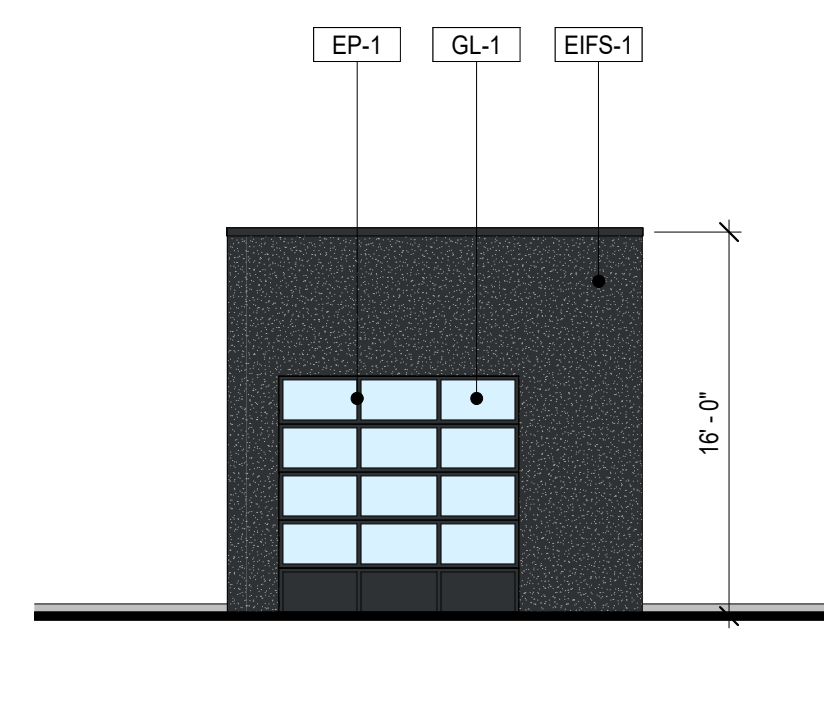
**10** EV BATTERY STORAGE  
ELEVATION - SOUTH  
1/8" = 1'-0"



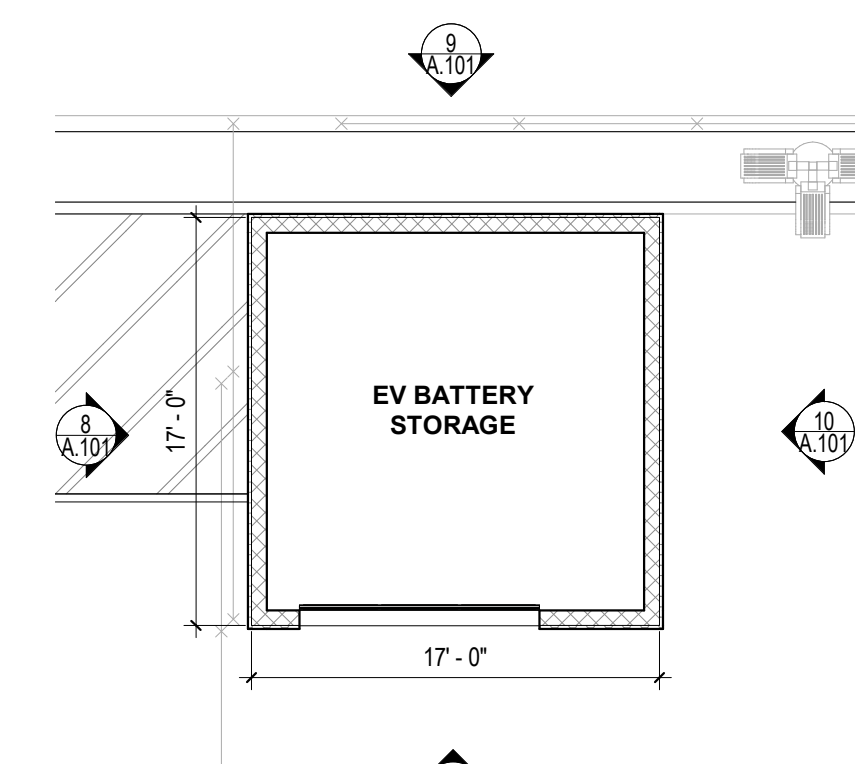
**9** EV BATTERY STORAGE  
ELEVATION - EAST  
1/8" = 1'-0"



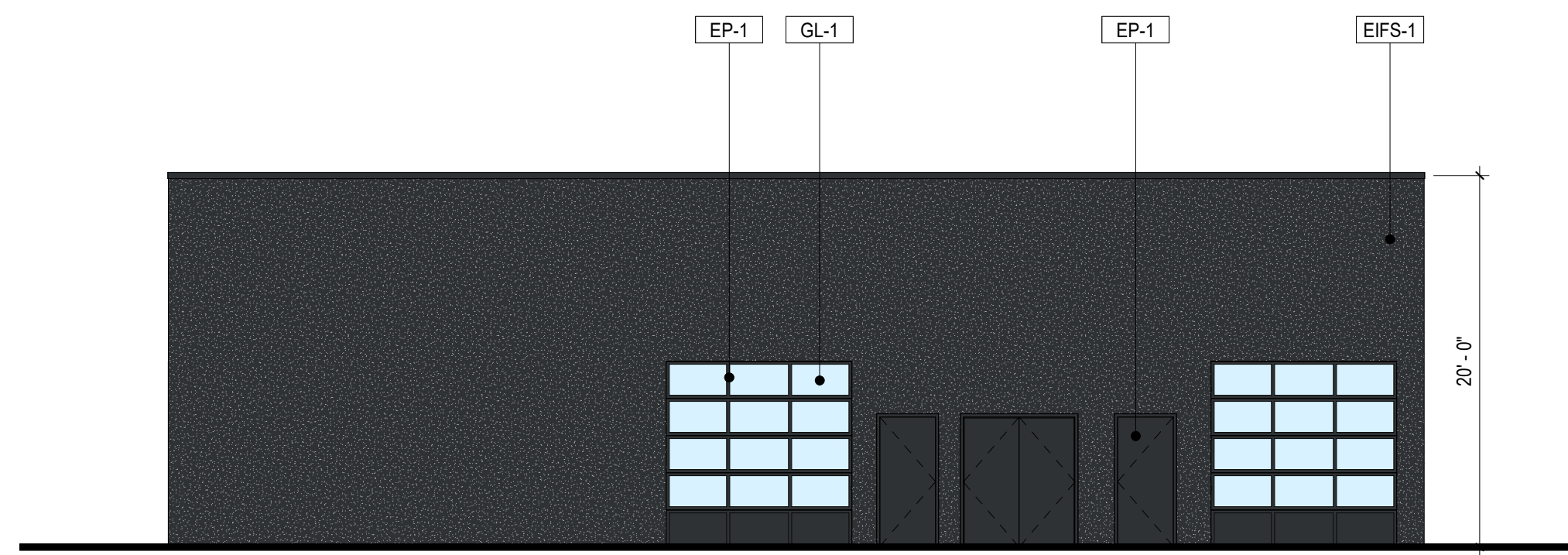
**8** EV BATTERY STORAGE  
ELEVATION - NORTH  
1/8" = 1'-0"



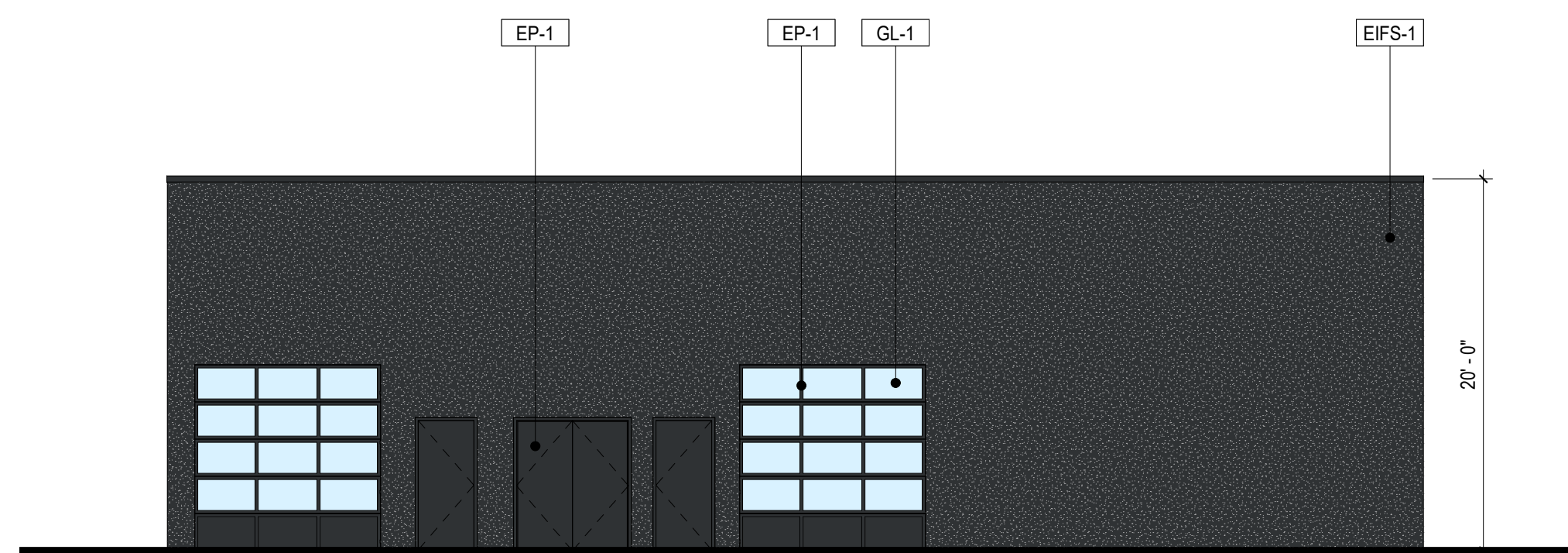
**7** EV BATTERY STORAGE  
ELEVATION - WEST  
1/8" = 1'-0"



**6** EV BATTERY STORAGE  
PLAN  
1/8" = 1'-0"



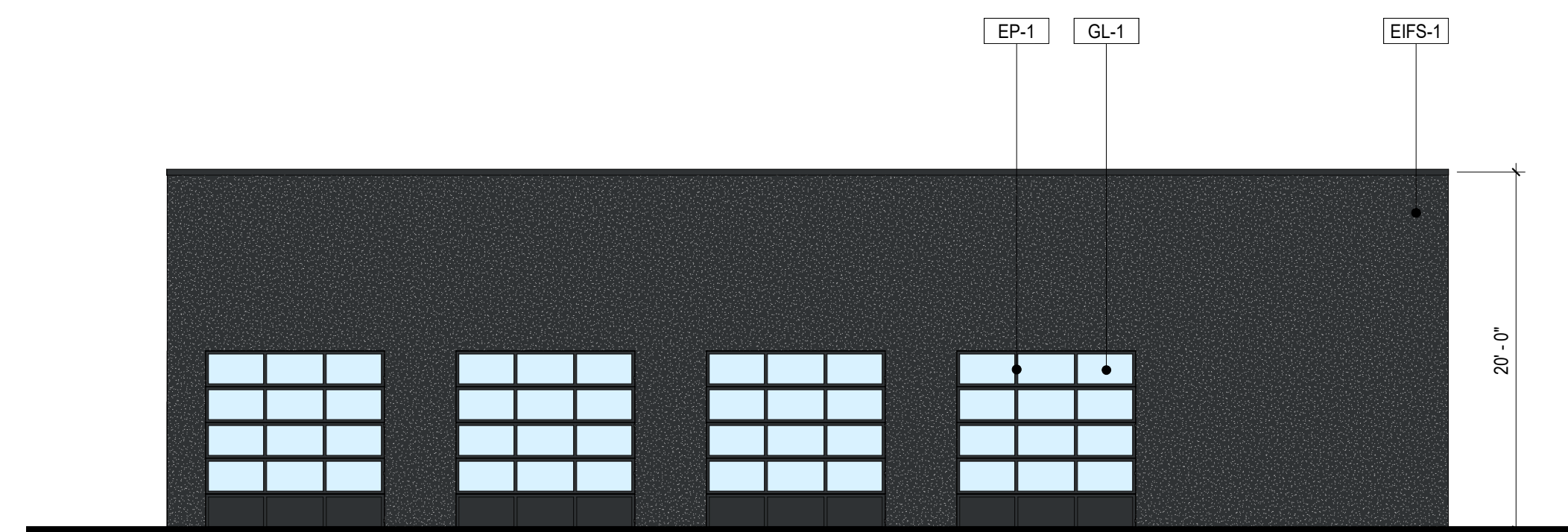
**5** CARWASH ELEVATION - SOUTH  
1/8" = 1'-0"



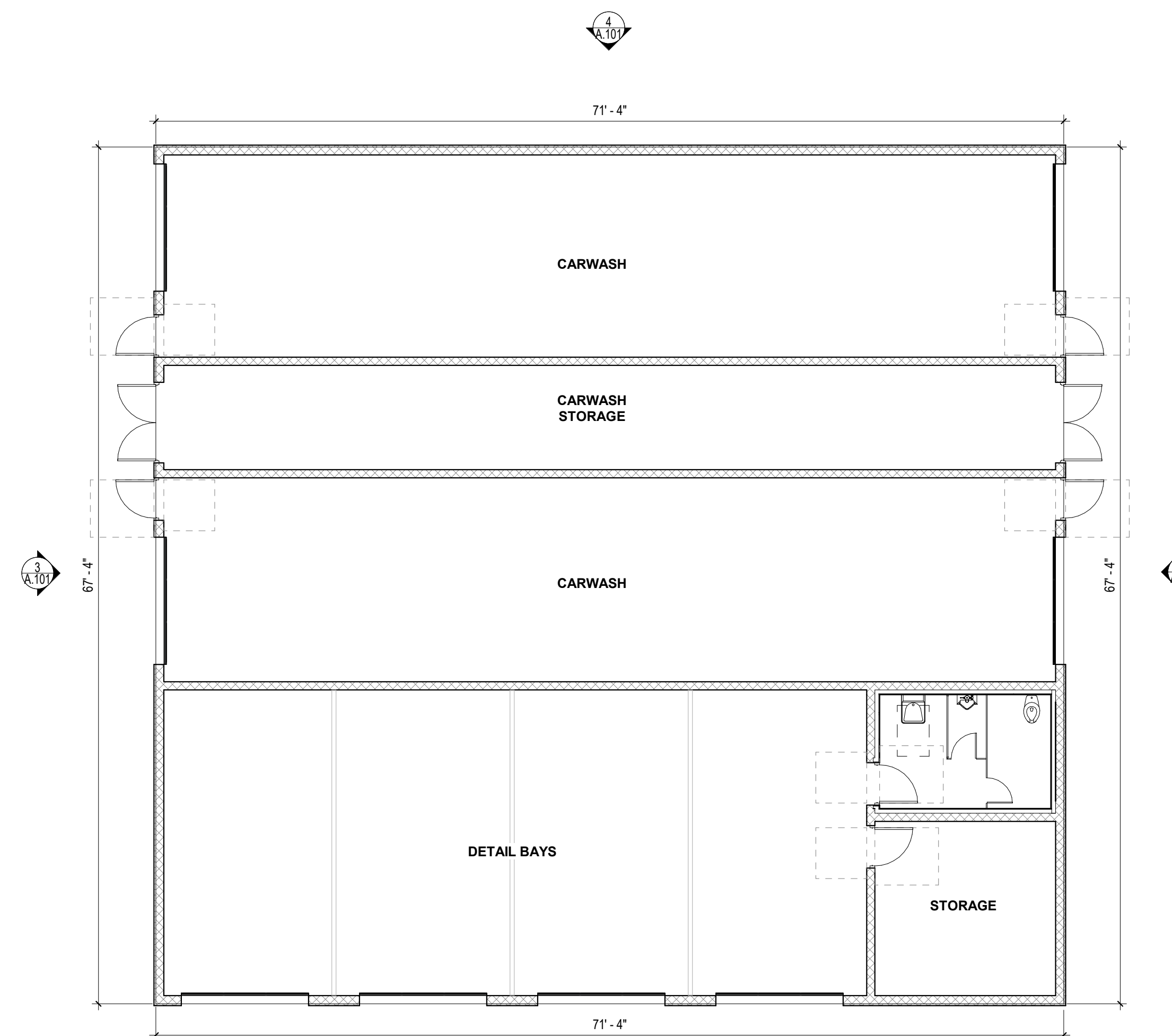
**3** CARWASH ELEVATION - NORTH  
1/8" = 1'-0"



**4** CARWASH ELEVATION - EAST  
1/8" = 1'-0"



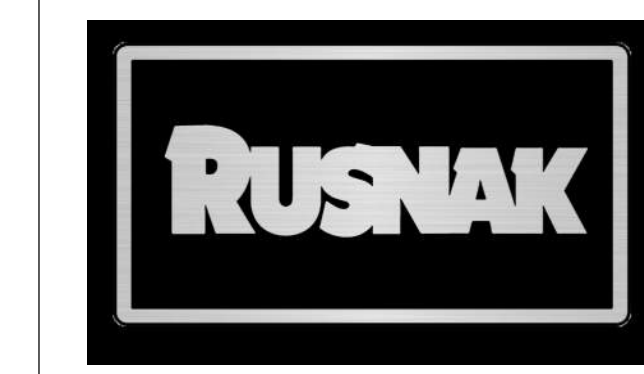
**2** CARWASH ELEVATION - WEST  
1/8" = 1'-0"



**1** ENLARGED CARWASH PLAN  
1/8" = 1'-0"

**EXTERIOR FINISH LEGEND:**

- CP-1**  
ALUMINUM COMPOSITE METAL PANELS  
COLOR: RAL 9006 WHITE ALUMINUM  
FINISH: NON-REFLECTIVE
- CP-2**  
PERFORATED METAL PANELS  
COLOR: RAL 7021 BLACK GREY  
FINISH: NON-REFLECTIVE
- MP-1**  
TRAPEZIUM METAL PANEL SYSTEM  
COLOR: RAL 7021 BLACK GREY  
FINISH: NON-REFLECTIVE
- EP-1**  
EXTERIOR PAINT  
COLOR: MATCH RAL 7021 BLACK GREY
- EIFS-1**  
EXTERIOR INSULATION FINISHING SYSTEM  
PAINTED EP-1
- SF-2**  
EXTERIOR STOREFRONT  
FRONT LOADED BUTT-JOINTS  
COLOR: LOW-E CLEAR GLASS
- GL-1**  
GLASS  
COLOR: LOW-E CLEAR GLASS
- O-G**  
OBSCURE GLASS  
DARK GRAY ANODIZED FRAME



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SITE DETAILS KEYNOTES	
001	BLOCK WALL PER CIVIL
002	WROUGHT IRON FENCE PAINTED BLACK
003	SWING GATE TO MATCH FENCE
004	EXISTING FENCE TO REMAIN

**Goree Whitfield**  
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 Designer: Aaron Sevilla  
 E: aaron@asevilla.net, P: (949) 444.9468

PROJECT NAME  
**RUSNAK PORSCHE PASADENA**

PROJECT DESCRIPTION  
**NEW PORSCHE DEALERSHIP**

PROJECT ADDRESS  
**2915 EAST COLORADO BOULEVARD PASADENA, CA 91107**

OWNER INFORMATION  
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 PASADENA, CA 91105  
 CONTACT: JOHN BEED  
 JBEEED@RUSNAKGROUP.COM**



GOREE PROJECT NUMBER  
**2019-0011**

STAMP / SIGNATURE

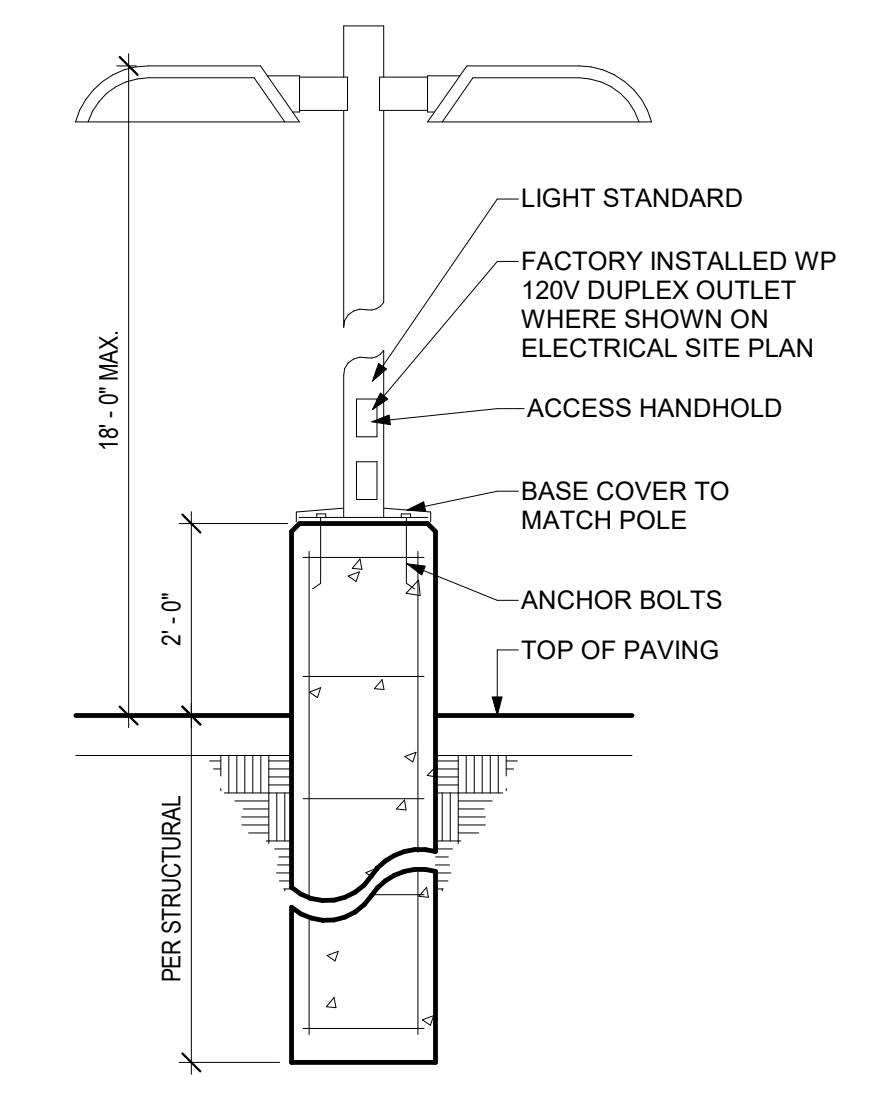
ISSUE DATE  
**04/01/2022**

ISSUE HISTORY		
DATE	MARK	DESCRIPTION

KEY PLAN

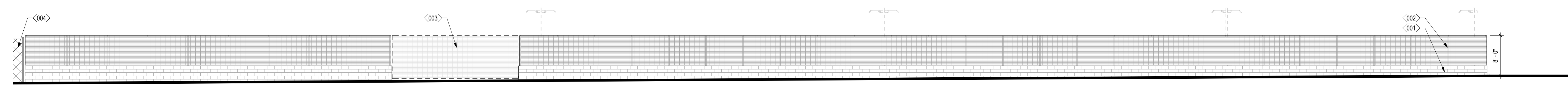
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**PROPOSED SITE DETAILS**

SHEET NUMBER  
**A.102**

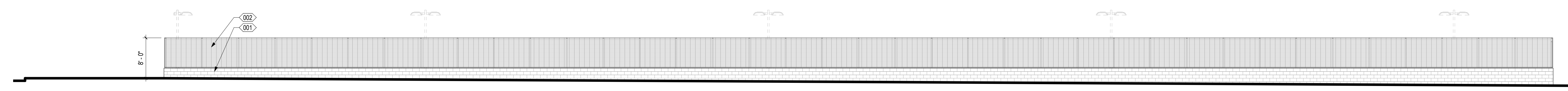


- i. OUTDOOR PARKING AREA LIGHTING SHALL NOT EXCEED 18 FEET IN HEIGHT, UNLESS SPECIFICALLY APPROVED BY THE DESIGN COMMISSION OR OTHER APPLICABLE REVIEW AUTHORITY, AND EXCEPT WHEN LOCATED WITHIN CITY PARKS
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**3 LIGHT POLE BASE**  
1/2" = 1'-0"



**2 FENCE ELEVATION - NORTH (WALNUT)**  
1" = 10'-0"



**1 FENCE ELEVATION - WEST (SUNNYSLOPE)**  
1" = 10'-0"



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PROJECT NAME

**RUSNAK PORSCHE  
PASADENA**

PROJECT DESCRIPTION

**NEW PORSCHE DEALERSHIP**

PROJECT ADDRESS

**2915 EAST COLORADO  
BOULEVARD  
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OWNER INFORMATION

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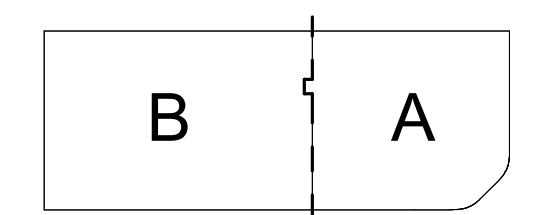
ISSUE DATE

**04/01/2022**

ISSUE HISTORY

DATE	MARK	DESCRIPTION

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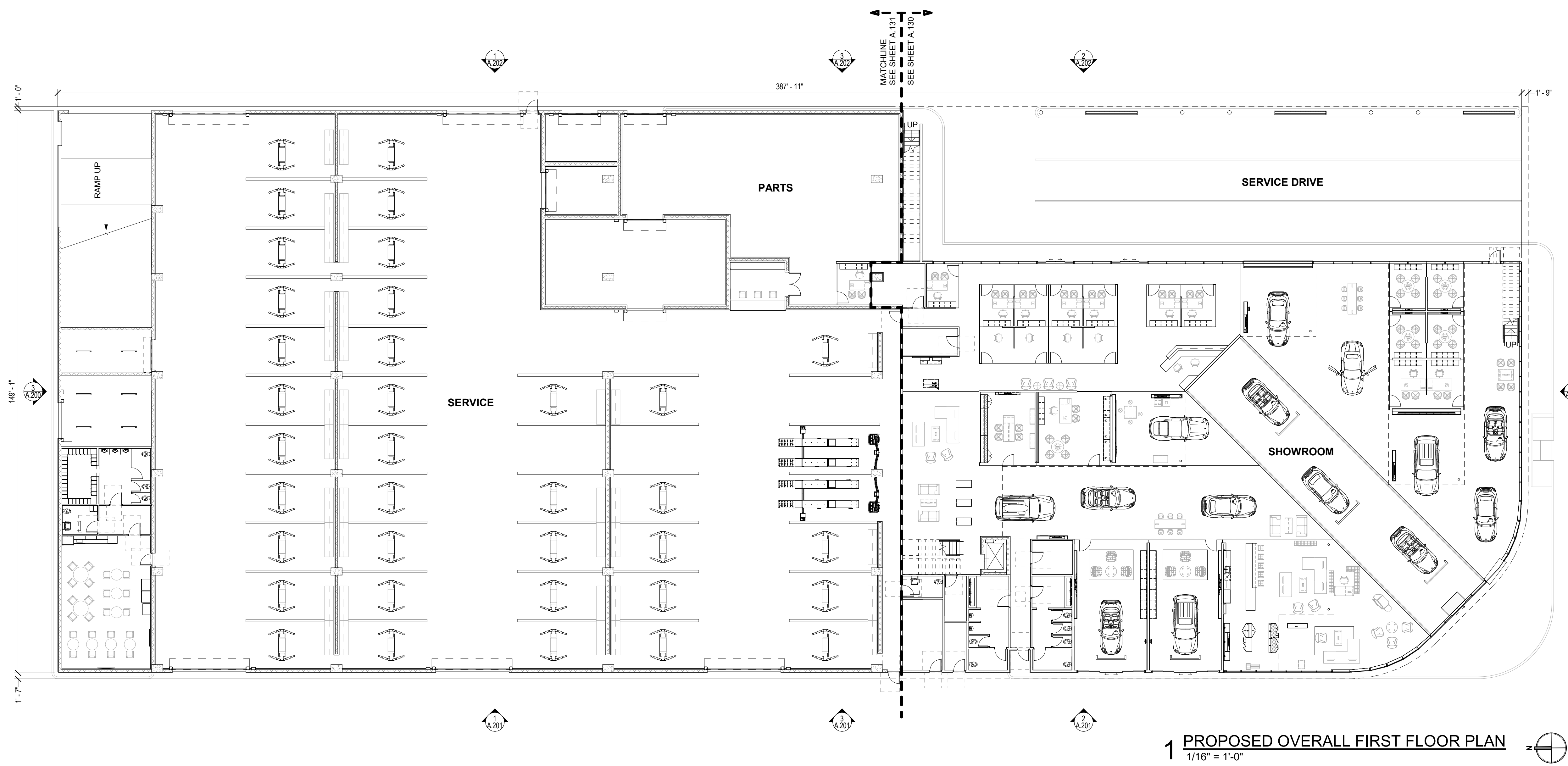
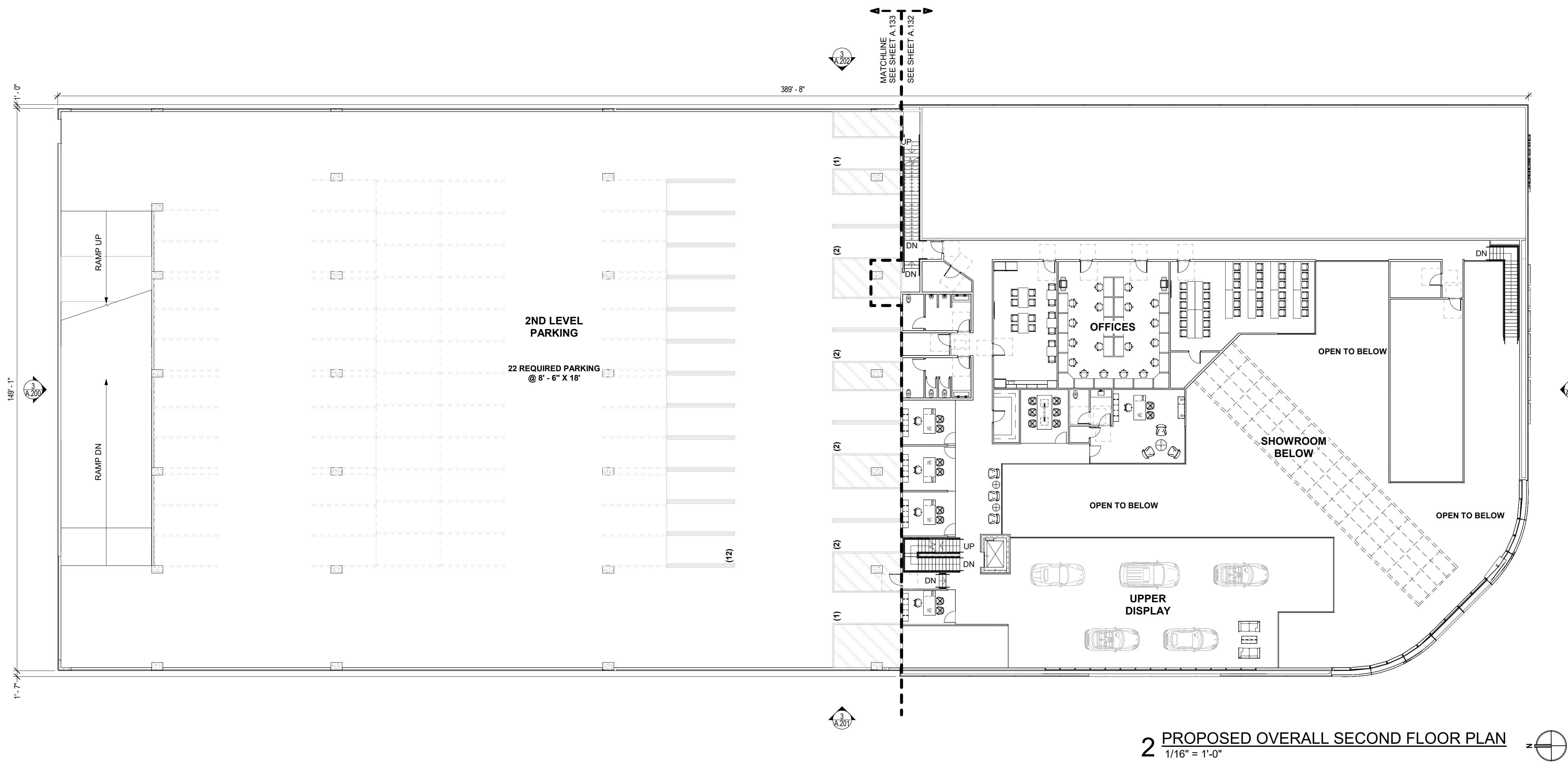


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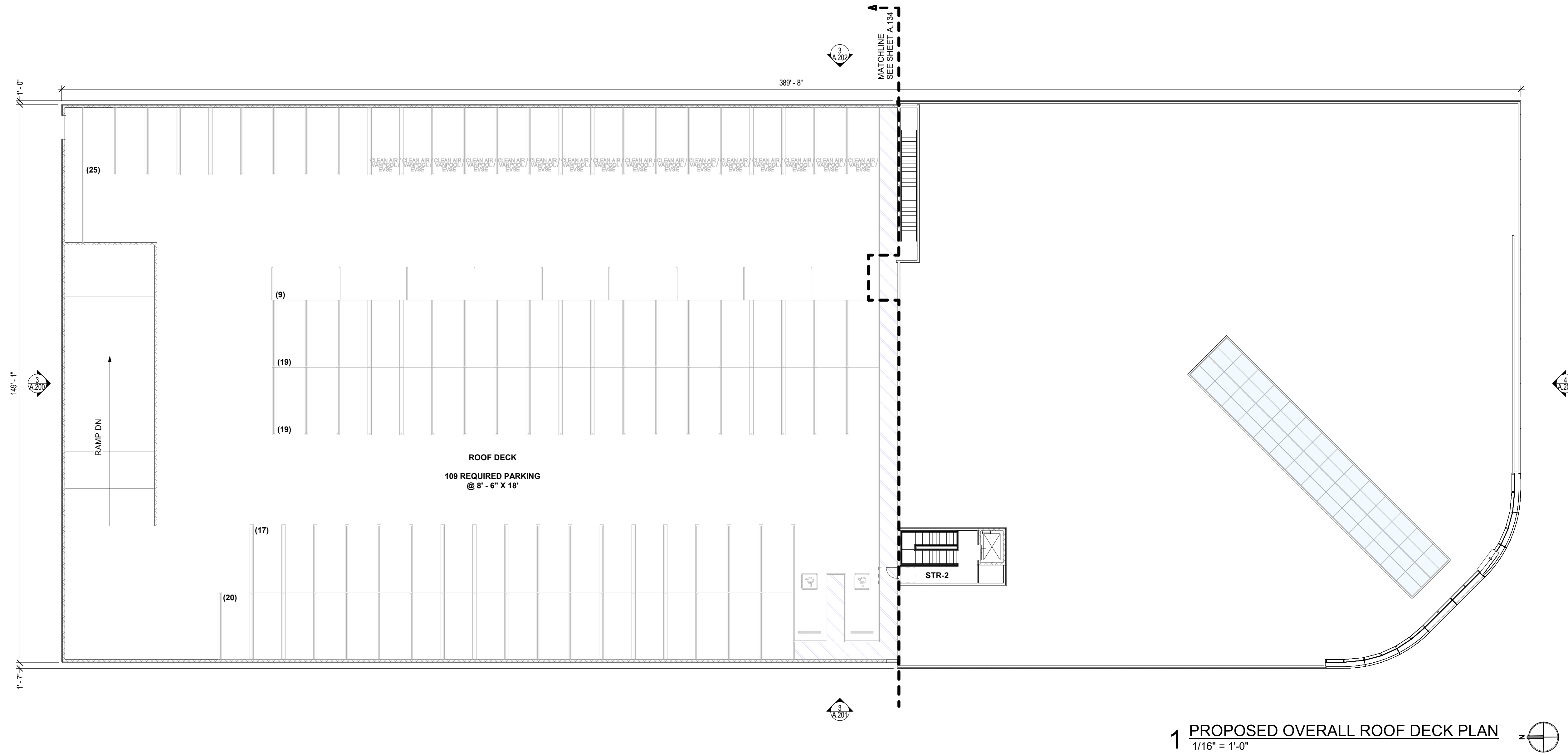
**PROPOSED OVERALL FLOOR  
PLANS**

SHEET NUMBER

**A.110**



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**1 PROPOSED OVERALL ROOF DECK PLAN**  
 1/16" = 1'-0"

CONSULTANTS

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 E: aaron@asevilla.net, P: (949) 444.9468

PROJECT NAME

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 PASADENA**

PROJECT DESCRIPTION

**NEW PORSCHE DEALERSHIP**

PROJECT ADDRESS

**2915 EAST COLORADO  
 BOULEVARD  
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OWNER INFORMATION

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GOREE PROJECT NUMBER

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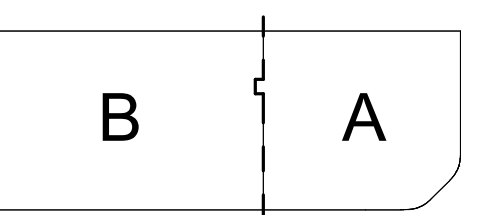
ISSUE DATE

**04/01/2022**

ISSUE HISTORY

DATE	MARK	DESCRIPTION

KEY PLAN



SHEET NAME

**PROPOSED OVERALL FLOOR  
 PLANS**

SHEET NUMBER

**A.111**

CONSULTANTS

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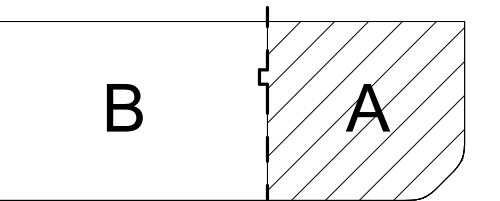
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ISSUE HISTORY

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KEY PLAN



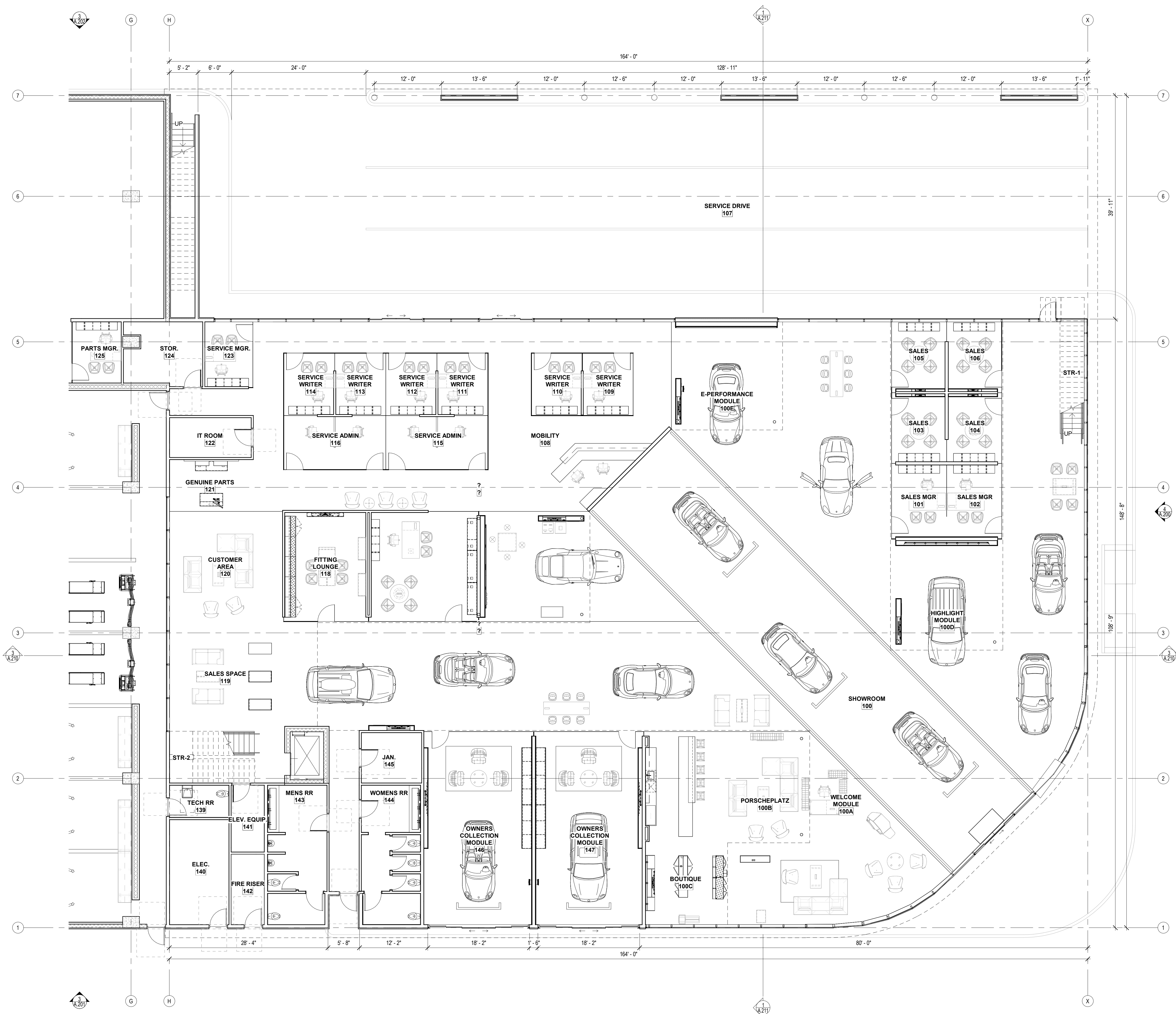
SHEET NAME

**PROPOSED FIRST FLOOR PLAN  
- AREA A**

SHEET NUMBER

**A.130**

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**1 PROPOSED FIRST FLOOR PLAN - AREA A**  
1/8" = 1'-0"

CONSULTANTS

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PROJECT NAME

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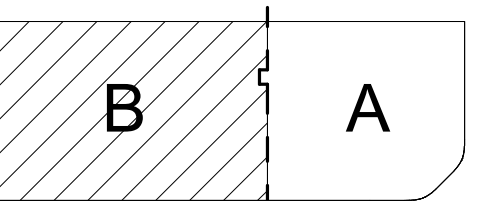
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ISSUE HISTORY

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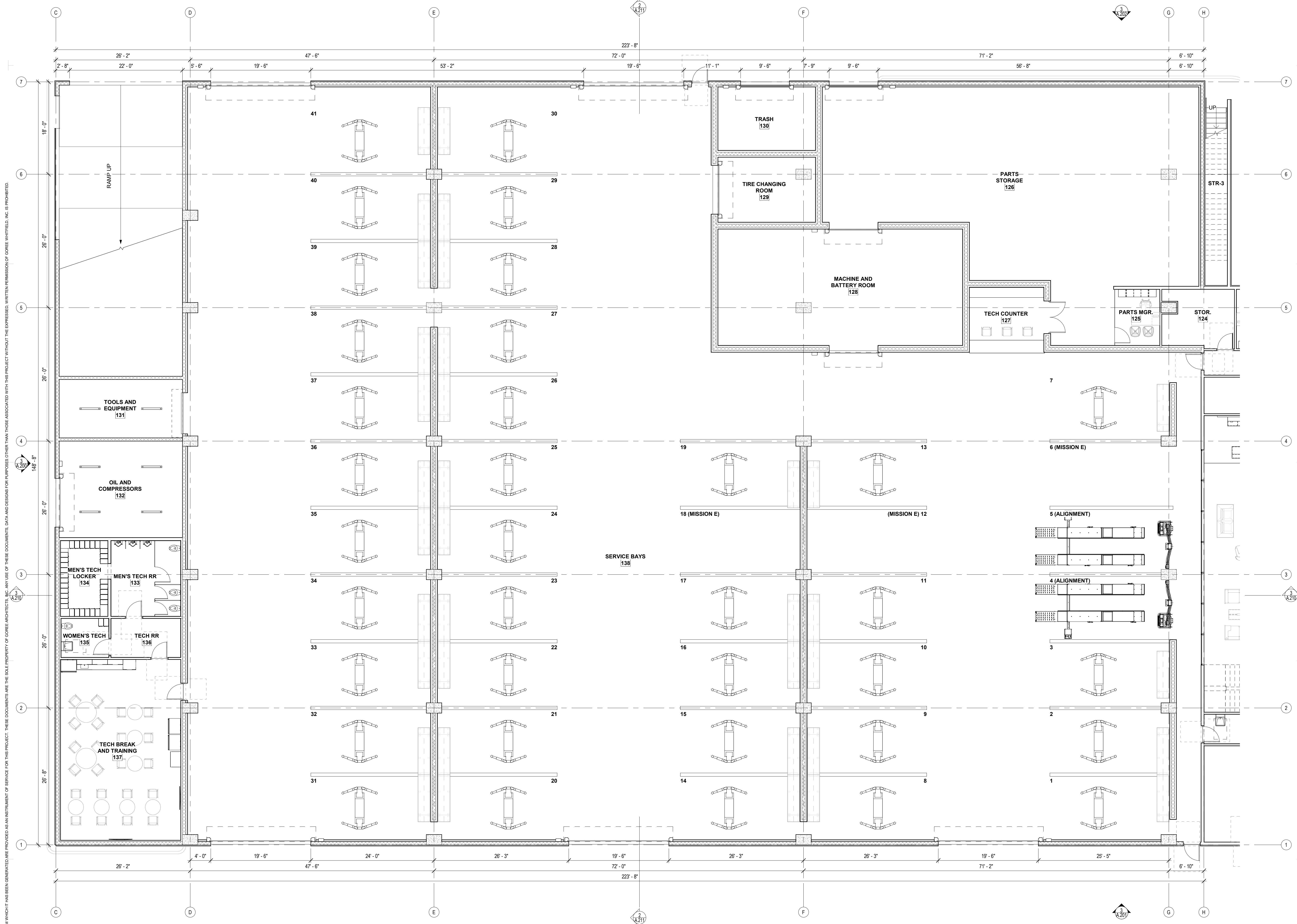


SHEET NAME

**PROPOSED FIRST FLOOR PLAN  
- AREA B**

SHEET NUMBER

**A.131**



**1 PROPOSED FIRST FLOOR PLAN - AREA B**  
1/8" = 1'-0"

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Designer: Aaron Sevilla  
E: aaron@asevilla.net, P: (949) 444.9468

PROJECT NAME

**RUSNAK PORSCHE  
PASADENA**

PROJECT DESCRIPTION

**NEW PORSCHE DEALERSHIP**

PROJECT ADDRESS

**2915 EAST COLORADO  
BOULEVARD  
PASADENA, CA 91107**

OWNER INFORMATION

**RUSNAK AUTO GROUP  
267-337 W. COLORADO BLVD.  
PASADENA, CA 91105  
CONTACT: JOHN BEED  
JBEEED@RUSNAKGROUP.COM**



GOREE PROJECT NUMBER

**2019-0011**

STAMP / SIGNATURE

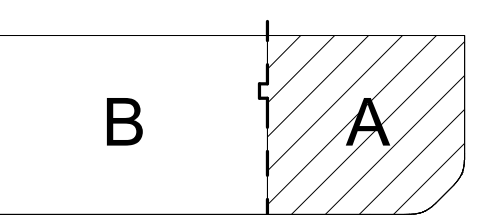
ISSUE DATE

**04/01/2022**

ISSUE HISTORY

DATE	MARK	DESCRIPTION

KEY PLAN

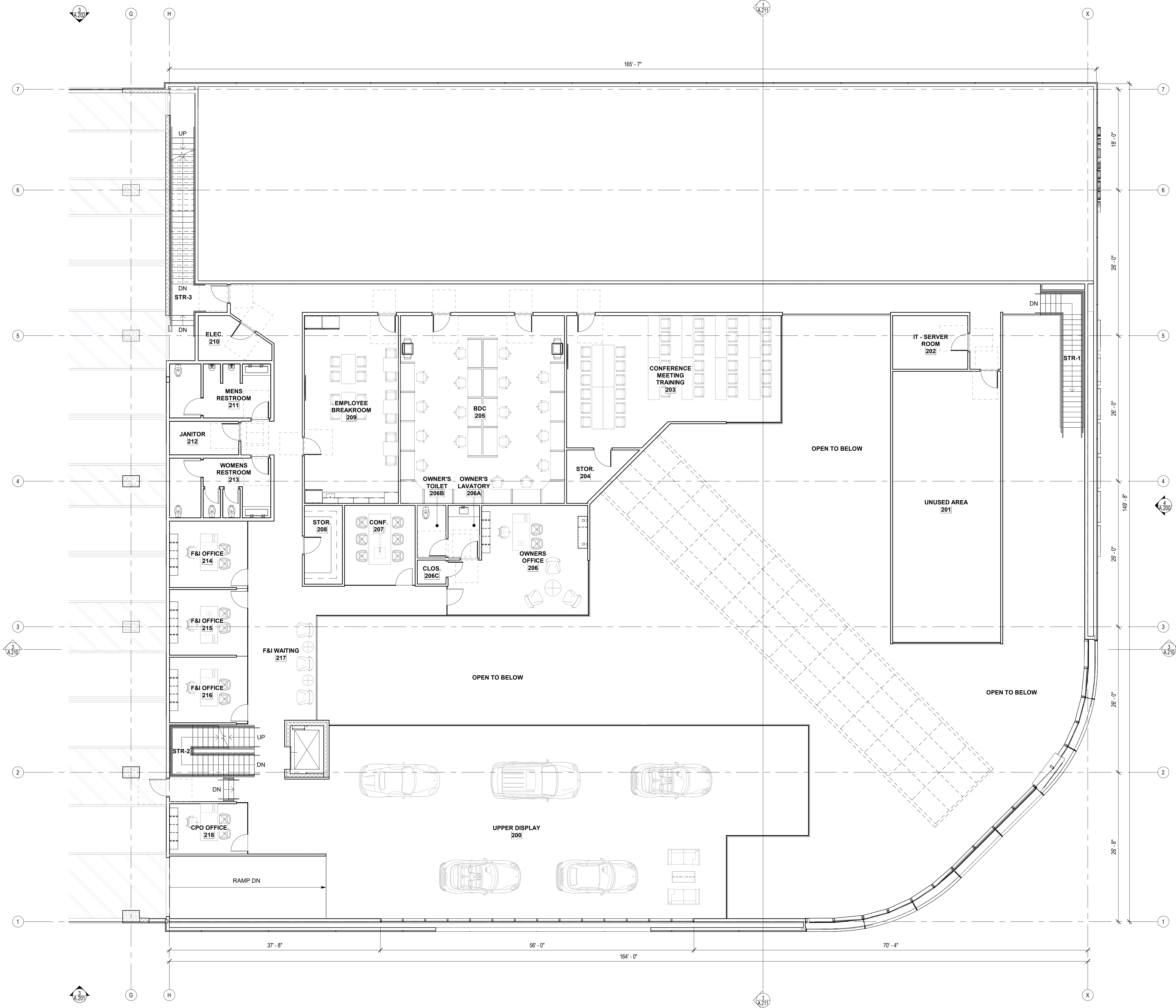


SHEET NAME  
**PROPOSED SECOND FLOOR  
PLAN - AREA A**

SHEET NUMBER

**A.132**

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**1 PROPOSED SECOND FLOOR PLAN - AREA A**  
1/8" = 1'-0"

CONSULTANTS

**CIVIL**  
**Commercial Development Resources (CDR)**  
695 Town Center Drive, Ste. 110, Costa Mesa, CA 92626  
Principal: Aaron M. Albertson  
E: AAlbertson@CDRwest.com, O: (949) 610.8997 x 704

**LANDSCAPE ARCHITECT**  
**ASLA Landscape Architecture**  
630 S. El Camino #B4, San Clemente, CA 92672  
Designer: Aaron Sevilla  
E: aaron@asevilla.net, P: (949) 444.9468

PROJECT NAME

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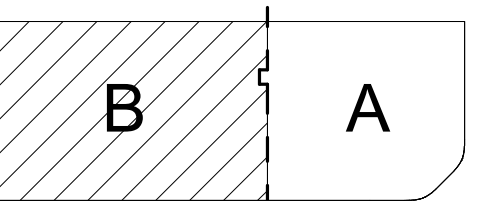
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**04/01/2022**

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KEY PLAN

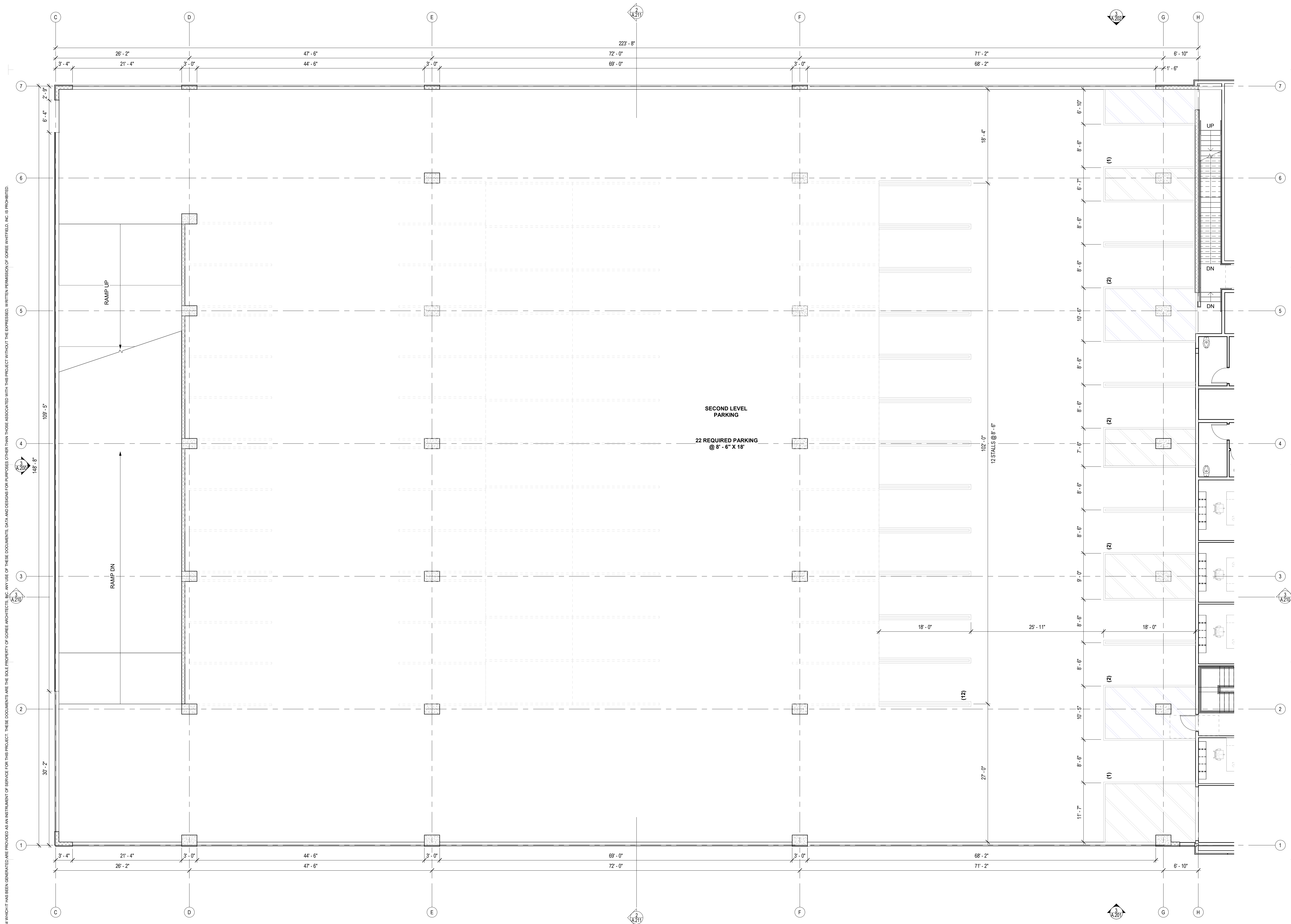


SHEET NAME

**PROPOSED SECOND FLOOR  
PLAN - AREA B**

SHEET NUMBER

**A.133**



**1 PROPOSED SECOND FLOOR PLAN - AREA B**  
1/8" = 1'-0"

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PROJECT NAME

**RUSNAK PORSCHE  
PASADENA**

PROJECT DESCRIPTION

**NEW PORSCHE DEALERSHIP**

PROJECT ADDRESS

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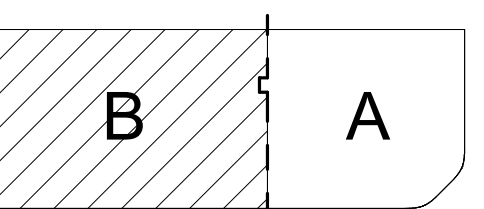
ISSUE DATE

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ISSUE HISTORY

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KEY PLAN

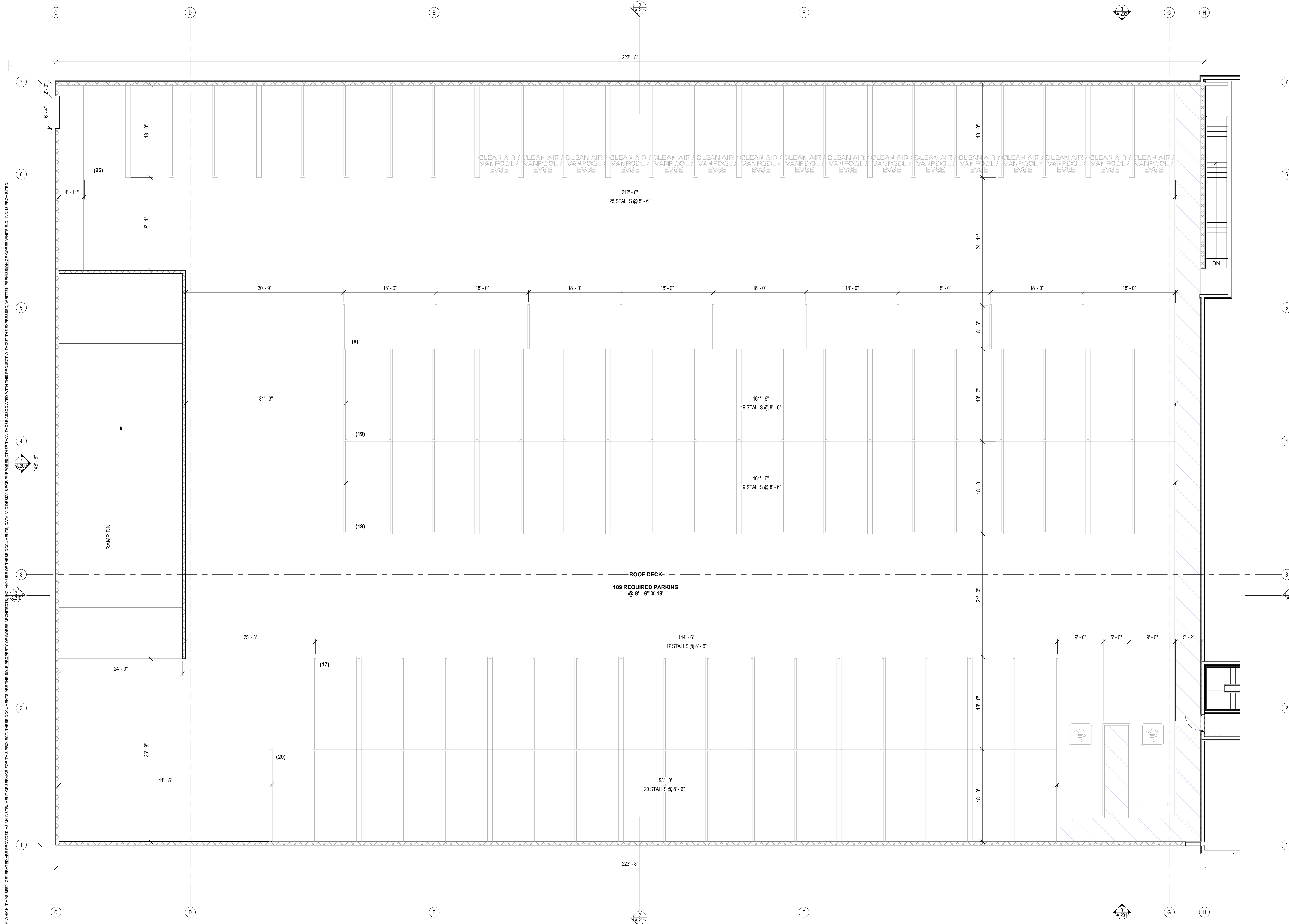


SHEET NAME

**PROPOSED ROOF DECK PLAN -  
AREA B**

SHEET NUMBER

**A.134**



**1 PROPOSED ROOF DECK - AREA B**  
1/8" = 1'-0"

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**EXTERIOR FINISH LEGEND:**

- CP-1**  
ALUMINUM COMPOSITE METAL PANELS  
COLOR: RAL 9006 WHITE ALUMINUM  
FINISH: NON-REFLECTIVE
- CP-2**  
PERFORATED METAL PANELS  
COLOR: RAL 7021 BLACK GREY  
FINISH: NON-REFLECTIVE
- MP-1**  
TRAPEZIUM METAL PANEL SYSTEM  
COLOR: RAL 7021 BLACK GREY  
FINISH: NON-REFLECTIVE
- EP-1**  
EXTERIOR PAINT  
COLOR: MATCH RAL 7021 BLACK GREY
- EFS-1**  
EXTERIOR INSULATION FINISHING SYSTEM  
PAINTED EP-1
- SF-2**  
EXTERIOR STOREFRONT  
FRONT LOADED BUTT-JOINTS  
COLOR: LOW-E CLEAR GLASS
- GL-1**  
GLASS  
COLOR: LOW-E CLEAR GLASS
- O-G**  
OBSCURE GLASS  
DARK GRAY ANODIZED FRAME

**Goree Whitfield**

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www.goreewhitfield.com

CONSULTANTS

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PROJECT NAME

**RUSNAK PORSCHE  
PASADENA**

PROJECT DESCRIPTION

**NEW PORSCHE DEALERSHIP**

PROJECT ADDRESS

**2915 EAST COLORADO  
BOULEVARD  
PASADENA, CA 91107**

OWNER INFORMATION

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GOREE PROJECT NUMBER

**2019-0011**

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ISSUE DATE

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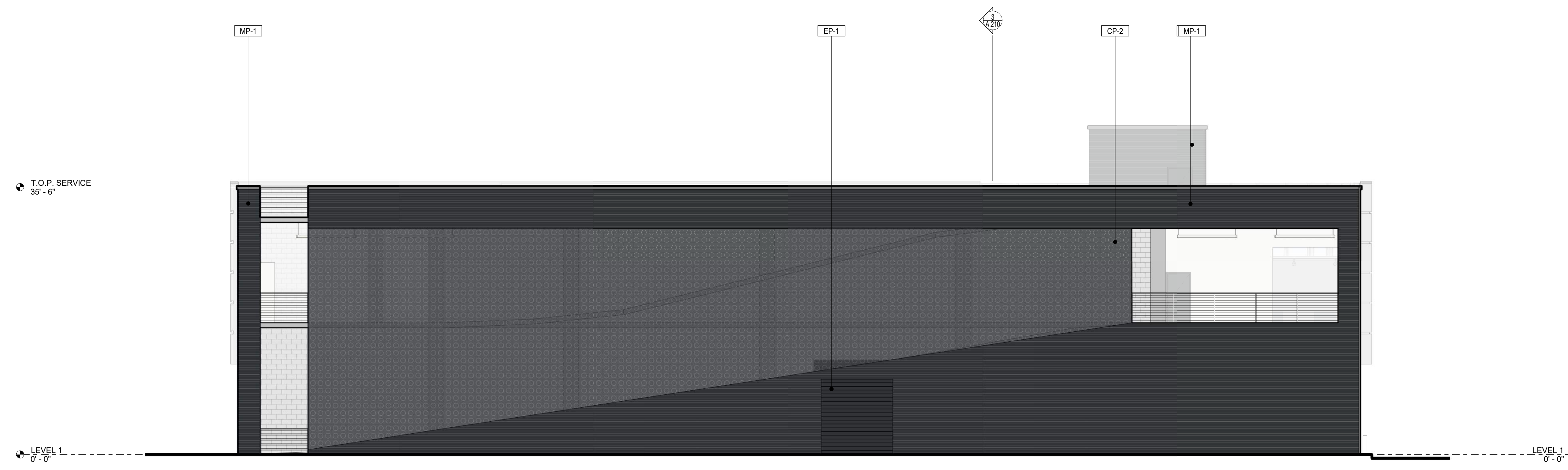
KEY PLAN

SHEET NAME

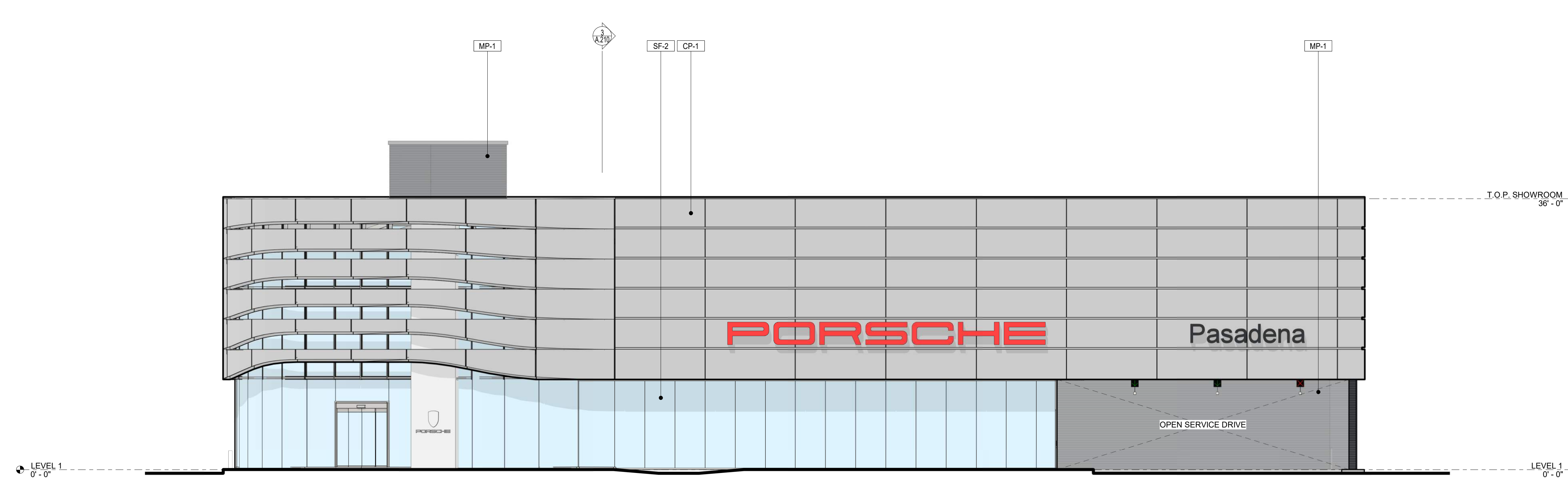
**PROPOSED EXTERIOR  
ELEVATIONS**

SHEET NUMBER

**A.200**



**3 PROPOSED ELEVATION - NORTH**  
1/8" = 1'-0"

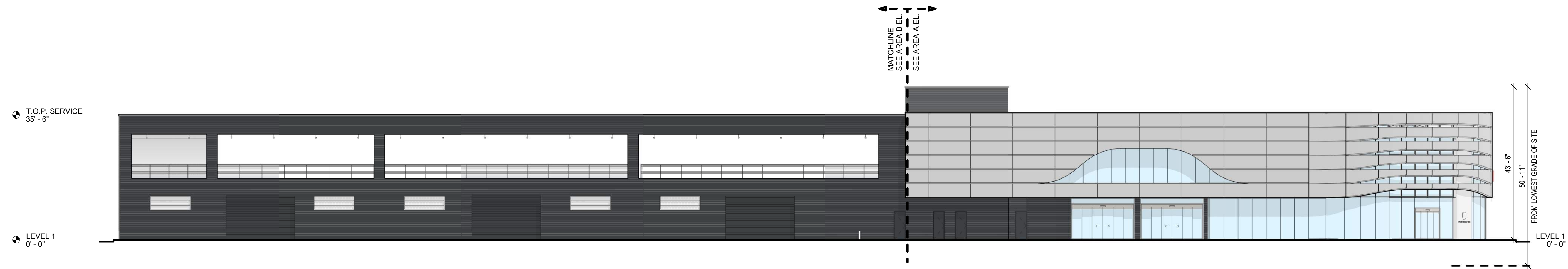


**4 PROPOSED ELEVATION - SOUTH**  
1/8" = 1'-0"

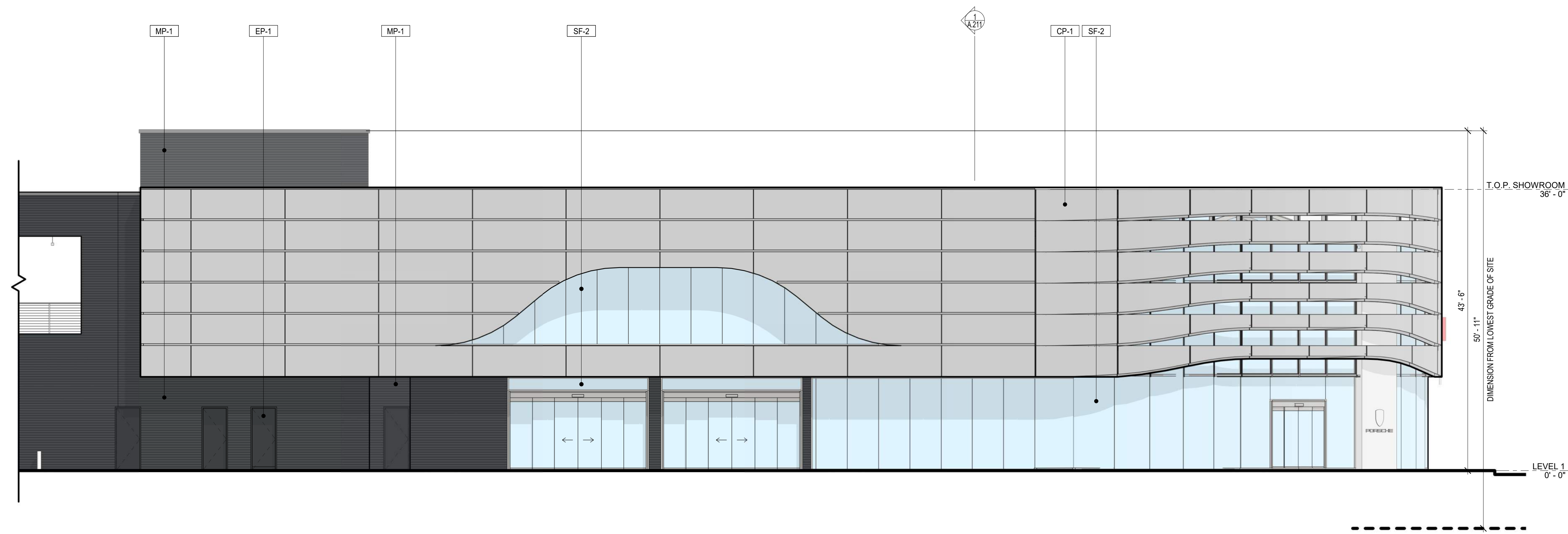
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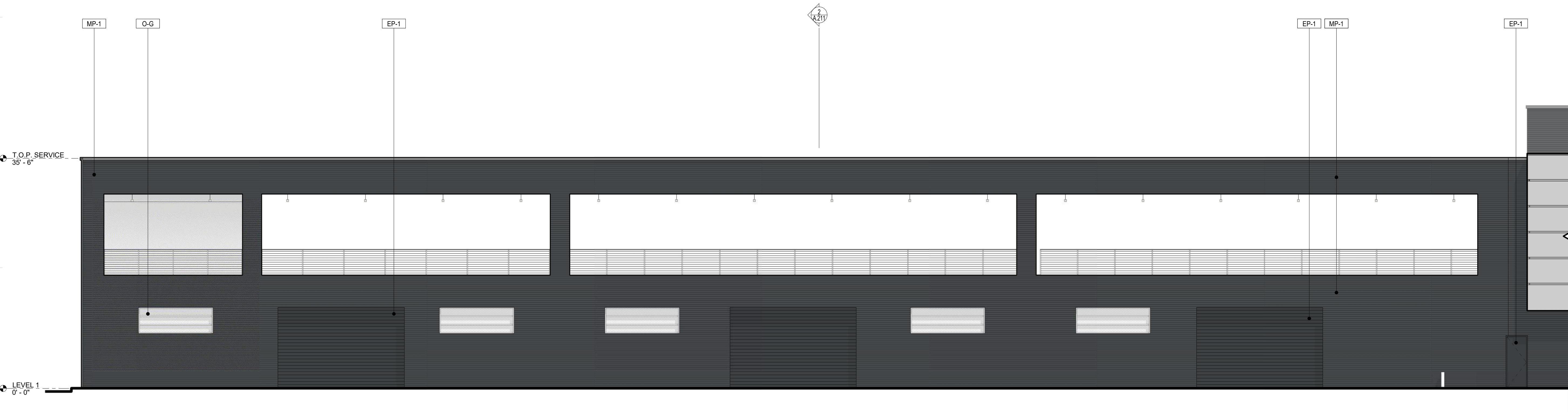
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**3 PROPOSED ELEVATION - WEST OVERALL**  
1/16" = 1'-0"



**2 PROPOSED ELEVATION - WEST AREA A**  
1/8" = 1'-0"



**1 PROPOSED ELEVATION - WEST AREA B**  
1/8" = 1'-0"

**EXTERIOR FINISH LEGEND:**

- CP-1**  
ALUMINUM COMPOSITE METAL PANELS  
COLOR: RAL 9006 WHITE ALUMINUM  
FINISH: NON-REFLECTIVE
- CP-2**  
PERFORATED METAL PANELS  
COLOR: RAL 7021 BLACK GREY  
FINISH: NON-REFLECTIVE
- MP-1**  
TRAPEZIUM METAL PANEL SYSTEM  
COLOR: RAL 7021 BLACK GREY  
FINISH: NON-REFLECTIVE
- EP-1**  
EXTERIOR PAINT  
COLOR: MATCH RAL 7021 BLACK GREY
- EFS-1**  
EXTERIOR INSULATION FINISHING SYSTEM  
PAINTED EP-1
- SF-2**  
EXTERIOR STOREFRONT  
FRONT LOADED BUTT-JOINTS  
COLOR: LOW-E CLEAR GLASS
- GL-1**  
GLASS  
COLOR: LOW-E CLEAR GLASS
- O-G**  
OBSCURE GLASS  
DARK GRAY ANODIZED FRAME



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**LANDSCAPE ARCHITECT**  
**ASLA Landscape Architecture**  
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Designer: Aaron Sevilla  
E: aaron@asevilla.net, P: (949) 444.9468

PROJECT NAME  
**RUSNAK PORSCHE  
PASADENA**

PROJECT DESCRIPTION  
NEW PORSCHE DEALERSHIP

PROJECT ADDRESS  
2915 EAST COLORADO  
BOULEVARD  
PASADENA, CA 91107

OWNER INFORMATION  
**RUSNAK AUTO GROUP**  
267-337 W. COLORADO BLVD.  
PASADENA, CA 91105  
CONTACT: JOHN BEED  
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GOREE PROJECT NUMBER  
2019-0011

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ISSUE DATE  
04/01/2022

ISSUE HISTORY

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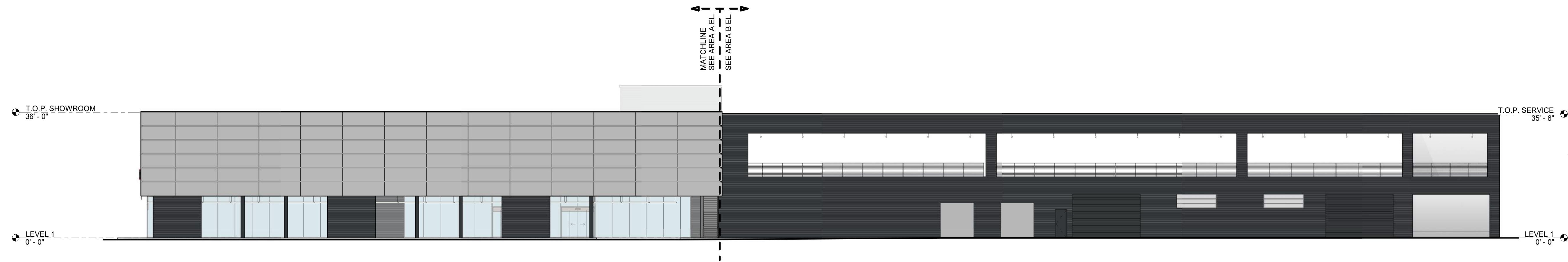
KEY PLAN

SHEET NAME  
**PROPOSED EXTERIOR  
ELEVATIONS**

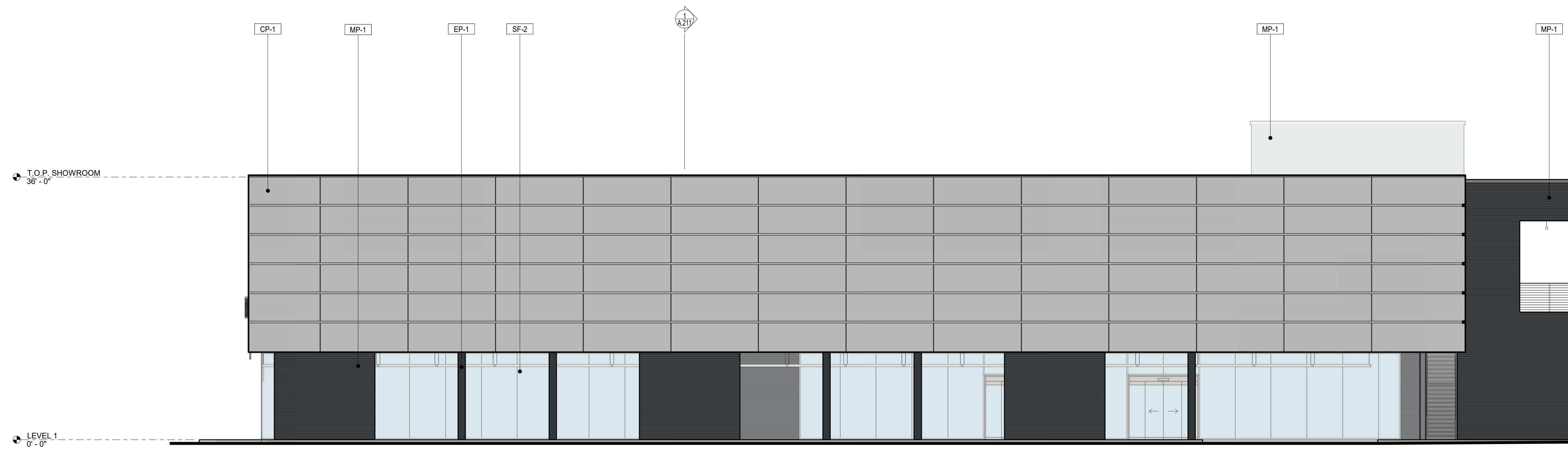
SHEET NUMBER

**A.201**

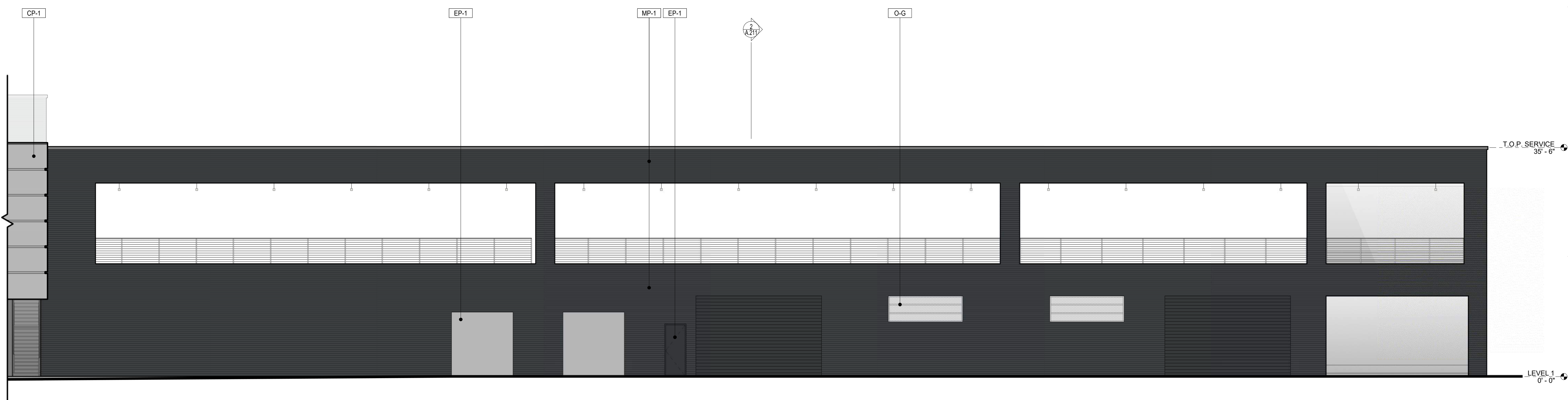
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**3 PROPOSED ELEVATION - EAST OVERALL**  
1/16" = 1'-0"



**2 PROPOSED ELEVATION - EAST AREA A**  
1/8" = 1'-0"



**1 PROPOSED ELEVATION - EAST AREA B**  
1/8" = 1'-0"

**EXTERIOR FINISH LEGEND:**

- CP-1**  
ALUMINUM COMPOSITE METAL PANELS  
COLOR: RAL 9006 WHITE ALUMINUM  
FINISH: NON-REFLECTIVE
- CP-2**  
PERFORATED METAL PANELS  
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TRAPEZIUM METAL PANEL SYSTEM  
COLOR: RAL 7021 BLACK GREY  
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COLOR: MATCH RAL 7021 BLACK GREY  
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Designer: Aaron Sevilla  
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PROJECT NAME

**RUSNAK PORSCHE PASADENA**

PROJECT DESCRIPTION

**NEW PORSCHE DEALERSHIP**

PROJECT ADDRESS

**2915 EAST COLORADO BOULEVARD PASADENA, CA 91107**

OWNER INFORMATION

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ISSUE HISTORY

DATE	MARK	DESCRIPTION

KEY PLAN

SHEET NAME  
**PROPOSED EXTERIOR ELEVATIONS**

SHEET NUMBER

**A.202**

CONSULTANTS

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PROJECT NAME

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**NEW PORSCHE DEALERSHIP**

PROJECT ADDRESS

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BOULEVARD  
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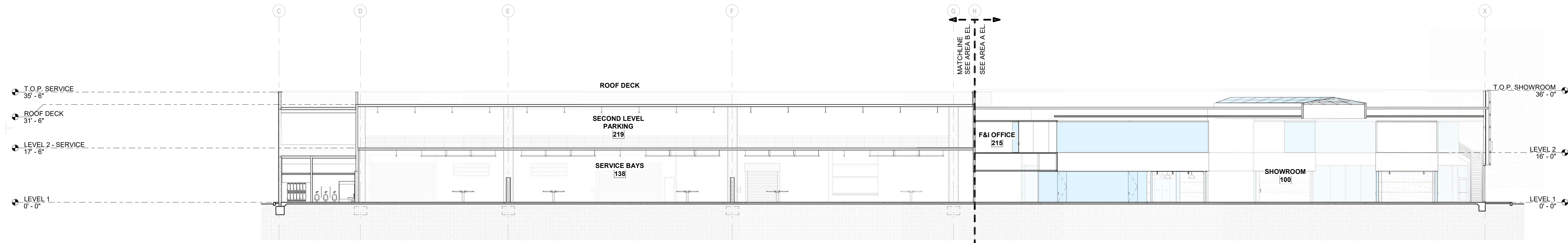
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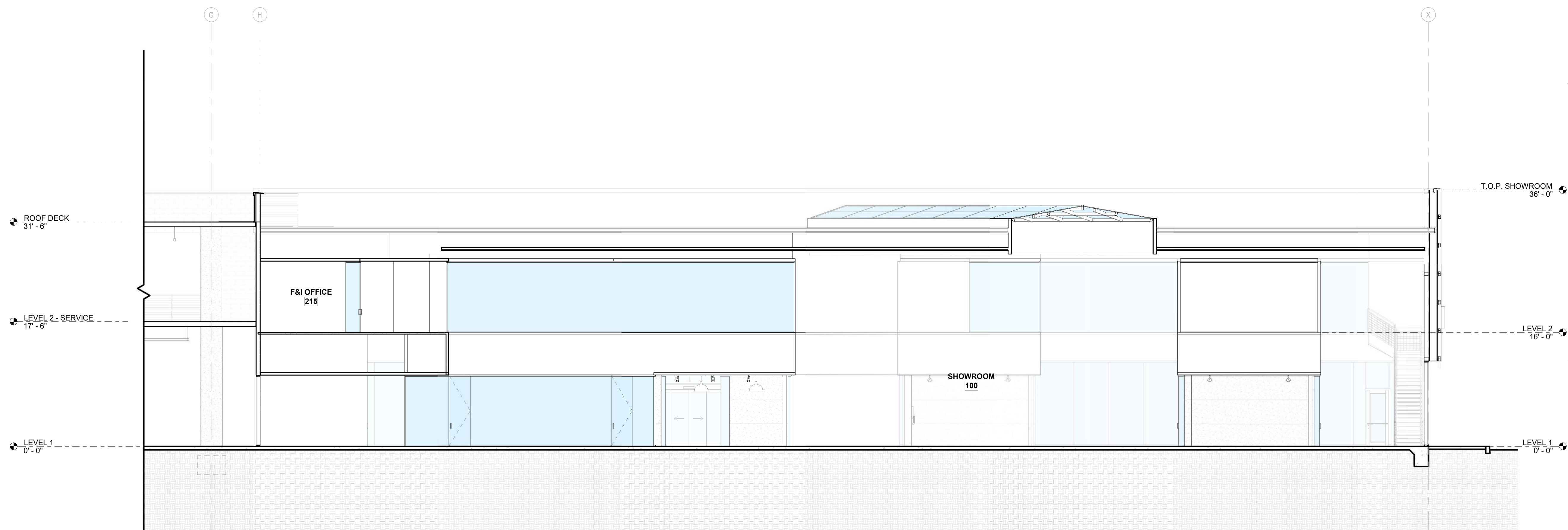
**PROPOSED BUILDING  
SECTIONS**

SHEET NUMBER

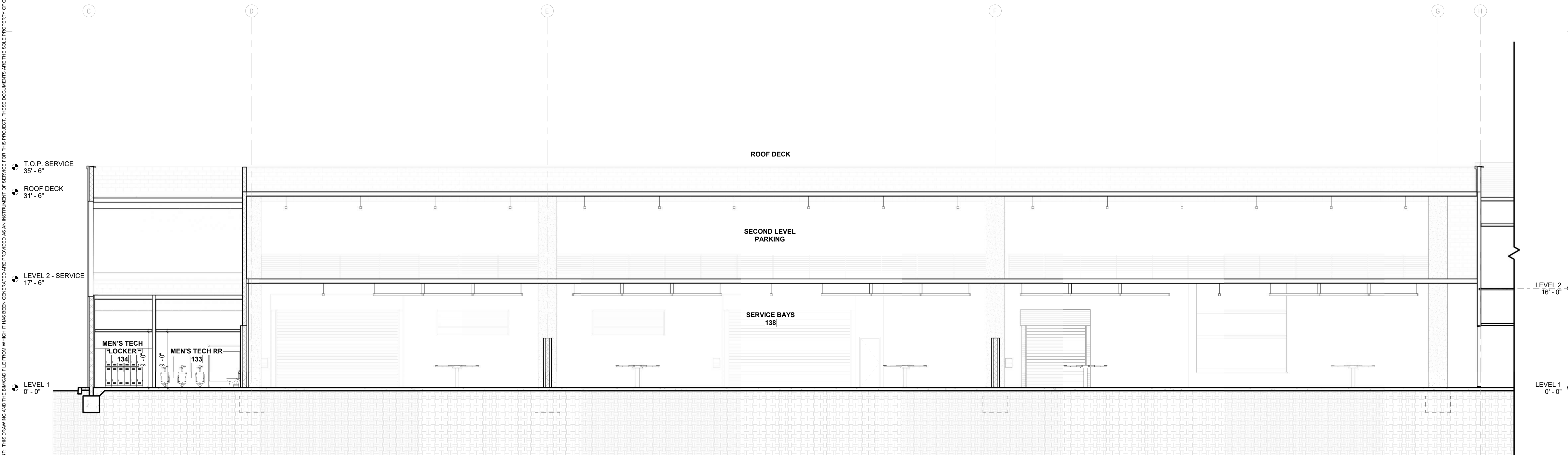
**A.210**



**3 BUILDING SECTION 1 - OVERALL**  
1/16" = 1'-0"



**2 BUILDING SECTION 1 - AREA A**  
1/8" = 1'-0"



**1 BUILDING SECTION 1 - AREA B**  
1/8" = 1'-0"

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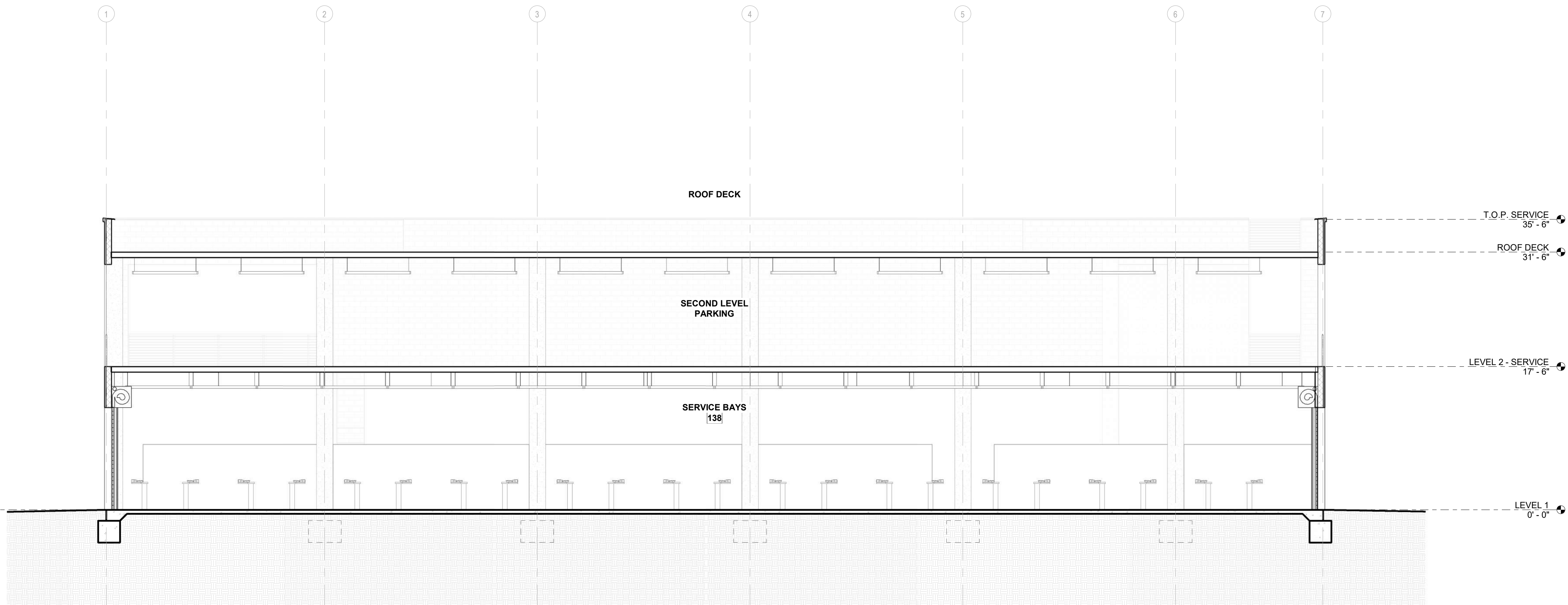
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SHEET NAME

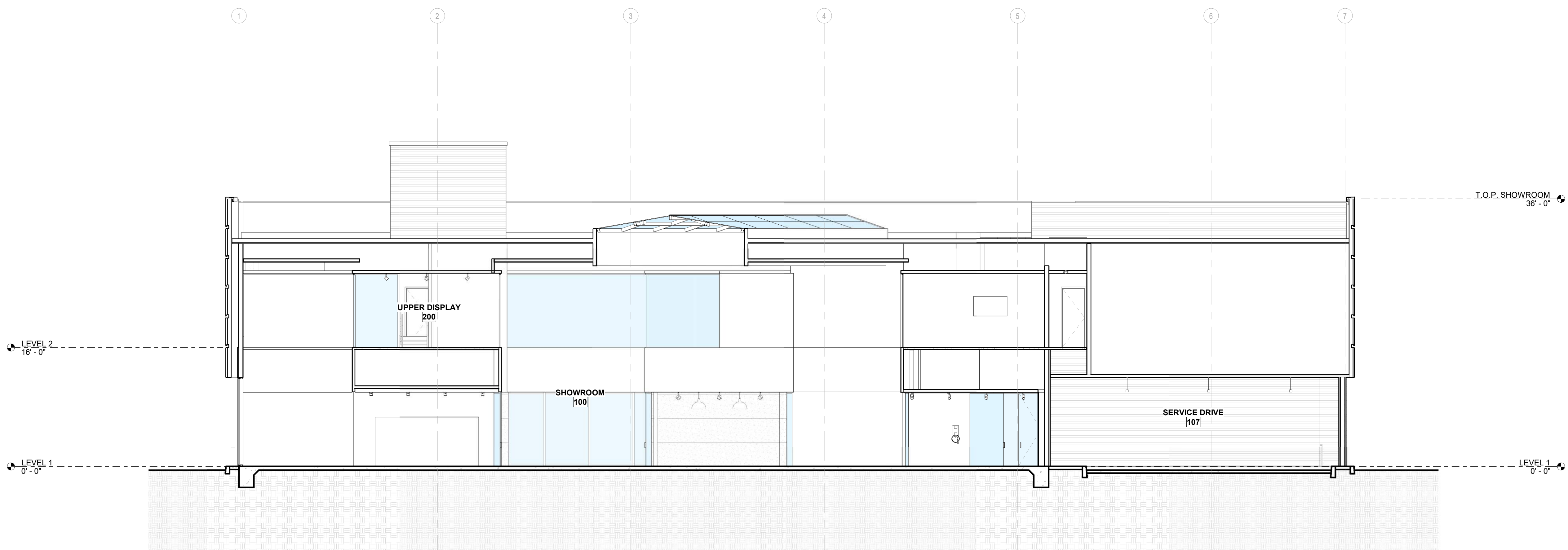
**PROPOSED BUILDING  
SECTIONS**

SHEET NUMBER

**A.211**



**2 BUILDING SECTION 3 - SERVICE SHOP**  
1/8" = 1'-0"



**1 BUILDING SECTION 2 - SHOWROOM**  
1/8" = 1'-0"



PLAN VIEW  
1"=20'-0"

**TREE LEGEND**

SYMBOL	BOTANICAL NAME (COMMON NAME)	BOX SIZE	WUCOLS	QTY.
	QUERCUS AGRIFOLIA (COAST LIVE OAK)	48" BOX MIN. MULTI BRANCH	L	2
	TRISTANIA CONFERTA (BRISBANE BOX)	36" BOX COLUMNAR	M	8
	ARBUTUS MARINA (STRAWBERRY TREE)	48" BOX STANDARD	L	14
	LAGERSTROMIA INDICA (CRAPE MYRTLE)		M	-
	LAURUS NOBLIS (BAY LAUREL)		M	-
	MAGNOLIA SPECIES (MAGNOLIA)		M	-
	RHUS LANCEA (AFRICAN SUMAC)	48" BOX STANDARD	L	16
	GEJERA PARVIFLORA (AUSTRALIAN WILLOW)		L	-
	ULMUS PARVIFOLIA 'TRUE GREEN' (CHINESE ELM)		M	-
	PODOCARPUS GRACILIOR (FERN PINE)		M	-

**SHRUB & GROUNDCOVER LEGEND**

SYMBOL	BOTANICAL NAME (COMMON NAME)	SIZE/SPACING/WUCOLS
	CARISSA MACROCARPA 'GREEN CARPET' (NATAL PLUM)	5 GAL 3' O.C. M
	LANTANA MONTEVIDENSIS (TRAILING LANTANA)	5 GAL 3' O.C. L
	RHAPHIOLEPIS INDICA 'BALLERINA' (INDIAN HAWTHORNE)	5 GAL 2' O.C. M
	TRACHELOSPERMUM JASMINOIDES (STAR JASMINE)	5 GAL 3' O.C. M
	AGAVE SPECIES (AGAVE)	5 GAL 3' O.C. L
	ALOE SPECIES (ALOE)	5 GAL 3' O.C. L
	DIANELLA REVOLUTA 'LITTLE REV' (FLAX LILY)	5 GAL 3' O.C. M
	HEMEROCALLIS SPECIES (DAYLILY)	5 GAL 2' O.C. M
	LANTANA MONTEVIDENSIS (TRAILING LANTANA)	5 GAL 3' O.C. L

**SHRUB & GROUNDCOVER LEGEND**

SYMBOL	BOTANICAL NAME (COMMON NAME)	SIZE/SPACING/WUCOLS
	AGAPANTHUS AFRICANUS (LILY OF THE NILE)	5 GAL 2' O.C. M
	CALLISTEMON 'BETTER JOHN' (DWARF BOTTLE BRUSH)	5 GAL 4' O.C. M
	CARISSA MACROCARPA 'GREEN CARPET' (NATAL PLUM)	5 GAL 3' O.C. M
	HEMEROCALLIS SPECIES (DAYLILY)	5 GAL 2' O.C. M
	PHORMIUM SPECIES (NEW ZEALAND FLAX)	5 GAL 2' O.C. M
	DIETES VEGETA (FORTNIGHT LILY)	5 GAL 3' O.C. M
	LIGUSTRUM JAPONICA TEXANUM (WAXLEAF PRIVET)	5 GAL 3' O.C. M
	PITTOSPORUM 'VARIEGATA' (VARIEGATED MOCK ORANGE)	5 GAL 3' O.C. M
	RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY' (INDIAN HAWTHORNE)	5 GAL 3' O.C. M

**PROJECT SUMMARY:**

NEW PLANTING AREAS: ±11,480 SF

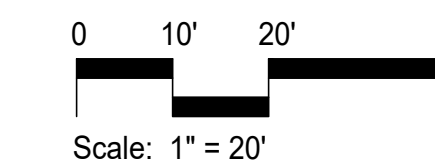
**MULCH NOTE:**

ALL PLANTING AREAS TO RECEIVE 3" OF DECORATIVE BARK MULCH (DARK BROWN COLOR).

**IRRIGATION NOTES AND REQUIREMENTS:**

THE PROJECT LANDSCAPE PLANTING AREAS SHALL RECEIVE THE FOLLOWING IRRIGATION SYSTEM:

LOW PRECIPITATION SHRUB DRIP SYSTEM AUTOMATICALLY PROGRAMMED WITH AN ELECTRICAL CONTROLLER. SYSTEM COMPONENTS WILL INCLUDE A BRASS GATE VALVE (IN VALVE BOX) AT THE POINT OF CONNECTION, BACK FLOW DEVICE (PER LOCAL CODES), ELECTRICALLY OPERATED REMOTE CONTROL VALVES AND DRIP SYSTEM IN SHRUB BEDS, ALL SUPPLIED BY PVC SCHEDULE 40 MAINLINE AND LATERAL LINES SIZED ACCORDING TO HYDRAULIC CALCULATION. CIRCUITS SHALL BE DETERMINED BY SOLAR ORIENTATION AND PLANTING AREA. 100% COVERAGE SHALL BE ACHIEVED THROUGHOUT THE SYSTEM. SEPARATE VALVE INCLUDED FOR TREES 48" AND ABOVE.



**Appendix B.1:  
Air Quality, Energy, and GHG Emissions  
Calculations**

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Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**Rusnak Porsche Pasadena Project  
Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	55.51	1000sqft	1.27	55,508.00	0
Enclosed Parking with Elevator	379.00	Space	1.16	151,600.00	0
Automobile Care Center	48.92	1000sqft	1.12	48,922.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	12	<b>Operational Year</b>		2024	
<b>Utility Company</b>	Pasadena Water and Power				
<b>CO2 Intensity (lb/MW hr)</b>	872.98	<b>CH4 Intensity (lb/MW hr)</b>	0.033	<b>N2O Intensity (lb/MW hr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Per site plan dated September 2021; total lot 3.55 acres, therefore lot acreage modified to match. All parking are counted towards enclosed parking lot spaces for conservative analysis.

Construction Phase - Per construction questionnaire

Trips and VMT - Per construction questionnaire, haul trucks would travel 50 miles for disposal during demolition and 60 miles for soil materials during grading.

Demolition -

Grading -

Architectural Coating -

Vehicle Trips - Net trip rate and trip districtution % based on traffic study dated Feb 2022.

Energy Use - Per operational questionniare, no natural gas would be used.



Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Construction Off-road Equipment Mitigation - Per SCAQMD Rule 403

Area Mitigation - Per operational questionnaire, all landscape equipment would be electric.

Energy Mitigation - Per operational questionnaire, high efficiency lighting would be installed

Water Mitigation - Per operational questionnaire, low-flow water fixtures and water-efficient irrigation systems would be installed.

Waste Mitigation - Per AB 341

Stationary Sources - Emergency Generators and Fire Pumps - Per operational questionnaire, an emergency generator would be installed.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	18.00	44.00
tblConstructionPhase	NumDays	230.00	352.00
tblConstructionPhase	NumDays	20.00	28.00
tblConstructionPhase	NumDays	8.00	22.00
tblConstructionPhase	NumDays	18.00	22.00
tblConstructionPhase	PhaseEndDate	10/17/2023	4/9/2024
tblConstructionPhase	PhaseEndDate	8/28/2023	3/7/2024
tblConstructionPhase	PhaseEndDate	9/28/2022	10/10/2022
tblConstructionPhase	PhaseEndDate	10/10/2022	11/1/2022
tblConstructionPhase	PhaseEndDate	9/21/2023	3/8/2024
tblConstructionPhase	PhaseStartDate	9/22/2023	2/8/2024
tblConstructionPhase	PhaseStartDate	10/11/2022	11/2/2022
tblConstructionPhase	PhaseStartDate	9/29/2022	10/3/2022
tblConstructionPhase	PhaseStartDate	8/29/2023	2/8/2024
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	T24NG	0.83	0.00
tblEnergyUse	T24NG	13.51	0.00
tblGrading	MaterialImported	0.00	4,611.00

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

tblLandUse	LotAcreage	3.41	1.16
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	335.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	24.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	60.00
tblVehicleTrips	PB_TP	28.00	10.00
tblVehicleTrips	PR_TP	21.00	39.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	ST_TR	23.72	10.12
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	SU_TR	11.88	10.12
tblVehicleTrips	WD_TR	1.74	0.00
tblVehicleTrips	WD_TR	23.72	10.12

**2.0 Emissions Summary**

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Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**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					
2022	5.1736	66.2428	40.6438	0.1444	13.2255	2.3356	15.5612	4.6526	2.1663	6.8188	0.0000	14,921.34 87	14,921.34 87	2.4207	1.2786	15,362.89 92
2023	1.9738	16.3268	20.3189	0.0444	1.4203	0.7148	2.1352	0.3828	0.6726	1.0554	0.0000	4,385.818 7	4,385.818 7	0.6622	0.1467	4,446.077 2
2024	26.0018	24.9439	35.2970	0.0697	1.8786	1.0904	2.9690	0.5043	1.0227	1.5271	0.0000	6,825.685 1	6,825.685 1	1.2490	0.1526	6,902.375 1
<b>Maximum</b>	<b>26.0018</b>	<b>66.2428</b>	<b>40.6438</b>	<b>0.1444</b>	<b>13.2255</b>	<b>2.3356</b>	<b>15.5612</b>	<b>4.6526</b>	<b>2.1663</b>	<b>6.8188</b>	<b>0.0000</b>	<b>14,921.34 87</b>	<b>14,921.34 87</b>	<b>2.4207</b>	<b>1.2786</b>	<b>15,362.89 92</b>

**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					
2022	5.1736	66.2428	40.6438	0.1444	6.4429	2.3356	8.7785	2.1448	2.1663	4.3111	0.0000	14,921.34 87	14,921.34 87	2.4207	1.2786	15,362.89 92
2023	1.9738	16.3268	20.3189	0.0444	1.4203	0.7148	2.1352	0.3828	0.6726	1.0554	0.0000	4,385.818 7	4,385.818 7	0.6622	0.1467	4,446.077 2
2024	26.0018	24.9439	35.2970	0.0697	1.8786	1.0904	2.9690	0.5043	1.0227	1.5271	0.0000	6,825.685 1	6,825.685 1	1.2490	0.1526	6,902.375 1
<b>Maximum</b>	<b>26.0018</b>	<b>66.2428</b>	<b>40.6438</b>	<b>0.1444</b>	<b>6.4429</b>	<b>2.3356</b>	<b>8.7785</b>	<b>2.1448</b>	<b>2.1663</b>	<b>4.3111</b>	<b>0.0000</b>	<b>14,921.34 87</b>	<b>14,921.34 87</b>	<b>2.4207</b>	<b>1.2786</b>	<b>15,362.89 92</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	41.05	0.00	32.82	45.27	0.00	26.67	0.00	0.00	0.00	0.00	0.00	0.00

**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	2.4027	4.5000e-004	0.0493	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1058	0.1058	2.8000e-004		0.1127
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.1433	1.1088	10.0059	0.0198	2.1289	0.0153	2.1441	0.5671	0.0142	0.5812		2,051.5020	2,051.5020	0.1622	0.0982	2,084.8337
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>3.5461</b>	<b>1.1092</b>	<b>10.0552</b>	<b>0.0198</b>	<b>2.1289</b>	<b>0.0155</b>	<b>2.1443</b>	<b>0.5671</b>	<b>0.0144</b>	<b>0.5814</b>		<b>2,051.6078</b>	<b>2,051.6078</b>	<b>0.1625</b>	<b>0.0982</b>	<b>2,084.9464</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**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	lb/day										lb/day					
Area	2.4001	2.5000e-004	0.0286	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0570	0.0570	1.2000e-004		0.0599
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.1433	1.1088	10.0059	0.0198	2.1289	0.0153	2.1441	0.5671	0.0142	0.5812		2,051.5020	2,051.5020	0.1622	0.0982	2,084.8337
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>3.5435</b>	<b>1.1090</b>	<b>10.0345</b>	<b>0.0198</b>	<b>2.1289</b>	<b>0.0153</b>	<b>2.1442</b>	<b>0.5671</b>	<b>0.0142</b>	<b>0.5813</b>		<b>2,051.5590</b>	<b>2,051.5590</b>	<b>0.1623</b>	<b>0.0982</b>	<b>2,084.8937</b>

	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
<b>Percent Reduction</b>	<b>0.07</b>	<b>0.02</b>	<b>0.21</b>	<b>0.00</b>	<b>0.00</b>	<b>0.71</b>	<b>0.01</b>	<b>0.00</b>	<b>0.77</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.10</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2022	10/10/2022	5	28	1.25 months
2	Grading	Grading	10/3/2022	11/1/2022	5	22	1 month, assuming a 1 week overlap with demolition activities
3	Building Construction	Building Construction	11/2/2022	3/7/2024	5	352	16 months
4	Paving	Paving	2/8/2024	3/8/2024	5	22	1 month, assuming to be concurrent with painting

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

5	Architectural Coating	Architectural Coating	2/8/2024	4/9/2024	5	44	2 months, assuming 1 month overlap with building construction
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**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 22**

**Acres of Paving: 1.16**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 156,645; Non-Residential Outdoor: 52,215; Striped Parking Area: 9,096 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	475.00	14.70	6.90	50.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	576.00	14.70	6.90	60.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	103.00	42.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads

**3.2 Demolition - 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					
Fugitive Dust					3.6684	0.0000	3.6684	0.5554	0.0000	0.5554			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.781 2	3,746.781 2	1.0524		3,773.092 0
<b>Total</b>	<b>2.6392</b>	<b>25.7194</b>	<b>20.5941</b>	<b>0.0388</b>	<b>3.6684</b>	<b>1.2427</b>	<b>4.9111</b>	<b>0.5554</b>	<b>1.1553</b>	<b>1.7107</b>		<b>3,746.781 2</b>	<b>3,746.781 2</b>	<b>1.0524</b>		<b>3,773.092 0</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2022**

**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	0.1682	6.9036	1.3209	0.0257	0.7418	0.0526	0.7944	0.2033	0.0503	0.2537		2,812.9013	2,812.9013	0.1512	0.4464	2,949.6996
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
<b>Total</b>	<b>0.2238</b>	<b>6.9454</b>	<b>1.8638</b>	<b>0.0271</b>	<b>0.9095</b>	<b>0.0537</b>	<b>0.9632</b>	<b>0.2478</b>	<b>0.0513</b>	<b>0.2991</b>		<b>2,960.6712</b>	<b>2,960.6712</b>	<b>0.1555</b>	<b>0.4504</b>	<b>3,098.7716</b>

**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					1.3591	0.0000	1.3591	0.2058	0.0000	0.2058			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
<b>Total</b>	<b>2.6392</b>	<b>25.7194</b>	<b>20.5941</b>	<b>0.0388</b>	<b>1.3591</b>	<b>1.2427</b>	<b>2.6018</b>	<b>0.2058</b>	<b>1.1553</b>	<b>1.3611</b>	<b>0.0000</b>	<b>3,746.7812</b>	<b>3,746.7812</b>	<b>1.0524</b>		<b>3,773.0920</b>



Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2022**

**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	0.1682	6.9036	1.3209	0.0257	0.7418	0.0526	0.7944	0.2033	0.0503	0.2537		2,812.9013	2,812.9013	0.1512	0.4464	2,949.6996
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
<b>Total</b>	<b>0.2238</b>	<b>6.9454</b>	<b>1.8638</b>	<b>0.0271</b>	<b>0.9095</b>	<b>0.0537</b>	<b>0.9632</b>	<b>0.2478</b>	<b>0.0513</b>	<b>0.2991</b>		<b>2,960.6712</b>	<b>2,960.6712</b>	<b>0.1555</b>	<b>0.4504</b>	<b>3,098.7716</b>

**3.3 Grading - 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					
Fugitive Dust					7.1063	0.0000	7.1063	3.4283	0.0000	3.4283			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
<b>Total</b>	<b>1.9486</b>	<b>20.8551</b>	<b>15.2727</b>	<b>0.0297</b>	<b>7.1063</b>	<b>0.9409</b>	<b>8.0471</b>	<b>3.4283</b>	<b>0.8656</b>	<b>4.2939</b>		<b>2,872.0464</b>	<b>2,872.0464</b>	<b>0.9289</b>		<b>2,895.2684</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Grading - 2022**

**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	0.3064	12.6809	2.3705	0.0474	1.3737	0.0974	1.4711	0.3765	0.0931	0.4697		5,194.079 9	5,194.079 9	0.2797	0.8242	5,446.695 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
<b>Total</b>	<b>0.3620</b>	<b>12.7228</b>	<b>2.9133</b>	<b>0.0488</b>	<b>1.5414</b>	<b>0.0984</b>	<b>1.6398</b>	<b>0.4210</b>	<b>0.0941</b>	<b>0.5151</b>		<b>5,341.849 9</b>	<b>5,341.849 9</b>	<b>0.2839</b>	<b>0.8283</b>	<b>5,595.767 2</b>

**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					2.6329	0.0000	2.6329	1.2702	0.0000	1.2702			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4
<b>Total</b>	<b>1.9486</b>	<b>20.8551</b>	<b>15.2727</b>	<b>0.0297</b>	<b>2.6329</b>	<b>0.9409</b>	<b>3.5737</b>	<b>1.2702</b>	<b>0.8656</b>	<b>2.1358</b>	<b>0.0000</b>	<b>2,872.046 4</b>	<b>2,872.046 4</b>	<b>0.9289</b>		<b>2,895.268 4</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Grading - 2022**

**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	0.3064	12.6809	2.3705	0.0474	1.3737	0.0974	1.4711	0.3765	0.0931	0.4697		5,194.0799	5,194.0799	0.2797	0.8242	5,446.6952
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
<b>Total</b>	<b>0.3620</b>	<b>12.7228</b>	<b>2.9133</b>	<b>0.0488</b>	<b>1.5414</b>	<b>0.0984</b>	<b>1.6398</b>	<b>0.4210</b>	<b>0.0941</b>	<b>0.5151</b>		<b>5,341.8499</b>	<b>5,341.8499</b>	<b>0.2839</b>	<b>0.8283</b>	<b>5,595.7672</b>

**3.4 Building Construction - 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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>		<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0817	2.1422	0.7298	8.2300e-003	0.2690	0.0197	0.2887	0.0775	0.0188	0.0963		884.2708	884.2708	0.0295	0.1275	923.0143
Worker	0.3816	0.2876	3.7273	9.9700e-003	1.1513	7.3800e-003	1.1587	0.3053	6.7900e-003	0.3121		1,014.6872	1,014.6872	0.0294	0.0275	1,023.6278
<b>Total</b>	<b>0.4633</b>	<b>2.4297</b>	<b>4.4571</b>	<b>0.0182</b>	<b>1.4203</b>	<b>0.0271</b>	<b>1.4474</b>	<b>0.3828</b>	<b>0.0256</b>	<b>0.4084</b>		<b>1,898.9580</b>	<b>1,898.9580</b>	<b>0.0588</b>	<b>0.1551</b>	<b>1,946.6421</b>

**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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0817	2.1422	0.7298	8.2300e-003	0.2690	0.0197	0.2887	0.0775	0.0188	0.0963		884.2708	884.2708	0.0295	0.1275	923.0143
Worker	0.3816	0.2876	3.7273	9.9700e-003	1.1513	7.3800e-003	1.1587	0.3053	6.7900e-003	0.3121		1,014.6872	1,014.6872	0.0294	0.0275	1,023.6278
<b>Total</b>	<b>0.4633</b>	<b>2.4297</b>	<b>4.4571</b>	<b>0.0182</b>	<b>1.4203</b>	<b>0.0271</b>	<b>1.4474</b>	<b>0.3828</b>	<b>0.0256</b>	<b>0.4084</b>		<b>1,898.9580</b>	<b>1,898.9580</b>	<b>0.0588</b>	<b>0.1551</b>	<b>1,946.6421</b>

**3.4 Building Construction - 2023**

**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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>		<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0467	1.6879	0.6442	7.8300e-003	0.2690	8.1500e-003	0.2772	0.0775	7.8000e-003	0.0853		842.6053	842.6053	0.0281	0.1213	879.4426
Worker	0.3544	0.2540	3.4307	9.6500e-003	1.1513	6.9500e-003	1.1582	0.3053	6.4000e-003	0.3117		988.0035	988.0035	0.0263	0.0254	996.2285
<b>Total</b>	<b>0.4011</b>	<b>1.9419</b>	<b>4.0749</b>	<b>0.0175</b>	<b>1.4203</b>	<b>0.0151</b>	<b>1.4354</b>	<b>0.3828</b>	<b>0.0142</b>	<b>0.3970</b>		<b>1,830.6088</b>	<b>1,830.6088</b>	<b>0.0544</b>	<b>0.1467</b>	<b>1,875.6711</b>

**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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0467	1.6879	0.6442	7.8300e-003	0.2690	8.1500e-003	0.2772	0.0775	7.8000e-003	0.0853		842.6053	842.6053	0.0281	0.1213	879.4426
Worker	0.3544	0.2540	3.4307	9.6500e-003	1.1513	6.9500e-003	1.1582	0.3053	6.4000e-003	0.3117		988.0035	988.0035	0.0263	0.0254	996.2285
<b>Total</b>	<b>0.4011</b>	<b>1.9419</b>	<b>4.0749</b>	<b>0.0175</b>	<b>1.4203</b>	<b>0.0151</b>	<b>1.4354</b>	<b>0.3828</b>	<b>0.0142</b>	<b>0.3970</b>		<b>1,830.6088</b>	<b>1,830.6088</b>	<b>0.0544</b>	<b>0.1467</b>	<b>1,875.6711</b>

**3.4 Building Construction - 2024**

**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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
<b>Total</b>	<b>1.4716</b>	<b>13.4438</b>	<b>16.1668</b>	<b>0.0270</b>		<b>0.6133</b>	<b>0.6133</b>		<b>0.5769</b>	<b>0.5769</b>		<b>2,555.6989</b>	<b>2,555.6989</b>	<b>0.6044</b>		<b>2,570.8077</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0451	1.6913	0.6306	7.7100e-003	0.2690	8.2100e-003	0.2772	0.0775	7.8500e-003	0.0853		829.9802	829.9802	0.0282	0.1196	866.3140
Worker	0.3314	0.2268	3.1962	9.3800e-003	1.1513	6.6600e-003	1.1580	0.3053	6.1300e-003	0.3115		967.7261	967.7261	0.0239	0.0236	975.3566
<b>Total</b>	<b>0.3765</b>	<b>1.9181</b>	<b>3.8268</b>	<b>0.0171</b>	<b>1.4203</b>	<b>0.0149</b>	<b>1.4352</b>	<b>0.3828</b>	<b>0.0140</b>	<b>0.3968</b>		<b>1,797.7063</b>	<b>1,797.7063</b>	<b>0.0520</b>	<b>0.1432</b>	<b>1,841.6706</b>

**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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
<b>Total</b>	<b>1.4716</b>	<b>13.4438</b>	<b>16.1668</b>	<b>0.0270</b>		<b>0.6133</b>	<b>0.6133</b>		<b>0.5769</b>	<b>0.5769</b>	<b>0.0000</b>	<b>2,555.6989</b>	<b>2,555.6989</b>	<b>0.6044</b>		<b>2,570.8077</b>



Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0451	1.6913	0.6306	7.7100e-003	0.2690	8.2100e-003	0.2772	0.0775	7.8500e-003	0.0853		829.9802	829.9802	0.0282	0.1196	866.3140
Worker	0.3314	0.2268	3.1962	9.3800e-003	1.1513	6.6600e-003	1.1580	0.3053	6.1300e-003	0.3115		967.7261	967.7261	0.0239	0.0236	975.3566
<b>Total</b>	<b>0.3765</b>	<b>1.9181</b>	<b>3.8268</b>	<b>0.0171</b>	<b>1.4203</b>	<b>0.0149</b>	<b>1.4352</b>	<b>0.3828</b>	<b>0.0140</b>	<b>0.3968</b>		<b>1,797.7063</b>	<b>1,797.7063</b>	<b>0.0520</b>	<b>0.1432</b>	<b>1,841.6706</b>

**3.5 Paving - 2024**

**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	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685		1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.8814</b>	<b>8.2730</b>	<b>12.2210</b>	<b>0.0189</b>		<b>0.3987</b>	<b>0.3987</b>		<b>0.3685</b>	<b>0.3685</b>		<b>1,805.6205</b>	<b>1,805.6205</b>	<b>0.5673</b>		<b>1,819.8039</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0644	0.0440	0.6206	1.8200e-003	0.2236	1.2900e-003	0.2249	0.0593	1.1900e-003	0.0605		187.9080	187.9080	4.6300e-003	4.5800e-003	189.3896
<b>Total</b>	<b>0.0644</b>	<b>0.0440</b>	<b>0.6206</b>	<b>1.8200e-003</b>	<b>0.2236</b>	<b>1.2900e-003</b>	<b>0.2249</b>	<b>0.0593</b>	<b>1.1900e-003</b>	<b>0.0605</b>		<b>187.9080</b>	<b>187.9080</b>	<b>4.6300e-003</b>	<b>4.5800e-003</b>	<b>189.3896</b>

**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	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685	0.0000	1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.8814</b>	<b>8.2730</b>	<b>12.2210</b>	<b>0.0189</b>		<b>0.3987</b>	<b>0.3987</b>		<b>0.3685</b>	<b>0.3685</b>	<b>0.0000</b>	<b>1,805.6205</b>	<b>1,805.6205</b>	<b>0.5673</b>		<b>1,819.8039</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0644	0.0440	0.6206	1.8200e-003	0.2236	1.2900e-003	0.2249	0.0593	1.1900e-003	0.0605		187.9080	187.9080	4.6300e-003	4.5800e-003	189.3896
<b>Total</b>	<b>0.0644</b>	<b>0.0440</b>	<b>0.6206</b>	<b>1.8200e-003</b>	<b>0.2236</b>	<b>1.2900e-003</b>	<b>0.2249</b>	<b>0.0593</b>	<b>1.1900e-003</b>	<b>0.0605</b>		<b>187.9080</b>	<b>187.9080</b>	<b>4.6300e-003</b>	<b>4.5800e-003</b>	<b>189.3896</b>

**3.6 Architectural Coating - 2024**

**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	22.9597					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>23.1404</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0676	0.0462	0.6517	1.9100e-003	0.2347	1.3600e-003	0.2361	0.0623	1.2500e-003	0.0635		197.3034	197.3034	4.8600e-003	4.8100e-003	198.8591
<b>Total</b>	<b>0.0676</b>	<b>0.0462</b>	<b>0.6517</b>	<b>1.9100e-003</b>	<b>0.2347</b>	<b>1.3600e-003</b>	<b>0.2361</b>	<b>0.0623</b>	<b>1.2500e-003</b>	<b>0.0635</b>		<b>197.3034</b>	<b>197.3034</b>	<b>4.8600e-003</b>	<b>4.8100e-003</b>	<b>198.8591</b>

**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	22.9597					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>23.1404</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0676	0.0462	0.6517	1.9100e-003	0.2347	1.3600e-003	0.2361	0.0623	1.2500e-003	0.0635		197.3034	197.3034	4.8600e-003	4.8100e-003	198.8591
<b>Total</b>	<b>0.0676</b>	<b>0.0462</b>	<b>0.6517</b>	<b>1.9100e-003</b>	<b>0.2347</b>	<b>1.3600e-003</b>	<b>0.2361</b>	<b>0.0623</b>	<b>1.2500e-003</b>	<b>0.0635</b>		<b>197.3034</b>	<b>197.3034</b>	<b>4.8600e-003</b>	<b>4.8100e-003</b>	<b>198.8591</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	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	1.1433	1.1088	10.0059	0.0198	2.1289	0.0153	2.1441	0.5671	0.0142	0.5812		2,051,502 0	2,051,502 0	0.1622	0.0982	2,084,833 7
Unmitigated	1.1433	1.1088	10.0059	0.0198	2.1289	0.0153	2.1441	0.5671	0.0142	0.5812		2,051,502 0	2,051,502 0	0.1622	0.0982	2,084,833 7

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Automobile Care Center	495.19	495.19	495.19	1,011,171	1,011,171
<b>Total</b>	<b>495.19</b>	<b>495.19</b>	<b>495.19</b>	<b>1,011,171</b>	<b>1,011,171</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	39	51	10

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Unrefrigerated Warehouse-No Rail	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Automobile Care Center	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
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**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Exceed Title 24

Install High Efficiency Lighting

	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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**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/yr	lb/day										lb/day					
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>



Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**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/yr	lb/day										lb/day					
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- No Hearths Installed

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	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	2.4001	2.5000e-004	0.0286	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0570	0.0570	1.2000e-004		0.0599
Unmitigated	2.4027	4.5000e-004	0.0493	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1058	0.1058	2.8000e-004		0.1127

**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	0.2768					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1214					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.5500e-003	4.5000e-004	0.0493	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1058	0.1058	2.8000e-004		0.1127
<b>Total</b>	<b>2.4027</b>	<b>4.5000e-004</b>	<b>0.0493</b>	<b>0.0000</b>		<b>1.8000e-004</b>	<b>1.8000e-004</b>		<b>1.8000e-004</b>	<b>1.8000e-004</b>		<b>0.1058</b>	<b>0.1058</b>	<b>2.8000e-004</b>		<b>0.1127</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

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	0.2768					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1214					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9300e-003	2.5000e-004	0.0286	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0570	0.0570	1.2000e-004		0.0599
<b>Total</b>	<b>2.4001</b>	<b>2.5000e-004</b>	<b>0.0286</b>	<b>0.0000</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>0.0570</b>	<b>0.0570</b>	<b>1.2000e-004</b>		<b>0.0599</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

- Institute Recycling and Composting Services

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0	24	335	0.73	Diesel

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**10.1 Stationary Sources**

**Unmitigated/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	
Equipment Type	lb/day										lb/day						
Emergency Generator - Diesel (300 - 600 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>			<b>0.0000</b>

**11.0 Vegetation**

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

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Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**Rusnak Porsche Pasadena Project  
Los Angeles-South Coast County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	55.51	1000sqft	1.27	55,508.00	0
Enclosed Parking with Elevator	379.00	Space	1.16	151,600.00	0
Automobile Care Center	48.92	1000sqft	1.12	48,922.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	12			<b>Operational Year</b>	2024
<b>Utility Company</b>	Pasadena Water and Power				
<b>CO2 Intensity (lb/MW hr)</b>	872.98	<b>CH4 Intensity (lb/MW hr)</b>	0.033	<b>N2O Intensity (lb/MW hr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Per site plan dated September 2021; total lot 3.55 acres, therefore lot acreage modified to match. All parking are counted towards enclosed parking lot spaces for conservative analysis.

Construction Phase - Per construction questionnaire

Trips and VMT - Per construction questionnaire, haul trucks would travel 50 miles for disposal during demolition and 60 miles for soil materials during grading.

Demolition -

Grading -

Architectural Coating -

Vehicle Trips - Net trip rate and trip distribution % based on traffic study dated Feb 2022.

Energy Use - Per operational questionnaire, no natural gas would be used.

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Construction Off-road Equipment Mitigation - Per SCAQMD Rule 403

Area Mitigation - Per operational questionnaire, all landscape equipment would be electric.

Energy Mitigation - Per operational questionnaire, high efficiency lighting would be installed

Water Mitigation - Per operational questionnaire, low-flow water fixtures and water-efficient irrigation systems would be installed.

Waste Mitigation - Per AB 341

Stationary Sources - Emergency Generators and Fire Pumps - Per operational questionnaire, an emergency generator would be installed.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	18.00	44.00
tblConstructionPhase	NumDays	230.00	352.00
tblConstructionPhase	NumDays	20.00	28.00
tblConstructionPhase	NumDays	8.00	22.00
tblConstructionPhase	NumDays	18.00	22.00
tblConstructionPhase	PhaseEndDate	10/17/2023	4/9/2024
tblConstructionPhase	PhaseEndDate	8/28/2023	3/7/2024
tblConstructionPhase	PhaseEndDate	9/28/2022	10/10/2022
tblConstructionPhase	PhaseEndDate	10/10/2022	11/1/2022
tblConstructionPhase	PhaseEndDate	9/21/2023	3/8/2024
tblConstructionPhase	PhaseStartDate	9/22/2023	2/8/2024
tblConstructionPhase	PhaseStartDate	10/11/2022	11/2/2022
tblConstructionPhase	PhaseStartDate	9/29/2022	10/3/2022
tblConstructionPhase	PhaseStartDate	8/29/2023	2/8/2024
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	T24NG	0.83	0.00
tblEnergyUse	T24NG	13.51	0.00
tblGrading	MaterialImported	0.00	4,611.00

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

tblLandUse	LotAcreage	3.41	1.16
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	335.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	24.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	60.00
tblVehicleTrips	PB_TP	28.00	10.00
tblVehicleTrips	PR_TP	21.00	39.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	ST_TR	23.72	10.12
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	SU_TR	11.88	10.12
tblVehicleTrips	WD_TR	1.74	0.00
tblVehicleTrips	WD_TR	23.72	10.12

**2.0 Emissions Summary**

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Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**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					
2022	5.1711	65.4902	40.7138	0.1446	13.2255	2.3355	15.5610	4.6526	2.1662	6.8187	0.0000	14,936.9906	14,936.9906	2.4209	1.2779	15,378.3375
2023	1.9510	16.2269	20.6010	0.0450	1.4203	0.7148	2.1351	0.3828	0.6726	1.0554	0.0000	4,439.3875	4,439.3875	0.6620	0.1447	4,499.0612
2024	25.9700	24.8381	35.6663	0.0704	1.8786	1.0904	2.9690	0.5043	1.0227	1.5270	0.0000	6,899.4249	6,899.4249	1.2487	0.1502	6,975.3883
<b>Maximum</b>	<b>25.9700</b>	<b>65.4902</b>	<b>40.7138</b>	<b>0.1446</b>	<b>13.2255</b>	<b>2.3355</b>	<b>15.5610</b>	<b>4.6526</b>	<b>2.1662</b>	<b>6.8187</b>	<b>0.0000</b>	<b>14,936.9906</b>	<b>14,936.9906</b>	<b>2.4209</b>	<b>1.2779</b>	<b>15,378.3375</b>

**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					
2022	5.1711	65.4902	40.7138	0.1446	6.4429	2.3355	8.7784	2.1448	2.1662	4.3110	0.0000	14,936.9906	14,936.9906	2.4209	1.2779	15,378.3375
2023	1.9510	16.2269	20.6010	0.0450	1.4203	0.7148	2.1351	0.3828	0.6726	1.0554	0.0000	4,439.3875	4,439.3875	0.6620	0.1447	4,499.0612
2024	25.9700	24.8381	35.6663	0.0704	1.8786	1.0904	2.9690	0.5043	1.0227	1.5270	0.0000	6,899.4249	6,899.4249	1.2487	0.1502	6,975.3883
<b>Maximum</b>	<b>25.9700</b>	<b>65.4902</b>	<b>40.7138</b>	<b>0.1446</b>	<b>6.4429</b>	<b>2.3355</b>	<b>8.7784</b>	<b>2.1448</b>	<b>2.1662</b>	<b>4.3110</b>	<b>0.0000</b>	<b>14,936.9906</b>	<b>14,936.9906</b>	<b>2.4209</b>	<b>1.2779</b>	<b>15,378.3375</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	41.05	0.00	32.82	45.27	0.00	26.68	0.00	0.00	0.00	0.00	0.00	0.00

**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	2.4027	4.5000e-004	0.0493	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1058	0.1058	2.8000e-004		0.1127
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.1723	1.0265	10.0394	0.0206	2.1289	0.0153	2.1441	0.5671	0.0142	0.5812		2,140.8659	2,140.8659	0.1557	0.0939	2,172.7453
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>3.5750</b>	<b>1.0270</b>	<b>10.0886</b>	<b>0.0206</b>	<b>2.1289</b>	<b>0.0154</b>	<b>2.1443</b>	<b>0.5671</b>	<b>0.0143</b>	<b>0.5814</b>		<b>2,140.9717</b>	<b>2,140.9717</b>	<b>0.1560</b>	<b>0.0939</b>	<b>2,172.8580</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**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	lb/day										lb/day					
Area	2.4001	2.5000e-004	0.0286	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0570	0.0570	1.2000e-004		0.0599
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.1723	1.0265	10.0394	0.0206	2.1289	0.0153	2.1441	0.5671	0.0142	0.5812		2,140.8659	2,140.8659	0.1557	0.0939	2,172.7453
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
<b>Total</b>	<b>3.5724</b>	<b>1.0268</b>	<b>10.0679</b>	<b>0.0206</b>	<b>2.1289</b>	<b>0.0153</b>	<b>2.1442</b>	<b>0.5671</b>	<b>0.0142</b>	<b>0.5813</b>		<b>2,140.9229</b>	<b>2,140.9229</b>	<b>0.1558</b>	<b>0.0939</b>	<b>2,172.8052</b>

	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
<b>Percent Reduction</b>	<b>0.07</b>	<b>0.02</b>	<b>0.21</b>	<b>0.00</b>	<b>0.00</b>	<b>0.71</b>	<b>0.01</b>	<b>0.00</b>	<b>0.77</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.10</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2022	10/10/2022	5	28	1.25 months
2	Grading	Grading	10/3/2022	11/1/2022	5	22	1 month, assuming a 1 week overlap with demolition activities
3	Building Construction	Building Construction	11/2/2022	3/7/2024	5	352	16 months
4	Paving	Paving	2/8/2024	3/8/2024	5	22	1 month, assuming to be concurrent with painting

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

5	Architectural Coating	Architectural Coating	2/8/2024	4/9/2024	5	44	2 months, assuming 1 month overlap with building construction
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**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 22**

**Acres of Paving: 1.16**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 156,645; Non-Residential Outdoor: 52,215; Striped Parking Area: 9,096 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	475.00	14.70	6.90	50.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	576.00	14.70	6.90	60.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	103.00	42.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

**3.2 Demolition - 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					
Fugitive Dust					3.6684	0.0000	3.6684	0.5554	0.0000	0.5554			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.781 2	3,746.781 2	1.0524		3,773.092 0
<b>Total</b>	<b>2.6392</b>	<b>25.7194</b>	<b>20.5941</b>	<b>0.0388</b>	<b>3.6684</b>	<b>1.2427</b>	<b>4.9111</b>	<b>0.5554</b>	<b>1.1553</b>	<b>1.7107</b>		<b>3,746.781 2</b>	<b>3,746.781 2</b>	<b>1.0524</b>		<b>3,773.092 0</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2022**

**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	0.1701	6.6406	1.3102	0.0257	0.7418	0.0526	0.7944	0.2033	0.0503	0.2536		2,812.564 3	2,812.564 3	0.1513	0.4463	2,949.344 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0519	0.0379	0.5912	1.5300e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		156.0191	156.0191	4.2200e-003	3.7500e-003	157.2432
<b>Total</b>	<b>0.2220</b>	<b>6.6785</b>	<b>1.9014</b>	<b>0.0272</b>	<b>0.9095</b>	<b>0.0536</b>	<b>0.9631</b>	<b>0.2478</b>	<b>0.0513</b>	<b>0.2991</b>		<b>2,968.583 3</b>	<b>2,968.583 3</b>	<b>0.1555</b>	<b>0.4501</b>	<b>3,106.587 6</b>

**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					1.3591	0.0000	1.3591	0.2058	0.0000	0.2058			0.0000			0.0000
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.781 2	3,746.781 2	1.0524		3,773.092 0
<b>Total</b>	<b>2.6392</b>	<b>25.7194</b>	<b>20.5941</b>	<b>0.0388</b>	<b>1.3591</b>	<b>1.2427</b>	<b>2.6018</b>	<b>0.2058</b>	<b>1.1553</b>	<b>1.3611</b>	<b>0.0000</b>	<b>3,746.781 2</b>	<b>3,746.781 2</b>	<b>1.0524</b>		<b>3,773.092 0</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 2022**

**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	0.1701	6.6406	1.3102	0.0257	0.7418	0.0526	0.7944	0.2033	0.0503	0.2536		2,812.564 3	2,812.564 3	0.1513	0.4463	2,949.344 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0519	0.0379	0.5912	1.5300e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		156.0191	156.0191	4.2200e-003	3.7500e-003	157.2432
<b>Total</b>	<b>0.2220</b>	<b>6.6785</b>	<b>1.9014</b>	<b>0.0272</b>	<b>0.9095</b>	<b>0.0536</b>	<b>0.9631</b>	<b>0.2478</b>	<b>0.0513</b>	<b>0.2991</b>		<b>2,968.583 3</b>	<b>2,968.583 3</b>	<b>0.1555</b>	<b>0.4501</b>	<b>3,106.587 6</b>

**3.3 Grading - 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					
Fugitive Dust					7.1063	0.0000	7.1063	3.4283	0.0000	3.4283			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
<b>Total</b>	<b>1.9486</b>	<b>20.8551</b>	<b>15.2727</b>	<b>0.0297</b>	<b>7.1063</b>	<b>0.9409</b>	<b>8.0471</b>	<b>3.4283</b>	<b>0.8656</b>	<b>4.2939</b>		<b>2,872.046 4</b>	<b>2,872.046 4</b>	<b>0.9289</b>		<b>2,895.268 4</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Grading - 2022**

**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	0.3094	12.1993	2.3544	0.0474	1.3737	0.0973	1.4710	0.3765	0.0931	0.4696		5,193.5607	5,193.5607	0.2798	0.8241	5,446.1464
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0519	0.0379	0.5912	1.5300e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		156.0191	156.0191	4.2200e-003	3.7500e-003	157.2432
<b>Total</b>	<b>0.3613</b>	<b>12.2372</b>	<b>2.9456</b>	<b>0.0489</b>	<b>1.5414</b>	<b>0.0984</b>	<b>1.6397</b>	<b>0.4210</b>	<b>0.0941</b>	<b>0.5151</b>		<b>5,349.5797</b>	<b>5,349.5797</b>	<b>0.2841</b>	<b>0.8279</b>	<b>5,603.3895</b>

**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					2.6329	0.0000	2.6329	1.2702	0.0000	1.2702			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
<b>Total</b>	<b>1.9486</b>	<b>20.8551</b>	<b>15.2727</b>	<b>0.0297</b>	<b>2.6329</b>	<b>0.9409</b>	<b>3.5737</b>	<b>1.2702</b>	<b>0.8656</b>	<b>2.1358</b>	<b>0.0000</b>	<b>2,872.0464</b>	<b>2,872.0464</b>	<b>0.9289</b>		<b>2,895.2684</b>



Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Grading - 2022**

**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	0.3094	12.1993	2.3544	0.0474	1.3737	0.0973	1.4710	0.3765	0.0931	0.4696		5,193.5607	5,193.5607	0.2798	0.8241	5,446.1464
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0519	0.0379	0.5912	1.5300e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		156.0191	156.0191	4.2200e-003	3.7500e-003	157.2432
<b>Total</b>	<b>0.3613</b>	<b>12.2372</b>	<b>2.9456</b>	<b>0.0489</b>	<b>1.5414</b>	<b>0.0984</b>	<b>1.6397</b>	<b>0.4210</b>	<b>0.0941</b>	<b>0.5151</b>		<b>5,349.5797</b>	<b>5,349.5797</b>	<b>0.2841</b>	<b>0.8279</b>	<b>5,603.3895</b>

**3.4 Building Construction - 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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>		<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0826	2.0573	0.7054	8.2300e-003	0.2690	0.0196	0.2886	0.0775	0.0188	0.0962		883.9387	883.9387	0.0295	0.1274	922.6356
Worker	0.3565	0.2603	4.0596	0.0105	1.1513	7.3800e-003	1.1587	0.3053	6.7900e-003	0.3121		1,071.3309	1,071.3309	0.0290	0.0258	1,079.7364
<b>Total</b>	<b>0.4391</b>	<b>2.3176</b>	<b>4.7649</b>	<b>0.0188</b>	<b>1.4203</b>	<b>0.0270</b>	<b>1.4473</b>	<b>0.3828</b>	<b>0.0255</b>	<b>0.4083</b>		<b>1,955.2696</b>	<b>1,955.2696</b>	<b>0.0585</b>	<b>0.1532</b>	<b>2,002.3720</b>

**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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
<b>Total</b>	<b>1.7062</b>	<b>15.6156</b>	<b>16.3634</b>	<b>0.0269</b>		<b>0.8090</b>	<b>0.8090</b>		<b>0.7612</b>	<b>0.7612</b>	<b>0.0000</b>	<b>2,554.3336</b>	<b>2,554.3336</b>	<b>0.6120</b>		<b>2,569.6322</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0826	2.0573	0.7054	8.2300e-003	0.2690	0.0196	0.2886	0.0775	0.0188	0.0962		883.9387	883.9387	0.0295	0.1274	922.6356
Worker	0.3565	0.2603	4.0596	0.0105	1.1513	7.3800e-003	1.1587	0.3053	6.7900e-003	0.3121		1,071.3309	1,071.3309	0.0290	0.0258	1,079.7364
<b>Total</b>	<b>0.4391</b>	<b>2.3176</b>	<b>4.7649</b>	<b>0.0188</b>	<b>1.4203</b>	<b>0.0270</b>	<b>1.4473</b>	<b>0.3828</b>	<b>0.0255</b>	<b>0.4083</b>		<b>1,955.2696</b>	<b>1,955.2696</b>	<b>0.0585</b>	<b>0.1532</b>	<b>2,002.3720</b>

**3.4 Building Construction - 2023**

**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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>		<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0484	1.6121	0.6245	7.8200e-003	0.2690	8.1000e-003	0.2771	0.0775	7.7500e-003	0.0852		841.1864	841.1864	0.0282	0.1209	877.9307
Worker	0.3298	0.2300	3.7324	0.0102	1.1513	6.9500e-003	1.1582	0.3053	6.4000e-003	0.3117		1,042.9912	1,042.9912	0.0260	0.0238	1,050.7245
<b>Total</b>	<b>0.3782</b>	<b>1.8421</b>	<b>4.3570</b>	<b>0.0180</b>	<b>1.4203</b>	<b>0.0151</b>	<b>1.4354</b>	<b>0.3828</b>	<b>0.0142</b>	<b>0.3969</b>		<b>1,884.1776</b>	<b>1,884.1776</b>	<b>0.0542</b>	<b>0.1447</b>	<b>1,928.6551</b>

**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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0484	1.6121	0.6245	7.8200e-003	0.2690	8.1000e-003	0.2771	0.0775	7.7500e-003	0.0852		841.1864	841.1864	0.0282	0.1209	877.9307
Worker	0.3298	0.2300	3.7324	0.0102	1.1513	6.9500e-003	1.1582	0.3053	6.4000e-003	0.3117		1,042.9912	1,042.9912	0.0260	0.0238	1,050.7245
<b>Total</b>	<b>0.3782</b>	<b>1.8421</b>	<b>4.3570</b>	<b>0.0180</b>	<b>1.4203</b>	<b>0.0151</b>	<b>1.4354</b>	<b>0.3828</b>	<b>0.0142</b>	<b>0.3969</b>		<b>1,884.1776</b>	<b>1,884.1776</b>	<b>0.0542</b>	<b>0.1447</b>	<b>1,928.6551</b>

**3.4 Building Construction - 2024**

**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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
<b>Total</b>	<b>1.4716</b>	<b>13.4438</b>	<b>16.1668</b>	<b>0.0270</b>		<b>0.6133</b>	<b>0.6133</b>		<b>0.5769</b>	<b>0.5769</b>		<b>2,555.6989</b>	<b>2,555.6989</b>	<b>0.6044</b>		<b>2,570.8077</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0469	1.6154	0.6112	7.6900e-003	0.2690	8.1600e-003	0.2772	0.0775	7.8000e-003	0.0853		828.5533	828.5533	0.0283	0.1193	864.7968
Worker	0.3074	0.2054	3.4742	9.9000e-003	1.1513	6.6600e-003	1.1580	0.3053	6.1300e-003	0.3115		1,021.4911	1,021.4911	0.0235	0.0221	1,028.6665
<b>Total</b>	<b>0.3543</b>	<b>1.8207</b>	<b>4.0854</b>	<b>0.0176</b>	<b>1.4203</b>	<b>0.0148</b>	<b>1.4352</b>	<b>0.3828</b>	<b>0.0139</b>	<b>0.3967</b>		<b>1,850.0445</b>	<b>1,850.0445</b>	<b>0.0518</b>	<b>0.1414</b>	<b>1,893.4633</b>

**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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
<b>Total</b>	<b>1.4716</b>	<b>13.4438</b>	<b>16.1668</b>	<b>0.0270</b>		<b>0.6133</b>	<b>0.6133</b>		<b>0.5769</b>	<b>0.5769</b>	<b>0.0000</b>	<b>2,555.6989</b>	<b>2,555.6989</b>	<b>0.6044</b>		<b>2,570.8077</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2024**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0469	1.6154	0.6112	7.6900e-003	0.2690	8.1600e-003	0.2772	0.0775	7.8000e-003	0.0853		828.5533	828.5533	0.0283	0.1193	864.7968
Worker	0.3074	0.2054	3.4742	9.9000e-003	1.1513	6.6600e-003	1.1580	0.3053	6.1300e-003	0.3115		1,021.4911	1,021.4911	0.0235	0.0221	1,028.6665
<b>Total</b>	<b>0.3543</b>	<b>1.8207</b>	<b>4.0854</b>	<b>0.0176</b>	<b>1.4203</b>	<b>0.0148</b>	<b>1.4352</b>	<b>0.3828</b>	<b>0.0139</b>	<b>0.3967</b>		<b>1,850.0445</b>	<b>1,850.0445</b>	<b>0.0518</b>	<b>0.1414</b>	<b>1,893.4633</b>

**3.5 Paving - 2024**

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	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685		1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.8814</b>	<b>8.2730</b>	<b>12.2210</b>	<b>0.0189</b>		<b>0.3987</b>	<b>0.3987</b>		<b>0.3685</b>	<b>0.3685</b>		<b>1,805.6205</b>	<b>1,805.6205</b>	<b>0.5673</b>		<b>1,819.8039</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0597	0.0399	0.6746	1.9200e-003	0.2236	1.2900e-003	0.2249	0.0593	1.1900e-003	0.0605		198.3478	198.3478	4.5600e-003	4.2900e-003	199.7411
<b>Total</b>	<b>0.0597</b>	<b>0.0399</b>	<b>0.6746</b>	<b>1.9200e-003</b>	<b>0.2236</b>	<b>1.2900e-003</b>	<b>0.2249</b>	<b>0.0593</b>	<b>1.1900e-003</b>	<b>0.0605</b>		<b>198.3478</b>	<b>198.3478</b>	<b>4.5600e-003</b>	<b>4.2900e-003</b>	<b>199.7411</b>

**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	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685	0.0000	1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.8814</b>	<b>8.2730</b>	<b>12.2210</b>	<b>0.0189</b>		<b>0.3987</b>	<b>0.3987</b>		<b>0.3685</b>	<b>0.3685</b>	<b>0.0000</b>	<b>1,805.6205</b>	<b>1,805.6205</b>	<b>0.5673</b>		<b>1,819.8039</b>



Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0597	0.0399	0.6746	1.9200e-003	0.2236	1.2900e-003	0.2249	0.0593	1.1900e-003	0.0605		198.3478	198.3478	4.5600e-003	4.2900e-003	199.7411
<b>Total</b>	<b>0.0597</b>	<b>0.0399</b>	<b>0.6746</b>	<b>1.9200e-003</b>	<b>0.2236</b>	<b>1.2900e-003</b>	<b>0.2249</b>	<b>0.0593</b>	<b>1.1900e-003</b>	<b>0.0605</b>		<b>198.3478</b>	<b>198.3478</b>	<b>4.5600e-003</b>	<b>4.2900e-003</b>	<b>199.7411</b>

**3.6 Architectural Coating - 2024**

**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	22.9597					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>23.1404</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0627	0.0419	0.7083	2.0200e-003	0.2347	1.3600e-003	0.2361	0.0623	1.2500e-003	0.0635		208.2652	208.2652	4.7900e-003	4.5100e-003	209.7281
<b>Total</b>	<b>0.0627</b>	<b>0.0419</b>	<b>0.7083</b>	<b>2.0200e-003</b>	<b>0.2347</b>	<b>1.3600e-003</b>	<b>0.2361</b>	<b>0.0623</b>	<b>1.2500e-003</b>	<b>0.0635</b>		<b>208.2652</b>	<b>208.2652</b>	<b>4.7900e-003</b>	<b>4.5100e-003</b>	<b>209.7281</b>

**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	22.9597					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>23.1404</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0627	0.0419	0.7083	2.0200e-003	0.2347	1.3600e-003	0.2361	0.0623	1.2500e-003	0.0635		208.2652	208.2652	4.7900e-003	4.5100e-003	209.7281
<b>Total</b>	<b>0.0627</b>	<b>0.0419</b>	<b>0.7083</b>	<b>2.0200e-003</b>	<b>0.2347</b>	<b>1.3600e-003</b>	<b>0.2361</b>	<b>0.0623</b>	<b>1.2500e-003</b>	<b>0.0635</b>		<b>208.2652</b>	<b>208.2652</b>	<b>4.7900e-003</b>	<b>4.5100e-003</b>	<b>209.7281</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	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	1.1723	1.0265	10.0394	0.0206	2.1289	0.0153	2.1441	0.5671	0.0142	0.5812		2,140.8659	2,140.8659	0.1557	0.0939	2,172.7453
Unmitigated	1.1723	1.0265	10.0394	0.0206	2.1289	0.0153	2.1441	0.5671	0.0142	0.5812		2,140.8659	2,140.8659	0.1557	0.0939	2,172.7453

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Automobile Care Center	495.19	495.19	495.19	1,011,171	1,011,171
<b>Total</b>	<b>495.19</b>	<b>495.19</b>	<b>495.19</b>	<b>1,011,171</b>	<b>1,011,171</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	39	51	10

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Unrefrigerated Warehouse-No Rail	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Automobile Care Center	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
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**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Exceed Title 24

Install High Efficiency Lighting

	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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**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/yr	lb/day										lb/day					
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas s 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/yr	lb/day										lb/day					
Automobile Care Center	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	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	2.4001	2.5000e-004	0.0286	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0570	0.0570	1.2000e-004		0.0599
Unmitigated	2.4027	4.5000e-004	0.0493	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1058	0.1058	2.8000e-004		0.1127

**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	0.2768					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1214					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.5500e-003	4.5000e-004	0.0493	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1058	0.1058	2.8000e-004		0.1127
<b>Total</b>	<b>2.4027</b>	<b>4.5000e-004</b>	<b>0.0493</b>	<b>0.0000</b>		<b>1.8000e-004</b>	<b>1.8000e-004</b>		<b>1.8000e-004</b>	<b>1.8000e-004</b>		<b>0.1058</b>	<b>0.1058</b>	<b>2.8000e-004</b>		<b>0.1127</b>



Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

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	0.2768					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1214					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9300e-003	2.5000e-004	0.0286	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0570	0.0570	1.2000e-004		0.0599
<b>Total</b>	<b>2.4001</b>	<b>2.5000e-004</b>	<b>0.0286</b>	<b>0.0000</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>7.0000e-005</b>	<b>7.0000e-005</b>		<b>0.0570</b>	<b>0.0570</b>	<b>1.2000e-004</b>		<b>0.0599</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

- Institute Recycling and Composting Services

Rusnak Porsche Pasadena Project - Los Angeles-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0	24	335	0.73	Diesel

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

**User Defined Equipment**

Equipment Type	Number
----------------	--------

**10.1 Stationary Sources**

**Unmitigated/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	
Equipment Type	lb/day										lb/day						
Emergency Generator - Diesel (300 - 600 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>			<b>0.0000</b>

**11.0 Vegetation**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**Rusnak Porsche Pasadena Project  
Los Angeles-South Coast County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	55.51	1000sqft	1.27	55,508.00	0
Enclosed Parking with Elevator	379.00	Space	1.16	151,600.00	0
Automobile Care Center	48.92	1000sqft	1.12	48,922.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	12	<b>Operational Year</b>	2024		
<b>Utility Company</b>	Pasadena Water and Power				
<b>CO2 Intensity (lb/MW hr)</b>	872.98	<b>CH4 Intensity (lb/MW hr)</b>	0.033	<b>N2O Intensity (lb/MW hr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Per site plan dated September 2021; total lot 3.55 acres, therefore lot acreage modified to match. All parking are counted towards enclosed parking lot spaces for conservative analysis.

Construction Phase - Per construction questionnaire

Trips and VMT - Per construction questionnaire, haul trucks would travel 50 miles for disposal during demolition and 60 miles for soil materials during grading.

Demolition -

Grading -

Architectural Coating -

Vehicle Trips - Net trip rate and trip districtution % based on traffic study dated Feb 2022.

Energy Use - Per operational questionniare, no natural gas would be used.

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Construction Off-road Equipment Mitigation - Per SCAQMD Rule 403

Area Mitigation - Per operational questionnaire, all landscape equipment would be electric.

Energy Mitigation - Per operational questionnaire, high efficiency lighting would be installed

Water Mitigation - Per operational questionnaire, low-flow water fixtures and water-efficient irrigation systems would be installed.

Waste Mitigation - Per AB 341

Stationary Sources - Emergency Generators and Fire Pumps - Per operational questionnaire, an emergency generator would be installed.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	18.00	44.00
tblConstructionPhase	NumDays	230.00	352.00
tblConstructionPhase	NumDays	20.00	28.00
tblConstructionPhase	NumDays	8.00	22.00
tblConstructionPhase	NumDays	18.00	22.00
tblConstructionPhase	PhaseEndDate	10/17/2023	4/9/2024
tblConstructionPhase	PhaseEndDate	8/28/2023	3/7/2024
tblConstructionPhase	PhaseEndDate	9/28/2022	10/10/2022
tblConstructionPhase	PhaseEndDate	10/10/2022	11/1/2022
tblConstructionPhase	PhaseEndDate	9/21/2023	3/8/2024
tblConstructionPhase	PhaseStartDate	9/22/2023	2/8/2024
tblConstructionPhase	PhaseStartDate	10/11/2022	11/2/2022
tblConstructionPhase	PhaseStartDate	9/29/2022	10/3/2022
tblConstructionPhase	PhaseStartDate	8/29/2023	2/8/2024
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	NT24NG	4.45	0.00
tblEnergyUse	T24NG	0.83	0.00
tblEnergyUse	T24NG	13.51	0.00
tblGrading	MaterialImported	0.00	4,611.00

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

tblLandUse	LotAcreage	3.41	1.16
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	335.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	24.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	50.00
tblTripsAndVMT	HaulingTripLength	20.00	60.00
tblVehicleTrips	PB_TP	28.00	10.00
tblVehicleTrips	PR_TP	21.00	39.00
tblVehicleTrips	ST_TR	1.74	0.00
tblVehicleTrips	ST_TR	23.72	10.12
tblVehicleTrips	SU_TR	1.74	0.00
tblVehicleTrips	SU_TR	11.88	10.12
tblVehicleTrips	WD_TR	1.74	0.00
tblVehicleTrips	WD_TR	23.72	10.12

**2.0 Emissions Summary**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**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					
2022	0.1115	1.2188	0.9640	2.7600e-003	0.1887	0.0476	0.2362	0.0616	0.0444	0.1059	0.0000	254.3514	254.3514	0.0405	0.0170	260.4363
2023	0.2531	2.1238	2.6515	5.7900e-003	0.1811	0.0929	0.2741	0.0489	0.0874	0.1363	0.0000	518.8784	518.8784	0.0781	0.0173	525.9947
2024	0.5655	0.4960	0.6875	1.4200e-003	0.0416	0.0212	0.0628	0.0112	0.0199	0.0311	0.0000	126.5959	126.5959	0.0207	3.3300e-003	128.1064
<b>Maximum</b>	<b>0.5655</b>	<b>2.1238</b>	<b>2.6515</b>	<b>5.7900e-003</b>	<b>0.1887</b>	<b>0.0929</b>	<b>0.2741</b>	<b>0.0616</b>	<b>0.0874</b>	<b>0.1363</b>	<b>0.0000</b>	<b>518.8784</b>	<b>518.8784</b>	<b>0.0781</b>	<b>0.0173</b>	<b>525.9947</b>

**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					
2022	0.1115	1.2188	0.9640	2.7600e-003	0.1071	0.0476	0.1547	0.0329	0.0444	0.0773	0.0000	254.3513	254.3513	0.0405	0.0170	260.4361
2023	0.2531	2.1238	2.6515	5.7900e-003	0.1811	0.0929	0.2741	0.0489	0.0874	0.1363	0.0000	518.8781	518.8781	0.0781	0.0173	525.9944
2024	0.5655	0.4960	0.6875	1.4200e-003	0.0416	0.0212	0.0628	0.0112	0.0199	0.0311	0.0000	126.5958	126.5958	0.0207	3.3300e-003	128.1063
<b>Maximum</b>	<b>0.5655</b>	<b>2.1238</b>	<b>2.6515</b>	<b>5.7900e-003</b>	<b>0.1811</b>	<b>0.0929</b>	<b>0.2741</b>	<b>0.0489</b>	<b>0.0874</b>	<b>0.1363</b>	<b>0.0000</b>	<b>518.8781</b>	<b>518.8781</b>	<b>0.0781</b>	<b>0.0173</b>	<b>525.9944</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	19.82	0.00	14.23	23.54	0.00	10.47	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2022	11-30-2022	1.0986	1.0986
2	12-1-2022	2-28-2023	0.6094	0.6094
3	3-1-2023	5-31-2023	0.5986	0.5986
4	6-1-2023	8-31-2023	0.5973	0.5973
5	9-1-2023	11-30-2023	0.5935	0.5935
6	12-1-2023	2-29-2024	0.8365	0.8365
7	3-1-2024	5-31-2024	0.4191	0.4191
		Highest	1.0986	1.0986



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**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	0.4382	6.0000e-005	6.1600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0120	0.0120	3.0000e-005	0.0000	0.0128
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	621.1267	621.1267	0.0235	2.8500e-003	622.5618
Mobile	0.2037	0.2038	1.8300	3.6400e-003	0.3799	2.7800e-003	0.3827	0.1014	2.5800e-003	0.1039	0.0000	342.2641	342.2641	0.0266	0.0163	347.7779
Stationary	6.6000e-003	0.0184	0.0168	3.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	3.0616	3.0616	4.3000e-004	0.0000	3.0723
Waste						0.0000	0.0000		0.0000	0.0000	48.5250	0.0000	48.5250	2.8677	0.0000	120.2186
Water						0.0000	0.0000		0.0000	0.0000	5.5326	102.3263	107.8589	0.5721	0.0139	126.3002
<b>Total</b>	<b>0.6485</b>	<b>0.2223</b>	<b>1.8530</b>	<b>3.6700e-003</b>	<b>0.3799</b>	<b>3.7700e-003</b>	<b>0.3837</b>	<b>0.1014</b>	<b>3.5700e-003</b>	<b>0.1049</b>	<b>54.0576</b>	<b>1,068.7906</b>	<b>1,122.8483</b>	<b>3.4904</b>	<b>0.0330</b>	<b>1,219.9436</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**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	0.4379	3.0000e-005	3.5700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.4700e-003	6.4700e-003	1.0000e-005	0.0000	6.8000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	574.2388	574.2388	0.0217	2.6300e-003	575.5656
Mobile	0.2037	0.2038	1.8300	3.6400e-003	0.3799	2.7800e-003	0.3827	0.1014	2.5800e-003	0.1039	0.0000	342.2641	342.2641	0.0266	0.0163	347.7779
Stationary	6.6000e-003	0.0184	0.0168	3.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	3.0616	3.0616	4.3000e-004	0.0000	3.0723
Waste						0.0000	0.0000		0.0000	0.0000	12.1313	0.0000	12.1313	0.7169	0.0000	30.0547
Water						0.0000	0.0000		0.0000	0.0000	4.4261	83.5860	88.0121	0.4578	0.0111	102.7691
<b>Total</b>	<b>0.6482</b>	<b>0.2223</b>	<b>1.8504</b>	<b>3.6700e-003</b>	<b>0.3799</b>	<b>3.7600e-003</b>	<b>0.3837</b>	<b>0.1014</b>	<b>3.5600e-003</b>	<b>0.1049</b>	<b>16.5574</b>	<b>1,003.1569</b>	<b>1,019.7143</b>	<b>1.2234</b>	<b>0.0300</b>	<b>1,059.2463</b>

	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
<b>Percent Reduction</b>	<b>0.05</b>	<b>0.01</b>	<b>0.14</b>	<b>0.00</b>	<b>0.00</b>	<b>0.27</b>	<b>0.00</b>	<b>0.00</b>	<b>0.28</b>	<b>0.01</b>	<b>69.37</b>	<b>6.14</b>	<b>9.19</b>	<b>64.95</b>	<b>9.06</b>	<b>13.17</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2022	10/10/2022	5	28	1.25 months

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2	Grading	Grading	10/3/2022	11/1/2022	5	22	1 month, assuming a 1 week overlap with demolition activities
3	Building Construction	Building Construction	11/2/2022	3/7/2024	5	352	16 months
4	Paving	Paving	2/8/2024	3/8/2024	5	22	1 month, assuming to be concurrent with painting
5	Architectural Coating	Architectural Coating	2/8/2024	4/9/2024	5	44	2 months, assuming 1 month overlap with building construction

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 22**

**Acres of Paving: 1.16**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 156,645; Non-Residential Outdoor: 52,215; Striped Parking Area: 9,096 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36

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Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	475.00	14.70	6.90	50.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	576.00	14.70	6.90	60.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	103.00	42.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 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					
Fugitive Dust					0.0514	0.0000	0.0514	7.7800e-003	0.0000	7.7800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0370	0.3601	0.2883	5.4000e-004		0.0174	0.0174		0.0162	0.0162	0.0000	47.5863	47.5863	0.0134	0.0000	47.9205
<b>Total</b>	<b>0.0370</b>	<b>0.3601</b>	<b>0.2883</b>	<b>5.4000e-004</b>	<b>0.0514</b>	<b>0.0174</b>	<b>0.0688</b>	<b>7.7800e-003</b>	<b>0.0162</b>	<b>0.0240</b>	<b>0.0000</b>	<b>47.5863</b>	<b>47.5863</b>	<b>0.0134</b>	<b>0.0000</b>	<b>47.9205</b>

**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	2.3700e-003	0.0981	0.0184	3.6000e-004	0.0102	7.4000e-004	0.0109	2.8000e-003	7.0000e-004	3.5100e-003	0.0000	35.7230	35.7230	1.9200e-003	5.6700e-003	37.4603
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	6.0000e-004	7.8000e-003	2.0000e-005	2.3000e-003	2.0000e-005	2.3200e-003	6.1000e-004	1.0000e-005	6.3000e-004	0.0000	1.9049	1.9049	5.0000e-005	5.0000e-005	1.9216
<b>Total</b>	<b>3.0900e-003</b>	<b>0.0987</b>	<b>0.0262</b>	<b>3.8000e-004</b>	<b>0.0125</b>	<b>7.6000e-004</b>	<b>0.0133</b>	<b>3.4100e-003</b>	<b>7.1000e-004</b>	<b>4.1400e-003</b>	<b>0.0000</b>	<b>37.6279</b>	<b>37.6279</b>	<b>1.9700e-003</b>	<b>5.7200e-003</b>	<b>39.3820</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Demolition - 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					
Fugitive Dust					0.0190	0.0000	0.0190	2.8800e-003	0.0000	2.8800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0370	0.3601	0.2883	5.4000e-004		0.0174	0.0174		0.0162	0.0162	0.0000	47.5863	47.5863	0.0134	0.0000	47.9204
<b>Total</b>	<b>0.0370</b>	<b>0.3601</b>	<b>0.2883</b>	<b>5.4000e-004</b>	<b>0.0190</b>	<b>0.0174</b>	<b>0.0364</b>	<b>2.8800e-003</b>	<b>0.0162</b>	<b>0.0191</b>	<b>0.0000</b>	<b>47.5863</b>	<b>47.5863</b>	<b>0.0134</b>	<b>0.0000</b>	<b>47.9204</b>

**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	2.3700e-003	0.0981	0.0184	3.6000e-004	0.0102	7.4000e-004	0.0109	2.8000e-003	7.0000e-004	3.5100e-003	0.0000	35.7230	35.7230	1.9200e-003	5.6700e-003	37.4603
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	6.0000e-004	7.8000e-003	2.0000e-005	2.3000e-003	2.0000e-005	2.3200e-003	6.1000e-004	1.0000e-005	6.3000e-004	0.0000	1.9049	1.9049	5.0000e-005	5.0000e-005	1.9216
<b>Total</b>	<b>3.0900e-003</b>	<b>0.0987</b>	<b>0.0262</b>	<b>3.8000e-004</b>	<b>0.0125</b>	<b>7.6000e-004</b>	<b>0.0133</b>	<b>3.4100e-003</b>	<b>7.1000e-004</b>	<b>4.1400e-003</b>	<b>0.0000</b>	<b>37.6279</b>	<b>37.6279</b>	<b>1.9700e-003</b>	<b>5.7200e-003</b>	<b>39.3820</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Grading - 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					
Fugitive Dust					0.0782	0.0000	0.0782	0.0377	0.0000	0.0377	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0214	0.2294	0.1680	3.3000e-004		0.0104	0.0104		9.5200e-003	9.5200e-003	0.0000	28.6602	28.6602	9.2700e-003	0.0000	28.8920
<b>Total</b>	<b>0.0214</b>	<b>0.2294</b>	<b>0.1680</b>	<b>3.3000e-004</b>	<b>0.0782</b>	<b>0.0104</b>	<b>0.0885</b>	<b>0.0377</b>	<b>9.5200e-003</b>	<b>0.0472</b>	<b>0.0000</b>	<b>28.6602</b>	<b>28.6602</b>	<b>9.2700e-003</b>	<b>0.0000</b>	<b>28.8920</b>

**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	3.3900e-003	0.1417	0.0260	5.2000e-004	0.0149	1.0700e-003	0.0159	4.0800e-003	1.0200e-003	5.1000e-003	0.0000	51.8289	51.8289	2.7900e-003	8.2200e-003	54.3496
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	4.7000e-004	6.1300e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4967	1.4967	4.0000e-005	4.0000e-005	1.5098
<b>Total</b>	<b>3.9600e-003</b>	<b>0.1421</b>	<b>0.0321</b>	<b>5.4000e-004</b>	<b>0.0167</b>	<b>1.0800e-003</b>	<b>0.0177</b>	<b>4.5600e-003</b>	<b>1.0300e-003</b>	<b>5.5900e-003</b>	<b>0.0000</b>	<b>53.3255</b>	<b>53.3255</b>	<b>2.8300e-003</b>	<b>8.2600e-003</b>	<b>55.8595</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Grading - 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					
Fugitive Dust					0.0290	0.0000	0.0290	0.0140	0.0000	0.0140	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0214	0.2294	0.1680	3.3000e-004		0.0104	0.0104		9.5200e-003	9.5200e-003	0.0000	28.6602	28.6602	9.2700e-003	0.0000	28.8919
<b>Total</b>	<b>0.0214</b>	<b>0.2294</b>	<b>0.1680</b>	<b>3.3000e-004</b>	<b>0.0290</b>	<b>0.0104</b>	<b>0.0393</b>	<b>0.0140</b>	<b>9.5200e-003</b>	<b>0.0235</b>	<b>0.0000</b>	<b>28.6602</b>	<b>28.6602</b>	<b>9.2700e-003</b>	<b>0.0000</b>	<b>28.8919</b>

**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	3.3900e-003	0.1417	0.0260	5.2000e-004	0.0149	1.0700e-003	0.0159	4.0800e-003	1.0200e-003	5.1000e-003	0.0000	51.8289	51.8289	2.7900e-003	8.2200e-003	54.3496
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	4.7000e-004	6.1300e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4967	1.4967	4.0000e-005	4.0000e-005	1.5098
<b>Total</b>	<b>3.9600e-003</b>	<b>0.1421</b>	<b>0.0321</b>	<b>5.4000e-004</b>	<b>0.0167</b>	<b>1.0800e-003</b>	<b>0.0177</b>	<b>4.5600e-003</b>	<b>1.0300e-003</b>	<b>5.5900e-003</b>	<b>0.0000</b>	<b>53.3255</b>	<b>53.3255</b>	<b>2.8300e-003</b>	<b>8.2600e-003</b>	<b>55.8595</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 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	0.0367	0.3357	0.3518	5.8000e-004		0.0174	0.0174		0.0164	0.0164	0.0000	49.8209	49.8209	0.0119	0.0000	50.1193
<b>Total</b>	<b>0.0367</b>	<b>0.3357</b>	<b>0.3518</b>	<b>5.8000e-004</b>		<b>0.0174</b>	<b>0.0174</b>		<b>0.0164</b>	<b>0.0164</b>	<b>0.0000</b>	<b>49.8209</b>	<b>49.8209</b>	<b>0.0119</b>	<b>0.0000</b>	<b>50.1193</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7600e-003	0.0464	0.0154	1.8000e-004	5.6900e-003	4.2000e-004	6.1100e-003	1.6400e-003	4.0000e-004	2.0500e-003	0.0000	17.2435	17.2435	5.8000e-004	2.4900e-003	17.9991
Worker	7.5900e-003	6.3200e-003	0.0822	2.2000e-004	0.0243	1.6000e-004	0.0244	6.4500e-003	1.5000e-004	6.5900e-003	0.0000	20.0871	20.0871	5.7000e-004	5.5000e-004	20.2639
<b>Total</b>	<b>9.3500e-003</b>	<b>0.0528</b>	<b>0.0976</b>	<b>4.0000e-004</b>	<b>0.0300</b>	<b>5.8000e-004</b>	<b>0.0305</b>	<b>8.0900e-003</b>	<b>5.5000e-004</b>	<b>8.6400e-003</b>	<b>0.0000</b>	<b>37.3306</b>	<b>37.3306</b>	<b>1.1500e-003</b>	<b>3.0400e-003</b>	<b>38.2631</b>

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**3.4 Building Construction - 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	0.0367	0.3357	0.3518	5.8000e-004		0.0174	0.0174		0.0164	0.0164	0.0000	49.8209	49.8209	0.0119	0.0000	50.1193
<b>Total</b>	<b>0.0367</b>	<b>0.3357</b>	<b>0.3518</b>	<b>5.8000e-004</b>		<b>0.0174</b>	<b>0.0174</b>		<b>0.0164</b>	<b>0.0164</b>	<b>0.0000</b>	<b>49.8209</b>	<b>49.8209</b>	<b>0.0119</b>	<b>0.0000</b>	<b>50.1193</b>

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7600e-003	0.0464	0.0154	1.8000e-004	5.6900e-003	4.2000e-004	6.1100e-003	1.6400e-003	4.0000e-004	2.0500e-003	0.0000	17.2435	17.2435	5.8000e-004	2.4900e-003	17.9991
Worker	7.5900e-003	6.3200e-003	0.0822	2.2000e-004	0.0243	1.6000e-004	0.0244	6.4500e-003	1.5000e-004	6.5900e-003	0.0000	20.0871	20.0871	5.7000e-004	5.5000e-004	20.2639
<b>Total</b>	<b>9.3500e-003</b>	<b>0.0528</b>	<b>0.0976</b>	<b>4.0000e-004</b>	<b>0.0300</b>	<b>5.8000e-004</b>	<b>0.0305</b>	<b>8.0900e-003</b>	<b>5.5000e-004</b>	<b>8.6400e-003</b>	<b>0.0000</b>	<b>37.3306</b>	<b>37.3306</b>	<b>1.1500e-003</b>	<b>3.0400e-003</b>	<b>38.2631</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2023**

**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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
<b>Total</b>	<b>0.2045</b>	<b>1.8700</b>	<b>2.1117</b>	<b>3.5000e-003</b>		<b>0.0910</b>	<b>0.0910</b>		<b>0.0856</b>	<b>0.0856</b>	<b>0.0000</b>	<b>301.3462</b>	<b>301.3462</b>	<b>0.0717</b>	<b>0.0000</b>	<b>303.1383</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.1700e-003	0.2200	0.0824	1.0200e-003	0.0344	1.0600e-003	0.0355	9.9300e-003	1.0100e-003	0.0109	0.0000	99.2749	99.2749	3.3200e-003	0.0143	103.6155
Worker	0.0425	0.0338	0.4574	1.2700e-003	0.1467	9.0000e-004	0.1476	0.0390	8.3000e-004	0.0398	0.0000	118.2573	118.2573	3.1100e-003	3.0400e-003	119.2410
<b>Total</b>	<b>0.0487</b>	<b>0.2538</b>	<b>0.5398</b>	<b>2.2900e-003</b>	<b>0.1811</b>	<b>1.9600e-003</b>	<b>0.1831</b>	<b>0.0489</b>	<b>1.8400e-003</b>	<b>0.0507</b>	<b>0.0000</b>	<b>217.5323</b>	<b>217.5323</b>	<b>6.4300e-003</b>	<b>0.0173</b>	<b>222.8564</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2023**

**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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
<b>Total</b>	<b>0.2045</b>	<b>1.8700</b>	<b>2.1117</b>	<b>3.5000e-003</b>		<b>0.0910</b>	<b>0.0910</b>		<b>0.0856</b>	<b>0.0856</b>	<b>0.0000</b>	<b>301.3458</b>	<b>301.3458</b>	<b>0.0717</b>	<b>0.0000</b>	<b>303.1380</b>

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.1700e-003	0.2200	0.0824	1.0200e-003	0.0344	1.0600e-003	0.0355	9.9300e-003	1.0100e-003	0.0109	0.0000	99.2749	99.2749	3.3200e-003	0.0143	103.6155
Worker	0.0425	0.0338	0.4574	1.2700e-003	0.1467	9.0000e-004	0.1476	0.0390	8.3000e-004	0.0398	0.0000	118.2573	118.2573	3.1100e-003	3.0400e-003	119.2410
<b>Total</b>	<b>0.0487</b>	<b>0.2538</b>	<b>0.5398</b>	<b>2.2900e-003</b>	<b>0.1811</b>	<b>1.9600e-003</b>	<b>0.1831</b>	<b>0.0489</b>	<b>1.8400e-003</b>	<b>0.0507</b>	<b>0.0000</b>	<b>217.5323</b>	<b>217.5323</b>	<b>6.4300e-003</b>	<b>0.0173</b>	<b>222.8564</b>

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**3.4 Building Construction - 2024**

**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	0.0361	0.3294	0.3961	6.6000e-004		0.0150	0.0150		0.0141	0.0141	0.0000	56.8030	56.8030	0.0134	0.0000	57.1388
<b>Total</b>	<b>0.0361</b>	<b>0.3294</b>	<b>0.3961</b>	<b>6.6000e-004</b>		<b>0.0150</b>	<b>0.0150</b>		<b>0.0141</b>	<b>0.0141</b>	<b>0.0000</b>	<b>56.8030</b>	<b>56.8030</b>	<b>0.0134</b>	<b>0.0000</b>	<b>57.1388</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1300e-003	0.0416	0.0152	1.9000e-004	6.4900e-003	2.0000e-004	6.6900e-003	1.8700e-003	1.9000e-004	2.0600e-003	0.0000	18.4288	18.4288	6.3000e-004	2.6500e-003	19.2356
Worker	7.4800e-003	5.6800e-003	0.0803	2.3000e-004	0.0277	1.6000e-004	0.0278	7.3400e-003	1.5000e-004	7.4900e-003	0.0000	21.8290	21.8290	5.3000e-004	5.3000e-004	22.0010
<b>Total</b>	<b>8.6100e-003</b>	<b>0.0472</b>	<b>0.0955</b>	<b>4.2000e-004</b>	<b>0.0341</b>	<b>3.6000e-004</b>	<b>0.0345</b>	<b>9.2100e-003</b>	<b>3.4000e-004</b>	<b>9.5500e-003</b>	<b>0.0000</b>	<b>40.2578</b>	<b>40.2578</b>	<b>1.1600e-003</b>	<b>3.1800e-003</b>	<b>41.2366</b>

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**3.4 Building Construction - 2024**

**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	0.0361	0.3294	0.3961	6.6000e-004		0.0150	0.0150		0.0141	0.0141	0.0000	56.8030	56.8030	0.0134	0.0000	57.1388
<b>Total</b>	<b>0.0361</b>	<b>0.3294</b>	<b>0.3961</b>	<b>6.6000e-004</b>		<b>0.0150</b>	<b>0.0150</b>		<b>0.0141</b>	<b>0.0141</b>	<b>0.0000</b>	<b>56.8030</b>	<b>56.8030</b>	<b>0.0134</b>	<b>0.0000</b>	<b>57.1388</b>

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1300e-003	0.0416	0.0152	1.9000e-004	6.4900e-003	2.0000e-004	6.6900e-003	1.8700e-003	1.9000e-004	2.0600e-003	0.0000	18.4288	18.4288	6.3000e-004	2.6500e-003	19.2356
Worker	7.4800e-003	5.6800e-003	0.0803	2.3000e-004	0.0277	1.6000e-004	0.0278	7.3400e-003	1.5000e-004	7.4900e-003	0.0000	21.8290	21.8290	5.3000e-004	5.3000e-004	22.0010
<b>Total</b>	<b>8.6100e-003</b>	<b>0.0472</b>	<b>0.0955</b>	<b>4.2000e-004</b>	<b>0.0341</b>	<b>3.6000e-004</b>	<b>0.0345</b>	<b>9.2100e-003</b>	<b>3.4000e-004</b>	<b>9.5500e-003</b>	<b>0.0000</b>	<b>40.2578</b>	<b>40.2578</b>	<b>1.1600e-003</b>	<b>3.1800e-003</b>	<b>41.2366</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2024**

**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	9.7000e-003	0.0910	0.1344	2.1000e-004		4.3900e-003	4.3900e-003		4.0500e-003	4.0500e-003	0.0000	18.0184	18.0184	5.6600e-003	0.0000	18.1599
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.7000e-003</b>	<b>0.0910</b>	<b>0.1344</b>	<b>2.1000e-004</b>		<b>4.3900e-003</b>	<b>4.3900e-003</b>		<b>4.0500e-003</b>	<b>4.0500e-003</b>	<b>0.0000</b>	<b>18.0184</b>	<b>18.0184</b>	<b>5.6600e-003</b>	<b>0.0000</b>	<b>18.1599</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	5.0000e-004	7.0000e-003	2.0000e-005	2.4100e-003	1.0000e-005	2.4200e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.9031	1.9031	5.0000e-005	5.0000e-005	1.9181
<b>Total</b>	<b>6.5000e-004</b>	<b>5.0000e-004</b>	<b>7.0000e-003</b>	<b>2.0000e-005</b>	<b>2.4100e-003</b>	<b>1.0000e-005</b>	<b>2.4200e-003</b>	<b>6.4000e-004</b>	<b>1.0000e-005</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>1.9031</b>	<b>1.9031</b>	<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>1.9181</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2024**

**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	9.7000e-003	0.0910	0.1344	2.1000e-004		4.3900e-003	4.3900e-003		4.0500e-003	4.0500e-003	0.0000	18.0183	18.0183	5.6600e-003	0.0000	18.1599
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.7000e-003</b>	<b>0.0910</b>	<b>0.1344</b>	<b>2.1000e-004</b>		<b>4.3900e-003</b>	<b>4.3900e-003</b>		<b>4.0500e-003</b>	<b>4.0500e-003</b>	<b>0.0000</b>	<b>18.0183</b>	<b>18.0183</b>	<b>5.6600e-003</b>	<b>0.0000</b>	<b>18.1599</b>

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	5.0000e-004	7.0000e-003	2.0000e-005	2.4100e-003	1.0000e-005	2.4200e-003	6.4000e-004	1.0000e-005	6.5000e-004	0.0000	1.9031	1.9031	5.0000e-005	5.0000e-005	1.9181
<b>Total</b>	<b>6.5000e-004</b>	<b>5.0000e-004</b>	<b>7.0000e-003</b>	<b>2.0000e-005</b>	<b>2.4100e-003</b>	<b>1.0000e-005</b>	<b>2.4200e-003</b>	<b>6.4000e-004</b>	<b>1.0000e-005</b>	<b>6.5000e-004</b>	<b>0.0000</b>	<b>1.9031</b>	<b>1.9031</b>	<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>1.9181</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**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	0.5051					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0268	0.0398	7.0000e-005		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	5.6172	5.6172	3.2000e-004	0.0000	5.6251
<b>Total</b>	<b>0.5091</b>	<b>0.0268</b>	<b>0.0398</b>	<b>7.0000e-005</b>		<b>1.3400e-003</b>	<b>1.3400e-003</b>		<b>1.3400e-003</b>	<b>1.3400e-003</b>	<b>0.0000</b>	<b>5.6172</b>	<b>5.6172</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>5.6251</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3700e-003	1.0400e-003	0.0147	4.0000e-005	5.0600e-003	3.0000e-005	5.0900e-003	1.3400e-003	3.0000e-005	1.3700e-003	0.0000	3.9964	3.9964	1.0000e-004	1.0000e-004	4.0279
<b>Total</b>	<b>1.3700e-003</b>	<b>1.0400e-003</b>	<b>0.0147</b>	<b>4.0000e-005</b>	<b>5.0600e-003</b>	<b>3.0000e-005</b>	<b>5.0900e-003</b>	<b>1.3400e-003</b>	<b>3.0000e-005</b>	<b>1.3700e-003</b>	<b>0.0000</b>	<b>3.9964</b>	<b>3.9964</b>	<b>1.0000e-004</b>	<b>1.0000e-004</b>	<b>4.0279</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**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	0.5051					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0268	0.0398	7.0000e-005		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	5.6172	5.6172	3.2000e-004	0.0000	5.6251
<b>Total</b>	<b>0.5091</b>	<b>0.0268</b>	<b>0.0398</b>	<b>7.0000e-005</b>		<b>1.3400e-003</b>	<b>1.3400e-003</b>		<b>1.3400e-003</b>	<b>1.3400e-003</b>	<b>0.0000</b>	<b>5.6172</b>	<b>5.6172</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>5.6251</b>

**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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3700e-003	1.0400e-003	0.0147	4.0000e-005	5.0600e-003	3.0000e-005	5.0900e-003	1.3400e-003	3.0000e-005	1.3700e-003	0.0000	3.9964	3.9964	1.0000e-004	1.0000e-004	4.0279
<b>Total</b>	<b>1.3700e-003</b>	<b>1.0400e-003</b>	<b>0.0147</b>	<b>4.0000e-005</b>	<b>5.0600e-003</b>	<b>3.0000e-005</b>	<b>5.0900e-003</b>	<b>1.3400e-003</b>	<b>3.0000e-005</b>	<b>1.3700e-003</b>	<b>0.0000</b>	<b>3.9964</b>	<b>3.9964</b>	<b>1.0000e-004</b>	<b>1.0000e-004</b>	<b>4.0279</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**4.0 Operational Detail - Mobile**

**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	0.2037	0.2038	1.8300	3.6400e-003	0.3799	2.7800e-003	0.3827	0.1014	2.5800e-003	0.1039	0.0000	342.2641	342.2641	0.0266	0.0163	347.7779
Unmitigated	0.2037	0.2038	1.8300	3.6400e-003	0.3799	2.7800e-003	0.3827	0.1014	2.5800e-003	0.1039	0.0000	342.2641	342.2641	0.0266	0.0163	347.7779

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Automobile Care Center	495.19	495.19	495.19	1,011,171	1,011,171
<b>Total</b>	<b>495.19</b>	<b>495.19</b>	<b>495.19</b>	<b>1,011,171</b>	<b>1,011,171</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	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	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	39	51	10







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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	531293	210.3798	7.9500e-003	9.6000e-004	210.8659
Enclosed Parking with Elevator	824704	326.5639	0.0123	1.5000e-003	327.3184
Unrefrigerated Warehouse-No Rail	212596	84.1830	3.1800e-003	3.9000e-004	84.3775
<b>Total</b>		<b>621.1267</b>	<b>0.0235</b>	<b>2.8500e-003</b>	<b>622.5618</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	506294	200.4807	7.5800e-003	9.2000e-004	200.9439
Enclosed Parking with Elevator	745114	295.0481	0.0112	1.3500e-003	295.7298
Unrefrigerated Warehouse-No Rail	198774	78.7100	2.9800e-003	3.6000e-004	78.8919
<b>Total</b>		<b>574.2388</b>	<b>0.0217</b>	<b>2.6300e-003</b>	<b>575.5656</b>

**6.0 Area Detail**

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**6.1 Mitigation Measures Area**

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- No Hearths Installed



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	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	0.4379	3.0000e-005	3.5700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.4700e-003	6.4700e-003	1.0000e-005	0.0000	6.8000e-003
Unmitigated	0.4382	6.0000e-005	6.1600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0120	0.0120	3.0000e-005	0.0000	0.0128

**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	0.0505					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3872					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.7000e-004	6.0000e-005	6.1600e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0120	0.0120	3.0000e-005	0.0000	0.0128
<b>Total</b>	<b>0.4382</b>	<b>6.0000e-005</b>	<b>6.1600e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0120</b>	<b>0.0120</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>0.0128</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

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	0.0505					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3872					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4000e-004	3.0000e-005	3.5700e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.4700e-003	6.4700e-003	1.0000e-005	0.0000	6.8000e-003
<b>Total</b>	<b>0.4379</b>	<b>3.0000e-005</b>	<b>3.5700e-003</b>	<b>0.0000</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>		<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>6.4700e-003</b>	<b>6.4700e-003</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>6.8000e-003</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	88.0121	0.4578	0.0111	102.7691
Unmitigated	107.8589	0.5721	0.0139	126.3002

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	4.60245 / 2.82086	37.6003	0.1513	3.7100e-003	42.4883
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	12.8367 / 0	70.2587	0.4208	0.0102	83.8119
<b>Total</b>		<b>107.8589</b>	<b>0.5721</b>	<b>0.0139</b>	<b>126.3002</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**7.2 Water by Land Use**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	3.68196 / 2.64878	31.8052	0.1211	2.9700e-003	35.7196
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	10.2693 / 0	56.2069	0.3366	8.1400e-003	67.0495
<b>Total</b>		<b>88.0121</b>	<b>0.4578</b>	<b>0.0111</b>	<b>102.7691</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	12.1313	0.7169	0.0000	30.0547
Unmitigated	48.5250	2.8677	0.0000	120.2186

**8.2 Waste by Land Use**

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	186.87	37.9329	2.2418	0.0000	93.9772
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	52.18	10.5921	0.6260	0.0000	26.2414
<b>Total</b>		<b>48.5250</b>	<b>2.8677</b>	<b>0.0000</b>	<b>120.2186</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**8.2 Waste by Land Use**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	46.7175	9.4832	0.5604	0.0000	23.4943
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	13.045	2.6480	0.1565	0.0000	6.5604
<b>Total</b>		<b>12.1313</b>	<b>0.7169</b>	<b>0.0000</b>	<b>30.0547</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0	24	335	0.73	Diesel

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Equipment Type	Number
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**10.1 Stationary Sources**

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (300 - 600 HP)	6.6000e-003	0.0184	0.0168	3.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	3.0616	3.0616	4.3000e-004	0.0000	3.0723
<b>Total</b>	<b>6.6000e-003</b>	<b>0.0184</b>	<b>0.0168</b>	<b>3.0000e-005</b>		<b>9.7000e-004</b>	<b>9.7000e-004</b>		<b>9.7000e-004</b>	<b>9.7000e-004</b>	<b>0.0000</b>	<b>3.0616</b>	<b>3.0616</b>	<b>4.3000e-004</b>	<b>0.0000</b>	<b>3.0723</b>

**11.0 Vegetation**

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**Porsche Dealership Project  
Energy Calculations**

Land Use	Electricity Use	
	(kWh/yr)	(MWh/yr)
Automobile Care Center	506,294	506
Enclosed Parking with Elevator	745,114	745
Unrefrigerated Warehouse-No Rail	198,774	199
<b>Totals</b>	<b>1,450,182</b>	<b>1,450</b>

1 kBTU = 0.01 therms

Energy Type	Project Annual Energy Consumption	Los Angeles County Annual Energy Consumption (2020)	Percentage Increase Countywide
Electricity (MWh)	1,450	65,649,878	0.0022%

Source: Refer to CalEEMod outputs for assumptions used in this analysis.



**Porsche Dealership Project  
Energy Calculations**

WORKER TRIPS						
Phase	Phase Length (# days)	# Worker Trips	Worker Trip Length	Total VMT	Fuel Consumption Factor (Miles/Gallon/Day)	Total Fuel Consumption
Demolition	28	15	14.7	6174		247.92
Grading	22	15	14.7	4851		194.80
Building Construction	352	103	14.7	532963	<b>24.90284233</b>	21401.70
Architectural Coating	44	21	14.7	13583		545.43
Paving	22	20	14.7	6468		259.73
						<b>22649.58</b>
VENDOR TRIPS						
Phase	Phase Length (# days)	# Vendor Trips	Vendor Trip Length	Total VMT	Fuel Consumption Factor (Miles/Gallon/Day)	Total Fuel Consumption
Demolition	28	0	6.9	0		0.00
Grading	22	0	6.9	0		0.00
Building Construction	352	42	6.9	290	<b>8.343886151</b>	34.73
Architectural Coating	44	0	6.9	0		0.00
Paving	22	0	6.9	0		0.00
						<b>34.73</b>
HAULING TRIPS						
Phase	Phase Length (# days)	# Hauling Trips	Hauling Trip Length	Total VMT	Fuel Consumption Factor (Miles/Gallon/Day) <sup>1</sup>	Total Fuel Consumption
Demolition	28	475	50	23750		2846.40
Grading	22	576	60	34560		4141.95
Building Construction	352	0	20	0	<b>8.343886151</b>	0.00
Architectural Coating	44	0	20	0		0.00
Paving	22	0	20	0		0.00
						<b>6988.35</b>
<b>TOTAL OFF-SITE MOBILE GALLONS CONSUMED DURING CONSTRUCTION</b>						<b>29,672.67</b>



## Porsche Dealership Project Energy Calculations

Vehicle Type	Percent of Vehicle Trips <sup>1</sup>	Daily Trips <sup>2</sup>	Annual Vehicle Miles Traveled	Average Fuel Economy (miles per gallon) <sup>3</sup>	Total Annual Fuel Consumption (gallons) <sup>4</sup>
Passenger Cars	0.54	269	548,524	22	24,933
Light/Medium Trucks	0.41	202	412,925	17.3	23,868
Heavy Trucks/Other	0.05	24	49,721	6.4	7,769
<b>TOTAL<sup>6</sup></b>	<b>1.00</b>	<b>495</b>	<b>1,011,171</b>	<b>--</b>	<b>56,570</b>
Notes:					
1. Percent of Vehicle Trip distribution based on trip characteristics within the CalEEMod model.					
2. Daily Trips taken from ITE manual.					
3. Average fuel economy derived from the Department of Transportation.					
4. Total Daily Fuel Consumption calculated by dividing the daily VMT by the average fuel economy (i.e., VMT/Average Fuel Economy).					
5. Values may be slightly off due to rounding.					
Source: Refer to CalEEMod outputs for assumptions used in this analysis.					

County On-Road  
2025  
3,742,125,048  
0.0015%

## **Appendix B.2: CAP Consistency Checklist**

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# APPENDIX D

## CLIMATE ACTION PLAN CONSISTENCY CHECKLIST

# Climate Action Plan Consistency Checklist

## Introduction

The Climate Action Plan Consistency Checklist (Checklist) is intended to be a tool for new development projects to demonstrate consistency with Pasadena’s Climate Action Plan (CAP), which is a qualified greenhouse gas (GHG) emissions reduction plan in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15183.5. This Checklist has been developed as part of the CAP implementation and monitoring process and will support the achievement of individual CAP measures as well as Pasadena’s overall GHG reduction goals. In addition, this Checklist will further Pasadena’s sustainability goals and policies that encourage sustainable development and aim to conserve and reduce the consumption of resources, such as energy and water, among others.

CEQA Guidelines Section 15183.5 allows lead agencies to analyze the impacts associated with GHG emissions at a programmatic level in plan-level documents such as CAPs, so that project-level environmental documents may tier from the programmatic review. Projects that meet the requirements of this Checklist will be deemed to be consistent with Pasadena’s CAP and will be found to have a less than significant contribution to cumulative GHG (i.e., the project’s incremental contribution to cumulative GHG effects is not cumulatively considerable), pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b). Projects that do not meet the requirements in this Checklist will be deemed to be inconsistent with Pasadena’s CAP and must prepare a project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this Checklist to the extent feasible.

## Applicability

This Checklist is only required for discretionary projects<sup>1</sup> that are subject to and not exempt from CEQA. Projects that are exempt from CEQA are deemed to be consistent with Pasadena’s CAP, and no further review is necessary, with the exception of the Class 32 “In-Fill Development Projects” categorical exemption (CEQA Guidelines Section 15332), for which Projects are required to demonstrate consistency with the CAP through this Checklist.

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<sup>1</sup> In this context a project is any action that meets the definition of a “Project” in Section 15378 of the State CEQA Guidelines.

# Climate Action Plan Consistency Checklist Application Form

When required, the Checklist must be included in the project submittal package. The requirements in the Checklist will be included in the project’s conditions of approval. The applicant is required to provide supporting documentation on how the proposed project will implement the measures identified in the Checklist to the satisfaction of the Planning & Community Development Department.

## **Step 1: Complete a Master Land Use Application Form (separate attachment)**

## **Step 2: Demonstrate consistency with the Land Use Element of the General Plan**

The growth projections outlined in the 2015 General Plan Land Use Element were used in Pasadena’s CAP to estimate community-wide GHG emissions over time. Therefore, new development projects must be consistent with the Land Use Element to be consistent with Pasadena’s CAP. In order for City staff to determine a project’s consistency with the Land Use Element, please answer the following question and provide explanation with supporting documentation for each response.

Is the proposed project consistent with the existing land use designation of the Land Use Element?

Yes  No

If “Yes,” proceed and complete Step 3 of the Checklist.

If “No,” the proposed project may not tier from this document and must prepare a comprehensive project-specific analysis of GHG emissions and incorporate the measures in this Checklist to the extent feasible.



### Step 3: Demonstrate consistency with Pasadena’s CAP

Proposed projects which complete one of the following three options will be deemed to be consistent with Pasadena’s CAP and will be found to have a less than significant contribution to cumulative GHG emissions (i.e., the project’s incremental contribution to cumulative GHG effects is not cumulatively considerable), pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b).

Please select one of the following options:

- Option A: Sustainable Development Actions – Demonstrate that the proposed project is consistent with the Pasadena CAP by incorporating applicable actions intended to ensure that the project contributes its fair share to the City’s cumulative GHG reduction goals
- Option B: GHG Efficiency - Demonstrate that the proposed project is consistent with Pasadena’s per person GHG efficiency thresholds
- Option C: Net Zero GHG Emissions – Demonstrate that the proposed project would not result in a net increase in GHG emissions

**Option A: Sustainable Development Actions**

In order to complete this option, a proposed project must incorporate applicable Sustainable Development Actions to the satisfaction of the applicable City Departments. Incorporating these actions will ensure that the project is reducing its fair share of GHG emissions and support the achievement of Pasadena’s overall GHG emissions reduction goals. For each action selected, please submit the requested documentation. If a mandatory action is not applicable to the project, please provide a description as to why that action cannot be implemented.

**Mandatory Actions (all of the actions below are required)**

GHG Reduction Strategy (Measure in Pasadena’s CAP)	Sustainable Development Actions	Yes	N/A
		Check the appropriate box and provide explanation	
<b>T-1.2:</b> Continue to improve bicycle and pedestrian safety	<b>Bicycle Storage:</b> Does the project provide bicycle storage lockers, racks, or other bicycle storage facilities for residents/employees?  Check “N/A” only if the project does not include residents or employees.	✓	
<b>T-3.1:</b> Decrease annual commuter miles traveled by single occupancy vehicles	<b>Transportation Demand Management (TDM):</b> Does the project include a TDM plan? A TDM plan is required for the following projects: multifamily residential development that are 100 or more units; mixed-use developments with 50 or more residential units or 50,000 square feet or more of non-residential development; or non-residential projects which exceed 75,000 square feet. If applicable, please submit the TDM plan for review.	✓	
<b>T-4.1:</b> Expand the availability and use of alternative fuel vehicles and fueling infrastructure	<b>Alternative Vehicle Fueling Wiring:</b> For projects with more than three parking spaces, does the project provide wiring for at least one 240V Type II electric car charger? Please include specifications on the project plans.  Check “N/A” only if the project does not include more than three parking spaces.	✓	
<b>E-1.2:</b> Encourage the use of energy conservation devices and passive design concepts that make use of the natural climate to increase energy efficiency	<b>Passive Design Features:</b> Does the project utilize passive design techniques such as awnings or overhangs on the east, west, and south facing windows which block the high summer sun but allow in lower winter sun? Please include specifications on the project plans.		
<b>WC-1.1:</b> Reduce potable water usage throughout Pasadena	<b>Irrigation Efficiency:</b> Will the project utilize drought tolerant landscaping and/or drip irrigation and/or weather controllers to reduce outdoor water use? Please include specifications on the project plans.  Check “N/A” only if the project does not include any landscaping.	✓	
<b>WR-1.1:</b> Continue to reduce solid waste and landfill GHG emissions	<b>Facilitate Recycling:</b> Does the project include a space for separate trash and recycling bins as well as provide informational signage/handouts for residents/employees outlining materials to be recycled? Please include specifications on the project plans.	✓	

### Selective Actions

In addition the mandatory actions, the proposed project must implement the following:

- One additional action in the Energy Efficiency and Conservation category
- One additional action in the Sustainable Mobility and Land Use category
- Three additional actions from any category



### Energy Efficiency and Conservation (select a minimum of one action)

GHG Reduction Strategy (Measure in Pasadena’s CAP)	Sustainable Development Actions	Yes	No
<b>E-1.1:</b> Increase energy efficiency requirements of new buildings to perform better than 2016 Title 24 Standards	<b>Zero-Net Energy (ZNE):</b> Does the project generate 100% of electricity required on site? ZNE calculations must be provided.		
<b>E-1.1:</b> Increase energy efficiency requirements of new buildings to perform better than 2016 Title 24 Standards	<b>Energy Efficiency (Exceed 2016 Title 24):</b> Does the project exceed the 2016 Title 24 Efficiency Standards by at least 5%? Please include Title 24 energy model.	✓	
<b>E-4.1:</b> Increase city-wide use of carbon-neutral energy by encouraging and/or supporting carbon-neutral technologies	<b>Renewable Energy:</b> Does the project generate at least 60% of the building’s projected electricity needs through renewable energy? Please include specifications on the project plans.		



### Sustainable Mobility and Land Use (select a minimum of one action)

GHG Reduction Strategy (Measure in Pasadena’s CAP)	Sustainable Development Action	Yes	No
<b>T-1.1:</b> Continue to expand Pasadena’s bicycle and pedestrian network	<b>End-of-Trip Bicycle Facilities (Commercial Development):</b> Does the project provide at least one shower for every 50 employees? Please include these specifications on the project plans.		
<b>T-1.1:</b> Continue to expand Pasadena’s bicycle and pedestrian network	<b>Bike Share:</b> Does the project include a bike share station? Please include these specifications on the project plans.	✓	
<b>T-3.1:</b> Decrease annual commuter miles traveled by single occupancy vehicles	<b>Car Sharing:</b> Does the project provide/facilitate car sharing by providing a designated car share space on or within the immediate vicinity of the project site? Examples of car share options include ZipCar, PitCarz, and Getaround. Please include these specifications on the project plans.		
<b>T-3.1:</b> Decrease annual commuter miles traveled by single occupancy vehicles	<b>Parking De-Coupling:</b> Does the project separate the cost of parking from the cost of commercial space and/or residential housing by charging for each individually? Please include these specifications on the project plans.		
<b>T-3.1:</b> Decrease annual commuter miles traveled by single occupancy vehicles	<b>Transportation Demand Management (TDM):</b> Does the project include a TDM plan? Please submit the TDM plan for review (Note: this measure cannot be combined with the mandatory measure that requires a TDM plan for projects that meet certain size thresholds.)		
<b>T-4.1:</b> Expand the availability and use of alternative fuel vehicles and fueling infrastructure	<b>Alternative Vehicle Fueling Infrastructure:</b> Does the proposed project include functioning 240V Type II electric car chargers at 3% of parking spaces (at least one charger) AND conduit to allow for future charger installation to 25% of spaces?	✓	
<b>T-5.1:</b> Facilitate high density, mixed-use, transit-oriented, and infill development	<b>Transit Oriented Development:</b> Is the project located within 0.25 mile of a major transit stop as defined in the Zoning Code. Please include a map outlining the nearest transit stop.	✓	
<b>T-6.1:</b> Reduce GHG emissions from heavy-duty construction equipment and vehicles	<b>Reduce GHG emissions from heavy-construction equipment:</b> Will the project utilize at least 30% alternative fueled construction equipment (by pieces of equipment) and implement an equipment idling limit of 3 minutes? Please provide idling limit plan including implementation strategies along with the total pieces of equipment and those utilizing alternative fuels.		

?

## Water Conservation

GHG Reduction Strategy (Measure in Pasadena’s CAP)	Sustainable Development Action	Yes	No
<b>WC-1.1:</b> Reduce potable water use throughout Pasadena	<b>Indoor Water Efficiency:</b> Will the project achieve at least a 35% reduction in indoor water use per the LEED V4 Indoor Water Use Reduction Calculator? Please attach the calculator output.	✓	
<b>WC-2.1:</b> Increase access to and use of non-potable water	<b>Rainwater Capture and Reuse:</b> Does the project utilize a rainwater capture and reuse system to reduce the amount of potable water consumed on site? Please include these specifications on the project plans.		
<b>WC-2.1:</b> Increase access to and use of non-potable water	<b>Indoor &amp; Outdoor Recycled Water:</b> Will the project be plumbed to utilize recycled water for either indoor or outdoor water use? Please include these specifications on the project plans.		
<b>WC-2.1:</b> Increase access to and use of non-potable water	<b>Greywater:</b> Will the project be plumbed to take advantage of greywater produced on site such as a laundry to landscape system or another on-site water reuse system? Please include these specifications on the project plans.		
<b>WC-3.1:</b> Improve storm water to slow, sink, and treat water run-off, recharge groundwater, and improve water quality	<b>Permeable Surfaces:</b> Is at least 30% of the hardscape (e.g., surface parking lots, walkways, patios, etc.) permeable to allow infiltration? Please include these specifications on the project plans.		?
<b>WC-3.1:</b> Improve storm water to slow, sink, and treat water run-off, recharge groundwater, and improve water quality	<b>Stormwater Capture:</b> Is the project designed to retain stormwater resulting from the 95 <sup>th</sup> percentile, 24 hour rain event as defined by the Los Angeles County 95 <sup>th</sup> percentile precipitation isohyetal map? Please provide the engineered stormwater retention plan with the project plans <a href="http://dpw.lacounty.gov/wrd/hydrologygis/">http://dpw.lacounty.gov/wrd/hydrologygis/</a>		?

## Waste Reduction

GHG Reduction Strategy (Measure in Pasadena’s CAP)	Sustainable Development Action	Yes	No
<b>WR-1.1:</b> Continue to reduce solid waste and landfill GHG emissions	<b>Recycled Materials:</b> Does the project utilize building materials and furnishings with at least 50% (pre- or post-consumer) recycled content or products which are designed for reuse? At a minimum, projects must show at least 10% of the material by cost meets the recycled content requirement? Please submit the plan for review.		
<b>WR-3.1:</b> Implement a city-wide composting program to limit the amount of organic material entering landfills	<b>On-Site Composting:</b> Does the project include an area specifically designated for on-site composting? Please include these specifications on the project plans.		

## Urban Greening

GHG Reduction Strategy (Measure in Pasadena’s CAP)	Sustainable Development Action	Yes	No
<b>UG-1.1:</b> Continue to preserve, enhance, and acquire additional green space throughout Pasadena to improve carbon sequestration, reduce the urban heat-island effect, and increase opportunities for active recreation	<b>Greenspace:</b> Does the project include at least 500 sq. ft. of public use greenspace (landscaped yards, parklets, rooftop garden, etc.)? At a minimum, 50% of the required greenspace must include softscape landscaping (e.g., trees, plants, grass, etc.).	✓	
<b>UG-2.1:</b> Continue to protect existing trees and plant new ones to improve and ensure viability of Pasadena’s urban forest	<b>Trees:</b> Does the project result in a net gain of trees? Please include these specifications on the project plans.		?

## Total Actions Taken

Sector	Actions Selected (#)	Actions Required
Mandatory Actions	5	6
Energy Efficiency and Conservation	1	1
Sustainable Mobility and Land Use	3	1
Water Conservation	1	0
Waste Reduction	0	0
Urban Greening	1	0
Total # of Actions Selected	11	
<i>Total Required</i>	<i>11</i>	

## Supporting Documentation

Use the section below to provide supporting information describing how each selected Sustainable Development Action will be implemented in the proposed project. Additional information such as model outputs, invoices, and project plans should be noted below and attached to this submittal as needed.

Sustainable Development Action	Description of Project Implementation

<b>Sustainable Development Action</b>	<b>Description of Project Implementation</b>

**Option B: GHG Efficiency**

The efficiency threshold assesses the GHG efficiency of a proposed project on a service person (residents + full time employees) basis. This method recognizes that highly efficient projects (e.g., compact and mixed-use development) with relatively high mass emissions may nevertheless meet the local and State GHG reduction goals/targets. Using the demographic projections developed for the CAP, Pasadena has developed service person efficiency thresholds for the years of 2020, 2025, 2030 and 2035 which are consistent with Pasadena’s GHG emission goals included in the CAP and the State targets it is designed to achieve (AB 32, SB 32, and substantial progress towards EO S-3-05). Applicants may decide to assess their proposed project’s GHG emissions relative to Pasadena’s GHG efficiency thresholds in lieu of completing the Sustainable Development Actions. Applicants should utilize standard GHG modeling techniques (such as CalEEMod<sup>2</sup>) to estimate total GHG emissions associated with the proposed project. Models should include all construction emissions (amortized over 30 years) and operational emissions. Total annual emissions should be divided by the proposed project’s service population (residents + full time employees) to determine the efficiency of the proposed project using the following equation:

$$\text{Proposed Project's GHG Efficiency} = \text{Annual GHG Emissions} / \text{Service Population (Residents + Full Time Employees)}$$

The proposed project must be able to demonstrate a GHG efficiency which is less than or equal to the threshold listed below for the projects first operational year to be considered consistent with the Pasadena CAP and State targets it is designed to achieve. Refer to Appendix B for a complete description of the methodology used to calculate the efficiency thresholds.

Project First Operational Year	Threshold
2017 – 2020	5.63 MT CO <sub>2</sub> e/Service Person
2021 – 2025	4.56 MT CO <sub>2</sub> e/Service Person
2026 – 2030	3.57 MT CO <sub>2</sub> e/Service Person
2031 – 2035	2.73 MT CO <sub>2</sub> e/Service Person

<sup>2</sup> The California Emissions Estimator Model® (**CalEEMod**) is a statewide land use emissions computer model designed to provide a uniform platform for assessing air quality and GHG impacts associated with construction projects. Available at: <http://www.caleemod.com/>

### **Option C: Net Zero GHG Emissions**

In lieu of Option A or B, applicants can demonstrate consistency with this CAP by demonstrating their proposed project would result in no net increase of GHG emissions. A proposed project can reduce its GHG emissions through the purchasing of carbon offsets issued by Climate Action Reserve<sup>3</sup> or other validated carbon offset registry to a level which results in zero net GHG emissions. The following methodology must be followed to prove zero net GHG emissions.

1. The applicant must model the proposed project’s annual emissions using the most recent version of CalEEMod or equivalent model accepted by SCAQMD and/or CARB for CEQA purposes. Each model must include all emissions associated with the project including land clearing, demolition, earth moving, construction activities and operational related emissions such as energy use, water use, waste generation, transportation, area sources, and vegetation change, if applicable. The total annual operational emissions over 30 years as projected by the model should then be summed and added to the construction emissions to estimate the total lifetime GHG emissions associated with the project. CalEEMod is able to estimate operation related emissions over time taking into account changes to grid mix and vehicle fleet mandated by state legislation such as Renewable Portfolio Standard (RPS) and Pavley. Applicants should use CalEEMod forecasting to show overall GHG emissions and existing conditions (if applicable) should be modeled separately using CalEEMod for operations only and then subtracted from the project total to show the net change in GHG emissions.

**Example:**

*Construction Emissions (1,000 MT of CO<sub>2</sub>e) + Sum of Annual Emissions over 30 years (90,000 MT of CO<sub>2</sub>e) – Existing Conditions (500 MT CO<sub>2</sub>e) = 90,500 MT of CO<sub>2</sub>e*

2. The total emissions for the project must then be offset by Climate Reserve Tonnes or CRT’s through the Climate Action Reserve marketplace. In the above example, the proposed project would be required to purchase 90,500 CRT’s through the carbon marketplace. Offsets cost between \$12-\$15 as of September 2017 but prices are subject to changes in the carbon market. The marketplace can be found here:  
<http://www.climateactionreserve.org/how/crt-marketplace/>

The full CalEEMod output and verification of the CRT’s purchased must be provided to the City of Pasadena as part of the review process.

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<sup>3</sup> The Climate Action Reserve can be considered a bank which holds credits that amount to 1 metric ton of CO<sub>2</sub>e per Climate Reserve Tonne (CRT). These credits get their reduction value through projects which reduce GHG emissions such as renewable energy development or through carbon sequestration. Those projects can sell CRT’s equal to the amount of GHG emissions reduced. Other projects, can then purchase those CRT’s to offset their own emissions. For more information see the Technical Appendix B of the Climate Action Plan



**Appendix C:  
Cultural Resources Report**

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April 29, 2022

Beilin Yu, Senior Planner  
**CITY OF PASADENA**  
**PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT**  
175 North Garfield Ave  
Pasadena, CA 91101

**RE: CULTURAL RESOURCES TECHNICAL MEMORANDUM FOR THE RUSNAK PORSCHE PASADENA PROJECT, CITY OF PASADENA, LOS ANGELES COUNTY, CALIFORNIA**

Dear Ms. Yu:

In support of the environmental documentation for the proposed Rusnak Porsche Pasadena Project (project), Michael Baker International completed a cultural resources evaluation consisting of a South Central Coastal Information Center (SCCIC) records search, literature and historical map review, field survey, interested historical parties consultation, archaeological sensitivity analysis, and evaluation of the Swanson and Peterson Furniture Manufacturing building for eligibility to the California Register of Historical Resources (California Register) and for listing as a City of Pasadena (City) landmark using the City's criteria for designation of historic resources, outlined in Title 17, Article 6, Chapter 17.62.040(A) and (D)(2) of the City's Municipal Code. These efforts were completed to determine if the project area contains historical resources and/or unique archaeological resources, as defined in California Environmental Quality Act (CEQA) Guidelines Sections 15064.5(a) and 15064.5(c), that may be impacted by the project.

This memo report summarizes the methods and results of the resource identification and evaluation efforts described above. The project is subject to CEQA review; the City of Pasadena (City) is the lead agency.

## **PROJECT DESCRIPTION**

The project entails the demolition of all existing buildings to construct and operate an approximately 154,638-square-foot (3.55 acres) automotive dealership and service center located across eight parcels within the City. The two-story, approximately 101,380-square-foot dealership building would be located in the center of the project area with showrooms, offices, a service area, parts storage, and rooftop parking. Vehicle access to the rooftop parking would be via a ramp on the northern portion of the building and vehicle access to the second level display would be via a ramp located on the western portion of the building. It would be surrounded by surface parking intended for both customer parking and vehicle display. The automated car wash building would be constructed on the northeastern portion of the site, with a total area of approximately 2,960 square feet, and would serve cars from the existing automotive dealership located to the east of the project and cars from the proposed project.

## **MICHAEL BAKER INTERNATIONAL**

### **RE: CULTURAL RESOURCES TECHNICAL MEMORANDUM FOR THE RUSNAK PORSCHE PASADENA PROJECT, CITY OF PASADENA, LOS ANGELES COUNTY, CALIFORNIA**

#### **PROJECT AREA**

The project area is bound by East Walnut Street to the north, East Colorado Boulevard to the south, North Sunnyslope Drive to the west, and bisected by Nina Street. It is mapped within the *Mount Wilson, California* USGS 7.5-minute topographic quadrangle map (Township 1 North, Range 12 West, part of Rancho Santa Anita, San Bernardino Base Meridian) (**Attachment 1**). The project area encompasses the extent of ground-disturbing project activities associated with the demolition of the extant buildings, site preparation, and construction of the new dealership center.

The project area north of Nina Street is currently occupied by a former furniture manufacturing building known as the Swanson and Peterson Furniture Manufacturing building, with a main block and two additions (2914 East Walnut Street, 2926 East Walnut Street, and 60 North Sunnyslope Avenue), as well as a garage structure, surface parking, and vacant lots. Constructed in 1929 as a furniture manufacturing facility, the building at 2914 East Walnut Street has a generally rectangular footprint set on a concrete foundation. The sawtooth roofline, comprising three clerestory risers, is largely obscured from view by a low brick parapet wall at the roof edge. The primary north façade facing East Walnut Street and the broad, secondary elevation facing North Sunnyslope Avenue are separated into full-height bays by simple brick pilasters. Fenestration consists of original multi-pane, steel-sash windows spanning the width of each bay. The main entrance is the original opening at the center of the façade facing East Walnut Street, which contains a replacement metal-frame glazed door with rectangular sidelights and a transom. The secondary entrance is located within the third bay of the façade facing North Sunnyslope Avenue. The entry is recessed within a stepped brick surround and features what appears to be an original or older replacement metal-frame, glazed door with single transom. The southwest corner of the original building extent includes a garage entry with a roll-up metal door. A two-story addition constructed in 1973—numerically identified as 2926 East Walnut Street—is attached to the east wall of the original factory building. This addition constructed of concrete blocks is fenestrated with aluminum-frame windows and a recessed garage entry at its northeast corner. A much larger, single-story addition constructed in 1979—identified as 60 North Sunnyslope Avenue—adjoins the southern terminus of the original factory building and the south end of the addition constructed in 1973. This addition is sheathed in clay tiles that evoke the appearance of bricks. A detached garage building built in 1997—2929 Nina Street—is located directly east of this addition.

South of Nina Street, the project area is occupied by a commercial building and surface parking currently in use by the automotive dealership to the east of the project area. All existing buildings and all driveways except one (located south of Nina Street on North Sunnyslope Drive) would be removed.

## **MICHAEL BAKER INTERNATIONAL**

**RE: CULTURAL RESOURCES TECHNICAL MEMORANDUM FOR THE RUSNAK PORSCHE PASADENA PROJECT, CITY OF PASADENA, LOS ANGELES COUNTY, CALIFORNIA**

### **CULTURAL RESOURCES IDENTIFICATION METHODS**

Methods and results of the SCCIC record search, literature, historical map, and aerial photo review, interested historical parties consultation, built environment survey, California Register/Pasadena landmark evaluation, and archaeological site sensitivity analysis are presented below.

#### **SOUTH CENTRAL COASTAL INFORMATION CENTER**

SCCIC staff conducted a records search (File No. 23059.9187) of the project area with quarter-mile radius on January 10, 2022. The SCCIC, as part of the California State University, Fullerton, an affiliate of the California Office of Historic Preservation (OHP), is the official state repository of cultural resources records and reports for Los Angeles County. As part of the records search, the following federal and California inventories were also reviewed:

- California Inventory of Historic Resources (OHP 1976).
- California Points of Historical Interest (OHP 1992 and updates).
- California Historical Landmarks (OHP 1996).
- Archaeological Determinations of Eligibility (OHP 2012) for Los Angeles County.

#### **Results**

SCCIC records search identified three cultural resources within the project area (P-19-183186, P-19-183488, and P-19-184688) as described below.

**Lamanda Park Commercial Area (P-19-183186)** – This multiple-property resource, located between 2415 and 2980 East Colorado Boulevard, was surveyed by Nancy Impasto and recorded on a California Department of Parks and Recreation (DPR) 523 form set in April 1987, at which time it was assigned National Register of Historic Places (NRHP) resource status codes 5 and 6. Only one building, located at 2915 East Colorado Boulevard, was located within what is now the project area (see P-19-183488 below). At the time of this survey, status codes 5 and 6 indicated that the component resources were either found to be ineligible but of local interest (5), or were simply ineligible (6). The current California Built Environmental Resource Directory (BERD) list for Los Angeles County assigns the Lamanda Park Commercial Area the resource status code 7R, indicating that the resource was identified in a reconnaissance-level survey but was not formally evaluated at the national, state, or local level. At the time of the previous survey, the Lamanda Park Commercial Area consisted of a variety of commercial buildings in a range of sizes and architectural styles built between 1908 and 1956. The Lamanda Park Commercial Area is not a historical resource as defined by CEQA Section 15064.5(a).

**Gwinn's Restaurant (P-19-183488)** – This resource, formerly located at 2915 East Colorado Boulevard, was surveyed as a component of the Lamanda Park Commercial Area by Nancy Impasto and recorded on a DPR 523 continuation sheet in April 1987, at which time it was assigned NRHP resource status code 6, indicating that the resource was

**MICHAEL BAKER INTERNATIONAL**

**RE: CULTURAL RESOURCES TECHNICAL MEMORANDUM FOR THE RUSNAK PORSCHE PASADENA PROJECT, CITY OF PASADENA, LOS ANGELES COUNTY, CALIFORNIA**

ineligible. The current BERD list for Los Angeles County assigns this resource the status code 7R, indicating that the resource was identified in a reconnaissance-level survey but was not formally evaluated at the national, state, or local level. Gwinn’s Restaurant, called Bengie’s Coffee Shop at the time of the previous survey, was designed by Harold Bissner and constructed in 1947. Historical aerial photographs indicate that the building was demolished between 1992 and 1993. The former restaurant site presently consists of an asphalt-paved surface parking lot that serves the automotive dealership adjacent to the subject project area. The site of Gwinn’s Restaurant is not a historical resource as defined by CEQA Section 15064.5(a).

**Swanson and Peterson Furniture Manufacturing (P-19-184688)** – This resource, located at 2914 East Walnut Street and within the project area, was surveyed by S. DeWolfe as part of the citywide Unreinforced Masonry Building Survey and recorded on a DPR 523 form set in June 1990, at which time it was assigned NRHP resource status code 6, indicating that the resource was ineligible. The property was reevaluated by Leonard Kliwinski and James C. Wilson in February 1994 as part of the survey associated with the East Pasadena Specific Plan, at which time it was assigned resource status code 5S3. The associated survey report defined this code as meaning that the resource was not eligible for separate listing or designation under the existing local ordinance, but could be eligible for special consideration in local planning and that the rating included individually ineligible resources that could contribute to a thematically related grouping linked by design, type, plan, or physical development. With specific regard to 2914 East Walnut Street, the property was noted as having “limited local significance” as one of the few remaining factory buildings along the former East Walnut Street industrial corridor (Thirtieth Street Architects, Inc. 1994). The BERD list for Los Angeles County assigns this resource the status code 6L, indicating that the resource was determined ineligible for local listing or designation through the local government review process, but may warrant special consideration in local planning. Nearly three decades have passed since the previous survey, and a current evaluation of this property is included herein.

Sixteen cultural resources were identified within the quarter-mile radius of the project area, and are summarized in the table below.

Resource # /Name	Address	Resource Type	Built Date	OHP Status Code	Historical Resource	Distance to Project Area
P-19-183162/ Pasadena Motel Grouping	East Colorado Blvd	District	1945-1970	7R – Identified in reconnaissance-level survey; not evaluated	No	Quarter-mile radius
P-19-183164/ Travelodge	2767 East Colorado Blvd	Building; element of district	1952	7R – Identified in reconnaissance-level survey; not evaluated	No	Quarter-mile radius

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<b>Resource # /Name</b>	<b>Address</b>	<b>Resource Type</b>	<b>Built Date</b>	<b>OHP Status Code</b>	<b>Historical Resource</b>	<b>Distance to Project Area</b>
P-19-183165/ Swiss Lodge	2800 East Colorado Blvd	Building; element of district	1961	5S1 – Individual property that is listed or designated locally <sup>1</sup>	Yes	Quarter-mile radius
P-19-183166/ Astro Motel	2818 East Colorado Boulevard	Building; element of district	1962	5S1 – Individual property that is listed or designated locally <sup>2</sup>	Yes	Quarter-mile radius
P-19-183167/ Vagabond Inn	2863 East Colorado Boulevard	Building; element of district	1970	7R – Identified in reconnaissance-level survey; not evaluated	No	Quarter-mile radius
P-19-183168/ Ace Motel	2870 East Colorado Boulevard	Building; element of district	1946	6L – Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning	No	Quarter-mile radius
P-19-183192/ Third Church of Christ Scientist	2801-2803 East Colorado Boulevard	Building	1935	5S2 – Individual property that is eligible for local listing or designation	Yes	Quarter-mile radius
P-19-183489/ Serendipity	2966 East Colorado Boulevard	Building; element of district	1927	5S1 – Individual property that is listed or designated locally <sup>3</sup>	Yes	Quarter-mile radius

<sup>1</sup> Resource listed in the BERD with OHP Status Code 5S1; City of Pasadena records indicate that the OHP Status Code should be 5S2.

<sup>2</sup> Resource listed in the BERD with OHP Status Code 5S1; City of Pasadena records indicate that the OHP Status Code should be 5S2.

<sup>3</sup> Resource listed in the BERD with OHP Status Code 5S1; resource is not individually designated at the local level per City of Pasadena’s records.

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<b>Resource # /Name</b>	<b>Address</b>	<b>Resource Type</b>	<b>Built Date</b>	<b>OHP Status Code</b>	<b>Historical Resource</b>	<b>Distance to Project Area</b>
P-19-183490/ Serendipity	2970 East Colorado Boulevard	Building; element of district	1927	7R – Identified in reconnaissance-level survey; not evaluated	No	Quarter-mile radius
P-19-183491/ Serendipity	2980 East Colorado Boulevard	Building; element of district	1888-1928	7R – Identified in reconnaissance-level survey; not evaluated	Yes	Quarter-mile radius
P-19-183492/ Serendipity	2966-80 East Colorado Boulevard (rear building)	Building; element of district	1900	7R – Identified in reconnaissance-level survey; not evaluated	No	Quarter-mile radius
P-19-184687/ Glo-Quartz Mfg.	2714 East Walnut Street	Building	1945	7R – Identified in reconnaissance-level survey; not evaluated	No	Quarter-mile radius
P-19-189228/ Suzuki Dealership	2900 East Colorado Boulevard	Building	1976	6L – Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning	No	Quarter-mile radius
P-19-189236/ Street Lights	East Colorado Boulevard	Object	1928-1950	6L – Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning	No	Quarter-mile radius
P-19-190502/ SCE Mesa-Anita-Eaton	N/A	Object	1951	6Y - Determined ineligible for NR by consensus	No	Quarter-mile radius



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Resource # /Name	Address	Resource Type	Built Date	OHP Status Code	Historical Resource	Distance to Project Area
66kV Transmission Line				through Section 106 process; not evaluated for CR or local listing		
P-19-192479/ Naval Ordinance Test Station; Pasadena, Foothill Plant	3202 East Foothill Boulevard	Building; structure	1973	6Y - Determined ineligible for NR by consensus through Section 106 process; not evaluated for CR or local listing	No	Quarter-mile radius

No cultural resources studies have been previously completed within the project area; ten have been previously recorded within a quarter-mile radius, as identified below.

Report #	Author	Date	Title	Distance to Project Area
LA-03497	Anonymous	1994	<i>Draft Supplemental Environmental Impact Report Pasadena-Los Angeles Light Rail Transit Project</i>	Quarter-mile radius
LA-03498	Anonymous	1994	<i>Final Supplemental Environmental Impact Report Pasadena-Los Angeles Light Rail Transit Project</i>	Quarter-mile radius
LA-03498	Saurenman, Hugh	N/A	<i>Evaluation of Change in Noise Impacts, Proposed Blue Line Wayside Horn System</i>	Quarter-mile radius
LA-04386	Anonymous	1993	<i>Cultural Resources Overview Los Angeles County Metropolitan Transportation Authority's Interstate Commerce Commission Abandonment Exemption Pasadena-Los Angeles Light Rail Transit Project</i>	Quarter-mile radius
LA-07201	Kyle, Carolyn E.	2002	<i>Cultural Resource Assessment for Cingular Wireless Facility Vy239-02 City of Pasadena Los Angeles County, California</i>	Quarter-mile radius
LA-09705	Anonymous	2007	<i>Cultural Resources Inventory of the Southern California Edison Company Tehachapi Renewable Transmission Project, Kern, Los Angeles and San Bernardino Counties, California. ARR #05-01-01046</i>	Quarter-mile radius
LA-10175	Unknown	2009	<i>Confidential Cultural Resources Specialist Report for the Tehachapi Transmission Project</i>	Quarter-mile radius
LA-10746	Wlodarski, Robert	2010	<i>Record Search and Field Reconnaissance phase for the Proposed AT&amp;T Wireless</i>	Quarter-mile radius

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			<i>Telecommunications Site LAD491 (Foothill and 210 Freeway) located at 3401 East Foothill Boulevard, Pasadena, California 91007</i>	
LA-10991	Grimes, T.	2001	<i>East Colorado Boulevard, Specific Plan, Historic Resources Survey</i>	Quarter-mile radius
LA-13421	Treffers, Steven, Susan Zamudio-Gurrola, Shannon Carmack, Ashlee Menchaca, and Christopher Duran	2018	<i>3200 E. Foothill Boulevard Mixed Use Project, Cultural Resources Study</i>	Quarter-mile radius

## LITERATURE AND HISTORICAL MAPS REVIEW

Michael Baker International staff reviewed literature, historical maps, aerials, and databases to understand the existing terrain and cultural resources within the project area, including its potential for historical resources, as well as to identify the property's development history, associated people, and architectural significance. Below is a list of resources reviewed, followed by a narrative description of the results.

### Historical Maps

- Township 1N, Range 12W, San Bernardino Base Line Meridian, Original Survey Plat Map (Bureau of Land Management [BLM] 1870)
- Township 1N, Range 12W, San Bernardino Base Line Meridian, Original Survey Plat Map (BLM 1900)
- Los Angeles, Calif. 1:62,500 scale topographic quadrangle (US Geological Survey [USGS] 1894)
- Sierra Madre, Calif. 1:24,000 scale topographic quadrangle (USGS 1928)
- Mt. Wilson, Calif. 1:24,000 scale topographic quadrangle (USGS 1995)
- "Pasadena, California" Vol 7, Sheet 924 (Sanborn Map Company 1930a)
- "Pasadena, California" Vol 7, Sheet 925 (Sanborn Map Company 1930b)
- "Pasadena, California" Vol 7, Sheet 937 (Sanborn Map Company 1930c)
- "Pasadena, California" Vol 1, Sheet 124 (Sanborn Map Company 1931)
- "Pasadena, California" Vol 7, Sheet 924 (Sanborn Map Company 1950a)
- "Pasadena, California" Vol 7, Sheet 925 (Sanborn Map Company 1950b)
- "Pasadena, California" Vol 7, Sheet 937 (Sanborn Map Company 1950c)

### Aerial Photographs

- Single-frame aerial photograph: AJX-1938, 44-15 (UCSB 1938)

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- Single-frame aerial photograph: C-22555, 1041 (UCSB 1956)
- Single-frame aerial photograph: TG-7600, 13-19 (UCSB 1976)
- Historic aerials 1952-2014 (Historicaerials.com n.d.)
- Aerial maps and street view 2011-2021 (Google Maps 2021)

#### **Historical Databases and Collections**

- Built Environmental Resource Directory (BERD): the online directory includes resources evaluated for listing and listed in the National Register, National Historic Landmarks, California Register, California Historical Landmarks, and California Points of Historical Interest (OHP 2021)
- California Historical Resources Inventory Database (CHRID) (City of Pasadena 2017)
- *Greene & Greene Architectural Records and Papers Collection, ca. 1896 – ca. 1963* (Columbia University n.d.)
- *American Furniture Industries Survey Collection 1977-1980* (Smithsonian National Museum of American History 1988)
- Pacific Coast Architecture Database (PCAD 2021)

#### **Historical Contexts**

- "Architecture/Historical Development of the City of Pasadena: Historic Context/Property Type Report" (City of Pasadena 1993)
- *Cultural Resources of the Recent Past, City of Pasadena* (HRG 2007)
- *East Pasadena Specific Plan: 2.0 History and Existing Conditions* (City of Pasadena 2000)
- "Historic Architectural Resources Inventory for the East Pasadena Specific Plan" (Thirtieth Street Architects, Inc. 1994)
- *East Colorado Boulevard Specific Plan* (PRM Design Group et al. 2003)
- "National Register of Historic Places Multiple Property Documentation Form: Cultural Resources of the Recent Past, City of Pasadena" (ICF Jones and Stokes 2008)
- "Heritage: A Short History of Pasadena" (City of Pasadena 2021)
- "Los Angeles Citywide Historic Context Statement, Context: Industrial Development, 1850-1980" (SurveyLA 2011)

#### **Books, Magazines and Publications**

- *Greene & Greene* (Bosley 2003)
- *Furniture Forum: a handbook of contemporary design* (1949-1975)
- *The American Bungalow 1880-1930* (Lancaster 2012)
- *Shop Drawings for Greene & Greene Furniture: 23 American Arts and Crafts Masterpieces* (Lang 2006)
- *Kem Weber, Designer and Architect* (Long 2014)
- *Greene & Greene, Furniture and Related Designs* (Makinson 1982)
- *Toward a Simpler Way of Life: The Arts & Crafts Architects of California* (Winter 1997)
- *Historic Pasadena, An Illustrated History* (Lund 1999)

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- *Architectural Digest* (1930, 1954, 1955, 1959, 1961, 1962)
- "Pasadena Permits: Shop, 920 S Raymond Ave" (*Southwest Builder and Contractor* 1920)
- "Scandinavian Modern Furniture in the Arts and Crafts Period: The Collaboration of the Greenes and the Halls," *American Furniture* (Cooke 1993)
- "Gabrielino" (Bean and Smith 1978)
- "One If by Land, Two If by Sea: Who Were the First Californians?" (Erlandson et al. 2007)
- *California Archaeology* (Moratto 1984)
- The First Angelinos: The Gabrielino Indians of Los Angeles (McCawley 1996)
- "The Del Rey Tradition and Its Place in the Prehistory of Southern California" (Sutton 2010)
- "A Suggested Chronology for Southern California Coastal Archaeology" (Wallace 1955)
- "Cultural Tradition and Ecological Adaptation on the Southern California Coast" (Warren 1968)
- "Reconceptualizing the Encinitas Tradition of Southern California" (Sutton and Gardener 2010)

#### **Genealogy Resources**

- *U.S. City Directories, 1822-1955: Pasadena 1969-1970; United States Federal Census 1910-1940; U.S., World War I Draft Registration Cards 1917-1918; California, Federal Naturalization Records, 1843-1999; California, Voter Registration, 1900-1968; California, Death Index, 1940-1997* (Ancestry.com 2021)
- Historic newspaper articles, *Los Angeles Times*, and *Pasadena Post*

#### **Other**

- Building Property Record for APNs 5748-036-001, 5748-036-002, 5748-036-032 (Los Angeles County Assessor 2021)
- Building Permits (City of Pasadena 1929, 1973, 1979, 1997)
- "Technical Assistance Series #7: How to Nominate a Resource to the California Register of Historical Resources" (OHP 2001)
- Correspondence between Mrs. Gould and Henry Greene (Greene 1944)

#### **Results**

The division of prehistory into temporal periods provides a framework for understanding culture change in years before present (BP). The earliest inhabitants to the Los Angeles Basin occurred in the Paleocoastal or Paleoindian Period terms, indicating proximity to the coast (Moratto 1984; Erlandson et al. 2007), and is generally dated between about 13,000 and 8,500 BP. These earliest inhabitants were highly mobile hunter-gatherers. Warren (1968) and others (Sutton and Gardner 2010) redefined the Millingstone Horizon as the Encinitas Tradition, which dates to between about 8,500 BP and 3,500 BP. Encinitas is a widespread cultural phenomenon distinguished by an abundance of manos and metates and a dearth of vertebrate faunal remains, projectile points, and mortar and pestle groundstone tools. Definitions of the Intermediate Period (3500–3000 B.P)

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and Late Prehistoric Period (1,500 years ago to the Mission Era in the late eighteenth century) continue to be employed as temporal periods as Wallace (1955) defined them, though understanding of cultural practices, technology, and migrations, among other aspects, has been thoroughly deepened (Sutton 2010).

The project area is within the boundaries of Gabrielino Indians' territory. The name "Gabrielino" was given by the Spanish to the Indians that lived within the boundaries of the Mission San Gabriel Arcángel. Generally, their territory included all the Los Angeles Basin, parts of the Santa Ana and Santa Monica Mountains, along the coast from Aliso Creek in the south to Topanga Canyon in the north, and San Clemente, San Nicolas, and Santa Catalina Islands. The Gabrielino spoke a dialect of the Cupan group of the Takiic language family. The Gabrielino lived in autonomous villages often connected by trails, utilizing drainages such as the Los Angeles and San Gabriel Rivers. Each village had access to hunting, collecting, and fishing areas (Bean and Smith 1978). The project area is located north of the *Aluupkenga* and the *Akuuronga* Gabrielino place names. The place-name for Pasadena is reported to have been *Punitavajat* (McCawley 1996). The nearest water source is located approximately 0.12 miles to the east of the project area.

The project area was part of Rancho Santa Anita (BLM 1870), just south of the Atchison Topeka and Santa Fe Railroad and west of Eaton Wash stream in the rural Lamanda Park neighborhood east of the Pasadena (USGS 1894). The Lamanda Park area developed as a small agricultural village and railroad stop in the 1880s and remained primarily rural until the 1920s when it was annexed by the City of Pasadena and roads were platted with sporadic residential and commercial development. Development waves in the 1920s and 1930s transformed the residential uses in the area to commercial and industrial as well as defense and aerospace development and manufacturing by the 1940s and 1950s (USGS 1928; Thirtieth Street Architects, Inc. 1994).

Development within the project area by 1930 included the Swanson and Peterson Furniture Manufacturing (P-19-184688) building at 2914 East Walnut Street, a former instrumental organ manufacturing building at the northeast corner of the project area, and several one-story, single-family dwellings along East Walnut Street, North Sunnyslope Avenue, and Nina Street (Sanborn Map Company 1930a; UCSB 1938). The 1950s brought further development to the project area along East Colorado Boulevard at the intersection of North Sunnyslope Avenue in the form of a restaurant (Gwinn's Restaurant [P-19-183488]) and the addition of a pottery manufacturing plant at 2926 East Walnut Street (Sanborn Map Company 1950a; Historicaerials.com n.d.: 1952; UCSB 1956).

Between 1956 and 1972, the single-family dwellings on the south side of Nina Street were demolished and replaced with paved parking (UCSB 1956; Historicaerials.com n.d.: 1972). The project area changed dramatically in the 1970s with the removal of the pottery manufacturing plant and replacement by a two-story concrete addition off the east elevation of the Swanson and Peterson Furniture Manufacturing (P-19-184688) building in 1973 (Historicaerials.com n.d.: 1972; UCSB 1976; Los Angeles County Assessor 2021: APN 5748-036-002). Between 1976 and 1980, the remaining single-family dwellings were demolished and replaced with the extant, single-story

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addition to the Swanson and Peterson Furniture Manufacturing (P-19-184688) building (UCSB 1976; Historicaerials.com n.d.: 1980). Gwinn's Restaurant at the corner on East Colorado Boulevard was demolished during the early 1990s (Historicaerials.com n.d.: 1992, 1993).

#### **INTERESTED HISTORICAL PARTIES CONSULTATION**

On October 22, 2021, Michael Baker International staff emailed a letter and figures depicting the project area to Pasadena Heritage and Pasadena Historical Society and Museum of History. The correspondence requested any information or concerns regarding historical resources within the project area (**Attachment 2**).

Susan N. Mossman, Executive Director of Pasadena Heritage, responded on October 22, 2021, via email with information regarding the potential historic significance of the Swanson and Peterson Furniture Manufacturing building at 2914 East Walnut Street. Andrew Salimian, Preservation Director for Pasadena Heritage, provided additional background sources regarding the building's history. No additional consultation between Michael Baker International and Pasadena Heritage has occurred. No response has been received from the Pasadena Historical Society to date.

Additionally, staff reached out to Ann Scheid, Director of the Greene and Greene Archives at the Gamble House, via email on December 9, 2021 inquiring about written records regarding Swanson and Peterson's business relationship with the Greene brothers. Ms. Scheid relayed that the Archives did not hold any specific materials relating Swanson and Peterson, but suggested relevant collections housed at the Huntington Library, the University of Texas, and Columbia University as possible research avenues. Ms. Scheid also suggested contacting Ted Bosley (recently retired Director of the Gamble House), Virginia Hales (granddaughter of Henry Greene), and John Ripley (local historian). Staff emailed Mr. Bosley and Ms. Hale on December 13, 2021 and Mr. Ripley on December 14, 2021. Mr. Bosley and Ms. Hale responded on December 14, 2021 and January 1, 2022, respectively, and both identified a letter dated March 20, 1954 from Henry Greene to David Swanson in which Greene informs Swanson where he might locate illustrations of the furniture in the Charles Pratt House in Ojai (Greene 1954). Mr. Ripley responded on December 14, 2021 and indicated that he did not know of any sources that would demonstrate a relationship between the Greene brothers and the Swanson and Peterson firm.

#### **FIELD SURVEY**

An intensive level built-environment survey of the project area and the commercial building at 2914 East Walnut Street, 2926 East Walnut Street, and 60 North Sunnyslope Avenue was conducted on October 28, 2021. Photographs and notes were taken during the survey. Notes consisted of observations of all exposed building elevations, architectural design, materials, and alterations. Photographs are presented in the DPR 523 form set (see **Attachment 3**).

Archaeological survey of the undeveloped portion of the project area north of Nina Street behind the Swanson building identified no cultural resources.

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#### **ARCHAEOLOGICAL SITE SENSITIVITY ANALYSIS**

The project is located within a highly developed commercial and industrial area. Previous ground disturbances include historical and modern construction. The project area is mapped as Urban Land of varying complexes (NRCS 2022). Urban Land is heavily modified through the creation of fills, soil import, and construction, and is typical of low sensitivity for significant prehistoric resources. While the project is close to Eaton Wash which could indicate an elevated sensitivity for prehistoric resources, no Gabrielino villages have been recorded within two miles of the project location (McCawley 1996: Map 6). Likely the project area would be an outlier for prehistoric settlement because of its distance to fresh water and known village sites (McCawley 1996:41 and references therein). Furthermore, according to the SCCIC records search, no prehistoric archaeological resources were identified within or in the vicinity of the project area. As a consequence of these factors, the prehistoric site sensitivity is low.

Many of the same factors in prehistoric site sensitivity factor in historic archaeology site sensitivity. The high degree of disturbance associated with construction, demolition, and rebuilding in the project area would likely have impacted the archaeological integrity of any historic period feature like a privy or midden. Furthermore, the association of historic archaeological features would likely be geographically closest to the built environment resource which has been evaluated and found to not be significant. Therefore, the potential to find significant historic archaeological resources is low.

#### **CALIFORNIA REGISTER AND PASADENA LANDMARK DESIGNATION EVALUATION FRAMEWORK**

The following includes an evaluation of the former industrial property at 2914 East Walnut Street in Pasadena for its eligibility to the California Register (OHP 2001) and as a Pasadena landmark using the City of Pasadena Criteria for Designation of Historic Resources. For a detailed historical development of the project area, see the Literature and Historical Maps Review results section above; for a detailed historical context of the area, see **Attachment 3**.

The criteria for eligibility in the California Register are based upon the National Register of Historic Places (National Register). To be eligible for listing in the California Register, a property must be at least 50 years of age (resources less than 50 years of age may be eligible if they can demonstrate that sufficient time has passed to understand its historical importance) and possess significance at the local, state, or national level, under one or more of the following criteria:

**Criterion 1.** It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

**Criterion 2.** It is associated with the lives of persons important in our past.

**Criterion 3.** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value.

**Criterion 4.** It has yielded, or may yield, information important in history or prehistory.

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In addition to meeting a significance criterion, a property must also have integrity or the ability to convey its significance under a majority of the seven aspects of integrity: location, design, materials, workmanship, setting, feeling, and association.

The criteria for eligibility for listing as a Pasadena landmark is outlined in Chapter 17.62.040(D)(2) of the City of Pasadena Municipal Code, which follows the National and California Register criteria applied locally. In evaluating proposed City of Pasadena landmarks, the Pasadena Preservation Commission considers the following factors:

**Criterion A.** It is associated with events that have made a significant contribution to the broad patterns of the history of the City.

**Criterion B.** It is associated with the lives of persons who are significant in the history of the City.

**Criterion C.** It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is significant to the City, or possesses artistic values of significance to the City.

**Criterion D.** It has yielded, or may yield, information important in history or prehistory.

#### **California Register and Pasadena Landmark Evaluations**

*California Register Criterion 1/Pasadena Landmark Criterion A* – Research did not demonstrate that this property is associated with events significant to the broad patterns of our history at the local, state, or national level. No demonstrably significant events are known to have occurred at the property or as a result of its presence in the community, and it does not appear to be singularly important within the context of industrial development in Pasadena. The Lamanda Park area, annexed by Pasadena prior to the construction of the subject property, was not a particularly early or noteworthy industrial hub relative to the timeline and nature of industrial development citywide. Until recent decades, the immediate vicinity of the subject property consisted of a mix of residences, commercial establishments, and a few manufacturing facilities, indicating that this neighborhood was not a predominantly industrial corridor at any point during the early or mid-twentieth century. The property is not known to have ushered in any new or influential industrial practices or to have made a significant contribution to other broad patterns of local, regional, state, or national culture and history. Therefore, the property is recommended not eligible for listing in the California Register under Criterion 1 or as a Pasadena landmark under Criterion A.

*California Register Criterion 2/Pasadena Landmark Criterion B* – Source materials consulted during research failed to support that Swanson and Peterson were prominent, prolific master artisans within the context of American furniture manufacturing, particularly during the years in which they occupied the subject property. Prior to forming their partnership, Swanson and Peterson had both been employed by the Hall Manufacturing Company, during which time they worked on multiple high-profile furniture-making projects for famed architect brothers Charles Sumner Greene and Henry Mather Greene, who were pioneers of the Craftsman architectural style. On the whole, it



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appears that Swanson and Peterson carried out much of their most noteworthy work during this early period. The dissolution of the Greene and Greene firm and the closure of the Hall Manufacturing Company occurred during the early 1920s, well before Swanson and Peterson occupied the property in question. Swanson and Peterson formally partnered in 1924 and first began production in a factory at 920 South Raymond Avenue. By the time the factory at 2914 East Walnut Street was completed in 1929, the popularity of Craftsman architecture and related custom-made furniture had rapidly declined. As such, any significant association that Swanson and Peterson had with the Greene brothers and Craftsman furnishings predates the development of the subject factory by several years. From the 1930s onward, Swanson and Peterson largely transitioned to producing office furniture and offering furniture repair services. In 1935, the company designed and built the furniture for the Art Deco-style *Los Angeles Times* building, but no other post-1930 projects of such caliber could be linked to them through research. Beyond advertisements in local newspapers and a few architectural magazines, little information was revealed about Swanson and Peterson's work during the years in which they operated their business at the subject property, suggesting they weren't widely known or regarded as significant masters of their trade during that period. For this reason, the subject property is recommended not eligible under California Register Criterion 2 or Pasadena Landmark Criterion B.

*California Register Criterion 3/Pasadena Landmark Criterion C* – The original 1929-built building of the subject property was designed by renowned and master Los Angeles-based architect McNeal Swasey during his professional partnership with architect Benjamin Hayne. Swasey was well known during his tenure for his Spanish and Mediterranean-influenced period revival designs. A prolific architect, he co-designed many Los Angeles-area landmarks while working as a project manager for celebrated architect Myron Hunt, and went on to design many residential, civic, and commercial buildings in the greater Los Angeles area. However, the subject property is a modest, unexemplary representation of Swasey's broader body of work. The building lacks striking architectural elements and high artistic value, and it is not one of the notable buildings designed by Swasey and Hayne during their partnership. Beyond the original building permit and a single mention in the *Pasadena Post*, no information was uncovered during research that would suggest that Manfred Magnusson, the contractor on the project, was a master builder among his contemporaries in Pasadena (*Pasadena Post* 1929c; City of Pasadena 1929). The later buildings located at 2926 East Walnut Street and 60 North Sunnyslope Avenue, added in 1973 and 1979, respectively, are not individually exceptional for their design or method of construction. As such, the subject property is recommended not eligible under California Register Criterion 3 or Pasadena Landmark Criterion C as the work of a master architect or builder, or for its artistic value.

As a property type, the original building at 2914 East Walnut Street can be characterized as an industrial daylight factory. The SurveyLA citywide historic context statement "Industrial Development, 1850-1980" describes important examples of this property type as being significant because they embody a unique historical method of construction. Industrial daylight factories, most of which were constructed between 1910 and 1940—a period bookended by the introduction of steel-sash windows followed by the proliferation of fluorescent lighting—utilized large windows and distinctive roof forms to maximize interior light. The subject building is not an

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excellent example of the type. While it incorporates some features of an industrial daylight factory, it has fewer defining characteristics in comparison to other more representative examples in Pasadena. For instance, while the building has industrial steel-sash windows, the windows are not arranged in continuous or oversized bays. It has a partial sawtooth roofline, but the majority of the roof is flat. In September 2021, City of Pasadena staff determined another former furniture manufacturing building, located at 403-421 South Raymond Avenue, to be eligible for listing as a landmark under Pasadena Landmark Criterion C as a significant example of an industrial daylight factory (Reyes 2021). When comparing the subject building and the facility at 403-421 South Raymond Avenue, which was built five years earlier, it is clear that the latter factory is a more distinct example of the type in terms of its scale, its expansive steel-sash windows, and its dominant sawtooth roof. In this vein, the subject property is recommended not eligible under California Register Criterion 3 or Pasadena Landmark Criterion C because it does not embody the distinctive characteristics of a type, architectural style, period, or method of construction.

*California Register Criterion 4/Pasadena Landmark Criterion D* – The property is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of important information pertaining to significant events, people, or architectural style. Therefore, the property is recommended not eligible for listing under California Register Criterion 4 or Pasadena Landmark Criterion D.

*Integrity* – This property retains integrity of location, but it no longer retains integrity of setting because modern infill and commercial development have supplanted much of its formerly industrial surroundings along East Walnut Street. The property also no longer retains integrity of association because it no longer serves an industrial manufacturing purpose. Although the original brick building has undergone some exterior modifications and the footprint of the facility has been greatly expanded on its south and east sides, the property generally retains integrity of location, design, materials, workmanship, and feeling to its initial period of construction. However, the property lacks significance under any of the California Register or Pasadena Landmark criteria, and is therefore not eligible for listing in either register.

*Conclusion* – Lacking significance under any of the above listed criteria, the subject property is recommended not eligible for listing in the California Register nor as a City of Pasadena landmark. Therefore, it is not a historical resource as defined by CEQA Section 15064.5(a).

## **SUMMARY OF FINDINGS AND RECOMMENDATIONS**

The SCCIC records search, literature review, historical map review, interested parties consultation, field survey, and evaluation identified no historical or archaeological resources, as defined by CEQA Guidelines Section 15064.5(a), within the project area. The archaeological site sensitivity analysis conducted for the project concluded that the project area has a low sensitivity for prehistoric and historic period archaeological resources.

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While research suggests that archaeological sensitivity is low within the project area, there is the potential to identify resources during earth-moving activities. Impacts to archaeological resources will be avoided through implementation of the City's General Plan Mitigation Monitoring and Reporting Program, Mitigation Measure 4-1 (Morse 2015):

**4-1** If cultural resources are discovered during construction of land development projects in Pasadena that may be eligible for listing in the California Register for Historic Resources, all ground disturbing activities in the immediate vicinity of the find shall be halted until the find is evaluated by a Registered Professional Archaeologist. If testing determines that significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; and provide a comprehensive final report including site record to the City and the South Central Coastal Information Center at California State University Fullerton. No further grading shall occur in the area of the discovery until Planning Department approves the report.

Applicable state and federal laws include California Health and Safety Code Sections 7050.5-7055, and Section 5097.98 of the California Public Resources Code.

## **PREPARER QUALIFICATIONS**

This report was prepared by Michael Baker International Senior Architectural Historian Aisha Fike, Architectural Historian Michelle Van Meter, and Senior Archaeologist Kholood Abdo. Senior Cultural Resources Manager Margo Nayyar provided QA/QC review.

### **MICHELLE VAN METER, ARCHITECTURAL HISTORIAN**

Ms. Van Meter is an architectural historian with more than three years of full-time professional experience in cultural resources management. She has conducted fieldwork and research throughout California and has authored and contributed to historic resource inventory and evaluation reports for a variety of municipal, state, and federal clients. Her technical expertise is well suited for archival research, field recordation, and preparation of architectural descriptions, historic contexts, and evaluations. Through her academics and work experience, Ms. Van Meter meets the Secretary of the Interior's Professional Qualification Standards in history and architectural history.

### **KHOLOOD ABDO, SENIOR ARCHAEOLOGIST**

Ms. Abdo is an archaeologist with 26 years of experience in prehistoric and historical archaeology and cultural resources management. Her experience includes writing technical reports, including National Environmental Policy Act (NEPA), National Historic Preservation Act (NHPA), and CEQA compliance documents. She has supervised and managed all phases of archaeological fieldwork, including survey, Phase II testing and evaluations and data recovery, and monitoring at sites throughout California and Arizona since 1999. In her current capacity as senior archaeologist and

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laboratory director, Ms. Abdo oversees the processing, analysis, and curation of artifact collections from both prehistoric and historical sites. Her cultural material analysis experience includes flaked and ground stone lithics, glass, prehistoric and historic ceramic, and bead analysis. Ms. Abdo meets the Secretary of the Interior's Professional Qualification Standards for prehistory and historical archaeology.

#### **AISHA FIKE, SENIOR ARCHITECTURAL HISTORIAN**

Ms. Fike is a senior architectural historian and cultural resources specialist with 12 years of experience in cultural resource management. She is skilled in conducting historic research and completing field inventories and site assessments. Ms. Fike has completed numerous documentations in support of a range of projects requiring compliance with CEQA and various local agency regulations, such as Chapter 9, Division 22 of the Los Angeles Administrative Code (Cultural Heritage Ordinance) and Chapter 9, Article 6, Title 17 of the City of Pasadena Municipal Code (Historic Preservation Zoning Code). As the lead architectural historian on multiple California-based development, redevelopment, and transportation projects, Ms. Fike has acquired expertise in assessing both direct and indirect impacts to historic resources and in preparing Historic Resource Inventory and Evaluation Reports, DPR 523 Forms, cultural resources sections of environmental documents, finding of effects documents, and Secretary of the Interior Standards analyses. Ms. Fike served on the board of the Northern California Chapter of the Documentation and Conservation of buildings, sites, and neighborhoods of the modern movement (Docomomo/Noca). Ms. Fike meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history.

#### **MARGO NAYYAR, SENIOR CULTURAL RESOURCES MANAGER**

Senior Cultural Resources Manager Margo Nayyar provided QA/QC review of this report and evaluation. Ms. Nayyar is an architectural historian with 12 years of cultural management experience in California, Nevada, Arizona, Idaho, Texas, and Mississippi. Her experience includes built environment surveys, evaluation of historic-era resources using guidelines outlined in the National and California Registers, and preparation of cultural resources technical studies pursuant to CEQA and Section 106 of the NHPA, including identification studies, finding of effect documents, memorandum of agreements, programmatic agreements, and Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscapes Survey mitigation documentation. She prepares cultural resources environmental document sections for CEQA environmental documents including infill checklists, initial studies, and environmental impact reports, as well as NEPA environmental documents, including environmental impact statements and environmental assessments. She also specializes in municipal preservation planning, historic preservation ordinance updates, Native American consultation, and provision of Certified Local Government training to interested local governments. She develops Survey 123 and Esri Collector applications for large-scale historic resources surveys, and authors National Register nomination packets. Ms. Nayyar meets the Secretary of the Interior's Professional Qualification Standards for history and architectural history.

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Sincerely,



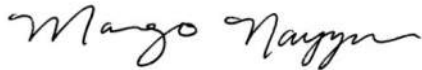
Michelle Van Meter, MA  
Architectural Historian



Kholood Abdo, RPA  
Senior Archaeologist



Aisha Fike, MA  
Senior Architectural  
Historian



Margo Nayyar, MA  
Senior Cultural Resources  
Manager

Attachments:

**Attachment 1** – Figures

**Attachment 2** – Interested Parties Consultation Letters

**Attachment 3** – DPR 523 Forms

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RE: CULTURAL RESOURCES TECHNICAL MEMORANDUM FOR THE RUSNAK PORSCHE PASADENA PROJECT, CITY OF PASADENA, LOS ANGELES COUNTY, CALIFORNIA

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# **Attachment 1**

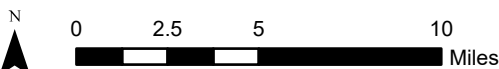
## **Figures**



 Project Location

RUSNAK PORSCHE DEALERSHIP

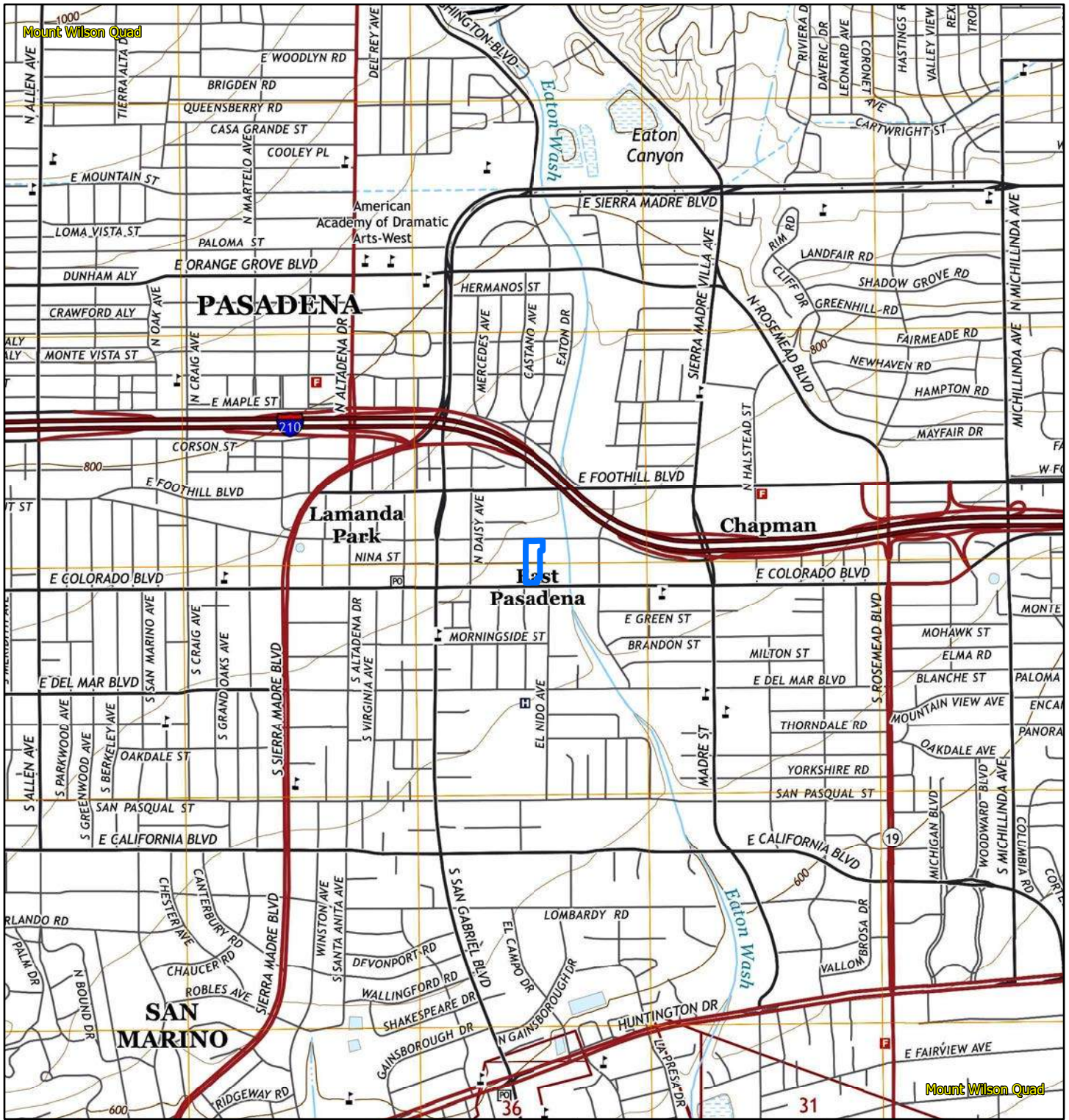
**Michael Baker**  
INTERNATIONAL



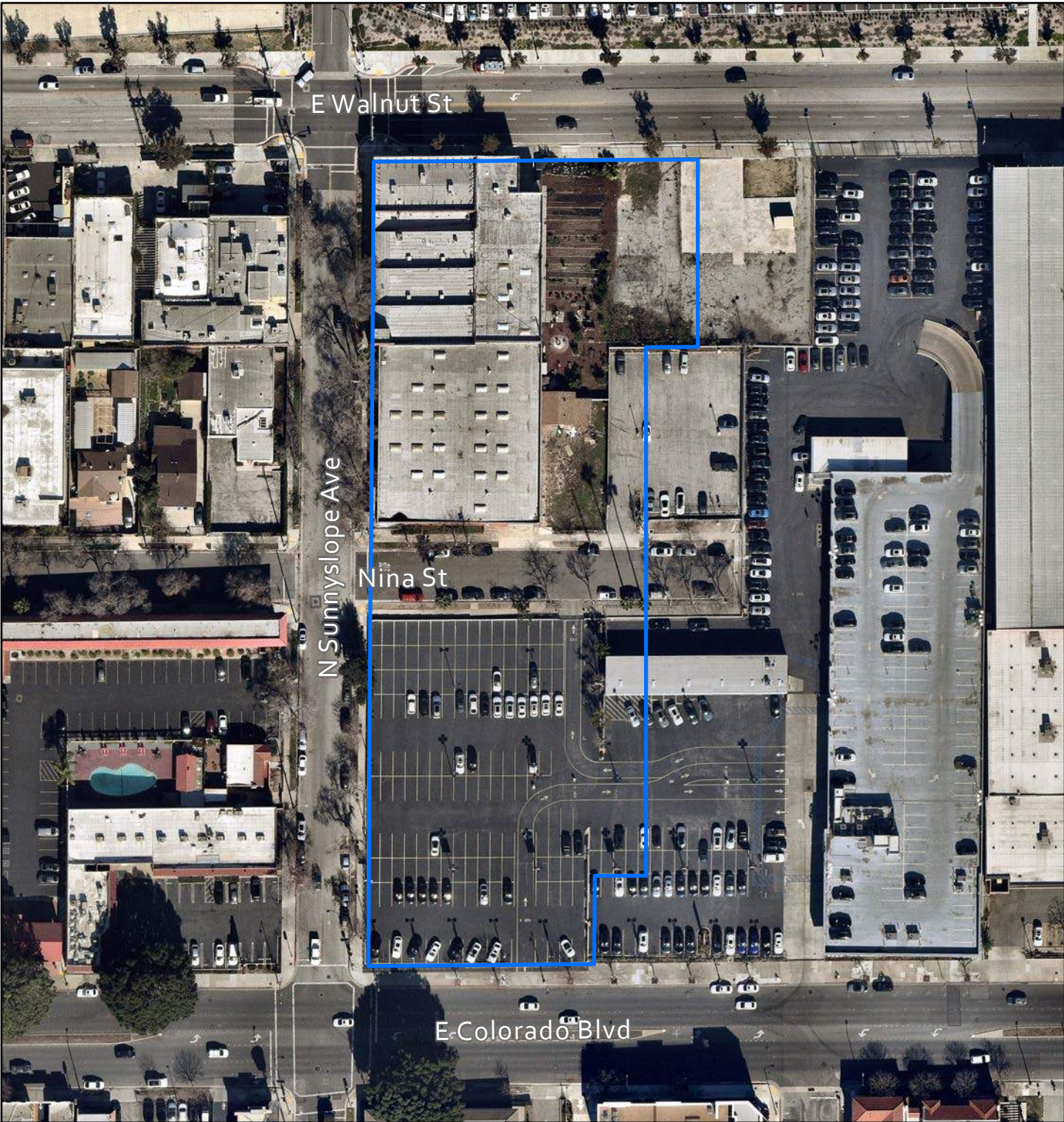
Source: Esri, ArcGIS Online, National Geographic World Map: Pasadena, California

## Regional Vicinity

Figure 1



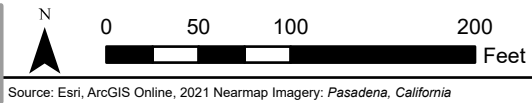
 Project Site



 Project Site

RUSNAK PORSCHE DEALERSHIP

**Michael Baker**  
INTERNATIONAL



**Project Site**

Figure 3

**Attachment 2**  
**Interested Parties Consultation**  
**Letters**



**From:** [Fike, Aisha](#)  
**To:** [smossman@pasadenaheritage.org](mailto:smossman@pasadenaheritage.org)  
**Subject:** Rusnak Porsche Dealership Project historical consult  
**Date:** Friday, October 22, 2021 1:13:00 PM  
**Attachments:** [RusnakDealership\\_Pasadena\\_Heritage\\_102221.pdf](#)

---

Dear Ms. Mossman, attached please find the historical consultation letter per CEQA for the Rusnak Porsche Dealership.

Thank you kindly,

**Aisha Fike** | Senior Architectural Historian  
2025 First Avenue #1150 | Seattle, WA 98121 | [M] 925-395-3539  
aisha.fike@mbakerintl.com | [www.mbakertnl.com](http://www.mbakertnl.com)



October 22, 2021

**PASADENA HERITAGE**

SUE MOSSMAN, EXECUTIVE DIRECTOR

651 S ST. JOHN AVE

PASADENA, CA 91105

via email: [smossman@pasadenaheritage.org](mailto:smossman@pasadenaheritage.org)

**RE: CONSULTATION FOR THE RUSNAK PORSCHE DEALERSHIP PROJECT, CITY OF PASADENA,  
LOS ANGELES COUNTY, CALIFORNIA**

Dear Ms. Mossman:

Michael Baker International is conducting a cultural resources investigation for the Rusnak Porsche Dealership Project (project) for the City of Pasadena, Planning & Development Department. The project contains eight parcels located north of East Colorado Blvd, south of Walnut Street, and east of North Sunnyslope Dr, in the City of Pasadena, as depicted on the accompanying figures (see **Attachment 1**).

The project proposes the construction and operation of an automotive dealership located across eight parcels within the City. The proposed project is 154,638 sf (3.55 acres) and includes two structures: a dealership building which would be two levels and a carwash building. The dealership building would be in the center of the project site and would be two levels with a total of 101,470 sf. The dealership building would be surrounded by surface parking designed for inventory display and customer parking. The automated carwash building would be located in the northeastern portion of the site, with a total of 2,960 sf and would serve cars from the existing automotive dealership to the east of the project and cars from the proposed project itself. The project site is currently occupied by three commercial buildings (built ca. 1929, 1973, 1980), and an industrial building (ca. 1990). Under the proposed Project, all existing buildings, landscaping and vegetation, and all driveways except one (located south of Nina Street on North Sunnyslope Drive) would be removed.

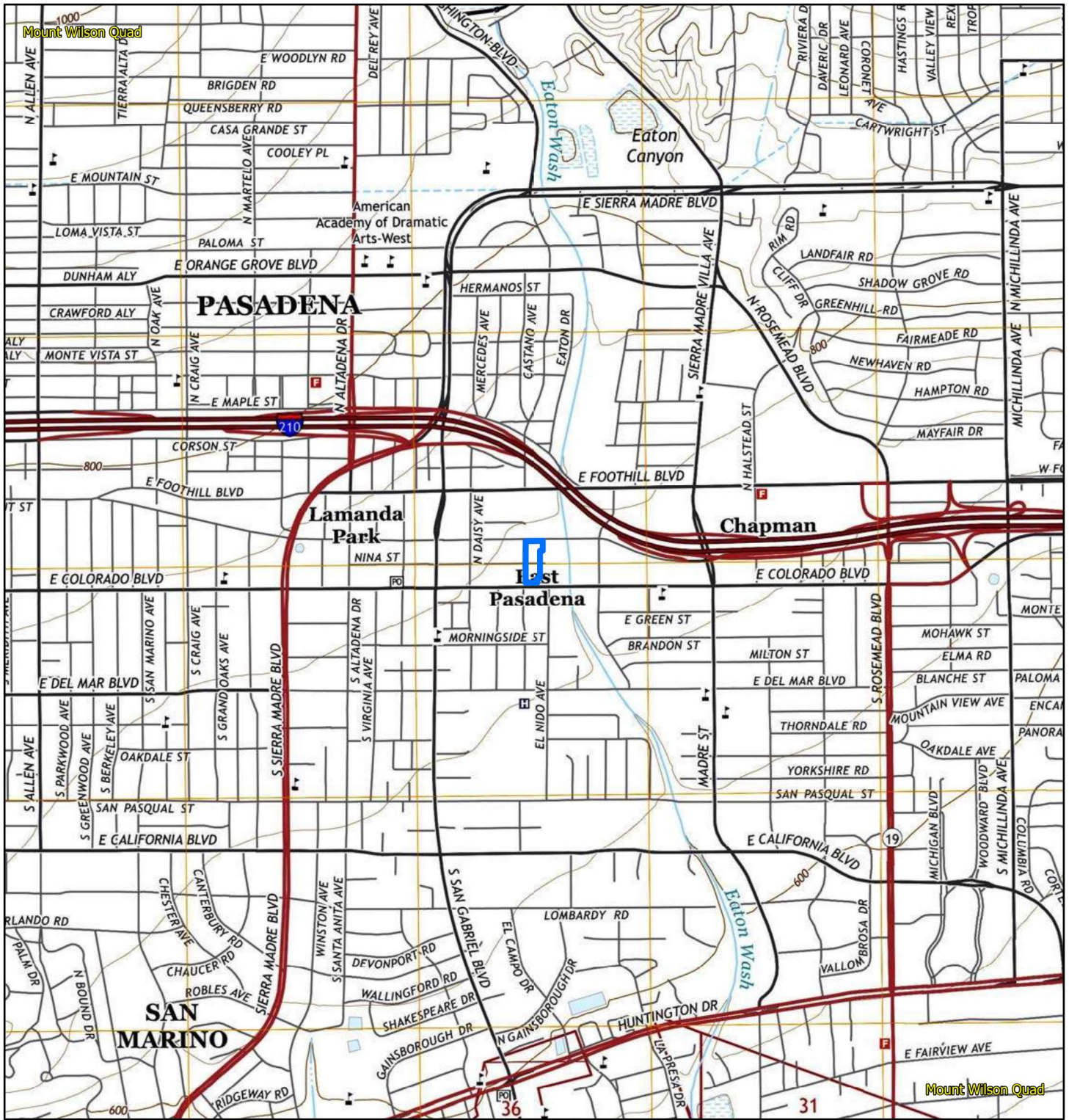
Please notify us if your organization has any information or concerns about historical resources on the project site. This is not a request for research; it is solely a request for public input related to any concerns that the Los Angeles City Historical Society may have. If you have any questions, please contact me at your earliest convenience at [aisha.fike@mbakerintl.com](mailto:aisha.fike@mbakerintl.com) or (925) 925-3539.

Sincerely,



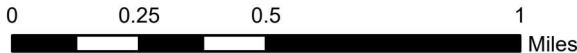
Aisha Fike, MA  
Architectural Historian

Attachments:  
**Attachment 1 - Figures**



 Project Site

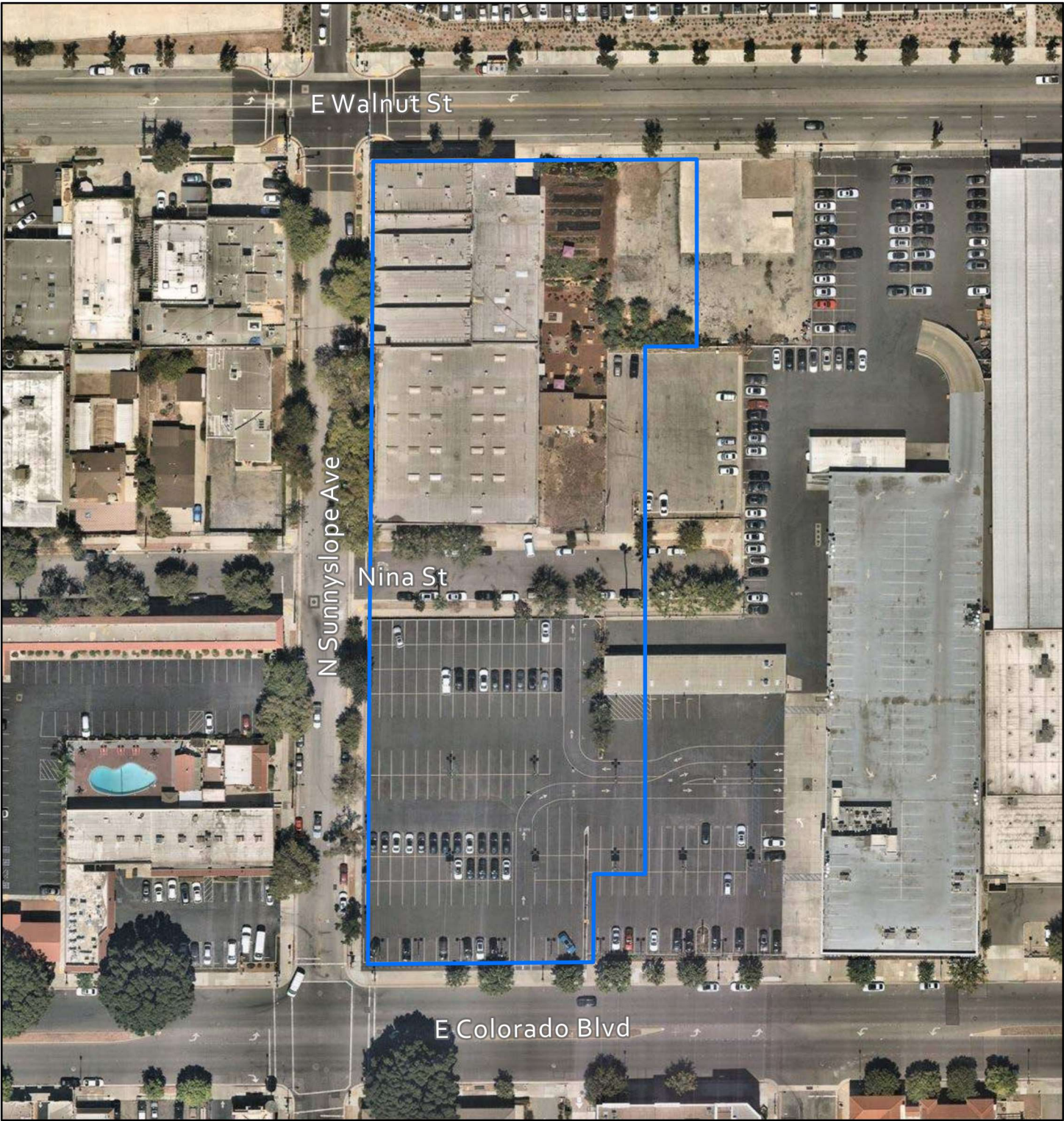
**Michael Baker**  
INTERNATIONAL



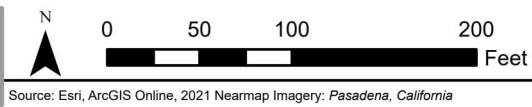
Source: Esri, ArcGIS Online, USGS 7.5-Minute topographic quadrangle maps (2018): Pasadena, California

2915 E COLORADO BLVD.,  
PASADENA, CA 91107  
**Project Vicinity**

Figure 2



2915 E COLORADO BLVD.,  
PASADENA, CA 91107  
**Project Site**



Source: Esri, ArcGIS Online, 2021 Nearmap Imagery: Pasadena, California

Figure 3

**From:** Andrew Salimian  
**To:** [Fike, Aisha](#)  
**Cc:** [Sue Mossman](#)  
**Subject:** Re: EXTERNAL: Re: Rusnak Porsche Dealership Project historical consult  
**Date:** Friday, October 22, 2021 4:38:06 PM

---

Oh yes, that building on the east is added on as well. The original permit shows the building was 76' by 137', which coincides with the corner mass. You can access some permit info from the City's website here:

[https://mypermits.cityofpasadena.net/EnerGov\\_Prod/SelfService#/home](https://mypermits.cityofpasadena.net/EnerGov_Prod/SelfService#/home) but it might be worth contacting the Design and Historic Preservation department to see if they have more info. There are hard files in the Permit Center basement. Pre-COVID you could get in there, but I think they're still closed to the public. They'll probably help out if you tell them you're doing research for Rusnak though.

**Andrew Salimian**

Preservation Director

O: (626) 441-6333 x19

C: (516) 662-6425

[asalimian@pasadenaheritage.org](mailto:asalimian@pasadenaheritage.org)

**CORONAVIRUS POLICY:** Out of an abundance of caution, Pasadena Heritage staff may be working from home. I still have access to email, but you can additionally be reached on my personal cell.



On Oct 22, 2021, at 4:28 PM, Fike, Aisha <[Aisha.Fike@mbakerintl.com](mailto:Aisha.Fike@mbakerintl.com)> wrote:

Thank you so much Andrew. I appreciate this info, its so helpful. Thank you for clarifying the rear addition on Nina Street, I wasn't sure yet if it was a separate property. But do you know if its connected on the interior and still part of it? Do you also know if the building next to it on E Walnut (2926 E Walnut) is a later addition or a separate property?

Thank you again!

Aisha

---

**From:** Andrew Salimian <[asalimian@pasadenaheritage.org](mailto:asalimian@pasadenaheritage.org)>

**Sent:** Friday, October 22, 2021 4:08 PM

**To:** Fike, Aisha <[Aisha.Fike@mbakerintl.com](mailto:Aisha.Fike@mbakerintl.com)>

**Cc:** Sue Mossman <[smossman@pasadenaheritage.org](mailto:smossman@pasadenaheritage.org)>

**Subject:** Re: EXTERNAL: Re: Rusnak Porsche Dealership Project historical consult

Hello Aisha,

Thank you for contacting us about this building. The building is the Swanson & Peterson Furniture Factory, led by two Swedish woodworkers who were influential in the Craftsman era. Both worked for the Hall brothers and are known best for the contributions to the Greene & Green ultimate bungalows. David Swanson was the shop foreman for the Halls, and Erik Peterson was one of the “premier chairmakers.” After the Craftsman era, they partnered and began making some more modern furniture, although they seemed to do some specialty work for Henry Greene late into the 40s. There is some very basic info on the whole woodworking scene here: <http://www.chipstone.org/article.php/388/American-Furniture-1993/Scandinavian-Modern-Furniture-in-the-Arts-and-Crafts-Period:-The-Collaboration-of-the-Greenes-and-the-Halls>

I don't have access to any historic photos unfortunately, but the building has a wonderful sawtooth roof with skylights. I've always thought it would make sense to locate the showroom/offices in the historic building at the corner and then add on to the back. There's a later rear addition that gets to Nina Street, which I assume is not historic.

One note, when doing research on this area, sometimes it is mentioned as Lamanda Park, even though it was incorporated into Pasadena at the time. Some more documents attached below:

Local researcher Tim Gregory did a report on David Swanson's private residence, but uncovered some of the history in the report below:

Here's a letter from Henry Greene mentioning the factory and including an invoice from 1944:

And attached below are the old permit files:

Similarly, attached here is an article from the LA Times in 1929 detailing the factory construction and the architects (Swasey and Hayne):

And finally, an add for the company in the Fall 1962 Architectural Digest issue.

I hope this gives you some info to start out. Historic photos would be wonderful to locate if they exist.

**Andrew Salimian**  
Preservation Director  
O: (626) 441-6333 x19  
C: (516) 662-6425  
[asalimian@pasadenaheritage.org](mailto:asalimian@pasadenaheritage.org)

**CORONAVIRUS POLICY:** Out of an abundance of caution, Pasadena Heritage staff may be working from home. I still have access to email, but you can additionally be reached on my personal cell.

<image001.jpg>

On Oct 22, 2021, at 3:15 PM, Fike, Aisha <[Aisha.Fike@mbakerintl.com](mailto:Aisha.Fike@mbakerintl.com)> wrote:

Great. Thank you so much for getting back to me. I do plan on taking a close look at that building and would appreciate any available historic photos and anything Andrew has collected.

Aisha

---

**From:** Sue Mossman <[smossman@pasadenaheritage.org](mailto:smossman@pasadenaheritage.org)>  
**Sent:** Friday, October 22, 2021 3:06 PM  
**To:** Fike, Aisha <[Aisha.Fike@mbakerintl.com](mailto:Aisha.Fike@mbakerintl.com)>  
**Cc:** Andrew Salimian <[asalimian@pasadenaheritage.org](mailto:asalimian@pasadenaheritage.org)>  
**Subject:** EXTERNAL: Re: Rusnak Porsche Dealership Project historical consult

Hello Aisha - thank you for getting in touch with us about this project proposal.

We were that Rusnak was planning to use the site for its Porsche dealership, and had looked at the 1923 building as one that potentially has historic significance. We urge you to study this building in particular as part of your review. I am copying Andrew Salimian herewith who may be able to send you the information we found related to this site.

Please keep us informed as your work goes forward.

Sincerely,  
Sue Mossman

**Susan N. Mossman**

Executive Director

<image001.jpg>

651 S. St. John Avenue | Pasadena, CA 91105  
T. 626-441-6333 ext 14 | [smossman@pasadenaheritage.org](mailto:smossman@pasadenaheritage.org)  
[website](#) | [email](#) | [facebook](#) | [twitter](#) | [flickr](#) | [join now](#)

On Oct 22, 2021, at 1:13 PM, Fike, Aisha  
<[Aisha.Fike@mbakerintl.com](mailto:Aisha.Fike@mbakerintl.com)> wrote:

<RusnakDealership\_Pasadena Heritage\_102221.pdf>



**From:** [Fike, Aisha](#)  
**To:** [info@pasadenahistory.org](mailto:info@pasadenahistory.org)  
**Subject:** Rusnak Porsche Dealership Project historical consult  
**Date:** Friday, October 22, 2021 1:23:00 PM  
**Attachments:** [RusnakDealership\\_PasadenaHistoricalSociety\\_102221.pdf](#)

---

To the Pasadena Historical Society and Museum of History, attached please find the historical consultation letter per CEQA for the Rusnak Porsche Dealership.

Thank you kindly,

**Aisha Fike** | Senior Architectural Historian  
2025 First Avenue #1150 | Seattle, WA 98121 | [M] 925-395-3539  
[aisha.fike@mbakerintl.com](mailto:aisha.fike@mbakerintl.com) | [www.mbakerintl.com](http://www.mbakerintl.com)



October 22, 2021

**PASADENA HISTORICAL SOCIETY  
PASADENA MUSEUM OF HISTORY**  
479 W. WALNUT ST  
PASADENA, CA 91103  
via email: [info@pasadenahistory.org](mailto:info@pasadenahistory.org)

**RE: CONSULTATION FOR THE RUSNAK PORSCHE DEALERSHIP PROJECT, CITY OF PASADENA,  
LOS ANGELES COUNTY, CALIFORNIA**

To whom it may concern:

Michael Baker International is conducting a cultural resources investigation for the Rusnak Porsche Dealership Project (project) for the City of Pasadena, Planning & Development Department. The project contains eight parcels located north of East Colorado Blvd, south of Walnut Street, and east of North Sunnyslope Dr, in the City of Pasadena, as depicted on the accompanying figures (see **Attachment 1**).

The project proposes the construction and operation of an automotive dealership located across eight parcels within the City. The proposed project is 154,638 sf (3.55 acres) and includes two structures: a dealership building which would be two levels and a carwash building. The dealership building would be in the center of the project site and would be two levels with a total of 101,470 sf. The dealership building would be surrounded by surface parking designed for inventory display and customer parking. The automated carwash building would be located in the northeastern portion of the site, with a total of 2,960 sf and would serve cars from the existing automotive dealership to the east of the project and cars from the proposed project itself. The project site is currently occupied by three commercial buildings (built ca. 1929, 1973, 1980), and an industrial building (ca. 1990). Under the proposed Project, all existing buildings, landscaping and vegetation, and all driveways except one (located south of Nina Street on North Sunnyslope Drive) would be removed.

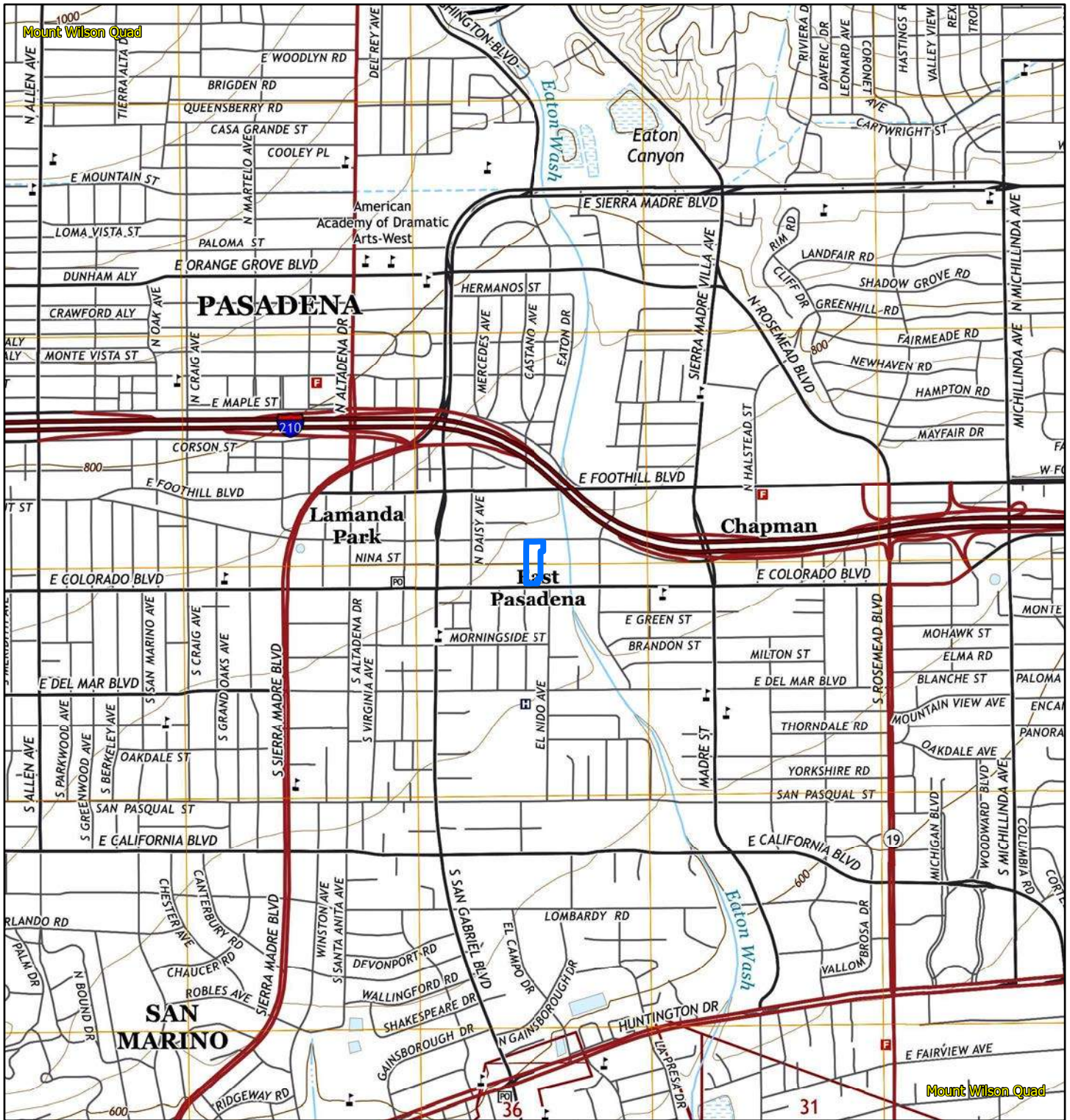
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Sincerely,

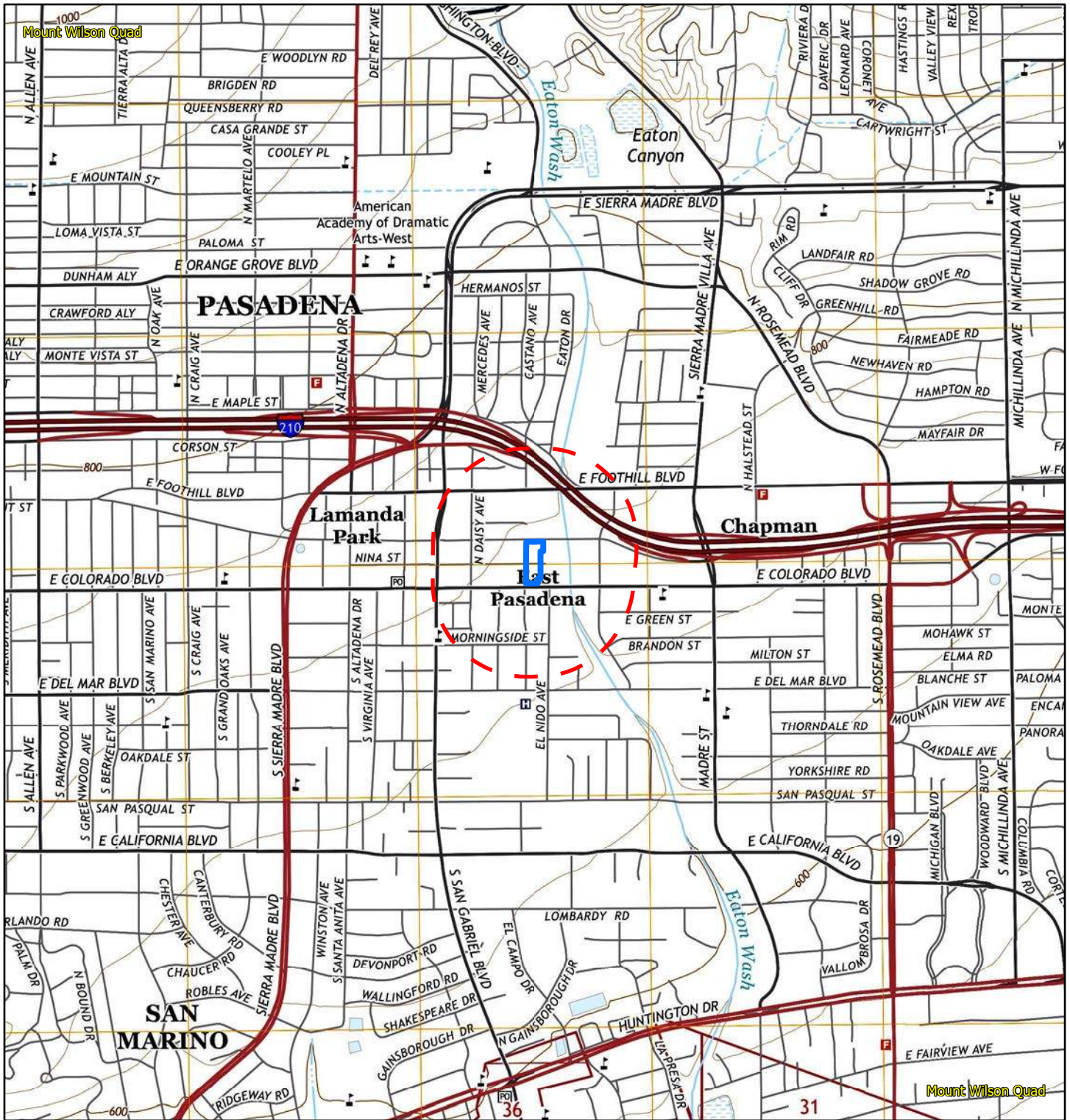


Aisha Fike, MA  
Architectural Historian

Attachments:  
**Attachment 1 - Figures**



 Project Site



- Project Site
- 1/4 Mile Search Area

# **Attachment 3**

## **DPR 523 Forms**

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # P-19-184688

HRI #

Trinomial

NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 21

\*Resource Name or #: Swanson and Peterson Furniture Manufacturing

**P1. Other Identifier:** N/A

\***P2. Location:**  **Unrestricted**

\***a. County:** Los Angeles

\***b. USGS 7.5' Quad:** *Mt. Wilson, Calif.* **Date:** 1995 **T** 1N; **R** 12W; Rancho Santa Anita; San Bernardino Base Meridian S.B.B.M

**c. Address:** 2914 East Walnut Street; 2926 East Walnut Street; 60 North Sunnyslope Avenue **City:** Pasadena **Zip:** 91107

**d. UTM:** Zone 11S, 399490mE/ 3779073mN

**e. Other Locational Data:** APN 5748-036-001; APN 5748-036-002; APN 5748-036-032

\***P3a. Description:**

This two-story brick building is located at the southeast corner of the intersection of East Walnut Street and North Sunnyslope Avenue in Pasadena, California with the addresses 2914 East Walnut Street; 2926 East Walnut Street, and 60 North Sunnyslope Avenue (**Photograph 1**). Constructed in 1929 as a furniture manufacturing facility, the building at 2914 East Walnut Street has a generally rectangular footprint set on a concrete foundation. The sawtooth roofline, comprising three clerestory risers, is largely obscured from view by a low brick parapet wall at the roof edge. The primary north façade facing East Walnut Street and the broad, secondary elevation facing North Sunnyslope Avenue are separated into full-height bays by simple brick pilasters (**Photograph 1–Photograph 3**). Fenestration consists of original multi-pane, steel-sash windows spanning the width of each bay (**Photograph 4**). The main entrance is the original opening at the center of the façade facing East Walnut Street, which contains a replacement metal-frame glazed door with rectangular sidelights and a transom (**Photograph 1**). The secondary entrance is located within the third bay of the façade facing North Sunnyslope Avenue. The entry is recessed within a stepped brick surround and features what appears to be an original or older replacement metal-frame, glazed door with single transom (**Photograph 5**). The southwest corner of the original building extent includes a garage entry with a roll-up metal door (**Photograph 2**). A two-story addition constructed in 1973—numerically identified as 2926 East Walnut Street—is attached to the east wall of the original factory building. This addition constructed of concrete blocks is fenestrated with aluminum-frame windows and a recessed garage entry at its northeast corner (**Photograph 6**). A much larger, single-story addition constructed in 1979—identified as 60 North Sunnyslope Avenue—adjoins the southern terminus of the original factory building and the south end of the addition constructed in 1973. This addition is sheathed in clay tiles that evoke the appearance of bricks (**Photograph 7**). A detached garage building built in 1997—2929 Nina Street—is located directly east of this addition (**Photograph 8**).

\***P3b. Resource Attributes:** HP8. Industrial Building

\***P4. Resources Present:**  Building

**P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)**



**Photograph 1:** See P5b for caption.

**P5b. Description of Photo:**

**Photograph 1:** Main façade north, view north from East Walnut Street. October 28, 2021.

(See Continuation Sheet for additional photos)

**P6. Date Constructed/Age and Source:**

Historic

1929 (City of Pasadena 1929)

\***P7. Owner and Address:**

PRFT, LLC  
PO Box 70589  
Pasadena, CA 91117

\***P8. Recorded by:**

Aisha Fike and Frankie Tong  
Michael Baker International  
2729 Prospect Park Drive, #220  
Rancho Cordova, CA 95670

\***P9. Date Recorded:**

October 28, 2021

\***P10. Survey Type:** Intensive Pedestrian

\***P11. Report Citation:** Van Meter, Michelle and Kholood Abdo. 2022. "Cultural Resources Technical Memorandum for the Rusnak Porsche Dealership Project, City of Pasadena Planning and Community Development Department, Pasadena, Los Angeles County, California." Rancho Cordova, CA: Michael Baker International.

\***Attachments:**  Building, Structure, and Object Record  Location Map  Continuation Sheet

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*NRHP Status Code 6Z

Page 2 of 21

\*Resource Name or # Swanson and Peterson Furniture Manufacturing

**B1. Historic Name:** Swanson and Peterson, Cabinet Makers; Swanson and Peterson Inc. Furniture Manufacturers

**B2. Common Name:** ArtWorks

**B3. Original Use:** Furniture Factory

**B4. Present Use:** Non-Profit Art Center

\***B5. Architectural Style:** Daylight Factory

\***B6. Construction History:**

Manfred Magnusson, contractor, constructed the subject factory building at 2914 East Walnut Street in 1929 using a design prepared by architects McNeal Swasey and Benjamin Hayne (City of Pasadena 1929; *Pasadena Post* 1929a, 1929b, 1929c). The original 76-foot by 137-foot footprint of building is visible on the 1930 Sanborn Map Company fire insurance map for the area (Sanborn Map Company 1930). The property was expanded in 1973 with an addition of a two-story concrete building added to the east wall of the original building (City of Pasadena 1973). The address for the addition is 2926 East Walnut Street. The property was expanded again in 1979 with a large one-story building to the south (City of Pasadena 1979). By 2013, the small, detached garage building built in 1997 at 2929 Nina Street became part of the larger property (City of Pasadena 1997; *Historicaerials.com* 2021). The original main entry door on the original building was replaced at an undetermined date.

\***B7. Moved?**  No **Date:** N/A **Original Location:** N/A

\***B8. Related Features:** N/A

**B9a. Architect:** McNeal Swasey and Benjamin Hayne

**b. Builder:** Manfred Magnusson

\***B10. Significance: Theme:** Industrial Development; Architecture

**Area:** Pasadena, California

**Period of Significance:** 1929-1969

**Property Type:** Industrial

**Applicable Criteria:** N/A

## Industrial Development of Pasadena and Lamanda Park

The City of Pasadena experienced a tremendous period of growth following its incorporation during the late nineteenth century (City of Pasadena 2021; HRG 2007). By the second decade of the century, the City began annexing the towns east of Pasadena. The area around the subject property was part of the former community named Lamanda Park, which was founded in 1885 and annexed to the City in December 1920. During its early history, Lamanda Park was a predominantly working and middle-class neighborhood of tradesmen, small farmers, and citrus packers (see Continuations Sheets).

**B11. Additional Resource Attributes:** N/A

\***B12. References:** (see Continuation Sheet)

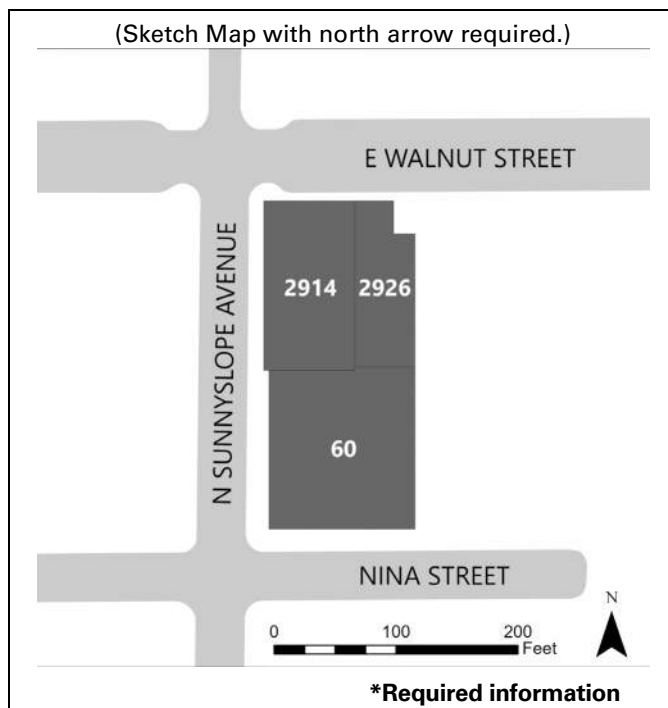
**B13. Remarks:** N/A

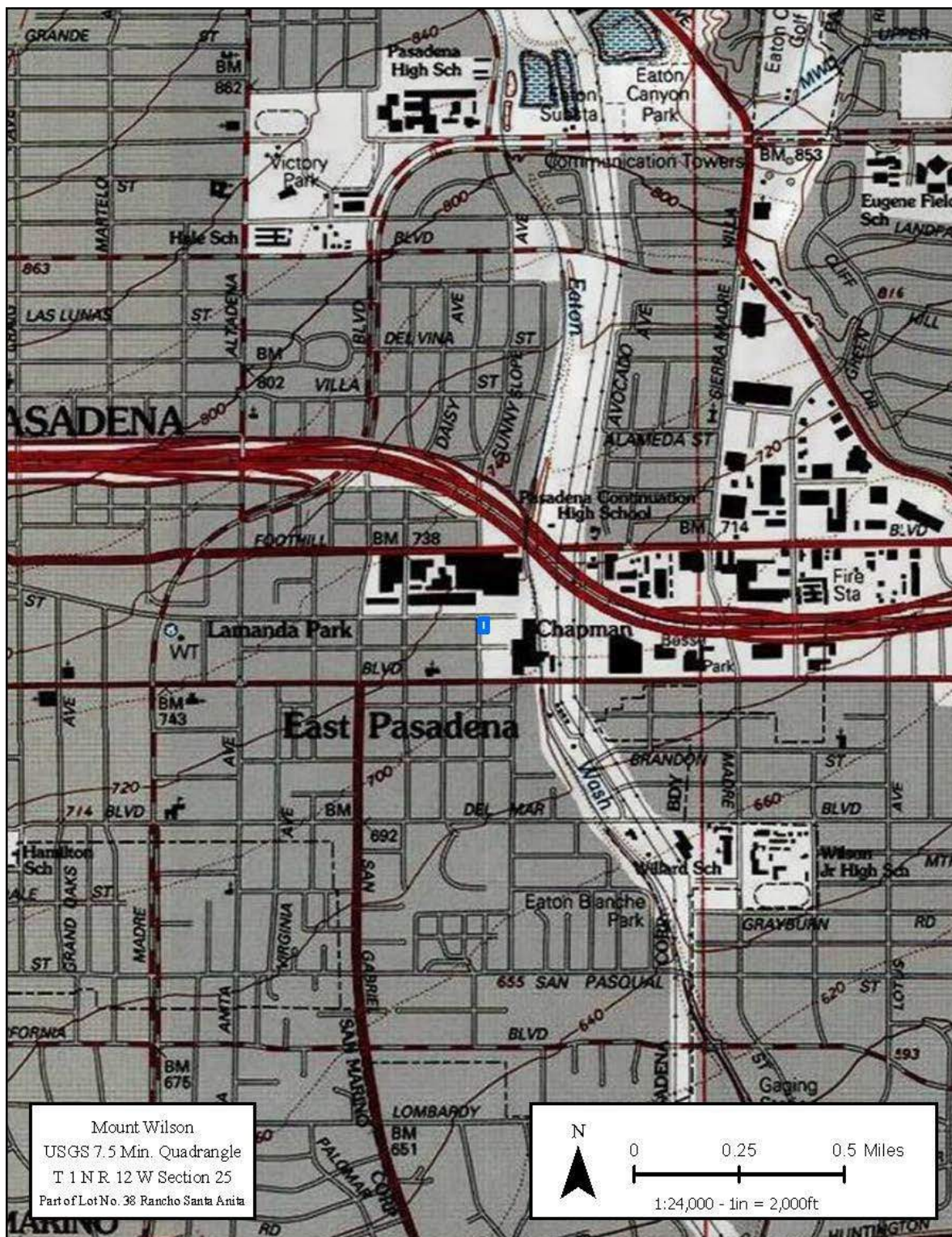
\***B14. Evaluator:**

Michelle Van Meter, Architectural Historian  
Michael Baker International  
2729 Prospect Park Drive, #220  
Rancho Cordova, CA 95670

\***Date of Evaluation:** February 18, 2022

(This space reserved for official comments.)



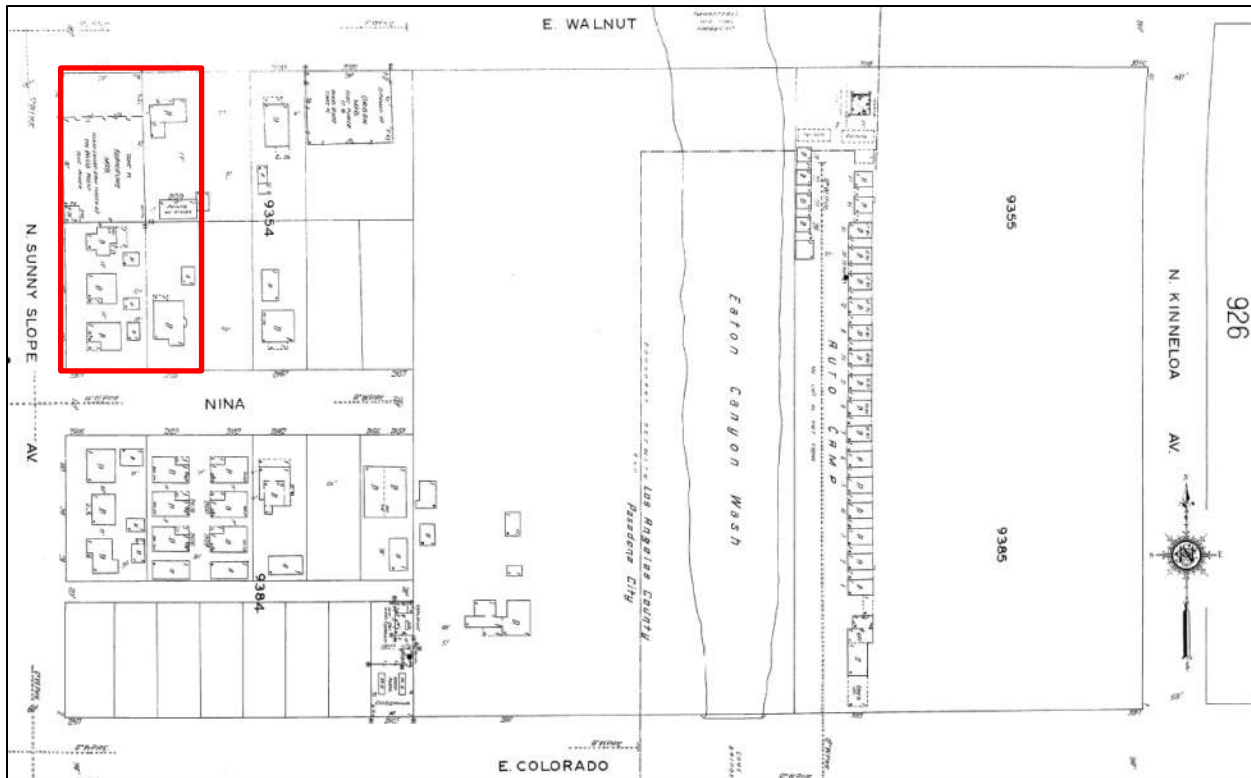




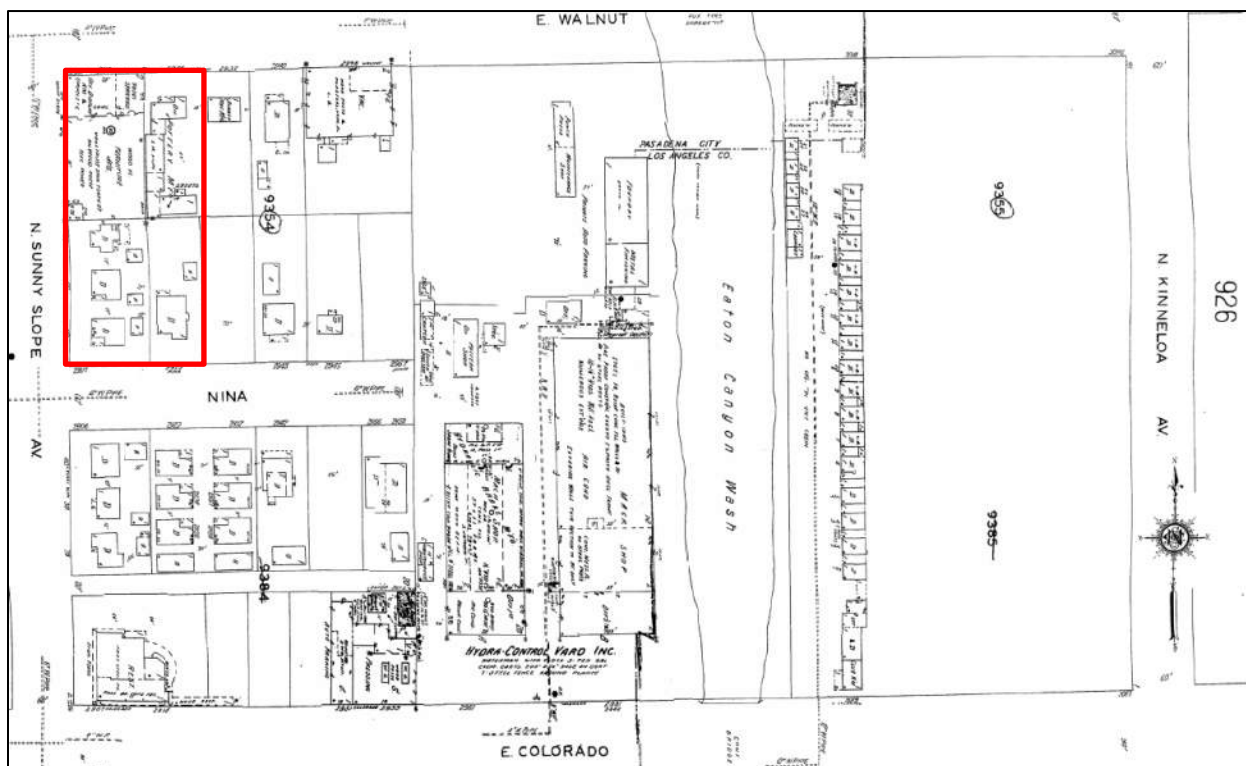
**\*B10. Significance (continued):**

**Industrial Development of Pasadena and Lamanda Park (continued)**

Pasadena experienced a building boom of commercial and industrial facilities after World War I and through the 1920s. In 1910, approximately 500 Pasadenans were employed in 88 industrial establishments. That number grew to 191 companies by 1920, employing some 1,000 people (PRM Design Group et al. 2003; City of Pasadena 1993). During this period, the primary industrial zones were centered around the railroad tracks—between Fair Oaks Avenue and Marengo Avenue—and along present-day Arroyo Parkway (City of Pasadena 1993). The Lamanda Park area, by comparison, experienced a slightly more sporadic industrial expansion pattern concentrated around East Walnut Street and East Colorado Boulevard. Sanborn Map Company fire insurance atlases dating to the 1930s and the 1950s show that the built environment surrounding the subject property consisted of a mix of residences, commercial enterprises, light industrial facilities, and even some vacant, undeveloped lots through the mid-twentieth century (**Figure 1** and **Figure 2**). The Great Depression prompted a steep decline in industrial activities as the approximately 191 industrial establishments in 1920 were reduced to 150 in 1930 and then quite dramatically to 83 by 1933 (PRM Design Group et al. 2003; City of Pasadena 1993).



**Figure 1:** 1930 Sanborn Map Company fire insurance atlas showing the predominantly residential use of the blocks bound by East Walnut Street, North Sunnyslope Avenue, and East Colorado Boulevard. The subject property is located at the intersection of East Walnut Street and North Sunnyslope Avenue (Sanborn Map Company 1930). The red outline denotes the approximate present footprint of 2914 East Walnut Street, 2926 East Walnut Street, and 60 North Sunnyslope Avenue.



**Figure 2:** 1950 Sanborn Map Company fire insurance atlas showing a mix of residential, commercial, and industrial uses of the blocks bound by East Walnut Street, North Sunnyslope Avenue, and East Colorado Boulevard (Sanborn Map Company 1950). The red outline denotes the approximate present footprint of 2914 East Walnut Street, 2926 East Walnut Street, and 60 North Sunnyslope Avenue.

### Arts and Crafts Movement in Pasadena

Numerous creative, entrepreneurial architects and artisans arrived in Pasadena around the turn of the twentieth century and brought with them an appreciation of the indigenous cultures and local materials of the region. Influenced by the English Arts and Crafts movement of the late nineteenth century, the Southern California adaptation of the Arts and Crafts philosophy began to take shape in Pasadena with this group. At the forefront of this campaign were brother architects Charles Sumner Greene and Henry Mather Greene. The Greene brothers came to Pasadena in 1893 from apprenticeships in Boston. As professional partners, Greene and Greene began crafting artful California Craftsman “bungalows” in Pasadena beginning in 1903, and completed many of their most well-known projects, including the Blacker House and Gamble House, within the decade. The bungalow emerged as a simple, garden-oriented house distinctively suited to the warm climate and lifestyle of the area with an emphasis on indoor-outdoor living spaces. Natural materials like wood, stone, and brick were often highlighted in designs. The horizontality of the facades was emphasized by moderately pitched, broad roofs with wide eave overhangs over a deeply recessed porch that provided much needed shade in the hot climate. The designs of Greene and Greene and their contemporaries gained popularity through features in magazines such as *House Beautiful*, *Good Housekeeping*, and *Architectural Record*. In turn, numerous small-scale, affordable adaptations appeared in nationally circulating pattern books and mail-order house catalogs. Because of its widespread popularity and the availability of ready-made kit plans, the Craftsman architectural style became synonymous with early suburbanization prior to the Great Depression. Identifying features of the style include low-slung, horizontal massing; low-pitch gable roofs; overhanging open eaves; exposed rafters, beams, and braces; full and partial-width covered front porches; heavy, often battered, columns and piers; and prolific use of wood, stone, stucco, and other local building materials to evoke connectivity and harmony with the natural environment (City of Pasadena 1993; HRG 2007; McAlester 2013).

### Arts and Crafts Furniture Industry in Pasadena

Wood as a material was emphasized not only in Craftsman architecture—its integration in interior furnishings was equally important. Craftsman furniture of the early twentieth century was expressed through “severely rectilinear, overengineered forms made from thick-

dimensioned stock; surface decoration reliant on the figure of ring-porous native hardwoods such as oak and ask; and visible joinery that stressed handcraftsmanship” (Cooke 1993). Whenever possible, the Greene brothers and other architects of this period turned to locally sourced materials and local furniture makers, many of whom had recently emigrated from Asian and Scandinavian countries. Brothers Peter and John Hall of the Hall Manufacturing Company worked closely with the Greenes to produce custom millwork and interior furnishings to suit their architectural creations. The company, established by Peter Hall in 1906, employed many skilled Scandinavian immigrants, including David Swanson and Erik Peterson, future owners of the subject property. A fire destroyed the Hall Manufacturing Company building in 1921 and the Halls withdrew from the furniture-making industry as commissions for interior home furnishing declined (Cooke 1993).

### Swanson and Peterson Manufacturing Company

David Swanson was born in Sweden in 1888 and immigrated to the United States in 1907, settling in Pasadena where he became employed by the Halls as a cabinet maker. In 1908, while at Hall Manufacturing, Swanson, along with colleague Bror Kohn, built the Gamble House bedroom and guest bedroom furniture designed by the Greene brothers (**Figure 3**). In 1913, Swanson left Hall Manufacturing with colleague Anton Erickson for Binderheim Studios, an interior decoration manufacturing firm. By 1920, Swanson and Erickson left Binderheim Studios to go into a brief partnership, which would be superseded by Swanson and Erik Peterson’s partnership in 1924 (Ancestry.com 2021b; Cooke 1993; Gregory 2019).

Erik W. Peterson was born in Sweden 1883 and immigrated to New York in 1903, making his way to Pasadena by 1915 where he found employment at the Hall Manufacturing Company. Peterson established himself as a renowned cabinet and chair maker while working for the Halls and produced the chair prototypes that the Hall shop copied and produced. He went into business with Swanson in 1924 (Ancestry.com 2021c; Cooke 1993). Their first location for the Swanson and Peterson Furniture Cabinet Makers company, later renamed Swanson and Peterson Furniture Manufacturing, was at 920 South Raymond Avenue. This original factory is no longer extant (*Los Angeles Times* 1929; *Southwest Builder and Contractor* 1920).

In 1929, the partners relocated to their second manufacturing facility and showroom at the subject property at 2914 East Walnut Street in Pasadena (*Los Angeles Times* 1929). With the decline in popularity of Craftsman-style custom residential furnishings, Swanson and Peterson began catering to new stylistic preferences and product demands, namely office furniture (Cooke 1993). In 1935, the company designed and built the furniture for the Art Deco-style *Los Angeles Times* building (*Los Angeles Times* 1934). By 1940, the company’s adverts began to distinguish itself as “manufacturers of store, bank and office fixtures,” cementing their target market (*Pasadena Post* 1940). However, they continued offering a range of other manufacturing and repair services, and their custom work was featured in an advert in a 1959 issue of *Architectural Digest* (**Figure 4**) (*Architectural Digest* 1959; *Los Angeles Times* 1941). By and large, though, most of their work during this period appears to have been small projects for a local clientele. While a handful of mentions of the company were found in magazine vignettes of furnished residential rooms, these mentions were brief and included alongside the furniture designers and photographers. No formal write-ups on Swanson and Peterson, in specific, were located during research.

Swanson and Peterson remained connected to the Greene brothers, in a limited capacity, through the 1940s. A letter from Henry Greene to his client Mrs. Gould, dated April 20, 1944, discussed commissioning new shelves for a bedroom in her house. Greene stated that if his preferred craftsman who had worked on Mrs. Gould’s house in 1938 was not available, Greene would have Swanson and Peterson build the piece. This demonstrates that Greene primarily worked with other woodworkers, and for this project, Swanson and Peterson were an alternative choice. In reference to the finished furniture piece, Greene also stated that Swanson and Peterson “did not know, nor do I what is the best way to ship it” and asked Mrs. Gould “if you know of a company that ships to Ventura let him know who it is, please” (Greene 1944). This implies Swanson and Peterson did not have a large sales area or a widespread customer base, if they did not know how to arrange shipping from Pasadena to Ventura, only approximately 75 miles away. In summary, no sources were revealed during research that indicated that Swanson or Peterson, as partners or individually, maintained any sort of professional relationship with the Greenes as a preferred manufacturer following the closure of the Hall Manufacturing Company and the dissolution of the Greene and Greene firm. Additionally, Swanson and Peterson appear to have had a service market that did not extend far beyond the Los Angeles metropolitan area.



**Figure 3:** Chiffoier for bedroom of the Gamble House designed by Charles and Henry Greene and built by Swanson and Bror Kohn, prior to the formation of the Swanson and Peterson firm (Cooke 1993).



**Figure 4:** Swanson and Peterson advertisement (*Architectural Digest* 1959).

### Unger-Fuss Company

Swanson and Peterson remained at 2914 East Walnut Street until 1969. Swanson died in August 1969 and Peterson passed a year later. The building sat vacant for several months before being sold to the Unger-Fuss Company, a store fixture and furniture-making business (Ancestry.com 2021a; *Los Angeles Times* 1970).

Unger-Fuss expanded the square footage of the subject property by adding a two-story concrete building addition on the east side of the factory in 1973, followed by a larger single-story addition to the south in 1979 (City of Pasadena 1973, 1979) (**Figure 5–Figure 7**). The Unger-Fuss Company vacated the site during the late 1980s (Los Angeles County Assessor 2021; Department of Consumer Affairs 2021). Beyond the few sources that referenced the Unger-Fuss Company in association with the property, no other relevant primary source materials were identified through targeted searches on Ancestry.com or Newspapers.com that would suggest that they were significant within the field of furniture manufacturing during the 1970s and 1980s while they occupied the factory.



**Figure 5:** Aerial photograph, dated December 7, 1944, showing the original extent of the Swanson and Peterson factory at 2914 East Walnut Street. The red outline denotes the approximate present footprint of 2914 East Walnut Street, 2926 East Walnut Street, and 60 North Sunnyslope Avenue (UCSB 1944).



**Figure 6:** Aerial photograph, dated March 4, 1976, showing the addition of 2926 East Walnut Street, constructed in 1973. The red outline denotes the approximate present footprint of 2914 East Walnut Street, 2926 East Walnut Street, and 60 North Sunnyslope Avenue (UCSB 1976).



**Figure 7:** Google Earth aerial photograph, dated February 20, 2021, showing the present footprint of 2914 East Walnut Street, 2926 East Walnut Street, and 60 North Sunnyslope Avenue (Google Earth 2021).

### Industrial Daylight Factory Property Type

The subject property, in its original form, is most closely aligned with the industrial daylight factory property type. An article in the *Pasadena Post* (1929b) describing the building in 1929 highlighted that the space would provide “plenty of light for the workmen,” and would increase manufacturing capabilities. For much of the nineteenth century, industrial factories were almost entirely dependent on natural light to illuminate interior production areas. Load-bearing brick exterior walls, however, could not easily accommodate large, wood-sash windows. Around the turn of the twentieth century, advances in steel technology resulted in new window types that coupled narrower steel frames and larger glazing. Large expanses of window units arranged in large bands, curtain walls, and skylights became common in factory designs, nationwide, by about 1910. Such buildings with steel-sash windows came to be known as daylight factories. Beyond their hallmark fenestration, character-defining features of daylight factories include one or two-story massing, sawtooth, butterfly, and monitor rooflines, and oversized bays. With the proliferation of fluorescent lighting in ensuing decades, few daylight factories were constructed after the 1940s (SurveyLA 2011).

### Architect

The subject property constructed in 1929 was designed by architects McNeal Swasey and Benjamin Hayne (*Pasadena Post* 1929a, 1929b; *Los Angeles Times* 1929). Swasey was a prominent Los Angeles-based architect known for Spanish-influenced residence designs and ornate commercial designs. He was born in Missouri in 1891 to William Swasey, an Australian-born architect practicing in St. Louis. Swasey worked as a draftsman for his father’s New York City office while attending Yale University before serving in World War I. After the war, he worked as a project manager for Pasadena architect Myron Hunt from 1919 to 1922. While at Hunt’s firm, Swasey co-designed and oversaw the construction of the Ambassador Hotel and the Huntington Library. By 1922, he established himself as principle in his own firm and designed a number of buildings, including the Mediterranean Revival-style Constance Hotel building in Pasadena (**Figure 8**), which has been found eligible for local listing as a Pasadena landmark, and several commercial properties in Los Angeles. Swasey partnered with two other architects, first with Henry McAfee to develop the Arrowhead Village Plan, the Arlington Lodge, and the Norman Village at Lake Arrowhead between 1922 to 1923 (HRG 2010; PCAD 2021a; Vaught 2012). He then worked with architect Benjamin S. Hayne to design the notable Bank of America branch buildings in Bakersfield and Redlands in 1928, and several residences including the McKee residence in Montecito and the Newcomb residence in Bel-Air in 1930 (HRG 2010; PCAD 2021a, 2021b; *Architectural Digest* 1930). Hayne was born in San Francisco in 1897 and by the mid-1920s had moved to Los Angeles to continue his work as an architect (Ancestry.com 2021d). As partners, Swasey and Hayne did not typically design industrial buildings, and the subject property is not an excellent representation of the often high-style work that they produced during the 1920s and 1930s.



**Figure 8:** Photograph of the Constance Hotel in Pasadena, designed by McNeal Swasey and built in 1926. The Constance Hotel has been determined eligible for City designation as an individual landmark (Google Street View 2019).

### Evaluation History

The subject property was surveyed by S. DeWolfe as part of the citywide Unreinforced Masonry Building Survey and recorded on a DPR 523 form set in June 1990, at which time it was assigned NRHP resource status code 6, indicating that the resource was ineligible. The property was reevaluated by Leonard Kliwinski and James C. Wilson in February 1994 as part of the survey associated with the East Pasadena Specific Plan, at which time it was assigned resource status code 5S3. The associated survey report defined this code as meaning that the resource was not eligible for separate listing or designation under the existing local ordinance, but could be eligible for special consideration in local planning, and that the rating included individually ineligible resources that could contribute to a thematically related grouping linked by design, type, plan, or physical development. With specific regard to 2914 East Walnut Street, the property was noted as having "limited local significance" as one of the few remaining factory buildings along the former East Walnut Street industrial corridor (Thirtieth Street Architects, Inc. 1994). The BERD list for Los Angeles County assigns this resource the status code 6L, indicating that the resource was determined ineligible for local listing or designation through the local government review process, but may warrant special consideration in local planning. Nearly three decades have passed since the previous survey, and a current evaluation of this property is provided below.

### California Register of Historic Resources and Pasadena Landmark Eligibility Evaluations

The following includes an evaluation of the property at 2914 East Walnut Street, 2926 East Walnut Street, and 60 North Sunnyslope Avenue for its eligibility for listing in the California Register of Historical Resources (California Register). The following also evaluates its eligibility for listing as a City of Pasadena landmark, the criteria for which are outlined in Title 17, Article 6, Chapter 17.62.040(A) and (D)(2) of the City of Pasadena Municipal Code.

*California Register Criterion 1/Pasadena Landmark Criterion A* – Research did not demonstrate that this property is associated with events significant to the broad patterns of our history at the local, state, or national level. No demonstrably significant events are known to have occurred at the property or as a result of its presence in the community, and it does not appear to be singularly important within the context of industrial development in Pasadena. The Lamanda Park area, annexed by Pasadena prior to the construction of the subject property, was not a particularly early or noteworthy industrial hub relative to the timeline and nature of industrial development citywide. Until recent decades, the immediate vicinity of the subject property consisted of a mix of residences, commercial establishments, and a few manufacturing facilities, indicating that this neighborhood was not a predominantly industrial corridor at any point during the early or mid-twentieth century. The property is not known to have ushered in any new or influential industrial practices or to have made a significant contribution to other broad patterns of local, regional, state, or national culture and history. Therefore, the property is recommended not eligible for listing in the California Register under Criterion 1 or as a Pasadena landmark under Criterion A.

*California Register Criterion 2/Pasadena Landmark Criterion B* – Source materials consulted during research failed to support that Swanson and Peterson were prominent, prolific master artisans within the context of American furniture manufacturing, particularly during the years in which they occupied the subject property. Prior to forming their partnership, Swanson and Peterson had both been employed by the Hall Manufacturing Company, during which time they worked on multiple high-profile furniture-making projects for famed architect brothers Charles Sumner Greene and Henry Mather Greene, who were pioneers of the Craftsman architectural style. On the whole, it appears that Swanson and Peterson carried out much of their most noteworthy work during this early period. The dissolution of the Greene and Greene firm and the closure of the Hall Manufacturing Company occurred during the early 1920s, well before Swanson and Peterson occupied the property in question. Swanson and Peterson formally partnered in 1924 and first began production in a factory at 920 South Raymond Avenue. By the time the factory at 2914 East Walnut Street was completed in 1929, the popularity of Craftsman architecture and related custom-made furniture had rapidly declined. As such, any significant association that Swanson and Peterson had with the Greene brothers and Craftsman furnishings predates the development of the subject factory by several years. From the 1930s onward, Swanson and Peterson largely transitioned to producing office furniture and offering furniture repair services. In 1935, the company designed and built the furniture for the Art Deco-style *Los Angeles Times* building, but no other post-1930 projects of such caliber could be linked to them through research. Beyond advertisements in local newspapers and a few architectural magazines, little information was revealed about Swanson and Peterson's work during the years in which they operated their business at the subject property, suggesting they were not widely known or regarded as significant masters of their trade during that period. For this reason, the subject property is recommended not eligible under California Register Criterion 2 or Pasadena Landmark Criterion B.

*California Register Criterion 3/Pasadena Landmark Criterion C* – The original building of the subject property was designed by renowned and master Los Angeles-based architect McNeal Swasey during his professional partnership with architect Benjamin Hayne. Swasey was well known during his tenure for his Spanish and Mediterranean-influenced period revival designs. A prolific architect, he co-designed many Los Angeles-area landmarks while working as a project manager for celebrated architect Myron Hunt, and went on to design many residential, civic, and commercial buildings in the greater Los Angeles area. However, the subject property is a modest, unexemplary representation of Swasey's broader body of work. The building lacks striking architectural elements and high artistic value, and it is not one of the notable buildings designed by Swasey and Hayne during their partnership. Beyond the original building permit and a single mention



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in the *Pasadena Post*, no information was uncovered during research that would suggest that Manfred Magnusson, the contractor on the project, was a master builder among his contemporaries in Pasadena (*Pasadena Post* 1929c; City of Pasadena 1929). The later buildings located at 2926 East Walnut Street and 60 North Sunnyslope Avenue, added in 1973 and 1979, respectively, are not individually exceptional for their design or method of construction. As such, the subject property is recommended not eligible under California Register Criterion 3 or Pasadena Landmark Criterion C as the work of a master architect or builder, or for its artistic value.

As a property type, the original building at 2914 East Walnut Street can be characterized as an industrial daylight factory. The SurveyLA citywide historic context statement “Industrial Development, 1850-1980” describes important examples of this property type as being significant because they embody a unique historical method of construction. Industrial daylight factories, most of which were constructed between 1910 and 1940—a period bookended by the introduction of steel-sash windows followed by the proliferation of fluorescent lighting—utilized large windows and distinctive roof forms to maximize interior light. The subject building is not an excellent example of the type. While it incorporates some defining characteristics of an industrial daylight factory, it is relatively simple in comparison to other more representative examples in Pasadena. For instance, it has industrial steel-sash windows, but they are not arranged in continuous or oversized bays. It has a partial sawtooth roofline, but the majority of the roof is flat. In September 2021, City of Pasadena staff determined another former furniture manufacturing building, located at 403-421 South Raymond Avenue (**Figure 9** and **Figure 10**), to be eligible for listing as a landmark under Pasadena Landmark Criterion C as a significant example of an industrial daylight factory (Reyes 2021). When comparing the subject building and the facility at 403-421 South Raymond Avenue, which was built five years earlier, it is clear that the latter factory is a more distinct example of the type in terms of its scale, its expansive steel-sash windows, and its dominant sawtooth roof. In this vein, the subject property is recommended not eligible under California Register Criterion 3 or Pasadena Landmark Criterion C because it does not embody the distinctive characteristics of a type, architectural style, period, or method of construction.



**Figure 9:** East elevation of the daylight factory on South Raymond Avenue, showing expansive window bays (Reyes 2021).



**Figure 10:** West and south elevations of the daylight factory on South Raymond Avenue, showing roof profile and fenestration (Reyes 2021).

*California Register Criterion 4/Pasadena Landmark Criterion D* – The property is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of important information pertaining to significant events, people, or architectural style. Therefore, the property is recommended not eligible for listing under California Register Criterion 4 or Pasadena Landmark Criterion D.

*Integrity* – This property retains integrity of location, but it no longer retains integrity of setting because modern infill and commercial development have supplanted much of its formerly industrial surroundings along East Walnut Street. The property also no longer retains integrity of association because it no longer serves an industrial manufacturing purpose. Although the original brick building has undergone some exterior modifications and the footprint of the facility has been greatly expanded on its south and east sides, the property generally retains integrity of location, design, materials, workmanship, and feeling to its initial period of construction. However, the property lacks significance under any of the California Register or Pasadena Landmark criteria, and is therefore not eligible for listing in either register.

*Conclusion* – Lacking significance under any of the above listed criteria, the subject property is recommended not eligible for listing in the California Register of Historical Resources nor as a City of Pasadena landmark. It is not a historical resource as defined by CEQA Section 15064.5(a).

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**\*Resource Name or #:** Swanson and Peterson Furniture Manufacturing

**\*Recorded by:** Aisha Fike and Frankie Tong, Michael Baker International

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**P5a. Photographs (continued):**



**Photograph 2:** North and east sides of the factory building, showing portions of the east and south additions. Camera facing southeast, October 28, 2021.



**Photograph 3:** West exterior wall facing North Sunnyslope Avenue. Camera facing northeast, October 28, 2021.



**Photograph 4:** Detail view of steel-sash windows and brickwork. Camera facing south, October 28, 2021.



**Photograph 5:** Original secondary metal-frame entrance in recessed stepped entry along North Sunnyslope Avenue. Camera facing east, October 28, 2021.



**Photograph 6:** Addition constructed in 1973 at 2926 East Walnut Street. Camera facing southwest, October 28, 2021.



**Photograph 7:** Addition constructed in 1979 at 60 North Sunnyslope Avenue. Camera facing northeast, October 28, 2021.



**Photograph 8:** Detached garage building located east of the addition constructed in 1979. Camera facing north, October 28, 2021.

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**\*Resource Name or #:** Swanson and Peterson Furniture Manufacturing

**\*Recorded by:** Aisha Fike and Frankie Tong, Michael Baker International

**\*Date:** October 28, 2021  Continuation

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**Appendix D.1:  
Phase I Environmental Site Assessment**

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# Phase I Environmental Site Assessment

**Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California**

**Prepared For:**

**Rusnak Group  
Pasadena, California**

**November 4, 2021**

**Project No. 2E-2110004**



**GILES**  
ENGINEERING ASSOCIATES, INC.



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November 4, 2021

Rusnak Group  
337 W. Colorado Boulevard  
Pasadena, CA 91105

Attention: Mr. John Beed  
Chief Financial Officer

Subject: Phase I Environmental Site Assessment  
Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004

Dear Mr. Beed:

In accordance with your request and subsequent authorization, we have completed a Phase I Environmental Site Assessment on the above referenced property. Findings and conclusions are discussed in detail within the accompanying report.

We appreciate the opportunity to be of service on this project. If there are any questions regarding the information contained herein, or if we can be of any additional service, please contact the undersigned at your convenience.

Very truly yours,

GILES ENGINEERING ASSOCIATES, INC.

Monica L. Sell, P.E.  
Project Engineer II

Steven C. Thuemling  
Corporate Manager- Phase I Services

Distribution: Rusnak Group  
Attn.: Mr. John Beed (email: [jbeed@rusnakgroup.com](mailto:jbeed@rusnakgroup.com))

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PASADENA, CALIFORNIA  
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## PHASE I ENVIRONMENTAL SITE ASSESSMENT

RUSNAK PORSCHE  
2915 AND 2965 E. COLORADO BOULEVARD  
PASADENA, CALIFORNIA  
PROJECT NO. 2E-2110004

### 1. SUMMARY

The summary is provided solely for purposes of overview. Any party who relies on this report must read the full report. The summary omits a number of details, any one of which could be crucial to the proper application of this report.

Giles Engineering Associates, Inc. (Giles) has completed a Phase I Environmental Site Assessment in conformance with the scope and limitations of American Society of Testing and Materials (ASTM) *Standard Practice E 1527-13* for the property located at 2915 and 2965 E. Colorado Boulevard, in the City of Pasadena, Los Angeles County, California (subject property). Any exceptions to, or deletions from, this practice are described in *Section 3.2*. Pertinent information relative to this assessment is enclosed within Appendix A.

We declare that, to the best of our professional knowledge and belief, we meet the definition of *Environmental Professional* as defined in §312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

This assessment has revealed evidence of the following business environmental risks:

- The storage of petroleum products, which is common to the auto service industry, on the subject property does pose a potential material threat of a future release if not properly maintained or managed.

This assessment has revealed evidence of the following recognized environmental conditions:

- The potential for soil, groundwater, and soil gas impacts from the former dry cleaner located on the subject property.
- The potential for soil gas impacts to be present on the subject property from the former gasoline station located approximately 85 feet west.

In addition, the following historic recognized environmental conditions were identified:

- In 1977, a 1,000-gallon waste oil underground storage tank (UST) and a 2,000-gallon gasoline UST were installed on the subject property. The USTs were removed under the supervision of the Los Angeles County Department of Public



Works (LADPW) in March 1987. Soil sampling collected from beneath the USTs was tested for total petroleum hydrocarbons (TPH), fuel hydrocarbons, and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a “no further action” letter on July 29, 1987.

- A Phase I ESA report and a Phase II Environmental study were reportedly conducted on the subject property by Dames & Moore in July 1996. Over thirty soil borings were advanced in the vicinity of the hydraulic lifts, former USTs, product piping, and in the auto spray booth area. Soil samples from eleven of the borings contained low levels of total recoverable petroleum hydrocarbons (TRPH). Low levels of solvents were also detected in two areas. Additional testing was completed in the areas with known contamination and analytical test results indicated acceptable levels of TRPH contamination. The City of Pasadena issued a “no further action” closure letter on January 30, 1997.

Based on the findings and conclusions of this assessment, additional environmental investigation of the subject property is considered warranted at this time. A Limited Phase II is recommended to assess the potential impacts to the soil, groundwater, and soil gas of the subject property from the aforementioned recognized environmental conditions.



## 2. INTRODUCTION

A Phase I Environmental Site Assessment (Phase I ESA) has been completed by Giles on the Rusnak Porsche property located at 2915 and 2965 E. Colorado Boulevard, in the City of Pasadena, Los Angeles County, California (subject property). The assessment was performed at the request of Mr. John Beed of the Rusnak Group.

This report is an instrument of service prepared for the exclusive use of the Rusnak Group and may not be reproduced or distributed without written authorization from Giles Engineering Associates, Inc. and the Rusnak Group.

The purpose of a Phase I ESA is to identify *recognized environmental conditions* (as defined by ASTM) in connection with the subject property. This Phase I ESA is intended to permit the user to satisfy one of the requirements to qualify for *innocent landowner defense, contiguous property owner or bona fide prospective purchaser* (collectively *Landowner Liability Protections (LLPs)*) for limitations on CERCLA liability as stated in the *Comprehensive Environmental Response, Compensation and Liability Act* (CERCLA, 42 USC § 9601(35), 9601 (40), 9607(b), 9607 (q) and 9607 (r)).

Ms. Monica Sell conducted reconnaissance activities on October 29, 2021. Resumes of environmental professionals directly responsible for this assessment are enclosed within Appendix B.

## 3. SCOPE OF SERVICES AND LIMITATIONS

### 3.1. Scope of Services

The Phase I ESA has been performed in general accordance with the scope and limitations of ASTM *Standard Practice E 1527-13*. The scope of services included:

- A visual reconnaissance of the subject property and a cursory evaluation of adjoining properties;
- Interviews of existing and/or former owners and/or operators of the subject property, and individuals who have knowledge of the subject property and surrounding areas;
- A review of available federal, state, tribal, county, and local registries of known environmental concerns;
- A review of available and applicable building inspection, permitting, and other environmental records maintained by county and/or local agencies, and interviews with agency representatives;
- A review of available aerial photographs, city directories, fire insurance maps, geological maps, hydrogeological maps, and United States Geological Survey (USGS) topographic maps;



- Complete a limited Tier 1 and Tier 2 Vapor Encroachment Screening of the subject property; and
- An evaluation of the information collected and the preparation of this report summarizing the scope of services and the resulting conclusions and recommendations.

### 3.2. Limitations and Exceptions

The limitations of this Phase I ESA included:

- Preparation and review of a chain-of-title and environmental lien search was not requested.
- "Non-Scope Considerations" such as asbestos containing material, radon, lead-based paint, lead in drinking water, wetlands, regulatory compliance, cultural and historic resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality, and high-voltage power lines were not included as part of this assessment.

## 4. OWNER/USER PROVIDED INFORMATION

### 4.1. User Questionnaire

A Phase I Environmental Site Assessment User Questionnaire (ESA Questionnaire) was submitted to the client (user). The ESA Questionnaire was completed by the user, and is enclosed in Appendix C. The following is a summary of information provided in the ESA Questionnaire:

#### 4.1.1. Reason for Performing the Phase I ESA

The user indicated that the Phase I ESA was requested for new construction.

#### 4.1.2. Owner, Property Manager, and Occupant Information

The user of the report indicated that the subject property is currently owned by Rusnak Daimler Chrysler Center, Inc. The site contact is Mr. John Beed of the Rusnak Group.

#### 4.1.3. Environmental Liens and Activity and Land Use Limitations

The user of the report was unaware of any environmental liens or activity use limitations associated with the subject property.

#### 4.1.4. User's Knowledge of Contamination on the Subject Property

The user was not aware of any environmental concerns associated with the subject property. The user indicated that the subject property was currently occupied by a car dealership.



#### 4.2. Recorded Land Title Records

No recorded land title records for the subject property were provided for review.

#### 4.3. Previous Environmental Reports

The following previous environmental reports were reviewed:

##### **Phase I Environmental Site Assessment – Dated April 10, 2012**

A Phase I ESA dated April 10, 2012, was previously performed on the subject property by Orswell & Kasman, Inc. At the time of this previous Phase I, the subject property was occupied by a large automotive service and office building with roof-top parking, three additional commercial buildings, four industrial buildings, a residence, a private garage, two vacant lots, and paved parking areas. The subject property was utilized by Rusnak Pasadena Auto Outlet, ONYX Architects, Dent-Masters, a mobile body works business, and Artworks, a youth art center.

Based on a review of building permit records, historical aerial photographs, fire insurance maps, and historical city directories, Orswell & Kasman determined that the existing auto sales buildings and smaller offices were constructed over 40 years ago. The industrial buildings in the northwest corner of the subject property were constructed over 80 years ago, and the residence and vacant commercial building were constructed in the 1940s. Prior to the current development, the site was previously occupied by a large industrial building, multiple commercial buildings, and several residences.

The following recognized environmental conditions were identified by Orswell & Kasman, Inc. in connection with the subject property:

The subject property is occupied by Rusnak Pasadena Auto Outlet, an automobile dealership and automotive repair facility. The businesses repair vehicles on the premises and large quantities of automotive fluids such as motor oil, transmission fluid, and antifreeze are stored and used on the site. In addition, waste oil, used oil filters, and waste antifreeze are generated by the business activities. The hazardous materials and hazardous wastes appeared to be properly stored and managed and no significant spills or leaks were observed on the premises.

The east side of the subject property and the adjacent property to the east were identified by the State of California Environmental Protection Agency (CAL-EPA) Department of Toxic Substances Control (DTSC) as an inactive or abandoned hazardous waste site. According to the DTSC Cal-Site database, the properties were previously owned by the United States Government and precision tools, aircraft components, hydraulic brakes, and scientific instruments were manufactured on the site. The site was sold to Vard Inc. in 1948. The site was placed in "Inactive – Needs evaluation" status in July 2005.

According to the Pasadena Fire Department (PFD) records, a Phase I ESA report and a Phase II Environmental study were conducted on the subject property by Dames & Moore in July 1996. Over thirty soil borings were advanced in the vicinity of the hydraulic lifts, former underground storage tanks (USTs), product piping, and in the auto



spray booth area. The soil samples were analyzed for total recoverable petroleum hydrocarbons (TRPH), volatile organic compounds (VOCs), and benzene, toluene, ethyl benzene, and xylene (BTEX). Low levels of TRPH were identified in soil samples from eleven of the borings. Low levels of solvents were also detected in two areas. Additional testing was completed in the areas with known contamination and analytical test results indicated acceptable levels of TRPH contamination. The City of Pasadena issued a “no further action” closure letter on January 30, 1997. Since no significant impacts were identified during the subsurface soil studies, it was not likely that the former United States Government manufacturing activities had an adverse effect on the subject property.

Three additional offsite locations were identified as potential risks or threats to the subject property. According to the data, the sites were not located in the near vicinity and there was no indication that contaminants from these sites migrated onto the subject property.

In addition, one historical recognized environmental condition was identified in connection with the subject property:

In 1977, a 1,000-gallon waste oil UST and a 2,000-gallon gasoline UST were installed on the subject property. The USTs were removed under the supervision of the Los Angeles County Department of Public Works (LADPW) in March 1987. Soil sampling collected from beneath the USTs was tested for total petroleum hydrocarbons (TPH), fuel hydrocarbons, and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a “no further action” letter on July 29, 1987.

Orswell & Kasman concluded that based on the results of this assessment, no further environmental studies were recommended for the subject property.

**Phase I Environmental Site Assessment – Dated July 10, 2019**

A Phase I ESA dated July 10, 2019, was previously performed on the subject property by Giles Engineering Associates, Inc. At that time, the eastern portion of the subject property was occupied by a large Rusnak automotive service facility with roof-top parking. Several other buildings associated with the Rusnak auto facility were located on the southern portion of the subject property, including a large vacant building previously used for a showroom and offices. The northwestern portion of the subject property was occupied by several industrial buildings, a vacant space that appeared to be used for gardening, a garage, and other vacant lots/parking areas. Most of the industrial buildings were vacant or used for storage. One building in the northwestern corner of the property was used by Artworks, a youth art center.

A review of Sanborn maps showed that in 1930-1931, twenty-two dwellings and several garages were depicted on the subject property. In addition, a furniture manufacturer, printing company, and organ manufacturer were illustrated on the northern portion of the subject property. A dry cleaner and clothes cleaner were depicted on the southern portion of the subject property. A 1950 Sanborn Map depicted twenty-one dwellings and several garages on the subject property. In addition, a furniture manufacturer, pottery



manufacturer, rubber mat manufacturer, and one other large commercial building were illustrated on the northern portion of the subject property. A restaurant and dry cleaner were depicted on the southern portion of the subject property. A building labeled "hydraulic brake shop" was illustrated on the eastern portion of the subject property. This building was part of the Hydra-Control Vard Inc. site.

The previous Phase I ESA identified the following business environmental risks:

- An abandoned waste oil aboveground storage tank (AST) was observed in the vacant northern portion of the subject property.
- The presence of drums of petroleum products stored in the service area of the subject property. The products appeared to be properly stored, with no signs of leaking.

The following recognized environmental conditions:

- The potential for soil, groundwater, and soil gas impacts from the former dry cleaner located on the subject property.
- The potential for soil gas impacts to be present on the subject property from the former gasoline station located approximately 85 feet west.

In addition, the following historic recognized environmental conditions were identified:

- In 1977, a 1,000-gallon waste oil UST and a 2,000-gallon gasoline UST were installed on the subject property. The USTs were removed under the supervision of the LADPW in March 1987. Soil sampling collected from beneath the USTs was tested for TPH, fuel hydrocarbons, and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a "no further action" letter on July 29, 1987.
- A Phase I ESA report and a Phase II Environmental study were reportedly conducted on the subject property by Dames & Moore in July 1996. Over thirty soil borings were advanced in the vicinity of the hydraulic lifts, former USTs, product piping, and in the auto spray booth area. Soil samples from eleven of the borings contained low levels of TRPH. Low levels of solvents were also detected in two areas. Additional testing was completed in the areas with known contamination and analytical test results indicated acceptable levels of TRPH contamination. The City of Pasadena issued a "no further action" closure letter on January 30, 1997.

Based on the findings and conclusions of this assessment, additional environmental investigation of the subject property was considered warranted at this time. A Limited Phase II was recommended to assess the potential impacts to the soil, groundwater, and soil gas of the subject property from the aforementioned recognized environmental conditions.



Copies of these previous environmental reports are enclosed in Appendix D.

## 5. SUBJECT PROPERTY DESCRIPTION

### 5.1. Setting and Location

The subject property is located at 2915 and 2965 E. Colorado Boulevard, in the City of Pasadena, Los Angeles County, California. The subject property is situated at latitude 34.147° north, longitude -118.090° west. The following Figure 1 illustrates the generalized location of the subject property.

### 5.2. Surrounding Area

Northwest, North:	East Walnut Street, Home Depot
Northeast:	East Walnut Street, Home Depot
East:	Ganahl Lumber
Southeast:	East Colorado Boulevard, El Nido Plaza, The District Plaza
South:	East Colorado Boulevard, Poly Language Institute, Office Building, Residential
Southwest:	Intersection of North Sunnyslope Avenue and East Colorado Boulevard, KFC, Personal Auto Group, Ace Motel
West:	North Sunnyslope Avenue, Multi-Tenant Retail, Super 8, Essence Linen, KIS Consultant, Residential, Advanced Technology Company

The subject property and surrounding area land uses are illustrated on the following Figure 2. Photographs of the subject property and surrounding area are enclosed within Appendix E.

## 6. SUBJECT PROPERTY OBSERVATIONS

Ms. Monica Sell conducted the reconnaissance activities on October 29, 2021. The visual and physical reconnaissance of the subject property and surrounding area was completed in a systematic approach, including walking the perimeter of the subject property and a walk-through of the buildings located on the subject property. Weather conditions at the time of the assessment were sunny, with temperatures around 80°F.

### 6.1. Current Property Use and Activity

The eastern portion of the subject property is currently occupied by a large Rusnak showroom and automotive service facility with roof-top parking. Several other buildings associated with the Rusnak auto facility are located on the southern portion of the subject property, including a large vacant building previously used for a showroom and offices. The northwestern portion of the subject property is occupied by several industrial buildings, a vacant space that appears to be used for gardening, a garage, and other vacant lots/parking areas. Most of the industrial buildings are vacant or used for







Source: USGS *Mt. Wilson, California 7.5-Minute Series* (topographic) Quadrangle Map (1966, photorevised 1988).

Scale: 1:24,000  
 Contour Interval: 40 Feet

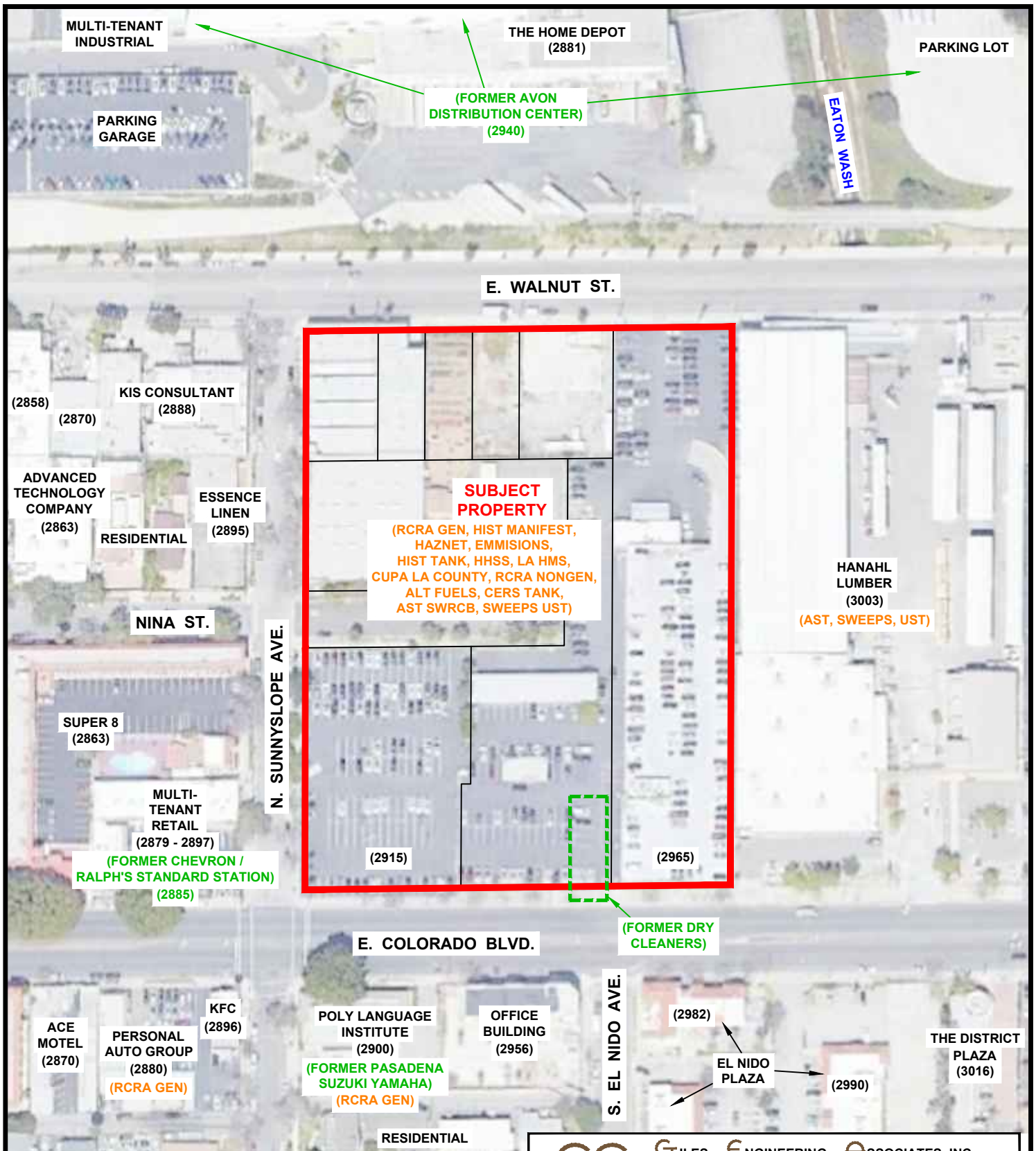


**FIGURE 1**  
**SUBJECT PROPERTY LOCATION**

Rusnak Porsche  
 2915 and 2965 E. Colorado Boulevard  
 Pasadena, California  
 Project No. 2E-2110004



**GILES**  
 ENGINEERING ASSOCIATES, INC.



MULTI-TENANT INDUSTRIAL

THE HOME DEPOT (2881)

PARKING LOT

PARKING GARAGE

(FORMER AVON DISTRIBUTION CENTER) (2940)

EATON WASH

E. WALNUT ST.

(2858) KIS CONSULTANT (2888)

ADVANCED TECHNOLOGY COMPANY (2863) RESIDENTIAL

ESSENCE LINEN (2895)

**SUBJECT PROPERTY**

(RCRA GEN, HIST MANIFEST, HAZNET, EMMISIONS, HIST TANK, HHSS, LA HMS, CUPA LA COUNTY, RCRA NONGEN, ALT FUELS, CERS TANK, AST SWRCB, SWEEPS UST)

HANAHL LUMBER (3003) (AST, SWEEPS, UST)

NINA ST.

N. SUNNYSLOPE AVE.

SUPER 8 (2863)

MULTI-TENANT RETAIL (2879 - 2897)

(FORMER CHEVRON / RALPH'S STANDARD STATION) (2885)

(2915)

(2965)

(FORMER DRY CLEANERS)

E. COLORADO BLVD.

ACE MOTEL (2870)

PERSONAL AUTO GROUP (2880) (RCRA GEN)

KFC (2896)

POLY LANGUAGE INSTITUTE (2900) (FORMER PASADENA SUZUKI YAMAHA) (RCRA GEN)

OFFICE BUILDING (2956)

(2982)

EL NIDO PLAZA

(2990)

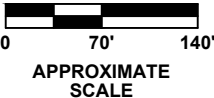
THE DISTRICT PLAZA (3016)

RESIDENTIAL

**LEGEND:**  
 (2915) CURRENT ADDRESSES  
 (LUST) LISTINGS (IN ORANGE) REPRESENT SITES INCLUDED IN REVIEWED ENVIRONMENTAL DATABASE



**NOTES:**  
 1.) BASE MAP DEVELOPED FROM A 2018 AERIAL.



**GILES ENGINEERING ASSOCIATES, INC.**  
 1965 N. MAIN STREET  
 ORANGE, CA 92865 (714)279-0817  
 www.gilesengr.com

**FIGURE 2**  
 SURROUNDING PROPERTY USAGE  
 RUSNAK PORSCHE  
 2915 AND 2965 E. COLORADO BOULEVARD  
 PASADENA, CALIFORNIA

DESIGNED	DRAWN	SCALE	DATE	REVISED
MLS	<i>JLid</i>	approx. 1"=140'	11-03-21	--
PROJECT NO.: 2E-2110004			CAD No. 2E2110004-sp	

storage. One building in the northwestern corner of the property is used by Artworks, a youth art center. Portions of the subject property are landscaped with trees and shrubs. The topography of the subject slopes slightly to the south.

## 6.2. Observations

- **Hazardous Substances**..... Observed  
 Several different types of automotive fluids are stored on the subject property.
- **Petroleum Products** ..... Observed  
 New motor oil is stored in an aboveground storage tank in the service area located in the eastern portion of the subject property.
- **Pipelines**..... None Observed
- **Storage Tanks**  
     Aboveground Storage Tanks (ASTs)..... Observed  
     Two aboveground storage tanks containing used antifreeze and new motor oil were observed outside of the service area located in the eastern portion of the subject property. These ASTs were sitting on concrete and only minor stains around the ASTs were observed.  
     Underground Storage Tanks (USTs)..... None Observed
- **Odors**..... None Detected
- **Pools of Liquid** ..... None Observed
- **Drums or Other Containers**..... Observed  
 Several drums used for the storage of automotive fluids are located in the service area on the property. There were no signs of leaks/spills
- **Potential Polychlorinated Biphenyls (PCB) sources**  
     Electrical Equipment ..... Observed  
     One pole mounted transformer was observed on the western portion of the subject property. The transformer appeared to be in fair condition, with no signs of leaking.  
     Hydraulic Equipment..... Observed  
     Aboveground hydraulic lifts were observed in the service area of the subject property.
- **Waste Water**  
     Surface Water Discharge ..... None Observed  
     Process/Sanitary Discharge..... None Observed  
     The subject property is reportedly connected to the municipal sewer system.  
     Septic Systems ..... None Observed  
     Industrial Wastewater Treatment ..... None Observed  
     Holding Tanks..... None Observed
- **Potable Water Supply**  
     Municipal ..... Observed  
     The subject property is reportedly connected to the municipal water system.  
     Private ..... None Observed
- **Wells**..... None Observed



- Pits, Ponds or Lagoons..... None Observed
- Stained Soil or Pavement ..... Observed  
De Minimis staining from automobiles was observed in the parking areas of the subject property.
- Stressed Vegetation ..... None Observed
- Solid Waste  
Storage ..... Observed  
Several dumpsters were observed on the subject property.  
On-Site Disposal ..... None Observed
- Heating/Cooling ..... Observed  
The heating and cooling system for the Rusnak facility is located on the roof of the service building. The heating and cooling system for the industrial buildings was not observed.
- Staining or Corrosion ..... Observed  
De Minimis staining from automobiles was observed in the parking areas of the subject property.
- Drains or Sumps ..... Observed  
Floor drains were observed in the service area of the subject property.

## 7. INTERVIEWS

Giles contacted Mr. John Beed, the site contact listed on the User Questionnaire and inquired about the presence or knowledge of any environmental concerns associated with the subject property or any environmental reports available. Mr. Beed had previously provided the environmental report discussed in section 4.3 of this report. He stated that there were some underground tanks associated with the 2965 E. Colorado Boulevard property approximately 25 to 30 years ago. He also stated that the buildings on the property were originally constructed on various dates from 1930 to 1970. He indicated that the eastern portion of the site has been used as an auto dealership since 1970.

## 8. HISTORICAL USE INFORMATION

### 8.1. Aerial Photographs

Aerial photographs of the subject property and general vicinity, dated 1928, 1938, 1944, 1949, 1952, 1960, 1964, 1972, 1980, 1987, 1994, 2002, 2005, 2010, 2012, 2014, 2016, and 2018 were obtained from the National Agriculture Information Program, U.S. Geological Survey, National High Altitude Photography, Agriculture and Soil Conservation Service, and Fairchild. No additional aerial photographs were reasonably ascertainable. The following observations were noted:

#### **1928 and 1938 (1"=500')**

The subject property appeared to be developed with several buildings. The adjacent properties also appeared to be developed with multiple structures. The Eaton Canyon Wash was observed to the east. Roadways were observed adjacent to the north, west,



and south in the locations of present-day East Walnut Street, North Sunnyslope Avenue, and East Colorado Boulevard. A roadway was also noted cutting through the middle of the subject property from east to west, in the location of present-day Nina Street.

**1944, 1949, 1952, 1960, and 1964 (1"=500')**

The subject property appeared to be developed with several additional structures from the previous photograph, including a large commercial building in the southeastern property corner. Significant additional development was noted on the surrounding properties. A large commercial structure was first observed adjacent to the north in the 1949 photograph. A structure similar in appearance and with features typical of a gasoline station was observed adjacent to the southwestern property corner beginning in the 1964 photograph.

**1972, 1980, 1987, 1994, 2002, 2005, 2010, 2012, 2014, 2016, and 2018 (1"=500')**

The subject property and surrounding properties generally appeared throughout this time period as they do today. Buildings similar in appearance and location as the existing buildings on the subject property were first observed in the 1972 photograph. Some structures that are no longer present were also noted in the southwestern portion of the subject property until the 1994 photograph. The apparent gasoline station previously observed adjacent to the southwestern property corner was no longer evident beginning in the 1980 photograph.

Copies of portions of the reviewed aerial photographs are enclosed within Appendix F.

**8.2. City Directories**

The 1923, 1928, 1933, 1937, 1942, 1947, and 1951 editions of the *Los Angeles Directory Co. Directory of Pasadena, California*, the 1956 and 1962 editions of the *R.L. Polk & Co. Directory of Pasadena, California*, and the 1973, 1976, 1981, 1986, 1991, 1996, 2000-01, 2006-07, and 2010-11 editions of *Haines Los Angeles East Suburban Directory* were obtained from Historical Information Gatherers Inc. Earlier and later directories were not reasonably ascertainable. The following is a summary of listings for the subject property and surrounding properties:

Address	Occupant	Year(s) Listed
28 N Sunnyslope Avenue (Former Subject Property)	Not Listed	1923
	A Henne	1928
	Not Listed	1933
	A Henne	1937-1951
	Vacant	1956-1962
	Not Listed	1973-2010/11
34 N Sunnyslope Avenue (Former Subject Property)	Not Listed	1923
	Mrs. Urann	1928
	Not Listed	1933
	J Cuellar	1937
	B Gash	1942-1951
	Earl Burns	1956-1962
Not Listed	1973-2010/11	



Address	Occupant	Year(s) Listed
40 N Sunnyslope Avenue (Former Subject Property)	Not Listed L Woods Not Listed Maude Hudson Roy Riggins Vacant Not Listed	1923 1928 1933 1937-1951 1956 1962 1973-2010/11
60 N Sunnyslope Avenue (Former Subject Property)	Not Listed W Griffin Not Listed Vacant Mabel Phillips B Van Meter Mrs. Beulah Matthews Mrs. Regino Keely Not Listed Juan Castells, Greg Worthley Not Listed -Your Place, Hobby Center, Variations, Time Square, Tamara Gifts, Suns Luggage & Purse, Shabnams Video Games, Seramark, Sam's Place, Romers Electronics, Pasadena Indoor Swap Market, Marshalian Jewelry, Lucy Records, Hair & Etc., Enterprise Fashion, Jenny Chang, Casas Boutique, A&K Jewelry	1923 1928 1933 1937-1942 1947 1951 1956 1962 1973 1976 1981-1986 1991 1996-2010/11
66 N Sunnyslope Avenue (Former Subject Property)	Not Listed H Fink Not Listed Shelton Shoptaugh J Williams S Harshbarger Chase Krug M Mitchell Juan Castells Not Listed	1923 1928 1933 1937 1942 1947-1951 1956-1962 1973 1976 1981-2010/11
74 N Sunnyslope Avenue (Former Subject Property)	Not Listed M Hartmann Vacant H Berry W Reid Mrs. Grace Reid Not Listed	1923 1928-1933 1937 1942 1947-1951 1956-1973 1976-2010/11



Address	Occupant	Year(s) Listed
96 N Sunnyslope Avenue (Subject Property)	Not Listed	1923-1928
	Swanson & Peterson Furniture Manufacturers	1933-1937
	Not Listed	1942
	Swanson & Peterson Furniture Manufacturers	1947
	Dunbar Furniture	1951
	Not Listed	1956-1962
	Unger Fuss Co.	1973-1976
	Not Listed	1981
	Devin Co. Inc.	1986
	Wiltec	1991
	-Security Concepts, Penn Hamilton Group, Pacific Bank Technology	1996
	Penn Security Systems, Pacific Bank Technology, Inform, Hamilton Pacific	2000/01
	Pacific Bank Technology, Hamilton Pacific Bank The Admark Group, Onyx Architects	2006/07 2010/11
2914 East Walnut Street (Subject Property)	Not Listed	1923-1928
	Swanson & Peterson Furniture Manufacturers	1933-1937
	-Swanson & Peterson Furniture Manufacturers, K Nelson Upholstery	1942
	Swanson & Peterson Furniture Manufacturers	1947
	Dunbar Furniture	1951
	Swanson & Peterson Furniture Manufacturers	1956-1962
	Not Listed	1973-1996
	John Kelly	2000/01
	Not Listed	2006/07-2010/11
2915 E Colorado Boulevard (Subject Property)	Not Listed	1923-1947
	Gwinn's Drive-In	1951-1956
	-Gwinn's Restaurant & Drive-In, Business Men's Association of East Pasadena, Civitans Club, Kiwanis Club, Rotary Club	1962
	Not Listed	1973
	Bengie's Restaurant	1976-1986
	Not Listed	1991-1996
	Daniel Wang	2000/01
Not Listed	2006/07-2010/11	
2922 Nina Street (Former Subject Property)	Not Listed	1923-1928
	W Hudson	1933-1937
	J Reilly	1942
	Robert Hudson	1947
	C Earle	1951
	Not Listed	1956-2010/11
2924 Nina Street (Former Subject Property)	Not Listed	1923-1928
	Kenneth Sloop	1933
	J Mueller	1937
	Mrs. Emerson	1942
	Mrs. McNair	1947
	Mrs. Emerson	1951
	Not Listed	1956-2010/11



Address	Occupant	Year(s) Listed
2925 Nina Street (Former Subject Property)	Not Listed Frank Duryee Not Listed Frank Duryee Mrs. Cora Duryee Aaron Wilterding Not Listed	1923-1928 1933-1947 1951 1956 1962 1973-1976 1981-2010/11
2926 Nina Street (Former Subject Property)	Not Listed B Hindman L Stocks Harvey Freeman W Sheppard Not Listed	1923-1928 1933 1937 1942-1947 1951 1956-2010/11
2926 East Walnut Street (Subject Property)	Not Listed E Roan Printer Mrs. Holman, E Roan Printer Bonzi Pottery Michael Vernon Vacant Not Listed Michael Clayton Not Listed	1923 1928-1937 1942 1947-1951 1956 1962 1973-1996 2000/01 2006/07-2010/11
2928 Nina Street (Former Subject Property)	Not Listed Reverend John Roberts B Thomas Everett Conklin Not Listed	1923-1928 1933-1937 1942-1947 1951 1956-2010/11
2929 Nina Street (Former Subject Property)	Not Listed Paul Schuster Franks Roberts No Return Not Listed Dan Mathews, Doug Chapman Donald Chesshir Not Listed	1923-1947 1951 1956 1962 1973-1976 1981 1986 1991-2010/11
2932 East Walnut Street (Subject Property)	Not Listed Mathieu Machinery & Rubber Goods Mathieu Melvin Co., Witte Tool & Machinery Mathieu Melvin Co. Mathieu Melvin Co., Hubert Honanie Hubert Honanie Not Listed PAS Paving Co. Not Listed	1923-1947 1951 1956 1962 1973 1976 1981-1986 1991-2006/07 2010/11
2932 Nina Street (Former Subject Property)	Not Listed F Morris Mrs. Eva Schirmer Not Listed	1923-1928 1933 1937-1947 1951-2010/11
2940 East Walnut Street (Subject Property)	Not Listed Frederick Hopkins Mrs. Ellen Hopkins Rex Norred Not Listed Carl Outzen Not Listed	1923 1928-1951 1956-1973 1976 1981-1996 2000/01 2006/07-2010/11





Address	Occupant	Year(s) Listed
2941 Nina Street (Former Subject Property)	Not Listed David Cleveland Nick Klein Not Listed	1923-1951 1956 1962 1973-2010/11
2942 Nina Street (Former Subject Property)	Not Listed R Miller R Wilkeson Samuel Smith Vacant Not Listed	1923-1928 1933 1937 1942 1947 1951-2010/11
2943 Nina Street (Former Subject Property)	Not Listed Alice Camber, Loyzelle White Alice Camber, E Reynolds Alice Camber, A Couchie F Garrett Fenton Walker, Myrtle Minkler Mrs. Pearl Nelson John Mesopp Not Listed	1923-1928 1933 1937 1942 1947 1951 1956 1962 1973-2010/11
2945 Nina Street (Former Subject Property)	Not Listed S Nevins Mrs. Marie Kubat Cecil Maranville William Miller Not Listed	1923-1933 1937-1956 1962 1973 1976 1981-2010/11
2947 Nina Street (Former Subject Property)	Not Listed Earl Davison Not Listed	1923-1973 1976-1986 1991-2010/11
2948 East Walnut Street (Subject Property)	Not Listed A Spencer Organ Builder A Spencer Organ Builder, Pasadena Refrigerator Manufacturing Co. Not Listed BW Molded Plastic Not Listed Vacant Not Listed -John McConaghy & Associates, Lytle Roofing Co., F&W Roofing Co. Lytle Roofing Co., F&V Roofing Co. Lytle Solar, Lytle Roofing Co. Rigid Roofing, Lytle Roofing Co. Lytle Roofing Co. Carl Outzen, Lytle Roofing Co. Outzen Roofing Co. Not Listed	1923 1928-1933 1937 1942-1947 1951 1956 1962 1973 1976 1981 1986 1991 1996 2000/01 2006/07 2010/11
2951 E Colorado Boulevard (Former Subject Property)	Not Listed Mr. Bottle Liquors Not Listed	1923-1947 1951 1956-2010/11



Address	Occupant	Year(s) Listed
2955 E Colorado Boulevard (Former Subject Property)	Not Listed <b>Model Cleaners &amp; Dyers</b> <b>R Stepp Clothes Cleaners</b> <b>Spotless Cleaners &amp; Dyers</b> Not Listed Dynametric Inc. Not Listed	1923 1928-1937 1942 1947-1951 1956 1962 1973-2010/11
2955 Nina Street (Former Subject Property)	Not Listed Mrs. Emma Boise Not Listed	1923-1951 1956-1962 1973-2010/11
2956 Nina Street (Former Subject Property)	Not Listed B Cook A Contreras Benjamin Van Deavender Vacant Luverne West Not Listed	1923-1928 1933-1937 1942-1947 1951 1956 1962 1973-2010/11
2958 Nina Street (Former Subject Property)	Not Listed B Cook H Foster J Bon Durant Frank Carathers H Staggs Benjamin Van Deavender Not Listed	1923-1928 1933 1937 1942 1947 1951 1956-1962 1973-2010/11
2961 E Colorado Boulevard (Former Subject Property)	W Hill Donald Hall Vard Inc. Not Listed Hycon Manufacturing Co. Not Listed	1923-1933 1937 1942 1947 1951-1956 1962-2010/11
2965 E Colorado Boulevard (Subject Property)	Not Listed Pasadena Chrysler Plymouth, Anchor Leasing Corp. Pasadena Chrysler Plymouth, Spar Development Pasadena Chrysler Plymouth, Pasadena Daihatsu Pasadena Chrysler Plymouth, Daihatsu, Jeep Eagle Rusnak Chrysler Plymouth, Thrifty Car Rental Rusnak Chrysler Plymouth Jeep, Andrew Arizmendi Not Listed	1923-1973 1976 1981-1986 1991 1996 2000/01 2006/07 2010/11
2981 E Colorado Boulevard (Former Subject Property)	Not Listed Vard Inc. Vard Division of Royal Industries Airplane Parts Not Listed	1923-1947 1951-1956 1962 1973-2010/11
2858 East Walnut Street (west of subject property)	Not Listed Advanced Technology Onena Tool Co., Advanced Technology Advanced Technology	1923-1973 1976 1981 1986-2010/11
2863 E Colorado Boulevard (adjacent to the west)	Not Listed Vagabond Motor Hotel Vagabond Motor Hotel, Robert Rearick Vagabond Inn Ace Motel, Vagabond Sales Department Super 8 Motel	1923-1973 1976 1981 1986-1991 1996 2000/01-2010/11



Address	Occupant	Year(s) Listed
2870 East Walnut Street (west of subject property)	Not Listed Global Van Agency, Curl & Williams Not Listed Cal Temp Supply Co. All Set Printing Jill Lewis Not Listed Not Listed	1923-1962 1973-1976 1981-1986 1991 1996 2000/01 2006/07 2010/11
2870 E Colorado Boulevard (southwest of subject property)	Not Listed Ace-Hi Motel, Mrs. Hannah Johnson Ace-Hi Motel Not Listed Ace Motel Fuji Japanese Restaurant Ace Motel Not Listed	1923-1947 1951-1956 1962 1973 1976-1991 1996 2000/01-2006/07 2010/11
2879 E Colorado Boulevard (adjacent to the west)	Not Listed Fuji Japanese Restaurant Action Auto Repairs Fuji Japanese Restaurant	1923-1976 1981-1991 1996 2000/01-2010/11
2880 E Colorado Boulevard (adjacent to the southwest)	Not Listed Zimmerman Geo Used Cars Howland Sales Used Cars Not Listed Willis Auto Sales Subaru of Pasadena Avon Rent a Car Ugly Duckling Pasadena, Action Auto Sales/Towing William Nolan, Action Auto Sales Action Auto Sales Personalized Auto Group	1923-1947 1951 1956-1962 1973 1976 1981-1986 1991 1996 2000/01 2006/07 2010/11
2883 E Colorado Boulevard (adjacent to the west)	Not Listed International Grandway Travel	1923-2006/07 2010/11
2885 E Colorado Boulevard (adjacent to the west)	Not Listed <b>Ralph's Standard Gas Station</b> Not Listed U Haul Co., <b>Chevron Standard Station</b> Not Listed Maros Alterations Sunshine Acupuncture, Intl Grandway Travel Not Listed	1923-1956 1962 1973 1976 1981-1996 2000/01 2006/07 2010/11
2887 E Colorado Boulevard (adjacent to the west)	Clarence Williams Not Listed Seventy Eight Co. Not Listed Instant Signs Dong Lee, Instant Signs Not Listed	1923-1962 1973-1976 1981 1986 1991-1996 2000/01 2006/07-2010/11
2888 East Walnut Street (adjacent to the west)	Not Listed -Supreme Products, Molded Rubber Specialties, Crown Rubber Co. Crown Rubber Co. Not Listed Fred Stuh Animation, C Stein Apartments	1923-1962 1973-1976 1981-1986 1991 1996 2000/01-2010/11



Address	Occupant	Year(s) Listed
2889 E Colorado Boulevard (adjacent to the west)	Not Listed JC Fashions Not Listed Delmy's Family Hair Salon	1923-1976 1981 1986-2000/01 2006/07-2010/11
2891 E Colorado Boulevard (adjacent to the west)	Not Listed Pas Tropical Fish Video Biz Quality Plant & Gift Crystal Nails	1923-1976 1981 1986 1991 1996-2010/11
2893 E Colorado Boulevard (adjacent to the west)	Not Listed Red House Fast Boat to China Canton Café	1923-1976 1981 1986 1991-2010/11
2895 Nina Street (adjacent to the west)	H Preston C Walrod Frank Hansley C Hoglelund B Price Mrs. Helen Price B Price D&M Products American Professional Business Bureau Essence Linen	1923 1928 1933 1937 1942-1951 1956 1962 1973-1981 1986 1991-2010/11
2896 E Colorado Boulevard (adjacent to the southwest)	Not Listed B Anderson Dentist C Hayden Dentist, H Telling Physician L Covey Dentist L Covey Dentist, Albert Haugen Physician Albert Haugen Physician Not Listed KFC	1923-1928 1933-1942 1947 1951 1956 1962 1973 1976-2010/11
2897 E Colorado Boulevard (adjacent to the west)	Not Listed Handi Mart Golden Liquor Mart	1923-1976 1981 1986-2010/11
2900 E Colorado Boulevard (adjacent to the south)	Not Listed Pasadena Suzuki Cheung Loon Furniture, Yiu Bing ATV Poly Languages, Coffee Cantata, ATV	1923-1976 1981-1996 2000/01 2006/07 2010/11
2956 E Colorado Boulevard (adjacent to the south)	Not Listed	1923-2010/11



Address	Occupant	Year(s) Listed
2982 E Colorado Boulevard (adjacent to the south)	Not Listed	1923-1991
	-Southland Consulting, El Nido Market, Nail Slicks, Kopy King Printers, Electrolux	1996
	-Thorpe Beauty & Barber Supply, Social Vocational Services, Elizabeth Scott MD, <b>Poppy Cleaners</b> , Pas Tropical Fish, Nail Slicks, Labor Ready, Kopy King Printers, Kids Kuts Salon, Enterprise Rent a Car, Electrolux, De Glamour Beauty Salon, Advance Medical Group	2000/01
	-Social Vocational Services, Pas Tropical Fish, Labor Ready, Klean Pups, <b>Kingdom Cleaners</b> , Kids Kuts, J's Jewelry & Watch Repair, Hart Employment Services, Essence Health Spa, De Glamour Beauty Salon, The Coffee Barrel	2006/07
2990 E Colorado Boulevard (adjacent to the southeast)	-Social Vocational Services, Pas Tropical Fish, Labor Ready, <b>Kingdom Cleaners</b> , J's Jewelry & Watch Repair, Hart Employment Services, Essence Health Spa, Dina's Nail Art, De Glamour Beauty Salon, The Coffee Barrel	2010/11
	Not Listed	1923-1996
	-Southland Consulting, Target Mortgage Inc., Vince Herboian, Cefco National Claims Adjusters	2000/01
3003 E Colorado Boulevard (adjacent to the east)	-Yasmini Atacador DDS, Target Mortgage, State Farm Insurance, Milanos Deli, Vince Herboian, Electrolux, Bowtie Market & Deli, Aerus Electrolux, A&K Medical Supplies	2006/07
	Isaac Haddad MD, Electrolux	2010/11
	Not Listed	1923-1973
3003 E Colorado Boulevard (adjacent to the east)	Jack Wall Chevrolet/Used Cars/Body Shop	1976
	Jack Wall Chevrolet	1981-2006/07
	Roni Deutch Tax Center	2010/11

### 8.3. Fire Insurance Maps

The 1930-1931 (updated 1950) edition of the Sanborn® Fire Insurance were publically accessible through ProQuest, LLC, and reviewed for the area in the vicinity of the subject property. Digital Sanborn® Maps (1867-1970) are under exclusive license of Environmental Data Resources, Inc. Copyright restrictions prevent their reprinting or reproduction in commercial investigations. Additional Sanborn Maps with coverage in the vicinity of the subject property were not reasonably ascertainable. The following was noted for the subject property and adjoining properties:

#### 1930-1931

Twenty-two dwellings and several garages were depicted on the subject property. In addition, a furniture manufacturer, printing company, and organ manufacturer were illustrated on the northern portion of the subject property. A dry cleaner and clothes cleaner were depicted on the southern portion of the subject property.



Dwellings were noted adjacent to the west. The properties adjacent to the north and south were illustrated as vacant. Perins Furniture Factory was depicted adjacent to the southeast. East Walnut Street, North Sunnyslope Avenue, and East Colorado Boulevard were illustrated adjacent to the north, west, and south, respectively. Nina Street was depicted cutting through the middle of the subject property. Eaton Canyon Wash was illustrated to the east.

### **1950 Update**

Twenty-one dwellings and several garages were depicted on the subject property. In addition, a furniture manufacturer, pottery manufacturer, rubber mat manufacturer, and one other large commercial building were illustrated on the northern portion of the subject property. A restaurant and dry cleaner were depicted on the southern portion of the subject property. A building labeled “hydraulic brake shop” was illustrated on the eastern portion of the subject property. This building was part of the Hydra-Control Vard Inc. site. Apartments and a metal fixture manufacturing building were depicted adjacent to the southeast. Used auto sales properties were illustrated adjacent to the south and southwest.

## **8.4. Chain-of-Title/Environmental Lien**

We were not authorized to prepare or review a chain-of-title or environmental lien search for this project.

## **9. PHYSICAL SETTING INFORMATION**

### **9.1. USGS Topographic Map**

The USGS *Mt. Wilson, California, 7.5-minute series* (topographic) map (1966, photo revised 1988) was reviewed. The subject property and adjacent properties to the west and south appeared to be developed in the 1966 illustration. The properties adjacent to the east and north were illustrated as developed with large commercial buildings in the 1988 revision. Colorado Boulevard, North Sunnyslope Avenue, and East Walnut Street were illustrated adjacent to the south, west, and north, respectively. Nina Street was depicted running through the middle subject property.

A portion of the USGS *Mt. Wilson, California, 7.5-minute series* (topographic) map is provided as the previously referenced Figure 1.

### **9.2. Geologic Conditions**

#### **9.2.1. Soil Type and Permeability**

According to the United States Department of Agriculture - Soil Conservation Service online *Soil Survey of the Southeastern Part of Los Angeles County, California*, the type of soil found on the subject property was the Urban land-Palmview-Tujunga complex. Palmview and Tujunga soils were both formed in discontinuous human-transported material over alluvium derived from granite.



Palmview soils are well drained, have a very low runoff class, and a moderately high to high capacity to transmit water. Tujunga soils are somewhat excessively drained, have a negligible runoff class, and a high capacity to transmit water.

### **9.2.2. Regional Geology**

According to the California Department of Conservation- California Geological Survey, *Geologic Map of the Mt. Wilson and Azusa Quadrangles, Los Angeles County, California* (1998), the subject property is located in an area of alluvial fan gravel and sand derived from the San Gabriel Mountains.

### **9.2.3. Groundwater Flow Direction**

Based on review of the USGS *Mt. Wilson, California* 7.5-minute series quadrangle map and on visual observations, the local topography slopes to the southeast. Groundwater flow is inferred to be to the southeast in the area of the subject property.

## **10. ENVIRONMENTAL RECORDS REVIEW**

### **10.1. Local Sources**

#### **10.1.1. Building Permit/Inspection Department**

Building records for the subject property were requested from the City of Pasadena – Building Department. The following records were provided:

##### **2915 East Colorado Boulevard**

07/10/1947	Restaurant inspection
05/09/1956	Alteration to Gwinn's Restaurant
10/01/1958	Building permit for car shelter
02/26/1964	Building permit to remodel dining area
07/09/1967	Sign permit for "Gwinn's Restaurant"
08/04/1971	New parking for restaurant
08/25/1971	Plumbing permit for Twohey's restaurant
06/05/1972	Tenant improvement to Bengie's restaurant
12/17/1992	Demolish restaurant building
02/20/2019	Building permit to demo existing buildings on site, vacate dead-end section of Nina Street, remove asphalt from parking lots, grade and construct new sales, leasing, service, and parts building



**2965 East Colorado Boulevard**

- 12/18/1969 Building permit for new 37,584 s.f. auto sales and service building
- 01/13/1971 Building permit for auto sales and service building
- 03/10/1971 Sign permit for Pasadena Chrysler Plymouth
- 06/22/2015 Tenant improvement (36,055 s.f.), addition (10,208 s.f.), add service drive canopy (2,064 s.f.), partial demo (938 s.f.), and remodel service shop (2,722 s.f.)
- 08/11/2015 Grading permit for existing auto dealership – cut 431 cubic yards, fill 179 cubic yards, export 252 cubic yards
- 05/29/2019 Remodel existing auto sales, services, and parts area for Audi dealership

**2961 East Colorado Boulevard**

- 08/14/1934 Building permit to have rest home for 5 patients
- 12/02/1959 Add AC to 1<sup>st</sup> and 2<sup>nd</sup> floor offices

**28 North Sunnyslope Avenue**

- 07/09/1924 Application to erect frame building
- 01/28/1936 Move porch to rear of house
- 06/04/1959 Permission to use existing single-family dwelling for storage purposes and erect transformer building south of existing garage
- 07/30/1964 Permission to use existing buildings on property for storage purposes – granted for 5 years
- 07/22/1971 Demolish garage

**40 North Sunnyslope Avenue**

- 05/08/1928 Permit to add glassed-in porch

**60 North Sunnyslope Avenue**

- 12/09/1998 Reroof warehouse

**70 North Sunnyslope Avenue**

- 10/08/1989 Convert loading docks to decks

**96 North Sunnyslope Avenue**

- 06/17/1993 Fill in existing door openings with masonry and brick veneer (vacant tenant)





02/11/1999 Upgrade URM commercial building

07/21/2010 Request for 4 suite assignments in building

**2914 East Walnut Street**

05/03/1973 Add 6,170 s.f. storage area

**2916 East Walnut Street**

08/28/1989 Tenant improvement

**2926 East Walnut Street**

02/23/1973 Demolish building

07/22/1993 Tenant improvement including stairs to existing lift

**2932 East Walnut Street**

08/20/1947 Building permit for machine shop

10/12/1949 Addition to existing building

07/28/1953 Addition to existing machine shop

07/21/2012 Demolish 1,200 s.f. commercial building

**2940 East Walnut Street**

02/19/1964 Repair residence and garage

12/07/1979 Demolish damaged house

05/04/2007 Seismic upgrade to industrial building

**2948 East Walnut Street**

05/04/2007 URM seismic retrofit of industrial building

08/19/2011 Demolish URM building

**2925 Nina Street**

08/25/1948 Alter residence

03/05/1979 Demolish building

**2929 Nina Street**

02/11/1997 New construction of 2-car garage

08/20/2012 Demolish 900 s.f. house

**2945 Nina Street**

10/13/1937 Building permit for residence



### **10.1.2. Fire Department**

A request for information regarding the subject property was submitted to the City of Pasadena Fire Department. To date, we have not received a response. Should any pertinent information become available from this source at a later date, an addendum to this report will be prepared.

However, the following records from the City of Pasadena Fire Department were obtained during the previous Phase I ESA discussed in section 4.3 of this report:

- The previous occupants of the subject property used and stored hazardous materials at the site which included paint, welding gases, water-based cleaning solvents, motor oil, and antifreeze. Hazardous wastes generated by former business operations included waste oil and waste anti-freeze which were collected and transported offsite. As of 2006, the former occupants were listed as out of business and no violations were on file.
- In 1977, a 1,000-gallon waste oil UST and a 2,000-gallon gasoline UST were installed on the subject property. The USTs were removed under the supervision of the LADPW in March 1987. Soil sampling collected from beneath the USTs was tested for TPH, fuel hydrocarbons, and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a “no further action” letter on July 29, 1987.

### **10.1.3. Planning/Zoning Department**

According to the information provided by the City of Pasadena Planning Department, the subject property is zoned East Pasadena Specific Plan subarea d1 limited commercial district – general industrial (EPSP-d1-IG) and East Colorado Specific Plan Chihuahueta area – general commercial (ECSP-CG-6).

### **10.1.4. Department of Health /Pollution Control /Water Quality**

A request for information regarding the subject property was submitted to the Los Angeles County Public Health Department. The following record was provided:

01/17/2018 Facility Information Report – Rusnak Pasadena: no violations observed

In addition, we used Geotracker (an online database system of The California State Water Resources Control Board) to search for environmental information for the subject property and adjacent properties. No records of USTs, hazardous waste, spills, or cleanups were on file from Geotracker for the subject property or surrounding properties.



**10.1.5. Tax Assessor's/Appraisal/Auditor Department**

According to information provided by the Los Angeles County Assessor, the subject property is located on Parcel No. 5748-036-001, 5748-036-002, 5748-036-003, 5748-036-004, 5748-036-005, 5754-005-007, 5748-036-028, 5748-036-029, and 5748-036-032. No additional information was provided.

**10.1.6. OTHER**

According to a search of the California Division of Oil and Gas and Geothermal Resources (DOGGR) website, no oil or gas wells are located within 1.0 mile of the subject property. A search was made of the Department of Toxic Substances Control ENVIROSTOR online database. The subject property is included on the list:

**Vard Inc. – 2961 East Colorado Boulevard (subject property and property adjacent to the east)**

A *Categorical Exclusion and Ineligible Findings Form* was reviewed. According to this form, the plant was constructed in 1942 by the Defense Plant Corporation. This plant occupied the subject property and the property adjacent to the east. The facility included a guardhouse, combination of manufacturing and office buildings, and punch press building used for the production of precision tools, aircraft components, and scientific instruments. The plant was sold to Vard Inc. in December 1945. The site is listed as inactive and needing evaluation as of July 1, 2005.

Copies of supporting environmental documents are enclosed in Appendix G.

**10.2. State Sources**

We used ERIS to identify state sites of known environmental concern. A copy of the *ERIS Database Search Report*, queried on October 26, 2021 is enclosed within Appendix H. Some terms utilized in the ERIS report may differ from actual state identification listings. The following is a summary of information provided.

**10.2.1. State/Tribal NPL Sites**

The California *National Priorities List* (NPL) was reviewed. The subject property is not included on this listing. In addition, no State NPL sites are reported within 1.0 mile of the subject property.

**10.2.2. State/Tribal CERCLIS Sites**

The Envirostor- *Comprehensive Environmental Response, Compensation and Liability Information System* (CERCLIS) database was reviewed. The subject property is not included on this list. However, the following State CERCLIS sites are reported within 1.0 mile of the subject property:

Facility Name/Address	Location	Status
Vard Inc. Pasadena, CA	*0.27 mile north-northwest	Inactive – Needs evaluation, 2005
Kinneloa Avenue Property 175 South Kinneloa Avenue	0.28 mile southeast	Certified O&M – Land use restrictions only, 2001



Facility Name/Address	Location	Status
Naval Information Research Foundation 3202 East Foothill Boulevard	0.34 mile east-northeast	Active, 2015
NIRF (Undersea Center) Pasadena, CA	0.38 mile east-northeast	Inactive – Needs evaluation, 2016
150 Most Cleaners 2308 East Colorado Boulevard	0.73 mile west	Closed
150 Most Cleaners 2308 East Colorado Boulevard	0.73 mile west	No action required, 2011

\*Site actually encompasses the subject property and the property adjacent to the east

Further information regarding the Vard Inc. site is discussed in section 10.1.6 of this report.

### 10.2.3. State/Tribal Solid Waste Landfill

The California Integrated Waste Management Board *Solid Waste Information System* database (SWL) was reviewed. The subject property is not included within this listing. In addition, no SWL sites are reported within 0.5 mile of the subject property.

### 10.2.4. State/Tribal Leaking Underground Storage Tanks

The listing of leaking underground storage tanks (LUST) and the spills, leaks, and investigation and cleanup cost recovery (SLIC) databases were reviewed. The subject property is not included on these lists. However, the following LUST or SLIC sites are reported within 0.5 mile of the subject property:

Facility Name/Address	Location	Status
Thrifty #024 2800 East Foothill Boulevard	0.25 mile northwest	Closed, 2006
Mobil #17-HNL 284 S. San Gabriel Boulevard	0.45 mile south-southwest	Closed, 2001
Tosco S.S. #2248 3275 East Foothill Boulevard	0.49 mile east-northeast	Closed, 2006

### 10.2.5. State/Tribal Storage Tanks

The California State Water Resources Control Board (CSWRCB) *State Registered Underground Storage Tanks Database*, the *Certified Unified Program Agency* databases of underground storage tanks, and the *Indian Lands Underground Storage Tanks List*, as maintained by the USEPA Region 9 (REG UST/AST), were reviewed. The subject property is not included within these listings. However, the following adjoining property is included on the REG UST/AST or County UST lists:

Facility Name/Address	Number/Size of Tanks (in Gallons)	Type of Tank	Contents	Status
3003 East Colorado Blvd (adjacent to the east)	3,701 gallons	AST	Unknown	Unknown



**10.2.6. State/Tribal Voluntary Cleanup Program Sites**

The Voluntary Cleanup Program Sites (VCP) database was reviewed. The subject property is not included on this list. However, the following VCP sites are reported within 0.5 mile of the subject property:

Facility Name/Address	Location	Status
Kinneloa Avenue Property 175 South Kinneloa Avenue	0.28 mile southeast	Certified O&M – Land use restrictions only, 2001
Naval Information Research Foundation 3202 E Foothill Boulevard	0.37 mile east-northeast	Active, 2015

**10.2.7. State/Tribal Brownfield Sites**

The US Brownfield database was reviewed. The subject property is not included on this list. In addition, no Brownfield sites are reported within 0.5 mile of the subject property.

**10.2.8. Local Lists of Landfill/Solid Waste Disposal Sites**

The Waste Management Unit Database System (WMUDS) and Soil and Waste Assessment (SWAT) databases were reviewed. The subject property is not included within these listings. In addition, no WMUDS or SWAT sites are reported within 0.5 mile of the subject property.

**10.2.9. Local Lists of Hazardous Waste/Contaminated Sites**

The School (SCH) database was reviewed. The subject property is not included on this list. In addition, no SCH sites are reported within 0.25 mile of the subject property.

**10.2.10. Other Tanks**

The California Facility Inventory Database (FID) and the Statewide Environmental Evaluation and Planning System (SWEEPS UST) databases were reviewed. The subject property is included on this database. In addition, the following SWEEPS UST site is reported adjacent to the subject property:

Facility Name/Address	Number/Size of Tanks (in Gallons)	Type of Tank	Contents	Status
Pasadena Chrysler Plymouth 2965 E Colorado Blvd (Subject Property)	0 Tanks	UST	Unknown	Active
Jack Wall Chevrolet 3003 East Colorado Blvd (adjacent to the east)	One 550 gallon One 10,000-gallon One 1,050-gallon One 2,000-gallon	UST	Petroleum fuel, waste oil	Inactive; all tanks removed

**10.2.11. Local Land Records**

The Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions and Hazardous Waste Management Program Facility Sites with Deed/Land Use Restriction (DEED) was reviewed. The subject property is not included on this database. In addition, no DEED sites are reported within 0.5 mile of the subject property.



**10.2.12. OTHER**

The OTHER database was reviewed. The subject property is included on the Historical Hazardous Waste Manifest Data (HIST MANIFEST), Hazardous Waste Manifest Data (HAZNET), Certified Unified Program Agency Los Angeles County Records (CUPA LA COUNTY), Resource Conservation and Recovery Act Non-Generators (RCRA NON GEN), Alternative Fueling Stations (ALT FUELS), California Environmental Reporting System Tanks (CERS TANK), State Water Resources Control Board Aboveground Storage Tanks (AST SWRCB), Toxic Pollutant Emissions Facilities (EMISSIONS), Historical Hazardous Substance Storage Container Information Facility Summary (HIST TANK), Historical Hazardous Substance Storage Information (HHSS), and Los Angeles County Hazardous Materials System (LA HMS) databases:

Facility Name/Address	Location	Status
2915 East Colorado Boulevard Pasadena, CA	Subject Property	Created 1992, Inactive 2000; 0 tons of asbestos containing waste
1X Daniel Wang 2915 East Colorado Boulevard	Subject Property	Created 1992, Inactive 2000
Rusnak Rolls Royce/Bentley 2965 East Colorado Boulevard	Subject Property	Chemical Storage Facility/Hazardous Waste Generator; No violations found
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	Facility ID: 5005
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	Facility ID: 5005
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	Facility ID: 5005
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	2 tanks installed in 1977; 2,000-gallon tank containing waste and 1,000-gallon tank containing waste oil
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	3 tanks installed in 1970; 1,900-gallon tank containing unleaded motor vehicle fuel, unknown capacity tank containing waste, and unknown capacity tank containing waste oil
2965 East Colorado Boulevard Pasadena, CA	Subject Property	Underground storage tank equipment removed
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	3 containers
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	2 containers
Rusnak Pasadena Rolls Royce/Bentley 2965 E Colorado Boulevard	Subject Property	Facility ID: FA0007961
Rusnak Group 2965 E Colorado Boulevard	Subject Property	No violations or enforcement actions on file
Audi Rusnak 2965 E Colorado Boulevard	Subject Property	Electric Station – Open 2020



Facility Name/Address	Location	Status
Rusnak Pasadena Audi 2965 E Colorado Boulevard	Subject Property	Aboveground petroleum storage; Hazardous waste generator; Chemical storage facility
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	Listing 2003, 2005, 2006, 2007
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	Listing 2003

In addition, the following CLEANUP and DRYCLEANER sites are reported within 0.5 mile of the subject property:

Facility Name/Address	Location	Status
Kingdom Cleaners 2982 E. Colorado Blvd, Ste. 104	0.08 mile south	Created 2006, Inactive 2017
Naval Information Research Foundation 3202 East Foothill Boulevard	0.37 mile east-northeast	Open – Inactive
Naval Information Research Foundation 3202 East Foothill Boulevard	0.37 mile east-northeast	Open – Inactive
Naval Information Research Foundation 3202 East Foothill Boulevard	0.41 mile east-northeast	Open – Site assessment

### 10.3. Federal Sources

We used ERIS to identify federal sites of known environmental concern. A copy of the *ERIS Database Search Report*, queried on October 26, 2021 is enclosed within Appendix H. The following is a summary of information provided.

#### 10.3.1. Federal NPL

The United States Environmental Protection Agency (USEPA) *National Priorities List* (NPL) was reviewed. The subject property is not included within this listing. In addition, no NPL sites are reported within 1.0 mile of the subject property.

#### 10.3.2. Federal Delisted NPL

The USEPA *Delisted* NPL was reviewed. The subject property is not included within this listing. In addition, no Delisted NPL sites are reported within 0.5 mile of the subject property.

#### 10.3.3. Federal CERCLIS

The USEPA *Comprehensive Environmental Response, Compensation and Liability Information System* (CERCLIS) was reviewed. The subject property is not included within this listing. In addition, no CERCLIS sites are reported within 0.5 mile of the subject property.



**10.3.4. Federal CERCLIS NFRAP**

The USEPA *CERCLIS No Further Remedial Action Planned* (NFRAP) was reviewed. The subject property is not included within this listing. In addition, no CERCLIS NFRAP sites are reported within 0.5 mile of the subject property.

**10.3.5. Federal RCRA TSD**

The USEPA *Resource Conservation and Recovery Information System* (RCRA) *Treatment, Storage and/or Disposal Facilities* (RCRA TSD) was reviewed. The subject property is not included within this listing. However, the following RCRA TSD sites are reported within 0.5 mile of the subject property:

Facility Name/Address	Location	Status
Anabi Oil Corp DBA Colorado Shell 2716 E Colorado Boulevard	0.24 mile west-southwest	No violations or enforcement actions on file
Regina & Thomas Parola Meyers 2740 E Del Mar Boulevard	0.38 mile southwest	No violations or enforcement actions on file
Finish Master Branch #209 2591 E Foothill Boulevard	0.44 mile west-northwest	No violations or enforcement actions on file
Ion Media of Los Angeles, Inc. 2531 Nina Street	0.46 mile west	No violations or enforcement actions on file

**10.3.6. Federal RCRA COR**

The USEPA *RCRA Corrective Action Sites* (RCRA COR) was reviewed. The subject property is not included within this listing. However, the following RCRA COR site is reported within 1.0 mile of the subject property:

Facility Name/Address	Location	Status
150 Most Cleaners 2308 East Colorado Boulevard	0.73 mile west	Small quantity generator of hazardous waste; no violations or enforcement actions on file

**10.3.7. Federal RCRA GEN**

The USEPA *RCRA – Large and Small Quantity Generators* (RCRA GEN) was reviewed. The subject property is included within this listing. In addition, the following RCRA GEN sites are located adjacent to the subject property:

Facility Name/Address	Location	Status
Rusnak Pasadena 2965 East Colorado Boulevard	Subject Property	Small quantity generator of hazardous waste; no violations or enforcement actions on file
Pasadena Suzuki Yamaha 2900 East Colorado Boulevard	Adjacent to the south	Small quantity generator of hazardous waste; no violations or enforcement actions on file
Colorado Auto & Tire Center 2880 East Colorado Boulevard	Adjacent to the southwest	Small quantity generator of hazardous waste; no violations or enforcement actions on file

**10.3.8. Federal ERNS**

The USEPA *Emergency Response Notification System* (ERNS) was reviewed. The subject property is not included within this listing.





#### **10.3.9. Federal IC and EC Brownfield Management System**

The USEPA *Brownfield Management System* (BMS) of sites with IC and EC was reviewed. The subject property is not included within this listing.

#### **10.3.10. Federal TRI PFAS**

The USEPA *Toxic Release Inventory of Facilities Using Perfluorinated and Polyfluorinated Alkyl Substances* was reviewed. The subject property is not included within this database. In addition, no PFAS TRI or PFAS NPL sites are reported within 0.5 mile of the subject property.

#### **10.3.11. Federal SEMS**

The USEPA *Superfund Enterprise Management System* (SEMS) was reviewed. The subject property is not included within this database. In addition, no SEMS sites are reported within 0.5 mile of the subject property.

#### **10.3.12. Federal SEMS ARCHIVE**

The USEPA *SEMS Archived Site Inventory* was reviewed. The subject property is not included within this database. In addition, no SEMS ARCHIVE sites are reported within 0.5 mile of the subject property.

#### **10.3.13. Federal SUPERFUND ROD**

The USEPA *Superfund Records of Decision* was reviewed. The subject property is not included within this database. In addition, no SUPERFUND ROD sites are reported within 0.5 mile of the subject property.

### **11. VAPOR ENCROACHMENT SCREENING**

Giles conducted a limited Tier 1 and Tier 2 Vapor Encroachment Screen (VES) at the subject property to determine if a vapor encroachment condition (VEC) exists. While Giles used the ASTM Standard E 2600-15, Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions, published December 2015, as a general guideline, this limited VES is not intended to constitute a full Tier 1 or Tier 2 VES as described in the ASTM E 2600-15 standard. A VEC is defined as the presence or likely presence vapors from chemical(s) of concern (COC) in the subsurface of the subject property, caused by the release of vapors from contaminated soil or groundwater either on or in the vicinity of the subject property.

A former drycleaner (Model Cleaners & Dyers, R Stepp Clothes Cleaners, Spotless Cleaners & Dyers) was located on the southern portion of the subject property from at least 1928 through 1951. Based on the former use of the subject property as a drycleaner, a vapor encroachment condition does exist.

A former gasoline station (Ralph's Standard/Chevron Standard Station) was located approximately 85 feet west and inferred to be hydraulically cross-gradient of the subject property. Based on Giles's experience, a vapor encroachment critical distance for the subject property is estimated to be approximately 200 feet from a gasoline station property. In our opinion, due to the close proximity to the subject property, a vapor encroachment condition does exist.



A former drycleaner (Poppy Cleaners/Kingdom Cleaners) was located approximately 325 feet south and inferred to be hydraulically down gradient of the subject property. Based on Giles's experience, a vapor encroachment critical distance for the subject property is estimated to be approximately 300 feet from a drycleaner property. In our opinion, based on the distance from the subject property, a vapor encroachment condition does not exist.

No other facilities that presented a vapor encroachment condition were identified within approximately 300 feet of the subject property.

## 12. FINDINGS AND OPINIONS

- The eastern portion of the subject property is currently occupied by a large Rusnak showroom and automotive service facility with roof-top parking. The northwestern portion of the subject property is occupied by several industrial buildings, a vacant space that appears to be used for gardening, a garage, and other vacant lots/parking areas. Most of the industrial buildings are vacant or used for storage. One building in the northwestern corner of the property is used by Artworks, a youth art center.

The Rusnak facility repairs vehicles on the premises and large quantities of automotive fluids such as motor oil, transmission fluid, and antifreeze are stored and used on the site. In addition, waste oil, used oil filters, and waste antifreeze are generated by the business activities. The hazardous materials and hazardous wastes appeared to be properly stored and managed and no significant spills or leaks were observed on the premises.

A review of Sanborn maps showed that in 1930-1931, twenty-two dwellings and several garages were depicted on the subject property. In addition, a furniture manufacturer, printing company, and organ manufacturer were illustrated on the northern portion of the subject property. A dry cleaner and clothes cleaner were depicted on the southern portion of the subject property. A 1950 Sanborn Map depicted twenty-one dwellings and several garages on the subject property. In addition, a furniture manufacturer, pottery manufacturer, rubber mat manufacturer, and one other large commercial building were illustrated on the northern portion of the subject property. A restaurant and dry cleaner were depicted on the southern portion of the subject property. A building labeled "hydraulic brake shop" was illustrated on the eastern portion of the subject property. This building was part of the Hydra-Control Vard Inc. site.

According to a review of information for the Vard site on the DTSC Envirostor website, the plant was constructed in 1942 by the Defense Plant Corporation. This plant occupied portions of the subject property and the property adjacent to the east. The facility included a combination manufacturing and office building, punch press building, and guardhouse used for the production of precision tools, aircraft components, and scientific instruments. The plant was sold to Vard Inc. in December 1945. The site is listed as inactive and needing evaluation as of July 1, 2005.



A Phase I ESA report and a Phase II Environmental study were reportedly conducted on the subject property by Dames & Moore in July 1996. Over thirty soil borings were advanced in the vicinity of the hydraulic lifts, former USTs, product piping, and in the auto spray booth area. The soil samples were analyzed for TRPH, VOCs, and BTEX. Soil samples from eleven of the borings contained low levels of TRPH. Low levels of solvents were also detected in two areas. Additional testing was completed in the areas with known contamination and analytical test results indicated acceptable levels of TRPH contamination. The City of Pasadena issued a “no further action” closure letter on January 30, 1997. Since no significant impacts were identified during the subsurface soil studies, it was not likely that the former United States Government manufacturing activities had an adverse effect on the subject property. The low levels of soil contamination on the subject property that was investigated in 1996 constitutes a historic recognized environmental condition.

In 1977, a 1,000-gallon waste oil UST and a 2,000-gallon gasoline UST were installed on the subject property. The USTs were removed under the supervision of the LADPW in March 1987. Soil sampling collected from beneath the USTs was tested for TPH, fuel hydrocarbons, and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a “no further action” letter on July 29, 1987. The USTs previously removed from the subject property constitute a historic recognized environmental condition.

The subject property is listed on the RCRA GEN, HIST MANIFEST, HAZNET, SWEEPS UST, CUPA LA COUNTY, RCRA NON GEN, ALT FUELS, CERS TANK, AST SWRCB, SWEEPS UST, EMISSIONS, HIST TANK, HHSS, and LA HMS databases. During the on-site visit, an abandoned tank labeled “waste oil” was observed on a vacant lot in the northern portion of the subject property. The former use of the subject property as a dry cleaner constitutes a recognized environmental condition with respect to the subject property, and a vapor encroachment condition exists.

- The former Ralph’s Standard/Chevron Standard gasoline station was located approximately 85 feet west of the subject property. This property was occupied by a gasoline station from at least 1962 through 1976. In our opinion, due to the close proximity to the subject property, a vapor encroachment condition exists and constitutes a recognized environmental condition with respect to the subject property.
- The former Poppy Cleaners/Kingdom Cleaners property was located approximately 325 feet south of the subject property. This property was occupied by a dry cleaner from at least 2000 through 2017. The property is listed on the DRYCLEANER database. Based on the distance from the subject property, a vapor encroachment condition does not exist and the site does not constitute a recognized environmental condition with respect to the subject property.



- The 3003 East Colorado Boulevard (Ganahl Lumber) property is located adjacent to the east. This property is listed on the SWEEPS UST and AST database with a 3,701 gallon capacity on the AST database and four former USTs which have been removed on the SWEEPs UST database. No leaks associated with this property have been reported. In our opinion, the site does not constitute a recognized environmental condition with respect to the subject property.
- Two additional RCRA GEN site are located adjacent to the subject property. The RCRA GEN sites are not included on the other reviewed environmental databases. Neither of these RCRA GEN sites had violations or enforcement actions on file. Based on the no violation status, the RCRA GEN sites do not present a recognized environmental condition with respect to the subject property.
- The remaining surrounding properties were observed with commercial and residential uses. Historically, these areas were developed for primarily commercial or residential uses. The remaining surrounding properties are not listed on the reviewed federal or state databases. No indications of environmental concerns were noted on the remaining surrounding properties at the time of the on-site visit. As such, the remaining surrounding properties do not constitute a recognized environmental condition with respect to the subject property.
- Five additional state CERCLIS sites are located between 0.28 and 0.73 mile of the subject property. One of these state CERCLIS sites is inactive, one is certified, one is active, one is closed, and one has attained no action required status. Based on the distance and status, the state CERCLIS sites do not present a recognized environmental condition with respect to the subject property.
- Three LUST sites are located between 0.25 and 0.49 mile of the subject property. All of these LUST sites have attained closure status. Based on the distance and status, the LUST sites do not present a recognized environmental condition with respect to the subject property.
- Two VCP sites are located between 0.28 and 0.37 mile of the subject property. One of these VCP sites is certified and one is active. Based on the distance or status, the VCP sites do not present a recognized environmental condition with respect to the subject property.
- Three CLEANUP sites are located between 0.37 and 0.41 mile of the subject property. All of these CLEANUP sites are open. Based on the distance, the CLEANUP sites do not present a recognized environmental condition with respect to the subject property.
- One RCRA COR is located approximately 0.73 mile west of the subject property. This RCRA COR site is listed as a small quantity generator of hazardous waste with no violations or enforcement actions on file. Based on the distance and status, the RCRA COR site does not present a recognized environmental condition with respect to the subject property.



- Four RCRA TSD sites are located between 0.24 and 0.46 mile of the subject property. None of these RCRA TSD sites have any violations or enforcement actions on file. Based on the distance and status, the RCRA TSD sites do not present a recognized environmental condition with respect to the subject property.

### 13. CONCLUSIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E 1527-13 of the property located at 2915 and 2965 E. Colorado Boulevard, in the City of Pasadena, Los Angeles County, California, the property. Any exceptions to, or deletions from, this practice are described within Section 3.2.

This assessment has revealed evidence of the following business environmental risks:

- The storage of petroleum products, which is common to the auto service industry, on the subject property does pose a potential material threat of a future release if not properly maintained or managed.

This assessment has revealed evidence of the following recognized environmental conditions:

- The potential for soil, groundwater, and soil gas impacts from the former dry cleaner located on the subject property.
- The potential for soil gas impacts to be present on the subject property from the former gasoline station located approximately 85 feet west.

In addition, the following historic recognized environmental conditions were identified:

- In 1977, a 1,000-gallon waste oil UST and a 2,000-gallon gasoline UST were installed on the subject property. The USTs were removed under the supervision of the LADPW in March 1987. Soil sampling collected from beneath the USTs was tested for TPH, fuel hydrocarbons, and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a “no further action” letter on July 29, 1987.
- A Phase I ESA report and a Phase II Environmental study were reportedly conducted on the subject property by Dames & Moore in July 1996. Over thirty soil borings were advanced in the vicinity of the hydraulic lifts, former USTs, product piping, and in the auto spray booth area. Soil samples from eleven of the borings contained low levels of TRPH. Low levels of solvents were also detected in two areas. Additional testing was completed in the areas with known contamination and analytical test results indicated acceptable levels of TRPH contamination. The City of Pasadena issued a “no further action” closure letter on January 30, 1997.



#### 14. RECOMMENDATIONS

Based on the findings and conclusions of this assessment, additional environmental investigation of the subject property is considered warranted at this time. A Limited Phase II is recommended to assess the potential impacts to the soil, groundwater, and soil gas of the subject property from the aforementioned recognized environmental conditions.

#### 15. DATA GAPS

No historical documentation was available prior to 1923. However, based on the research completed for this report, the lack of historical documentation prior to 1923 is not considered a significant data gap.

#### 16. GENERAL COMMENTS

No environmental site assessment can wholly eliminate uncertainty regarding the potential for recognized environmental conditions in connection with the property. ASTM International's *Standard Practice E 1527-13* is intended to reduce, but not eliminate, uncertainty regarding the potential for recognized environmental conditions in connection with the property, and recognizes reasonable limits of time and cost.

The term *recognized environmental condition* means the presence or likely presence of any *hazardous substances* or *petroleum products* in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Conditions determined to be *de minimis* are not *recognized environmental conditions*.

The term *de minimis condition* means a condition that generally does not present a threat to human health or the *environment* and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

The term *historical recognized environmental condition* means a past *release* of any *hazardous substances* or *petroleum products* that has occurred in connection with the *property* and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the *property* to any required controls (for example, *property* use restrictions, *activity and use limitations*, *institutional controls*, or *engineering controls*).

The term *controlled recognized environmental condition* means a *recognized environmental condition* resulting from a past *release* of *hazardous substances* or *petroleum products* that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority),



with *hazardous substances* or *petroleum products* allowed to remain in place subject to the implementation of required controls (for example, *property* use restrictions, *activity and use limitations*, *institutional controls*, or *engineering controls*).

The term *business environmental risk* means a risk which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of a parcel of commercial real estate, not necessarily limited to those environmental issues required to be investigated in this practice (Phase I ESA ASTM E1527-13). Consideration of business environmental risk issues may involve addressing one or more non-scope considerations.

The term *hazardous substance* is a substance defined as hazardous pursuant to CERCLA 42 USC § 9601(14), and as interpreted by USEPA regulations and the courts.

The term *petroleum products* is defined as those substances included within the meaning of the petroleum exclusion to CERCLA 42 USC § 9601(14), as interpreted by the courts and USEPA, that is: petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance under Subparagraphs (A) through (F) of CERCLA 42 USC § 9601(14), natural gas, natural gas liquids, liquefied natural gas, and synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas).

The services described in this report were performed consistent with generally accepted professional consulting principles and practices and in accordance with the practices and service scope elements recommended by ASTM International for a Phase I ESA. No other warranty, expressed or implied, is made. These services were performed consistent with our agreement with our client. This report is solely for the use and information of our client or as otherwise noted. Any unauthorized use of this report is strictly prohibited and we assume no liability for any such use.

We prepared this report to aid in the evaluation of recognized environmental conditions of the subject property located at 2915 and 2965 E. Colorado Boulevard, in the City of Pasadena, Los Angeles County, California. Conclusions presented in the report are based on available information that pertained to the subject property at various points in time. The information may have been provided to us by others or acquired through discussions with various governmental or agency personnel. We must rely on the credibility of others and do not independently verify or warrant the accuracy of information or test results they supply. Any alteration in the documentation, facts, or verbal information we obtained may result in a modification or redirection of the conclusions presented in this report.

Conclusions in this report are based on visual field observations performed within the property boundaries and our record review at a specific point in time. Environmental conditions may exist at the subject property that could not be identified by visual observation, including potential hazardous substances present within undocumented fills on the subject or adjoining properties. Where subsurface work and/or laboratory testing was performed, our professional opinions are based in part on the interpretation of data obtained from discreet sampling locations. The sampling may not have depicted actual



environmental conditions at non-sampled locations elsewhere on the subject or adjoining properties. We are not responsible for any errors in the professional opinions presented within this report that result from subsequently occurring events or inaccuracies due to sampling or services provided by subcontracted testing laboratories.

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## **APPENDIX A**

### ***Important Information about This Geoenvironmental Report***

# Important Information about This

# Geoenvironmental Report

Geoenvironmental studies are commissioned to gain information about environmental conditions on and beneath the surface of a site. The more comprehensive the study, the more reliable the assessment is likely to be. But remember: Any such assessment is to a greater or lesser extent based on professional opinions about conditions that cannot be seen or tested. Accordingly, no matter how many data are developed, risks created by unanticipated conditions will always remain. *Have realistic expectations.* Work with your geoenvironmental consultant to manage known and unknown risks. Part of that process should already have been accomplished, through the risk allocation provisions you and your geoenvironmental professional discussed and included in your contract's general terms and conditions. This document is intended to explain some of the concepts that may be included in your agreement, and to pass along information and suggestions to help you manage your risk.

## **Beware of Change; Keep Your Geoenvironmental Professional Advised**

The design of a geoenvironmental study considers a variety of factors that are subject to change. Changes can undermine the applicability of a report's findings, conclusions, and recommendations. *Advise your geoenvironmental professional about any changes you become aware of.* Geoenvironmental professionals cannot accept responsibility or liability for problems that occur because a report fails to consider conditions that did not exist when the study was designed. Ask your geoenvironmental professional about the types of changes you should be particularly alert to. Some of the most common include:

- modification of the proposed development or ownership group,
- sale or other property transfer,
- replacement of or additions to the financing entity,

- amendment of existing regulations or introduction of new ones, or
- changes in the use or condition of adjacent property.

Should you become aware of any change, *do not rely on a geoenvironmental report.* Advise your geoenvironmental professional immediately; follow the professional's advice.

## **Recognize the Impact of Time**

A geoenvironmental professional's findings, recommendations, and conclusions cannot remain valid indefinitely. The more time that passes, the more likely it is that important latent changes will occur. *Do not rely on a geoenvironmental report if too much time has elapsed since it was completed.* Ask your environmental professional to define "too much time." In the case of Phase I Environmental Site Assessments (ESAs), for example, more than 180 days after submission is generally considered "too much."

## **Prepare To Deal with Unanticipated Conditions**

The findings, recommendations, and conclusions of a Phase I ESA report typically are based on a review of historical information, interviews, a site "walkover," and other forms of noninvasive research. When site subsurface conditions are not sampled in any way, the risk of unanticipated conditions is higher than it would otherwise be.

While borings, installation of monitoring wells, and similar invasive test methods can help reduce the risk of unanticipated conditions, *do not overvalue the effectiveness of testing.* Testing provides information about actual conditions only at the precise locations where samples are taken, and only when they are taken. Your geoenvironmental

professional has applied that specific information to develop a general opinion about environmental conditions. *Actual conditions in areas not sampled may differ (sometimes sharply) from those predicted in a report.* For example, a site may contain an unregistered underground storage tank that shows no surface trace of its existence. *Even conditions in areas that were tested can change, sometimes suddenly, due to any number of events, not the least of which include occurrences at adjacent sites.* Recognize, too, that *even some conditions in tested areas may go undiscovered*, because the tests or analytical methods used were designed to detect only those conditions assumed to exist.

Manage your risks by retaining your geoenvironmental professional to work with you as the project proceeds. Establish a contingency fund or other means to enable your geoenvironmental professional to respond rapidly, in order to limit the impact of unforeseen conditions. And to help prevent any misunderstanding, identify those empowered to authorize changes and the administrative procedures that should be followed.

### **Do Not Permit Any Other Party To Rely on the Report**

Geoenvironmental professionals design their studies and prepare their reports to meet the specific needs of the clients who retain them, in light of the risk management methods that the client and geoenvironmental professional agree to, and the statutory, regulatory, or other requirements that apply. The study designed for a developer may differ sharply from one designed for a lender, insurer, public agency...or even another developer. *Unless the report specifically states otherwise, it was developed for you and only you.* Do not unilaterally permit any other party to rely on it. The report and the study underlying it may not be adequate for another party's needs, and you could be held liable for shortcomings your geoenvironmental professional was powerless to prevent or anticipate. Inform your geoenvironmental professional when you know or expect that someone else—a third-party—will want to use or rely on the report. *Do not permit third-party use or reliance until you first confer with the geoenvironmental professional who prepared the report.* Additional testing, analysis, or study may be required and, in any event, appropriate terms and conditions should be agreed to so both you and your geoenvironmental professional are protected from third-party risks. *Any party who relies on a geoenvironmental report without the express written permission of the professional who prepared it and the client for whom it was prepared may be solely liable for any problems that arise.*

### **Avoid Misinterpretation of the Report**

Design professionals and other parties may want to rely on the report in developing plans and specifications. They need to be advised, in writing, that their needs may not have been considered when the study's scope was developed, and, even if their needs were considered, they might misinterpret geoenvironmental findings, conclusions, and recommendations. *Commission your geoenvironmental professional to explain pertinent elements of the report to others who are permitted to rely on it, and to review any plans, specifications or other instruments of professional service that incorporate any of the report's findings, conclusions, or recommendations.* Your geoenvironmental professional has the best understanding of the issues involved, including the fundamental assumptions that underpinned the study's scope.

### **Give Contractors Access to the Report**

Reduce the risk of delays, claims, and disputes by giving contractors access to the full report, *providing that it is accompanied by a letter of transmittal that can protect you* by making it unquestionably clear that: 1) the study was not conducted and the report was not prepared for purposes of bid development, and 2) the findings, conclusions, and recommendations included in the report are based on a variety of opinions, inferences, and assumptions and are subject to interpretation. Use the letter to also advise contractors to consult with your geoenvironmental professional to obtain clarifications, interpretations, and guidance (a fee may be required for this service), and that—in any event—they should conduct additional studies to obtain the specific type and extent of information each prefers for preparing a bid or cost estimate. Providing access to the full report, with the appropriate caveats, helps prevent formation of adversarial attitudes and claims of concealed or differing conditions. If a contractor elects to ignore the warnings and advice in the letter of transmittal, it would do so at its own risk. Your geoenvironmental professional should be able to help you prepare an effective letter.

### **Do Not Separate Documentation from the Report**

Geoenvironmental reports often include supplemental documentation, such as maps and copies of regulatory files, permits, registrations, citations, and correspondence with regulatory agencies. If subsurface explorations were performed, the report may contain final boring logs and copies of laboratory data. If remediation activities occurred on site, the report may include: copies of daily field reports; waste manifests; and information about the disturbance of subsurface materials, the type and thickness of any fill placed on site, and fill placement practices, among other types of documentation. *Do not separate supplemental documentation from the report. Do not, and do not permit any other party to redraw or modify any of the supplemental documentation for incorporation into other professionals' instruments of service.*

### **Understand the Role of Standards**

Unless they are incorporated into statutes or regulations, standard practices and standard guides developed by the American Society for Testing and Materials (ASTM) and other recognized standards-developing organizations (SDOs) are little more than aspirational methods agreed to by a consensus of a committee. The committees that develop standards may not comprise those best-qualified to establish methods and, no matter what, no standard method can possibly consider the infinite client- and project-specific variables that fly in the face of the theoretical "standard conditions" to which standard practices and standard guides apply. In fact, these variables can be so pronounced that geoenvironmental professionals who comply with every directive of an ASTM or other standard procedure could run afoul of local custom and practice, thus violating the standard of care. Accordingly, when geoenvironmental professionals indicate in their reports that they have performed a service "in general compliance" with one standard or another, it means they have applied professional judgement in creating and implementing a scope of service designed for the specific client and project involved, and which follows some of the general precepts laid out in the referenced standard. To the extent that a report indicates "general compliance" with a standard, you may wish to speak with your geoenvironmental professional to learn more about what was and was not done. *Do not assume a given standard was followed to the letter.* Research indicates that that seldom is the case.

### **Realize That Recommendations May Not Be Final**

The technical recommendations included in a geoenvironmental report are based on assumptions about actual conditions, and so are preliminary or tentative. Final recommendations can be prepared only by observing actual conditions as they are exposed. For that reason, you should retain the geoenvironmental professional of record to observe construction and/or remediation activities on site, to permit rapid response to unanticipated conditions. *The geoenvironmental professional who prepared the report cannot assume responsibility or liability for the report's recommendations if that professional is not retained to observe relevant site operations.*

### **Understand That Geotechnical Issues Have Not Been Addressed**

Unless geotechnical engineering was specifically included in the scope of professional service, a report is not likely to relate any findings, conclusions, or recommendations about the suitability of subsurface materials for construction purposes, especially when site remediation has been accomplished through the removal, replacement, encapsulation, or chemical treatment of on-site soils. The equipment, techniques, and testing used by geotechnical engineers differ markedly from those used by geoenvironmental professionals; their education, training, and experience are also significantly different. If you plan to build on the subject site, but have not yet had a geotechnical engineering study conducted, your geoenvironmental professional should be able to provide guidance about the next steps you should take. The same firm may provide the services you need.

### Read Responsibility Provisions Closely

Geoenvironmental studies cannot be exact; they are based on professional judgement and opinion. Nonetheless, some clients, contractors, and others assume geoenvironmental reports are or certainly should be unerringly precise. Such assumptions have created unrealistic expectations that have led to wholly unwarranted claims and disputes. To help prevent such problems, geoenvironmental professionals have developed a number of report provisions and contract terms that explain who is responsible for what, and how risks are to be allocated. Some people mistake these for “exculpatory clauses,” that is, provisions whose purpose is to transfer one party’s rightful responsibilities and liabilities to someone else. Read the responsibility provisions included in a report and in the contract you and your geoenvironmental professional agreed to. *Responsibility provisions are not “boilerplate.”* They are important.

### Rely on Your Geoenvironmental Professional for Additional Assistance

Membership in the Geoprofessional Business Association exposes geoenvironmental professionals to a wide array of risk management techniques that can be of genuine benefit for everyone involved with a geoenvironmental project. Confer with your GBA-member geoenvironmental professional for more information.



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## **APPENDIX B**

### **Resumes**

## **Monica Sell, P.E.**

Project Engineer II – Los Angeles, CA Regional Office

### **Education**

- B.S. Civil Engineering  
University of California, Irvine, 2014

### **Professional Registration and Certifications**

- Professional Engineer – California

### **Qualifications**

**Environmental Assessments** - Evaluation of past and current on-site operations to identify potentially contaminated sites including historical record research and regulatory agency file review.

**Subsurface Investigations** – Subsurface exploration experience including direct-push and hollow-stem drilling. Projects involving preparation of work plans, installation of soil borings, sample collection methods, mapping of sites, evaluation of subsurface contaminants in accordance with regulatory requirements, and preparation of reports.

**Industrial Hygiene** - Inspections and abatement for asbestos-containing materials and lead-based paint, as well as microbial sampling/analysis.

**Health and Safety** - Recognition and assessment of potential chemical and physical hazards and associated risks in field operations and selection of appropriate personal protective equipment.

**Project Management** – Preparation of proposals, project budgets, scheduling, coordination/interfaces with regulatory agencies, supervision/oversight of contractors (drilling crews, equipment operators), analytical report writing, and presentations.

## Steven C. Thuemling

### Corporate Manager – Phase I Services

#### Education

- AAS, Computer Engineering, Milwaukee School of Engineering, 1985

#### Professional Registration and Certification

- OSHA 40-Hour Health and Safety Waste Site Worker Training and Annual Refresher (29CFR1910.120(e)8)
- U.S. EPA AHERA Asbestos Building Inspector

#### Experience & Background

Mr. Thuemling has 30 years of experience with Giles Engineering in the environmental consulting industry conducting Environmental Site Assessments (ESAs), managing site investigations, developing site-specific work plans, and overseeing site remediation on commercial, industrial and residential properties. He understands client objectives; develops project scope, schedules and budgets; and acts as client/regulator liaison. Also, he mentors staff and provides technical review of project documentation. He combines his expertise to evaluate cost-effective investigation, remedial and closure solutions to a variety of environmental scenarios for industrial and commercial clients. His responsibilities include client management and the review of data and preparation of technical reports for environmental studies, including Phase I ESAs, asbestos sampling and analysis, lead-based paint studies and radon gas surveys. His project experience includes:

##### *Environmental Site Assessments*

- Prepared and/or managed more than 3,000 residential, commercial and industrial Phase I ESAs for due diligence for refinancing and property transfers throughout the United States.
- Conducted over 150 asbestos inspections of institutional, commercial and residential buildings.
- Project manager for multi-unit development clients including management of more than 400 Phase II ESAs throughout the United States.

##### *Stormwater Management*

- Implemented sampling strategies to comply with stormwater and sanitary sewer discharge permits for industrial properties in Wisconsin, as well as properties in Illinois and Texas.
- Implemented stormwater management plans for development of the Lake Express Ferry Terminal site, and expansion of the Howard Avenue Water Treatment facility.

##### *Underground Storage Tank Management and Tank Removal Services*

- Project manager for the removal of USTs, including on-site supervision, and oversight management for over 75 projects, through out the United States.

##### *Investigations Services*

- Served as project manager and negotiated with regulatory agencies the closure of over 150 contaminated properties. Responsibilities include conducting long-term groundwater monitoring, evaluating the natural attenuation of contaminants, conducting active remedial actions, applying the use of institutional controls such as filing of deed/use restrictions, conducting health risk-based evaluations, or any combination of the aforementioned closure methods.

##### *Remediation Services*

- Designed and implemented over 100 subfloor passive/active vapor mitigation systems for a variety of commercial building concepts constructed on historic fill sites with high methane gas conditions and/or petroleum hydrocarbon vapor conditions.




## **APPENDIX C**

### **User Questionnaire**

**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)  
USER QUESTIONNAIRE**

As a requirement of the ASTM 1527-13 standard for Phase I ESAs, the user of the Phase I ESA is required to provide certain information, if known to the user, to the environmental professional preparing the Phase I ESA. Please complete the following form and forward the form to the environmental professional preparing the Phase I ESA.

**SITE INFORMATION**

2915 + 2965 E. COLORADO BLD., 2914, 2926, 2932, 2940 + 2948 Site Name and Address: WALNUT STREET 60 N. SUNNY SLOPE AVE. AND 2929 + 2945 NINA ST., PASADENA CA	
Site Owner	RUSNAK DAIMLER CHRYSLER CENTER INC AND PRFT, LLC
Site Owner/Site Representative Contact Information	JOHN BEED 714-878-9684 jbeed@RUSNAKGROUP.COM
Name and Title of Person Completing Form	JOHN BEED, DIR. of R.E.
Date Completed	11/1/21
Signature	By: 

Question	Answer/Explanation
1. What is the reason this Phase I ESA is being conducted?	NEW CONSTRUCTION
2. Describe the type of property (for example, commercial, undeveloped, etc.) and the type of property transaction (purchase, lease, refinance).	AUTO DEALERSHIP NEW CONSTRUCTION
3. Identify any additional parties who will rely on the Phase I ESA not covered by any contracts or agreements between the environmental professional and user.	WELLS FARGO BANK CITY OF PASADENA, CA
4. Identify any other knowledge with the subject property which may be pertinent to the environmental professional (copies of previous environmental reports, documents, correspondence, etc. concerning the subject property and its environmental condition.	

The following are a series of questions from ASTM 1527-13 that must be answered in order to qualify for one of the Landowner Liability Protections (LLPs) under CERCLA. Please provide an answer to each question or attach pertinent information where available.

Questions	Yes	No	If Yes, Please Explain
1. Did a search of recorded land title records or judicial records identify any environmental liens filed or recorded against the subject property under federal, state, tribal, or local law?		X	
2. Are you aware of any activity use limitations such as engineering controls (engineered caps, liners, etc.), land use restrictions, or institutional controls (administrative measures restricting groundwater use, construction, property use, etc.) that are in place for the subject property and/or have been filed or filed or recorded against the subject property?		X	
3. Do you have any specialized knowledge or experience related to the subject property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the subject property or an adjoining property so that you would have specialized knowledge of the chemicals or processes used by this type of business?			THIS IS A NEW AUTO DEALERSHIP ADJACENT TO AN EXISTING DEALERSHIP.
4. Does the purchase price being paid for the subject property reasonably reflect the fair market value of the subject property?			N/A
5. If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the subject property?			N/A
6. Do you know the past use(s) of the subject property?			AUTO DEALERSHIP, OFFICE SPACE, WAREHOUSE
7. Do you know any specific chemicals that are present or were once present on the subject property?		X	
8. Do you know of spills or other chemical releases that have taken place at the subject property?		X	
9. Do you know of any environmental cleanups that have taken place at the subject property?		X	
10. As the user of this ESA, based on your knowledge and experience related to the subject property, are there any indicators that point to the presence or likely presence of contamination at the subject property?		X	

## **APPENDIX D**

### **Previous Environmental Reports**



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**ORSWELL & KASMAN, INC.**

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Environmental Assessments & Consulting

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## PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

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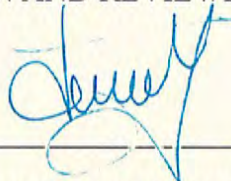
SUBJECT                    RUSNAK PASADENA AUTO OUTLET  
PROPERTY:                2915-2965 EAST COLORADO BOULEVARD  
                                  2914-2948 WALNUT STREET  
                                  2929-2935 NINA STREET AND  
                                  60-96 SUNNYSLOPE AVENUE  
                                  PASADENA, CALIFORNIA 91107

REPORT DATE:            APRIL 10, 2012

CLIENT:                    MR. JOHN BEED  
                                  PRM CORP.  
                                  267-337 WEST COLORADO BOULEVARD  
                                  PASADENA, CALIFORNIA 91105

PREPARED FOR:         MR. JOHN BEED  
                                  PRM CORP.

WRITTEN AND REVIEWED BY:



---

JAMES ROBERT ORSWELL  
REGISTERED ENVIRONMENTAL ASSESSOR



P12089

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*This report was prepared in conformance to meet or exceed the scope and limitations as set forth by the American Society for Testing & Materials (ASTM) Standard Practice E 1527-05. It is for the express use of the client, and its contents are considered to be privileged and confidential. Acceptance of this report constitutes an agreement by the client to assume full liability for information contained herein. This report is for the sole use and interpretation of the client, and it is not to be reproduced or distributed to outside parties. The information in this report is furnished in good faith and was obtained from sources and databases considered to be reliable; however, the accuracy of the information cannot be guaranteed.*

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Prepared by  
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**ORSWELL & KASMAN, INC.**  
**PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT**

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PASADENA AUTO OUTLET  
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2914-2948 WALNUT STREET  
2929-2935 NINA STREET AND  
60-96 SUNNYSLOPE AVENUE  
PASADENA, CALIFORNIA 91107

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**1.0 SUMMARY**

Based on a review of regulatory records, historical site information, and a visual inspection of the subject property and surrounding area, this assessment has revealed no *recognized environmental conditions* or *historical recognized environmental conditions* in connection with the Property, except as follows:

- 1) The subject property is currently occupied by Rusnak Pasadena Auto Outlet, an automobile dealership and automotive repair facility. The business repairs vehicles on the premises and large quantities of automotive fluids such as motor oil, transmission fluid and antifreeze are stored and used on the site. In addition, waste oil, used oil filters and waste antifreeze are generated by the business activities. The hazardous materials and hazardous wastes appear to be properly stored and managed, and no significant spills or leaks were observed on the premises;
- 2) In 1977, a 1,000-gallon underground waste oil storage tank (UST) and a 2,000-gallon gasoline UST was installed on the subject property. The USTs were removed under the supervision of the Los Angeles County Department of Public Works (LADPW) in March 1987. Soil sampling collected from beneath the USTs was tested for total petroleum hydrocarbons (TPH), fuel hydrocarbons and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a "no further action" letter on July 29, 1987;
- 3) The east side of the subject property (2961 East Colorado Boulevard - Los Angeles County Tax Assessor's Parcel Number 5754-005-007) and the adjacent property to the east, are identified by the State of California Environmental Protection Agency (CAL-EPA) Department of Toxic Substances Control (DTSC) as an inactive or abandoned hazardous waste site. According to the DTSC Cal-Site database, the properties were previously owned by the United States Government and precision tools, aircraft components, hydraulic brakes and scientific instruments were manufactured on the site. The site was sold to Vard Inc. in 1948. This site was placed in "Inactive - Needs Evaluation" status in July 2005. DTSC has determined that a Preliminary Endangerment Assessment or other evaluation is required. According to the PFD records, a Phase I Environmental Site Assessment report and a

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Phase II Environmental study were conducted on the subject property by Dames & Moore in July 1996. Over thirty soil borings were advanced in the vicinity of the hydraulic lifts, former USTs, product piping, and in the auto spray booth area. The soil samples were analyzed for total recoverable petroleum hydrocarbons (TRPH), volatile organic compounds (VOCs) and benzene, toluene, ethyl benzene and xylene (BTEX). Eleven of the borings indicated low levels of TRPH. Low levels of solvents were also detected in two areas. Additional testing was completed in the areas with known contamination, and analytical test results indicated acceptable levels of TRPH contamination. The City of Pasadena issued a "no further action" closure letter on January 30, 1997. Since no significant contamination problems were identified during the subsurface soil studies, it is not likely that the former United States Government manufacturing activities has had an adverse effect on the subject property; and

- 4) Three additional offsite locations have been identified as potential risks or threats to the subject property. According to the data, the sites are not located in the near vicinity, and there is no indication that contaminants from these sites have migrated onto the subject property.

Our review of regulatory and historical records, a visual inspection of the site and surrounding area, and an interview with the site manager has found no evidence of other *recognized environmental conditions or historical recognized environmental conditions* which are likely to impact the subject property. Although data failure occurred in the historical uses of the Property prior to 1922, it is unlikely the data failure will impact the ability to identify *recognized environmental conditions*. Based on the results of this assessment, no further environmental studies are recommended for the site.

## 2.0 INTRODUCTION

### 2.1 Purpose

The purpose of this Phase I Environmental Site Assessment is to determine if any *recognized environmental conditions or historical recognized environmental conditions* exist on or near the subject property. As defined by ASTM Standard Practice E 1527-05, a *recognized environmental condition* is the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public

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health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

The ASTM Standard defines a *historical recognized environmental condition* as a condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered a *recognized environmental condition* currently. If a past release of any hazardous substance or petroleum products has occurred in connection with the property and has been remediated, with such remediation accepted by the responsible regulatory agency, this condition shall be considered a *historical recognized environmental condition*.

The ASTM Standard Practice E 1527-05 requires all obvious uses of the Property shall be identified at five year intervals from the present, back to the Property's first developed use, or back to 1940, whichever is earlier, using standard historical sources. Developed use includes agricultural uses or placement of fill dirt. Data failure occurs when these objectives are not met. Our review of standard historical sources include aerial photographs, fire insurance maps, local street directories, and building department or assessor's property records. Our experience in performing Phase I Environmental Site Assessments since 1990 has determined that the other standard historical sources identified in the ASTM Standard Practice E 1527-05 are not reasonably obtainable or likely to be sufficiently useful, accurate, or complete in terms of satisfying the objectives.

## 2.2 Detailed Scope of Services

This report is based on a preliminary study into the past and current uses of the subject property and the surrounding area. The report includes a visual inspection of the property and adjacent sites, and a review of regulatory agency records, aerial photographs, and other historic record sources. Also included in this report are maps, diagrams, and photographs pertaining to this site.

## 2.3 Significant Assumptions

The information in this report is furnished in good faith and was obtained from sources and databases considered to be reliable; however, nothing in this report should be construed as a promise or guarantee that the subject property is free of environmental hazards. In many instances, this report relies on regulatory database information provided by federal, state and local governmental agencies. Although the database information used in this report consists of the most recently released records, it may not reflect the actual current status of the case.

## 2.4 Limitations and Exceptions

This report was prepared in conformance to meet or exceed the scope and practice as set forth by the American Society for Testing & Materials (ASTM) Standard Practice E 1527-05, "Standard

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Practice of Environmental Site Assessments: Phase I Environmental Site Assessment Process.”  
No tests were conducted, and no samples of air, water, soil or building materials were taken.

This report is limited in nature and should not be construed to be a characterization of environmental regulatory compliance or of any conditions above or below grade. The evaluations in this report are based on information provided by interviews, readily accessible regulatory and historical records and observations made during the site inspection. No independent verification of the information was obtained or performed by Orswell & Kasman, Inc.

Orswell & Kasman, Inc. prepared this report in a competent and professional manner in accordance with sound industry standards, practices and procedures. No warranty is provided regarding the actual site conditions described in this report beyond matters amenable to visual confirmation. We make no representation or warranty regarding the accuracy or reliability of information or documents provided by others and contained within this report.

## 2.5 Special Terms and Conditions

No special terms or conditions have been incorporated into the preparation of this report. There were also no limiting physical conditions such as rain or lack of electrical power that had a limiting effect on the site inspection.

## 2.6 User Reliance

This report is prepared for the express use of the client, and its contents are considered to be privileged and confidential. Acceptance of this report constitutes an agreement by the client to assume full liability for information contained herein. This report is for the sole use and interpretation of the client, and it is not to be reproduced or distributed to outside parties.

# 3.0 SITE DESCRIPTION

## 3.1 Location and Legal Description

The subject property, 2915-2965 East Colorado Boulevard, 2914-2948 Walnut Street, 2929-2935 Nina Street and 60-96 Sunnyslope Avenue, Pasadena, California, is located on the east side of Sunnyslope Avenue, between East Colorado Boulevard and Walnut Street. The property is described as Los Angeles County Tax Assessor's Parcel Numbers (APNs) 5754-005-007, 5748-036-001, 5748-036-002, 5748-036-003, 5748-036-004, 5748-036-005, 5748-036-009, 5748-036-028, 5748-036-029, 5748-036-030 and 5748-036-031.

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### 3.2 Site and Vicinity General Characteristics

The site consists of an large automotive service and office building with roof-top parking, three additional commercial buildings, four industrial buildings, a residence, a private garage, two vacant lots and paved parking areas, located in a mixed commercial and industrial area of Pasadena, California (see site plan).

### 3.3 Current Use of Property

The subject property is currently occupied by Rusnak Pasadena Auto Outlet, ONYX Architects, Dent-Masters, a mobile body works business and Artworks, a youth art center.

### 3.4 Descriptions of Structures, Roads, Other Improvements On Site

The site and surrounding areas are fairly level, and the subject property is connected to the municipal water and sewage systems. The subject property is described as follows:

#### 2965 Colorado Boulevard

In the southeast corner of the property is a large single-story commercial building with roof-top parking. Inside the building is divided into an office/sales area and service bay area. West of the large commercial building are three smaller commercial buildings which are used for Rusnak offices and by Dent-Wizard. The heating, ventilation and cooling (HVAC) system for the main building is mounted on the roof. Outside, on the north and west sides of the property are paved parking lots.

#### 2914 and 2926 Walnut Avenue and 60-96 Sunnyslope Avenue

In the northwest corner of the subject property are two separate two-story industrial buildings and a single-story industrial building. Inside, the building is used for offices. No interior access was available for the 2926 Walnut Avenue property. The HVAC system for the offices is mounted on the roof.

#### 2932 Walnut Street

East of the two-story industrial building is a vacant single-story commercial building. No interior access was available for the 2932 Walnut Street property. The HVAC system for the building is mounted on the roof.

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2929 Nina Street

South of the single-story commercial building is a single-story residence and garage. No interior access was available for the 2929 Nina Street property. No HVAC system was visible from the exterior of the residence.

2935 Nina Street and 2940-2948 Walnut Street

This property is a vacant asphalt and concrete-paved lot with no buildings or structures. A chain link fence encompasses the perimeter of the property.

3.5 Current Uses of the Adjoining Properties

North of the subject property is a large industrial building which is occupied by Avon. To the east is Ganahl Lumber. South of the subject property is Colorado Boulevard, and further south are two multi-tenant commercial buildings and a vacant restaurant. To the west is Sunnyslope Avenue and further west is a multi-tenant commercial building, a Motel-8, a residence and two unidentified commercial buildings.

**4.0 USER PROVIDED INFORMATION**

4.1 Title Records

No recorded land title records were provided by the client for review.

4.2 Environmental Liens or Activity and Use Limitations

The client has not provided any information concerning environmental liens or activity and use limitations.

4.3 Specialized Knowledge

No specialized knowledge of *recognized environmental conditions* or *historical recognized environmental conditions* in connection with the subject property has been provided by the client.

4.4 Commonly Known or Reasonably Ascertainable Information

The client has not provided any commonly known or reasonably ascertainable information within the local community about the subject property that is material to *recognized environmental conditions* in connection with the site.

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#### 4.5 Valuation Reduction for Environmental Issues

No information has been provided by the client that indicates the subject property is being sold or purchased at a significantly reduced price due to outstanding environmental issues.

#### 4.6 Owner, Property Manager, and Occupant Information

Information provided by the owner, property manager, and/or occupants of the site are included in this report under Section 7.0, Interviews.

#### 4.7 Reasons for Performing Phase I Environmental Site Assessment

The reasons for performing this Phase I Environmental Site Assessment are to satisfy commercial real estate lending requirements, or provide due diligence information concerning the historical uses and current condition of the site.

#### 4.8 Other User Provided Information

No other information concerning the subject property has been provided by the client.

### **5.0 RECORDS REVIEW**

#### 5.1 Standard Environmental Records Sources

#### **FEDERAL AGENCY RECORDS**

#### **United States Environmental Protection Agency (USEPA) National Priorities List**

The National Priorities List (NPL) identifies abandoned or uncontrolled hazardous waste sites which have been identified as possibly representing a long-term threat to the public health or environment. These sites have been identified as being highly contaminated with hazardous substances and represent the USEPA's target enforcement and cleanup efforts. Studies of individual sites are conducted by the USEPA to determine level of contamination, and the sites are then compared and ranked to other sites on the NPL.

*A review of the USEPA National Priorities List dated September 2011 indicates there are no proposed, final or delisted sites within one mile of the subject property.*

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**United States Environmental Protection Agency (USEPA)  
Federal Superfund Liens List**

The USEPA maintains a list of Superfund Lien sites that have been issued on properties throughout the United States. These sites have been remediated through the expenditures of Superfund monies; the purpose of the lien is to prevent the property owner from gaining a financial benefit from the federal government's cleanup and restoration activities.

*A review of the July 2011 Federal Superfund List revealed there are no Superfund Liens on or adjacent to the site.*

**United States Environmental Protection Agency (USEPA)  
Comprehensive Environmental Response, Compensation  
and Liability Information System (CERCLIS)**

The USEPA has developed a database known as CERCLIS which contains information on potential hazardous waste sites located throughout the United States. There are over 33,000 sites on the CERCLIS inventory. All sites are subjected to a preliminary assessment and thereafter are either placed on the National Priority List (NPL) or are placed in a category for those sites requiring no further Federal Superfund action.

*A review of the September 2011 CERCLIS report indicates there are no CERCLIS sites within a ½ mile radius of the subject property. In addition, there are no listed "No Further Required Action Planned" (NFRAP) sites within a ½ mile radius.*

**United States Environmental Protection Agency (USEPA)  
Resource Conservation and Recovery Act (RCRA)  
Treatment, Storage or Disposal Facilities (TSDF)**

The USEPA maintains a list of facilities which have been authorized to receive hazardous waste. These facilities have permits to treat, store, or dispose of the waste, as determined by the RCRA regulations. In addition, the USEPA publishes a list of those facilities that are subject to a corrective action, based on the facilities' waste handling and storage procedures. The facilities which are subject to a corrective action are identified as CORRACTS sites.

*A review of the March 2011 RCRA TSDF list determined there is one known CORRACTS facility within a one mile radius of the subject property:*



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1 50 Most Cleaners (#1 on map)  
2308 East Colorado Boulevard  
Pasadena, CA 91107

According to the records, a facility assessment has been initiated and stabilization measures have been implemented.

*There are no non-CORRACTS TSD facilities listed within a ½ mile radius.*

**United States Environmental Protection Agency (USEPA)  
Resource Conservation and Recovery Act (RCRA)  
Hazardous Waste Generators**

The USEPA maintains a list of facilities which are identified as generators of large and small quantities of hazardous waste. These facilities have permits to generate, store and dispose of the waste, as determined by the RCRA regulations.

*A review of the March 2011 RCRA Hazardous Waste Generators list determined the subject property (Pasadena Chrysler Plymouth, 2965 East Colorado Boulevard) is identified as a small quantity hazardous waste generator. There are also records of small quantity hazardous waste generators on the adjacent properties to the north (Avon Products, 2940 East Foothill Boulevard) and to the south (Pasadena Suzuki Yamaha, 2900 East Colorado Boulevard and ABC Cleaners, 2982 East Colorado Boulevard).*

**United States Environmental Protection Agency (USEPA)  
Institutional Control / Engineering Control Registries**

The USEPA maintains a list of institutional and engineering controls for the purpose of tracking sites that may contain residual contamination or have activity and use limitations. Engineering controls are engineering measures designed to minimize the potential for human exposure to contamination by either limiting direct contact with contaminated areas or controlling migration of contaminants. Institutional controls are non-engineering controls used to restrict land use or land access in order to protect people and the environment from exposure to hazardous substances remaining at the site or facility.

*A review of the September 2006 USEPA Institutional Control / Engineering Control Registry did not identify the subject property as having institutional or engineering controls.*

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**United States Environmental Protection Agency (USEPA)  
Office of Emergency and Remedial Response  
Emergency Response Notification System (ERNS)**

The USEPA maintains a list of locations which have reported a release of oil or hazardous substances to the federal government. Most of the data in this system is based on information that was received during the initial notification.

*A review of the ERNS list for 1999 determined there are no reported incidents on the subject property.*

**United States Department of Homeland Security  
United States Coast Guard  
National Response Center (NRC)**

The NRC is the national point of contact for reporting all oil, chemical, radiological, biological and etiological discharges into the environment anywhere in the United States and its territories. In addition to gathering and distributing spill data for Federal On-Scene Coordinators and serving as the communications and operations center for the National Response Team, the NRC maintains agreements with a variety of federal entities to make additional notifications regarding incidents meeting established trigger criteria.

*A review of the NRC list for 2012 determined there are no reported incidents on the subject property.*

**STATE AGENCY RECORDS**

**State of California  
Environmental Protection Agency (CAL-EPA)  
Department of Toxic Substances Control (DTSC)**

CAL-EPA is responsible for the regulation and enforcement of environmental health laws within the state of California, as set forth by the California Health and Safety Code. CAL-EPA is also designated by the USEPA to assist in enforcing federal environmental laws. CAL-EPA regulates companies involved in the generation, transportation, storage and disposal of hazardous substances. CAL-EPA records include the "CalSites" database, which is a listing of 7,800 known active, inactive and abandoned hazardous waste sites. These sites have previously been reported in the Abandoned Site Program Information System (ASPIS), Bond Expenditure Plan (BEP), and Cortese databases. CAL-EPA records also include a listing of the California Integrated Waste Management Board's "Active" and "Closed and Inactive" landfills database.

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*A review of the January 2012 CAL-EPA records determined there are four listed "CalSite" facilities within one mile of the subject property:*

Vard Inc. (#2 on map)  
2961 East Colorado Boulevard  
Pasadena, CA 91107

This site was placed in "Inactive - Needs Evaluation" status in July 2005. DTSC has determined that a Preliminary Endangerment Assessment or other evaluation is required.

Kinneloa Avenue Property (#3 on map)  
175 South Kinneloa Avenue  
Pasadena, CA 91107

This site was placed in "Certified Operation and Maintenance – Land Use Restrictions" status in October 2001. Properties with Land Use Restrictions have limits on future property uses required by DTSC due to residual levels of contamination or the type of cleanup actions conducted.

NIRF - Undersea Center (J09CA1052) (#4 on map)  
3202 East Foothill Boulevard  
Pasadena, CA 91107

This site was placed in "Inactive - Needs Evaluation" status in July 2005. DTSC has determined that a Preliminary Endangerment Assessment or other evaluation is required.

Naval Information Research Foundation (#4 on map)  
3202 East Foothill Boulevard  
Pasadena, CA 91107

This site was placed in "Inactive - Needs Evaluation" status in November 2007. According to the records, this soil is contaminated with arsenic, dioxin and other chemicals. DTSC has determined that a Preliminary Endangerment Assessment or other evaluation is required.

*There are no active, closed or inactive landfill sites within a ½ mile radius of the subject property.*

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**State of California**  
**Environmental Protection Agency (CAL-EPA)**  
**Department of Toxic Substances Control (DTSC)**  
**Land Use Covenants**

CAL-EPA/DTSC utilizes Land Use Covenants (LUCs) to protect the public from unsafe exposures to residual contamination that is left in place after site remediation activities have been completed. The LUC imposes limitations on land use when hazardous materials, wastes, or substances remain on the property at levels which are not suitable for unrestricted use of the land. The LUC includes easements, servitudes, covenants, and restrictions which run with the land and continue into perpetuity unless modified or terminated in accordance with applicable law. All LUCs are signed by the DTSC and the landowner, and recorded in the county where the land is located.

*A review of the January 2012 DTSC database records did not identify any deed restrictions on the subject property.*

**State of California**  
**Water Resources Control Board**  
**Regional Water Quality Control Board (RWQCB)**  
**Land Use Covenants**

RWQCB utilizes Land Use Covenants (LUCs) to protect the public from unsafe exposures to residual contamination that is left in place after site remediation activities have been completed. The LUC imposes limitations on land use when hazardous materials, wastes, or substances remain on the property at levels which are not suitable for unrestricted use of the land. The LUC includes easements, servitudes, covenants, and restrictions which run with the land and continue into perpetuity unless modified or terminated in accordance with applicable law. All LUCs are signed by the RWQCB and the landowner, and recorded in the county where the land is located.

*A review of the June 2011 RWQCB database records did not identify any deed restrictions on the subject property.*

**State of California**  
**Water Resources Control Board**  
**Regional Water Quality Control Board (RWQCB)**

The RWQCB is responsible for monitoring the quality and flow of groundwater, and they address other potential threats to the groundwater from surface spills and leaks. The RWQCB monitors the contamination problem, the investigation and any remedial action. Their database information includes active and closed Cleanup Program Sites, Land Disposal Sites, Leaking

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Underground Storage Tank Sites, Military Cleanup Sites, Military Privatized Sites, Military Underground Storage Tank Sites and registered underground storage tank sites (RWQCB sites) within the State of California.

*A review of the January 2012 RWQCB records determined the subject and adjacent properties are not listed as known RWQCB sites. There are no known open RWQCB LUST sites within a ½ mile radius of the subject property. There are historical records of a registered underground storage tank on the subject property (Pasadena Chrysler Plymouth, 2965 East Colorado Boulevard). In addition, there are historical records of registered underground storage tanks on the adjacent properties to the north (Avon Products, 2940 East Foothill Boulevard) and to the east (Jack Wall Chevrolet, 3003 East Colorado Boulevard).*

## 5.2 Additional Environmental Record Sources

### **State of California Department of Conservation Division of Mines and Geology (CDMG)**

The CDMG conducts studies, publishes maps, and provides information concerning the geological formations throughout the state of California. CDMG research information is combined with information from the United States Geological Survey and the ensuing geologic maps of the state are prepared. These geologic maps also illustrate the approximate locations of known earthquake faults.

*A review of the area map published by CDMG indicates the geologic area surrounding the subject property consists of Quaternary Pleistocene nonmarine deposits. The client may wish to refer to the enclosed geologic map.*

### **State of California Department of Conservation Division of Oil and Gas (CDOG)**

The CDOG regulates the drilling, operation and abandonment of gas and oil wells throughout the state of California. If an active, idle or abandoned well is located on or adjacent to a proposed construction site, CDOG requires a site plan review prior to issuing a building permit. Abandoned oil wells must meet standards established in 1984.

*A review of the area map published by CDOG indicates there are no producing, idle or abandoned oil wells on or adjacent to the subject property. The client may wish to review the enclosed map.*

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**South Coast Air Quality  
Management District (AQMD)**

The AQMD is responsible for the development and enforcement of regulations concerning air emissions and airborne hazards from stationary sources in the South Coast Air Basin. AQMD maintains a "Hot Spot" list of facilities whose air emissions pose as a risk to the surrounding community.

*A review of the AQMD records determined there are no "Hot Spot" facilities on or adjacent to the subject property.*

**Los Angeles County  
Department of Public Works  
Waste Management Division (DPW/WMD)**

DPW/WMD maintains maps showing the locations of active, inactive or future solid waste landfill sites in Los Angeles County.

*A review of DPW's major waste systems map determined there are no landfill sites within a 1/2 mile radius of the subject property.*

**Los Angeles County  
Department of Public Works  
Hydraulic/Water Conservation Division (DPW/HWC)**

DPW/HWC maintains contour maps and data of the groundwater levels in the Los Angeles County area. The map shows the depth to the aquifer, as well as the approximate flow direction.

*A review of this data revealed the site is located at an elevation of approximately 710 feet above sea level. According to well data, the groundwater level in the area is approximately 475 feet above sea level, or about 235 feet below the ground surface. The groundwater contour lines in the area of the subject property indicate the groundwater flows in a southeasterly direction. The client may wish to review the enclosed map.*

**Los Angeles County  
Fire Department (LACOFD)  
Health Hazardous Materials Division**

LACOFD maintains inspection and inventory records of companies involved in the storage and use of hazardous materials, petrochemicals, or hazardous waste. LACOFD attempts to maintain a current record of the types of hazardous substances that are utilized or stored at a particular

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site, and conducts periodic inspections for safety and compliance. In addition, LACOFD maintains records concerning hazardous material sites in Los Angeles County, which are reported to LACOFD by various regulatory agencies. Upon receiving the report, LACOFD monitors the cleanup process on the contaminated site.

*According to the LACOFD files, there are records of a hazardous material handler and hazardous waste generator on the subject property (Pasadena Chrysler Plymouth, 2965 East Colorado Boulevard). The adjacent properties to the north (Avon, 2940 East Foothill Boulevard) and to the east (Team Chevrolet, 3003 East Colorado Boulevard) are identified as hazardous material handlers and hazardous waste generators. In addition, the adjacent property to the south (Kopy King, 2982 East Colorado Boulevard #110) is identified as a hazardous material handler. A review of the Active Mitigation Complaint Control Logs determined there are no listed sites on or adjacent to the subject property.*

**Los Angeles County**  
**Department of Public Works**  
**Underground Tank Division (DPW/UGT)**

DPW/UGT maintains records and permits on businesses which store hazardous materials in underground tanks, and issues permits to remove abandoned underground tanks.

*A review of the DPW/UGT records determined there is a registered underground storage tank on the subject property (Pasadena Chrysler Plymouth, 2965 East Colorado Boulevard). There are also records of registered underground storage tanks on the adjacent properties to the north (Avon Products, 2940 East Foothill Boulevard), and to the east (Jack Wall Chevrolet, 3003 East Colorado Boulevard).*

**City of Pasadena**  
**Fire Department (PFD)**

PFD maintains inspection and inventory records of companies involved in the storage and use of hazardous materials or petrochemicals. PFD attempts to maintain a current record of the types of materials which are utilized at a particular site and conducts periodic inspections for safety and compliance. PFD also maintains records on underground storage tanks and issues installation and removal permits.

*A review of the PFD records determined that the previous occupants of the subject property used and stored hazardous materials at the site which included paint, welding gases, water-based cleaning solvents, motor oil and antifreeze. Hazardous wastes generated by former business operations included waste oil and waste anti-freeze which are collected and transported offsite.*

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*As of 2006, the former occupants are listed as out of business and no violations are on file with the PFD.*

*In 1977, a 1,000-gallon underground waste oil storage tank (UST) and a 2,000-gallon gasoline UST was installed on the subject property. The USTs were removed under the supervision of the Los Angeles County Department of Public Works (LADPW) in March 1987. Soil sampling collected from beneath the USTs was tested for total petroleum hydrocarbons (TPH), fuel hydrocarbons and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a "no further action" letter on July 29, 1987.*

### 5.3 Physical Setting Sources

A United States Geological Survey (USGS) 7.5 Minute Topographical map of the subject property and surrounding area is included in the appendices of the report. The map shows the locations of the identified offsite environmental risks or threats described in the report.

### 5.4 Historical Use Information on the Property

#### **City of Pasadena** **Building Department**

A review of the building records for the subject property located the following records:

<u>Date</u>	<u>Activity</u>	<u>2965 Colorado Boulevard</u>	<u>Owner</u>
08/22	Construct dwelling		Ireland W. Hill
05/23	Relocate dwelling from 530 Jackson Street		A.O. Nelson
08/40	Construct offices		VARD Inc.
05/41	Add mezzanine		VARD Mechanical Lab
11/41	Add steel frame structure to existing building		VARD Inc.
12/41	Construct gatehouse		VARD Inc.
06/43	Addition to gatehouse		VARD Inc.
05/44	Construct office for employees		VARD Inc.
11/54	Construct shed and new storage building		Hydra-con Manufacturing
06/59	Alterations to the HVAC		VARD Inc.
03/64	Install fire sprinklers		VARD Inc.
05/69	Construct auto sales building		Chrysler Realty Corp.
12/69	Construct used car offices		Chrysler Realty Corp.
12/69	Construct auto sales and service building		Chrysler Realty Corp.
09/70	Sign permit		Chrysler Realty Corp
03/71	Sign permit		Chrysler Realty Corp



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<u>Date</u>	<u>Activity</u>	<u>Owner</u>
<u>2965 Colorado Boulevard - continued</u>		
03/89	Install spray booth – spray king	Chrysler Realty Corp
05/97	Tenant improvements – light fixtures	Rusnak Auto Group
07/97	Posts and 13” block wall	Abeto Properties Inc.
09/99	Change suspended ceilings	Rusnak Chrysler
06/04	Tenant improvements	Rusnak Dailmer Chrysler
08/04	Sign permit	Paul Rusnak
<u>2915 Nina Street</u>		
06/47	Construct residence	F.O Guinn
06/47	Construct restaurant	F.O. Guinn
11/49	Tenant improvement – add new basement, one-story addition, canopy and a toilet	F.O. Guinn
02/52	Tenant improvement – add room	F.O. Guinn
04/58	Construct car shelter	F.O. Guinn
04/59	Remodel existing building	Floyd Guinn
06/72	Remove wall and construct new wall	Hugh Snyder
09/73	Construct take out door	Bengies Restaurant Inc.
04/85	Re-roof	Bengies Restaurant
12/92	Demolish building	Daniel Wayne
01/93	Cap sewers for demolition	Daniel Wayne
<u>2925 Nina Street</u>		
11/25	Construct new dwelling	Anderson Estate
08/48	Alter bath at rear porch	Frank Duryee
12/48	Tenant improvements	Frank Duryee
03/78	Demolish building	Gange Built Homes
<u>2929 Nina Street</u>		
11/49	Construct new foundation and re-roof relocated home	Pam Goen
<u>2935 Nina Street</u>		
09/49	Relocate house	Joy Penfold
08/85	Certificate of occupancy – residence	Linda George
02/97	Construct two-car garage	George Norman

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<u>Date</u>	<u>Activity</u>	<u>Owner</u>
<u>2945 Nina Street</u>		
12/32	Construct residence	J.S. Nevins
01/33	Construct residence and garage	J.S. Nevins
09/47	Add bath and bedroom	J.S. Nevins
05/48	Add restroom	J.S. Nevins
11/83	Construct block wall around perimeter	John Dierdan
<u>28 North Sunnyslope Avenue</u>		
07/24	Construct residence	Arley Booker
08/26	Construct garage	Arley Booker
01/36	Add new front porch	Illegible
<u>96 Sunnyslope Avenue</u>		
06/29	Construct factory	Swanson & Peterson
09/36	Re-roof factory	Swanson & Peterson
07/72	Add store area	Unger Fuss Co.
02/73	Demolish residence	Unger Fuss Co.
11/73	Install fire sprinklers	Unger Fuss Co.
06/77	Construct paint storage room	Unger Fuss Co.
06/88	Install paint spray booth for exhaust parts	Unger Fuss Co.
06/93	Fill in doors with masonry	Pioneer Bank
02/99	Upgrade earthquake requirements	Sunnyslope Partners Assoc.
03/07	Tenant improvements – interior doors	Miriam Kelly
<u>2914 Walnut Street</u>		
07/29	Construct factory	Swanson & Peterson
05/31	Tenant improvements – addition	Swanson & Peterson
09/73	Construct warehouse	Unger Fuss Co.
09/73	Construct warehouse with mezzanine	Unger Fuss Co.
<u>2926 Walnut Street</u>		
07/23	Tenant improvement – interior remodel	Pasadena Sunnyslope Assoc.
04/24	Construct garage	Donna E. Colliester
01/25	Move building from 312 Arcadia Street	Thomas Stone
09/46	Construct building between existing building	Ms. Alice Bonzi
09/46	Construct building	Ms. Alice Bonzi
06/47	Construct residence	Thomas Stone
06/93	Install transformer	Pioneer Bank
06/93	Install HVAC	Pioneer Bank
08/93	Tenant improvements – walls	Pasadena Sunnyslope Assoc.

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<u>Date</u>	<u>Activity</u>	<u>Owner</u>
	<u>2926 Walnut Street - continued</u>	
11/93	Certificate of occupancy – commercial building	Pentrex
	<u>2932 Walnut Avenue</u>	
08/47	Construct workshop	W.G Mathieu
08/47	Construct shop	W.G Mathieu
05/48	Construct shop	W.G Mathieu
12/48	Tenant improvements – additions	W.G Mathieu
12/48	Add sheet rock to existing building	W.G Mathieu
08/50	Add to existing shed	W.G Mathieu
05/52	Tenant improvements – additions	W.G Mathieu
09/52	Tenant improvements – partitions	W.G Mathieu
09/52	Tenant improvements – partitions	W.G Mathieu
07/53	Add machine shop to existing house	W.G Mathieu
07/53	Add to existing building	W.G Mathieu
10/76	Re-roof	Joe Nutile
04/83	Fire damage repair	Norman George
	<u>2940 Walnut Street</u>	
06/24	Construct 4-room house and garage	Fred Hopkins
10/24	Relocate dwelling from 123 Marengo Avenue	Fred Hopkins
10/24	Construct residence and garage	Fred Hopkins
09/41	Re-roof house and garage	Fred Hopkins
10/41	Construct concrete foundation	Fred Hopkins
06/50	Construct store room	Fred Hopkins
10/50	Construct garage for storage	Fred Hopkins
02/64	Re-roof garage and residence	Fred Hopkins
12/79	Demo damaged residence	Fred Hansen and Carl Outen
	<u>2948 Walnut Street</u>	
11/25	Construct dwelling	E.H. Spencer
11/25	Construct factory	E.H. Spencer
01/42	Add storage room to existing building	M. Miller
05/39	Repair fire damage	E.A. Spencer
01/96	Develop parking lot	Illegible

No other building or demolition permits were located for the subject property.

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**County of Los Angeles**  
**Assessor's Office**

A review of the Assessor's records for the subject property determined the following:

<u>Address</u>	<u>Parcel Number</u>	<u>Property Use</u>	<u>Year</u>	<u>Owner</u>
2965 E. Colorado	5754-005-007	Service Station	1970	Pasadena Chrysler Plymouth
2914 E. Walnut	5748-036-001	Light Industrial	1929	PRFT LLC
2926 E. Walnut	5748-036-002	Light Industrial	1973	PRFT LLC
2932 E. Walnut	5748-036-003	Light Industrial	1947/53	PRFT LLC
2940 E. Walnut	5748-036-004	Commercial	1950	PRFT LLC
2948 E. Walnut	5748-036-005	Light Industrial	1925	PRFT LLC
2929 Nina St.	5748-036-009	Residence	1918	PRFT LLC
2965 E. Colorado	5748-036-028	Auto Sales	1970	Rusnak Daimler Chrysler
2915 E. Colorado	5748-036-029	Parking Structure	1994	Rusnak Daimler Chrysler
60 N. Sunnyslope	5748-036-030	Light Industrial	1980	PRFT LLC
2935 Nina St.	5748-036-031	Parking Structure	1989	PRFT LLC

**Historical Aerial Photographs**

A review of historical aerial photographs of the subject property determined the following information:

<u>Date of Photo</u>	<u>Description</u>
June 1938	The subject property is occupied by two industrial buildings, a commercial building and approximately twenty residences.
July 1952	The subject property is occupied by three industrial buildings, four commercial buildings, approximately fifteen residences and garages.
July 1964	The subject property is occupied by three industrial buildings, four commercial buildings, approximately eight residences and garages.
September 1972	The existing auto sales building is on the east side of the property, and the remaining portion of the property is occupied by the two existing industrial buildings, four commercial buildings and eight residences.
October 1980	The existing auto sales building is on the east side of the property, and the remaining portion is occupied by the three existing industrial buildings, four commercial buildings and two residences.

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<u>Date of Photo</u>	<u>Description</u>
August 1989	The subject property appears to be about the same as the 1980 photograph.
March 1997	The existing auto sales building is on the east side of the property, and the remaining portion is occupied by the three existing industrial buildings, three commercial buildings, two residences and parking areas.
June 2002	The subject property appears to be about the same as the 1997 photograph.

### **Historic Sanborn Fire Insurance Maps**

Sanborn Fire Insurance Maps provide information on commercial and industrial properties, based on risk data gathered for the fire insurance companies. The maps show the number of buildings located on the property, and the type of construction. The maps also describe the various businesses located nearby, and show the locations of tanks, boilers, and other potential hazards.

*A review of the Sanborn Fire Insurance Map collections from 1867-1970, located two maps for the subject property:*

<u>Date of Map</u>	<u>Description</u>
1930	The subject property is occupied by a dry cleaner, 19-residences, 16-garages, two sheds, a furniture manufacturer and an organ manufacturer.
1950	The subject property is occupied by a restaurant, an auto parking lot, a drycleaner and presser, 18-residences, 13-private garages, a vacant industrial building, a rubber mat manufacturer, a pottery manufacturer, a furniture manufacturer, two small shops, two storage sheds and the west portion of the Hydra-Control Vard Inc., which included brake manufacturing and a machine shop.

### **Historic City Directory Search**

City Directories provide information on residential, commercial and industrial properties, and list the business name and address. A review of the historic directories provides an overview of the current and previous occupants of the site.

*A search of the Haines Criss Cross City Directories, dated 1972-2009, determined the subject property has previously been occupied by residences (1972-1997), Melvin Mathieu Co. (1972), Satique Co. (1972), Twohey's Restaurant (1972), Anchor Leasing Co. (1972), Pasadena Chrysler Plymouth (1972-1997), F&V Roofing Co. (1977-1981), Lytle Roofing Co. (1977-1997),*

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*Bengie's Restaurant (1977-1987), Spar Development (1981-1987), Pasadena Paving Co. (1992-1997), Rigid Roofing (1992), Computer 2000 Co. (1992), Pasadena Indoor Swap Meet (1992), Pasadena Retail Mart (1992), World Wide Audio Co. (1992) and Pasadena Daihatsu Jeep Eagle (1992-1997).*

A review of building permit records, historical aerial photographs, fire insurance maps and historical city directories determined the existing auto sales buildings and smaller offices were constructed over 40 years ago. The existing industrial buildings in the northwest corner were constructed over 80 years ago, and the residence and vacant commercial building were constructed in the 1940's. Prior to the current development, the site was previously occupied by a large industrial building, multiple commercial buildings and several residences.

#### 5.5 Historical Use Information on the Adjoining Properties

##### Historical Aerial Photographs

A review of historical aerial photographs of the adjoining properties determined the following information:

<u>Date of Photo</u>	<u>Description</u>
June 1938	North of the subject property is vacant land. To the east is also vacant land and further east is a wash. South of the subject property is Colorado Boulevard, and further south are two commercial buildings. Sunnyslope Avenue is west of the site, and further west are residences.
July 1952	North of the subject property is an industrial building. To the east are three industrial buildings and a small commercial building. South of the subject property is Colorado Boulevard, and further south are two commercial buildings and a residence. Sunnyslope Avenue is west of the site, and further west are residences.
July 1964	North of the subject property is an industrial building. To the east are two industrial buildings. South of the subject property is Colorado Boulevard, and further south are four commercial buildings. Sunnyslope Avenue is west of the site, and further west are residences, a gasoline service station and a commercial building.

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<u>Date of Photo</u>	<u>Description</u>
September 1972	North of the subject property is a large industrial building. To the east is a large industrial building. South of the subject property is Colorado Boulevard, and further south are four commercial buildings. Sunnyslope Avenue is west of the site, and further west are residences, a gasoline service station, a motel and a commercial building.
October 1980	North of the subject property is a large industrial building. To the east is a large industrial building and a large commercial building. South of the subject property is Colorado Boulevard, and further south are three commercial buildings. Sunnyslope Avenue is west of the site, and further west is a residence, a motel and three commercial buildings.
August 1989	The area surrounding the subject property appears to be about the same as the 1980 photograph.
March 1997	North of the subject property is a large industrial building. To the east is a large industrial building and a large commercial building. South of the subject property is Colorado Boulevard, and further south are three commercial buildings. Sunnyslope Avenue is west of the site, and further west is a residence, a motel and three commercial buildings.
August 2002	The area surrounding the subject property appears to be about the same as the 1997 photograph.

### **Historic Sanborn Fire Insurance Maps**

Sanborn Fire Insurance Maps provide information on commercial and industrial properties, based on risk data gathered for the fire insurance companies. The maps show the number of buildings located on the property, and the type of construction. The maps also describe the various businesses located nearby, and show the locations of tanks, boilers, and other potential hazards.

*A review of the Sanborn Fire Insurance Map collections from 1867-1970, located two maps for the area surrounding the subject property:*

<u>Date of Map</u>	<u>Description</u>
1930	North and east of the subject property is vacant land. South of the subject property is Colorado Boulevard and further south is vacant land. West of the site is Sunnyslope Avenue and further west are residences.

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<u>Date of Map</u>	<u>Description</u>
1950	North of the subject property is Avon Allied Products Inc. To the east is Hydra-Control Vard Inc. which includes a foundry and machine shop. Further east is the Eaton Canyon Wash. South of the subject property is Colorado Boulevard and further south is a restaurant, auto sales lot and an office. West of the site is Sunnyslope Avenue and further west are residences.

### **Historic City Directory Search**

City Directories provide information on residential, commercial and industrial properties, and list the business name and address. A review of the historic directories provides an overview of the current and previous occupants of the adjoining properties.

*A search of the Haines Criss Cross City Directories, dated 1972-2009, determined the property north of Walnut Street has been occupied by Avon Cosmetics (1972), Abon Products Inc. (1977-1997), Debt Collectors (1977) and Jacho (1977). The adjacent property to the east has been occupied by Jack Wall Chevrolet (1977-1987) and Team Chevrolet Inc. (1992-1997). The property south of Colorado Boulevard has been occupied by Johnny Nolan Used Cars (1972), Subaru of Pasadena (1972), Acapulco Mexican Restaurant (1972-1997), residences (1972), Macabob Toys (1972-1981), Macabob Puppet Palace (1972-1981), Pasadena Suzuki (1977-1997) and Bartlett Commercial Real Estate (1992). The property west of Sunnyslope Avenue has been occupied by Crown Rubber Co. (1972-1987), Molded Rubber Specialists (1972-1977), Supreme Products Co. (1972-1977), D&M Products Inc. (1972-1981), Chevron Service Station (1972-1977), Elmer's Service Station (1972), Vagabond Motor Hotel (1972-1981), U-Haul Co. Pasadena (1977), Seventy Eight Co. (1981), Fashion Toy Co. (1987), Vagabond Inn (1987-1997), Expressive Banner Sign (1987), Essance Linen Inc. (1992-1997), American Instant Signs (1992-1997) and Fred Stuhr Animation (1997).*

A review of historical aerial photographs, fire insurance maps and historical city directories determined the industrial building to the north was constructed sometime prior to 1952 and expanded in 1972. The industrial and commercial buildings to the east were constructed about 32 years ago and the properties were previously occupied by several industrial buildings. The commercial buildings south of Colorado Boulevard were constructed prior to 1964. The adjacent property to the south was previously occupied by other commercial buildings and a residence. The existing residence, hotel and commercial buildings west of Sunnyslope Avenue were constructed in different phases sometime prior to 1950 throughout the late 1970's. Prior to the existing buildings, the property to the west was previously occupied by a gas station, two commercial buildings and multiple residences.



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## **6.0 SITE RECONNAISSANCE**

### **6.1 Methodology and Limiting Conditions**

The site reconnaissance consisted of a walk through the entire property, and visually observing the structures, storage areas, and parking lots. No inspection was conducted under floors, above ceilings, or behind walls.

### **6.2 General Site Setting**

The site consists of an large automotive service and office building with roof-top parking, three additional commercial buildings, four industrial buildings, a residence, a private garage, two vacant lots and paved parking areas, located in a mixed commercial and industrial area of Pasadena, California (see site plan).

### **6.3 Subject Property Observations**

On April 2, 2012, an inspection of the subject property and surrounding area was conducted by Registered Environmental Assessor James Orswell. The subject property is described as follows:

#### 2915-2965 Colorado Boulevard

The property is occupied by a single-story concrete block and steel industrial building with roof-top parking (see photo #1) which is occupied by Rusnak Pasadena Auto Outlet. Inside the building is divided into an office/sales area and service bays. The office ceilings are covered with a suspended-grid acoustic tile, and the floors are covered with ceramic tile or carpeting. Service bays have open steel beam ceilings and exposed concrete floors. The service bays are located on the east and west sides of the building (see photo #2). A large trench drain runs parallel to the service bays. Multiple aboveground and underground hydraulic lifts are located in the service bay area. A hazardous waste storage room with aboveground storage tanks is located in the southeast corner of the service bay area (see photo #3). An automotive paint spray booth is located under a canopy northwest of the service bay area (see photo #4), and a room south of the spray booth is used to store small quantities of automotive paints. The painting area is leased to Dent-Wizard. The hazardous materials appeared to be properly stored, and no significant signs of a past release were observed. In addition, beneath the canopy, there is an aboveground tank which is used to store waste oil from the automotive repair activities (see photo #5). No significant signs of spills or leaks were observed around the tank. North of the main industrial building is an auto storage lot and parking area (see photo #6). An auto wash rack is located in the northwest corner of the main building just south of the spray booth. The business stores and uses small quantities of biodegradable soaps and detergents. West of the commercial building

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are three smaller separate commercial buildings which are occupied by Rusnak Pasadena Auto Outlet and Dent-Wizard. Access to the two smaller buildings was not available at the time of inspection. The heating, ventilation, and cooling unit for the larger main building is mounted on the roof.

Outside, west of the main building is a large auto sales lot and parking area. Wastewater from the wash rack drains to a two-stage wastewater clarifier which is located in the parking area (see photo #7). Commercial trash bins are located north of the service bay area, and no improper solid waste disposal was observed.

2948 Walnut Street and 2935 Nina Street

This property is vacant and unoccupied with no buildings or structures (see photo #8).

2932 Walnut Avenue

The property is occupied by a vacant single-story wood-frame with a stucco-finish commercial building (see photo #9) and an asphalt-paved parking area. No interior access to the building was available at the time of inspection. The heating, ventilation and cooling (HVAC) system appears to be mounted on the roof.

2914 and 2926 Walnut Street

The subject property is occupied by two separate two-story concrete block and brick industrial buildings (see photo #10), which are occupied by Artworks, a youth art center. At the time of inspection Artworks was closed and unavailable for inspection. The building occupies the entire parcel of land. The heating, ventilation and cooling (HVAC) system appears to be mounted on the roof.

60-96 Sunnyslope Avenue

The subject property is occupied by a two-story wood-frame and brick industrial building, and a single-story wood-frame and brick industrial building (see photo #11). The buildings are occupied by ONYX Architects. Inside, the building has open wood-beam ceilings and the floors are exposed concrete. The second floor is accessed via a stairwell on the west-side of the building and no elevators were observed inside. The building is used for office use only and no large quantity of hazardous materials are used or stored at the site. The heating, ventilation and cooling (HVAC) system appears to be mounted on the roof. The building occupies the entire parcel of land.

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2929 Nina Street

The subject property is occupied by a single-story wood-frame with a stucco-finish residence (see photo #12) and private garage. The residence and garage were unable to be accessed at the time of inspection.

The electrical power in the area is supplied by underground utility lines located along Walnut Street, and no signs were observed on the nearby transformers indicating the presence of polychlorinated biphenyls (PCBs). No sumps, pits or underground storage tanks were observed on the site. In addition, no evidence of wells or septic tanks was observed. No signs of illegal dumping or distressed vegetation were observed on the property, and there was no indication of obvious contamination on the site.

6.4 Adjoining Property Observations

Northern Border

North of the subject property is Walnut Street, and further north is a large industrial building which is occupied by Avon Allied Products (see photo #13). There were no visible signs of spills or contamination on the adjacent property.

Eastern Border

East of the subject property is a large commercial building and storage yard which is occupied by Ganahl Lumber (see photo #14). There were no visible signs of spills or contamination on the adjacent property.

Southern Border

South of the subject property is Colorado Boulevard, and further south are two multi-tenant commercial buildings (see photo #15) and a vacant restaurant (see photo #16). There were no visible signs of spills or contamination on the adjacent properties.

Western Border

West of the subject property is Sunnyslope Avenue, and further west is a multi-tenant commercial building (see photo #17), a Motel-8, a residence and two commercial buildings (see photo #18). There were no visible signs of spills or contamination on the adjacent property.

**7.0 INTERVIEWS**

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#### 7.1 Interview with Owner

No interview was conducted with the property owner.

#### 7.2 Interview with Site Manager

Keith Seals, the general manager for Rusnak Pasadena Auto Outlet advised that the Rusnak Group recently opened for service and repairs on the day on inspection. He stated that the building was previously occupied by Jeep and Chrysler and Rusnak Group has occupied the property since June 2011. Mr. Seals stated that there are no large quantities of hazardous materials onsite; however the business will be using and storing hazardous materials onsite in association with auto servicing and repair. Mr. Seals advised that the property has a wastewater clarifier which is serviced by Clean-Tech Environmental Services, and four above ground storage tanks. He stated that an automotive spray booth and associated paints were stored and used at the site; however, the equipment and spray booth belong to leasing tenant Dent-Wizard. Mr. Seals stated that the buildings in the northwest portion of the property are leased to ONYX Architects and Artworks. He advised that to the best of his knowledge, there are no underground storage tanks, wells or septic tanks on the property, and he is not aware of any contamination problems with the site.

#### 7.3 Interviews with Occupants

No interviews were conducted with the other occupants of the buildings.

#### 7.4 Interviews with Local Government Officials

No interviews with local government officials were conducted.

#### 7.5 Interview with Others

No interviews were conducted with other people.

## **8.0 FINDINGS**

### 8.1 Recognized Environmental Conditions

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E 1527-05 on Pasadena Auto Outlet located at 2915-2965 East Colorado Boulevard, 2914-2948 Walnut Street, 2929-2935 Nina Street and 60-96 Sunnyslope Avenue, Pasadena, California, the Property. Any exceptions to, or deletions from the Standard Practice are described in Section 2.4 of this report. This assessment has revealed no

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evidence of *recognized environmental conditions* in connection with the Property, except as follows:

- 1) The subject property is currently occupied by Rusnak Pasadena Auto Outlet, an automobile dealership and automotive repair facility. The businesses repairs vehicles on the premises and large quantities of automotive fluids such as motor oil, transmission fluid and antifreeze are stored and used on the site. In addition, waste oil, used oil filters and waste antifreeze are generated by the business activities. The hazardous materials and hazardous wastes appear to be properly stored and managed, and no significant spills or leaks were observed on the premises;
- 2) The east side of the subject property (2961 East Colorado Boulevard - Los Angeles County Tax Assessor's Parcel Number 5754-005-007) and the adjacent property to the east, are identified by the State of California Environmental Protection Agency (CAL-EPA) Department of Toxic Substances Control (DTSC) as an inactive or abandoned hazardous waste site. According to the DTSC Cal-Site database, the properties were previously owned by the United States Government and precision tools, aircraft components, hydraulic brakes and scientific instruments were manufactured on the site. The site was sold to Vard Inc. in 1948. This site was placed in "Inactive - Needs Evaluation" status in July 2005. DTSC has determined that a Preliminary Endangerment Assessment or other evaluation is required. According to the PFD records, a Phase I Environmental Site Assessment report and a Phase II Environmental study were conducted on the subject property by Dames & Moore in July 1996. Over thirty soil borings were advanced in the vicinity of the hydraulic lifts, former USTs, product piping, and in the auto spray booth area. The soil samples were analyzed for total recoverable petroleum hydrocarbons (TRPH), volatile organic compounds (VOCs) and benzene, toluene, ethyl benzene and xylene (BTEX). Eleven of the borings indicated low levels of TRPH. Low levels of solvents were also detected in two areas. Additional testing was completed in the areas with known contamination, and analytical test results indicated acceptable levels of TRPH contamination. The City of Pasadena issued a "no further action" closure letter on January 30, 1997. Since no significant contamination problems were identified during the subsurface soil studies, it is not likely that the former United States Government manufacturing activities has had an adverse effect on the subject property; and
- 3) Three additional offsite locations have been identified as potential risks or threats to the subject property. According to the data, the sites are not located in the near vicinity, and there is no indication that contaminants from these sites have migrated onto the subject property.

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## 8.2 Historical Recognized Environmental Conditions

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E 1527-05 on Pasadena Auto Outlet located at 2915-2965 East Colorado Boulevard, 2914-2948 Walnut Street, 2929-2935 Nina Street and 60-96 Sunnyslope Avenue, Pasadena, California, the Property. Any exceptions to, or deletions from the Standard Practice are described in Section 2.4 of this report. This assessment has revealed no evidence of *historical recognized environmental conditions* in connection with the Property, except as follows:

In 1977, a 1,000-gallon underground waste oil storage tank (UST) and a 2,000-gallon gasoline UST was installed on the subject property. The USTs were removed under the supervision of the Los Angeles County Department of Public Works (LADPW) in March 1987. Soil sampling collected from beneath the USTs was tested for total petroleum hydrocarbons (TPH), fuel hydrocarbons and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a "no further action" letter on July 29, 1987.

## 9.0 OPINION

Based on a review of regulatory and historical records, an interview with the site manager, and a visual inspection of the site and surrounding area, this assessment has found no evidence of other *recognized environmental conditions or historical recognized environmental conditions* which are likely to impact the subject property. Although data failure occurred in the historical uses of the Property prior to 1922, it is unlikely the data failure will impact the ability to identify *recognized environmental conditions*.

## 10.0 CONCLUSIONS

Based on the results of this assessment, no further environmental studies are recommended for the site.

## 11.0 DEVIATIONS

This report was prepared in conformance to meet or exceed the scope and practice as set forth by the American Society for Testing & Materials (ASTM) Standard Practice E 1527-05, "Standard Practice of Environmental Site Assessments: Phase I Environmental Site Assessment Process." No significant deviations, deletions, or client-imposed constraints were made from this practice.

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## 12.0 ADDITIONAL SERVICES

No additional services including a broader scope of services, liability/risk evaluations, or remedial activities are included in this report.

## 13.0 REFERENCES

All government records and maps were obtained directly from the regulatory agencies identified in this report. The fire insurance map information was obtained from Digital Sanborn Maps, 1867-1970, Ann Arbor, Michigan. The aerial photographs were obtained from BBL Consultants, Solana Beach, California; the United States Geological Survey, Menlo Park, California; or the United States Department of Agriculture, Salt Lake City, Utah. The city directory search information was obtained from Sherman Library and Gardens, Corona Del Mar, California.

## 14.0 STATEMENT OF ENVIRONMENTAL PROFESSIONALS

We declare that, to the best of our professional knowledge and belief, we meet the definition of *Environmental Professionals* as defined in §312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312. The individual qualifications of these professionals are included in the appendices of this report.

## 15.0 APPENDICES

### 15.1 Site and Vicinity Map

A United States Geological Survey (USGS) 7.5 Minute Topographical map of the subject property and surrounding area is included in the appendices of the report. The map shows the locations of the identified offsite environmental risks or threats described in the report.

### 15.2 Site Plan

A site plan of the subject property is included in the appendices of the report. The site plan shows the general location of the structures on the property, and other items of interest which were identified in the description of the site.

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### 15.3 Site and Vicinity Photographs

Photographs of the subject property and surrounding neighborhood are attached to this report. These photographs were taken at the time of the site inspection.

### 15.4 Historical Research Documentation

Building permit records were obtained directly from the regulatory agency identified in this report. The aerial photographs summarized in this report were obtained from BBL Consultants, Solana Beach, California; the United States Geological Survey, Menlo Park, California; or the United States Department of Agriculture, Salt Lake City, Utah. The Sanborn Fire Insurance Map information was obtained from Digital Sanborn Maps, 1867-1970, Ann Arbor, Michigan. The city directory search information was obtained from Sherman Library and Gardens, Corona Del Mar, California.

### 15.5 Regulatory Records Documentation

All government records were obtained directly from the regulatory agencies identified in this report.

### 15.6 Interview and Research Documentation

All of the field notes and supporting information obtained from interviews and research concerning the subject property are maintained in the report file at the offices of Orswell & Kasman, Inc.

### 15.7 Special Contractual Conditions between User and Environmental Professional

No special contractual conditions or agreements exist between the client and any of the employees of Orswell & Kasman, Inc., and Orswell & Kasman, Inc. does not have any financial interest in the subject property.

### 15.8 Qualifications of the Environmental Professionals

Attached to this report are the résumés of James Orswell and Marty Kasman, who conducted the site inspection, the records review, and prepared the report.



**APPENDIX**

### MARTY KASMAN

Marty Kasman, a principal of the company, is a Registered Environmental Health Specialist (#4927) and a Registered Environmental Assessor (#4022) with the State of California. He is also a USEPA/AHERA accredited Asbestos Management Planner and California Certified Asbestos Consultant (#99-2553). He received his Bachelor of Science and Master of Science degrees in Environmental and Occupational Health Science from California State University at Northridge. He also has a Certificate in Hazardous Materials Management from the University of California at Los Angeles (UCLA). In addition, Mr. Kasman also received specialized hazardous materials training at the Federal Law Enforcement Training Center in Georgia.

Mr. Kasman served fourteen years with the Los Angeles County Fire Department, as a Supervising Hazardous Material Specialist and Deputy Health Officer. For a majority of his Fire Department career, Mr. Kasman worked in the Criminal Investigations Unit, and he was assigned to the Los Angeles County District Attorney's Environmental crimes Task Force. His responsibilities included field and laboratory work in hazardous materials management, conducting inspections of industrial plant operations, and monitoring cleanup activities. In addition, Mr. Kasman has investigated hundreds of abandoned waste sites and other cases involving the illegal dumping of hazardous materials throughout Los Angeles County.

Mr. Kasman currently serves as an environmental consultant to industry management in the proper handling of hazardous materials and waste. He has taught courses in hazardous materials regulatory compliance and waste management at UCLA, California State University at Northridge, and the California Specialized Training Institute at San Luis Obispo. Mr. Kasman served on the State of California Local Unified Program Implementation Committee (LUPIC) to develop a standardized hazardous materials contingency plan.

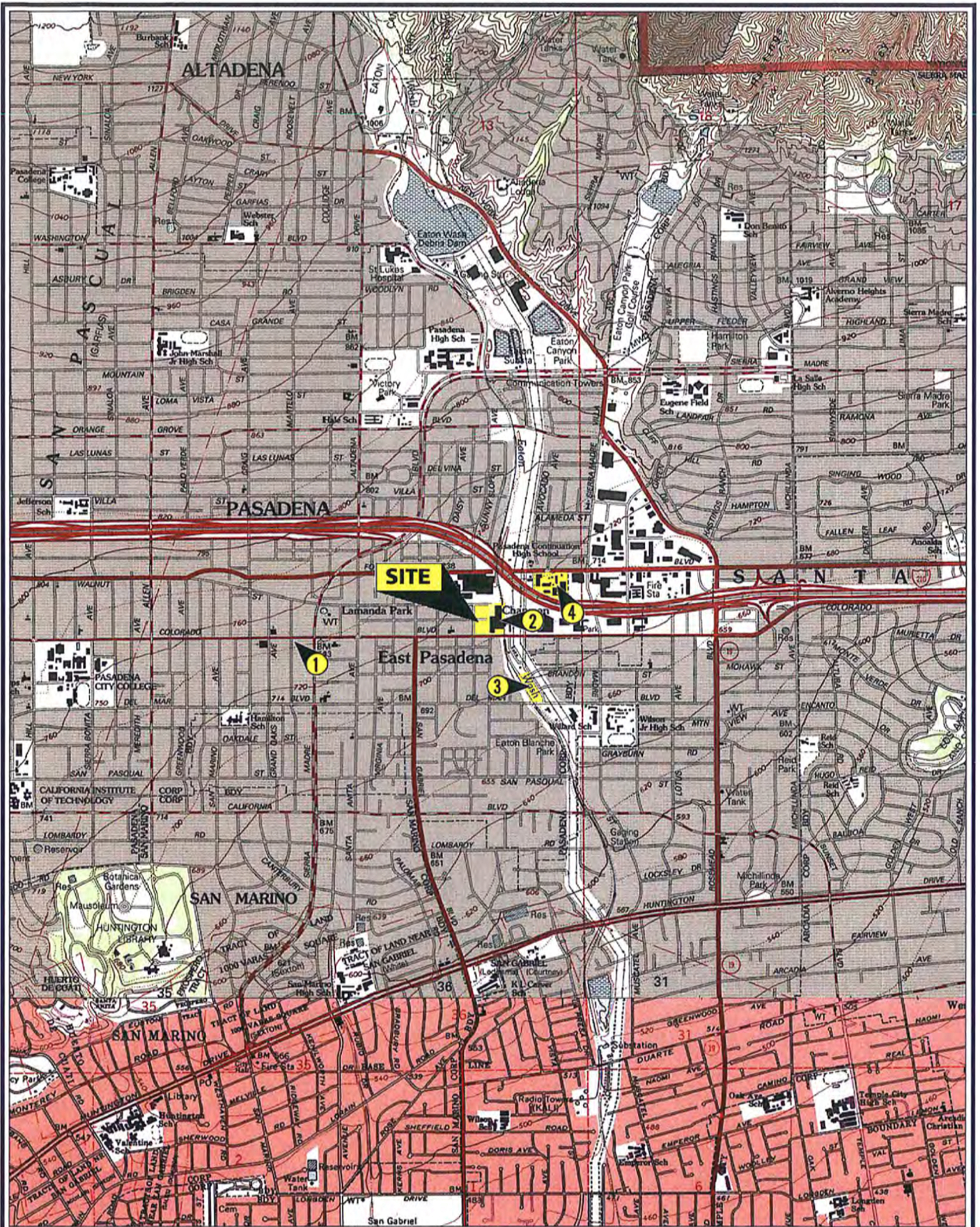
Mr. Kasman's extensive education, training, and experience in hazardous materials management make him fully qualified to conduct environmental assessments and investigations. He is the former president, director, and a life-time member of the California Hazardous Materials Investigators Association. He is also a former director of the Local Environmental Enforcement Officers Association, and the Los Angeles County Association of Environmental Health Specialists. He is a member of California and National Environmental Health Associations, and the National Association of Government Guarantee Lenders.

**JAMES ROBERT ORSWELL**

James R. Orswell is a Registered Environmental Assessor with the State of California. Since graduating from Utah Valley University, he has participated in thousands of Phase I Environmental Site Assessment reports, Transaction Screen reports, soil vapor surveys, methane assessments, historical use reports and Phase II projects on commercial, industrial, and residential properties.

Mr. Orswell is an expert document writer, data collector and is an experienced mortgage loan officer. Since 2002, Mr. Orswell has worked in the environmental assessment and consulting field, researching and conducting numerous environmental investigations throughout the United States. He has worked directly with major lending institutions, real estate professionals, lawyers, city planners, and private clients. Mr. Orswell has worked along with the Department of Defense in plotting Former Used Defense Sites (FUDS) and is a Certified Mold Inspector. He has managed multiple underground storage tank removals, installation of soil vapor extraction systems and has overseen several subsurface investigations in Southern California.

He is also an Eagle Scout, volunteer with many non-profit organizations, and an avid outdoors enthusiast. Mr. Orswell's education, training, and experience provide him with the qualifications to conduct environmental assessments and investigations.



TN MN  
13 1/2°

0 1000 FEET 0 500 1000 METERS

Map created with TOPO!® ©2002 National Geographic (www.nationalgeographic.com/topo)



**ORSWELL & KASMAN, INC.**

Environmental Assessments & Consulting  
 316 West Foothill Boulevard  
 Monrovia, CA 91016

2915-2965 EAST COLORADO BOULEVARD,  
 2914-2926 WALNUT STREET &  
 96 SUNNY SLOPE AVENUE  
 PASADENA, CA 91107

NOT TO SCALE  
 FOR ORIENTATION PURPOSES ONLY



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Photo #1



Photo #2



Photo #3



Photo #4

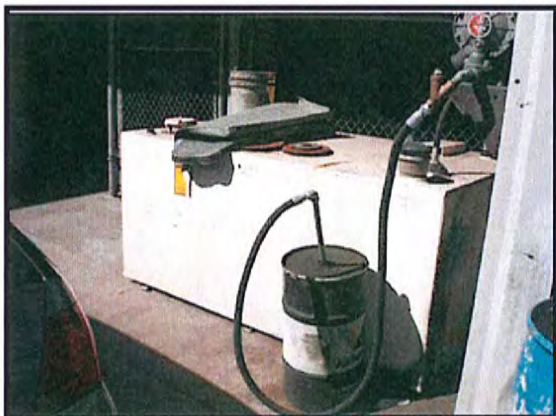


Photo #5



Photo #6

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April 10, 2012



Photo #7



Photo #8



Photo #9



Photo #10



Photo #11



Photo #12

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April 10, 2012



Photo #13



Photo #14



Photo #15



Photo #16



Photo #17

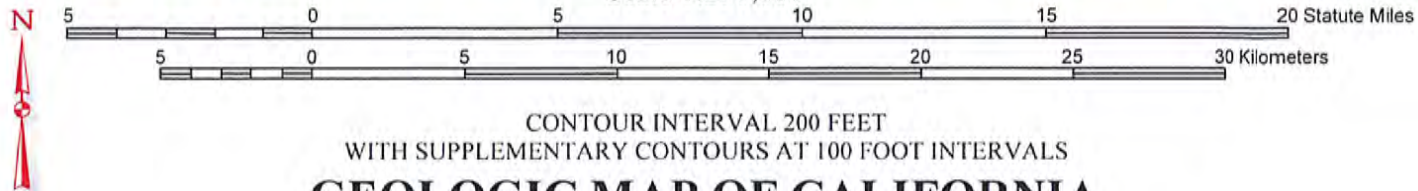


Photo #18





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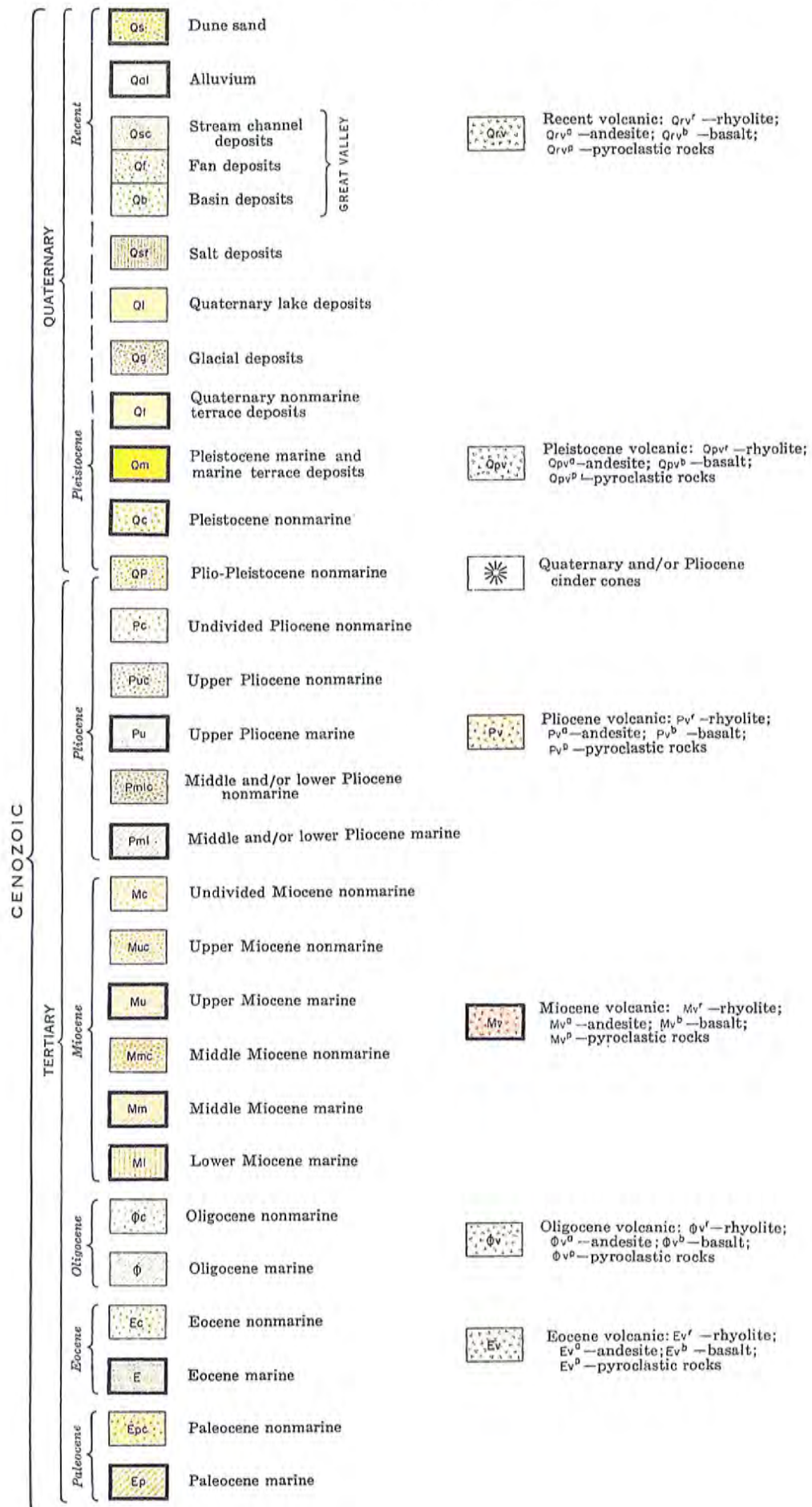


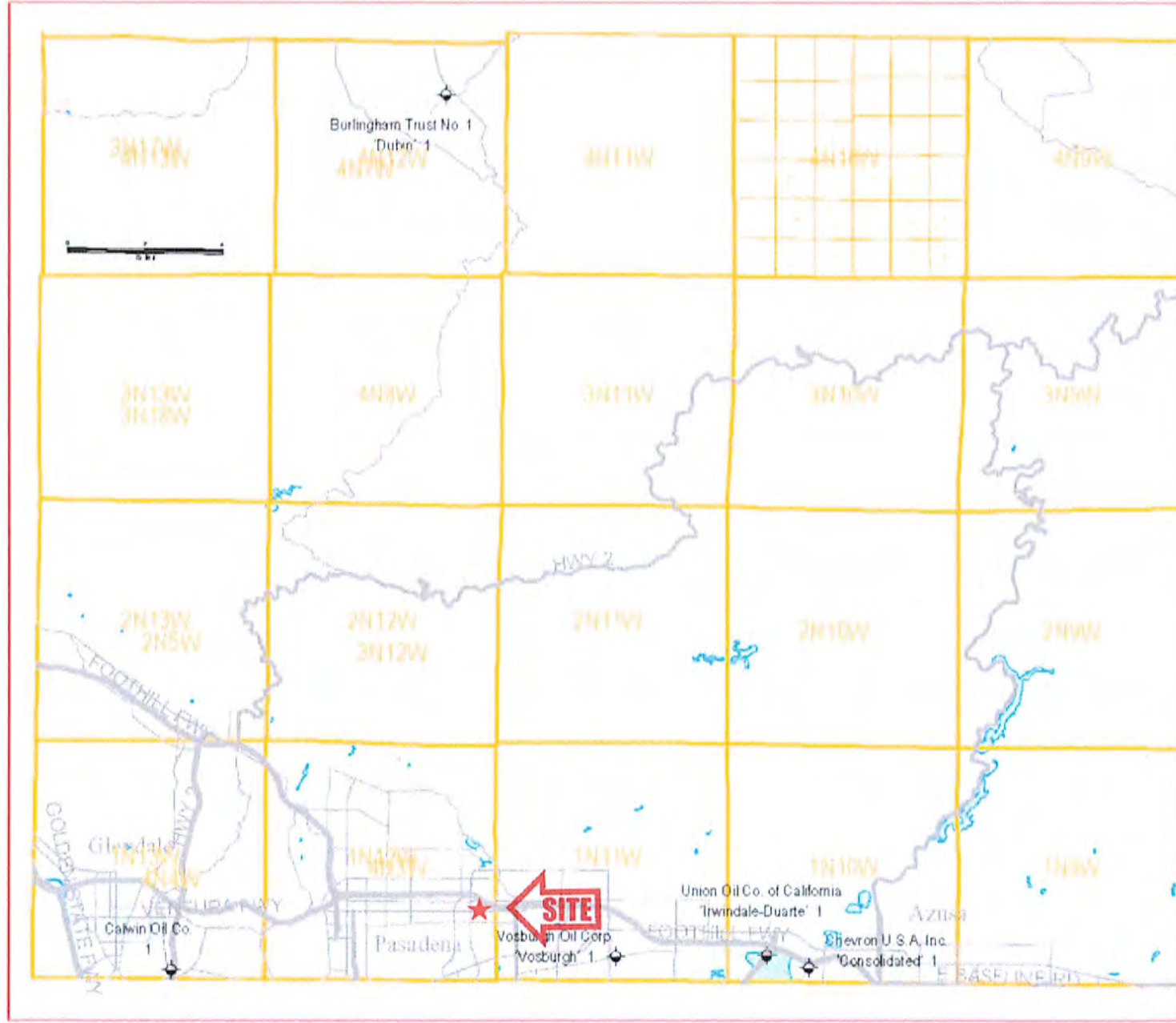
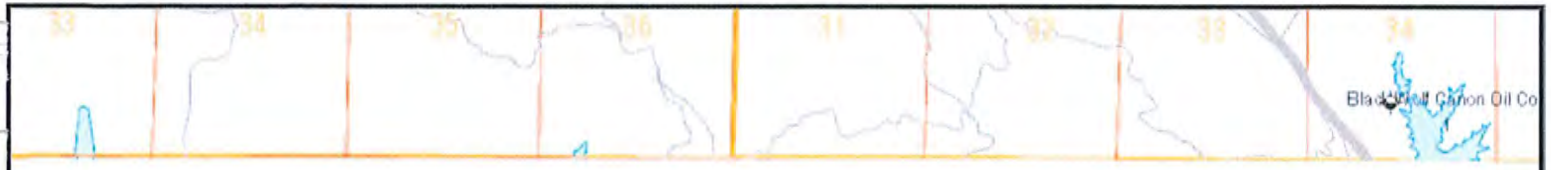
CONTOUR INTERVAL 200 FEET  
 WITH SUPPLEMENTARY CONTOURS AT 100 FOOT INTERVALS  
**GEOLOGIC MAP OF CALIFORNIA**

# EXPLANATION

SEDIMENTARY AND METASEDIMENTARY ROCKS

IGNEOUS AND META-IGNEOUS ROCKS

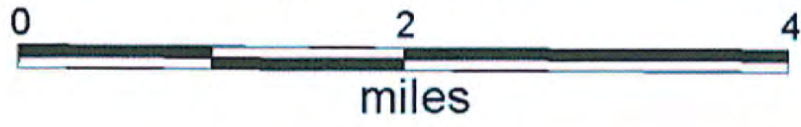




San Gabriel Mountains Area

### REGIONAL WILDCAT MAP

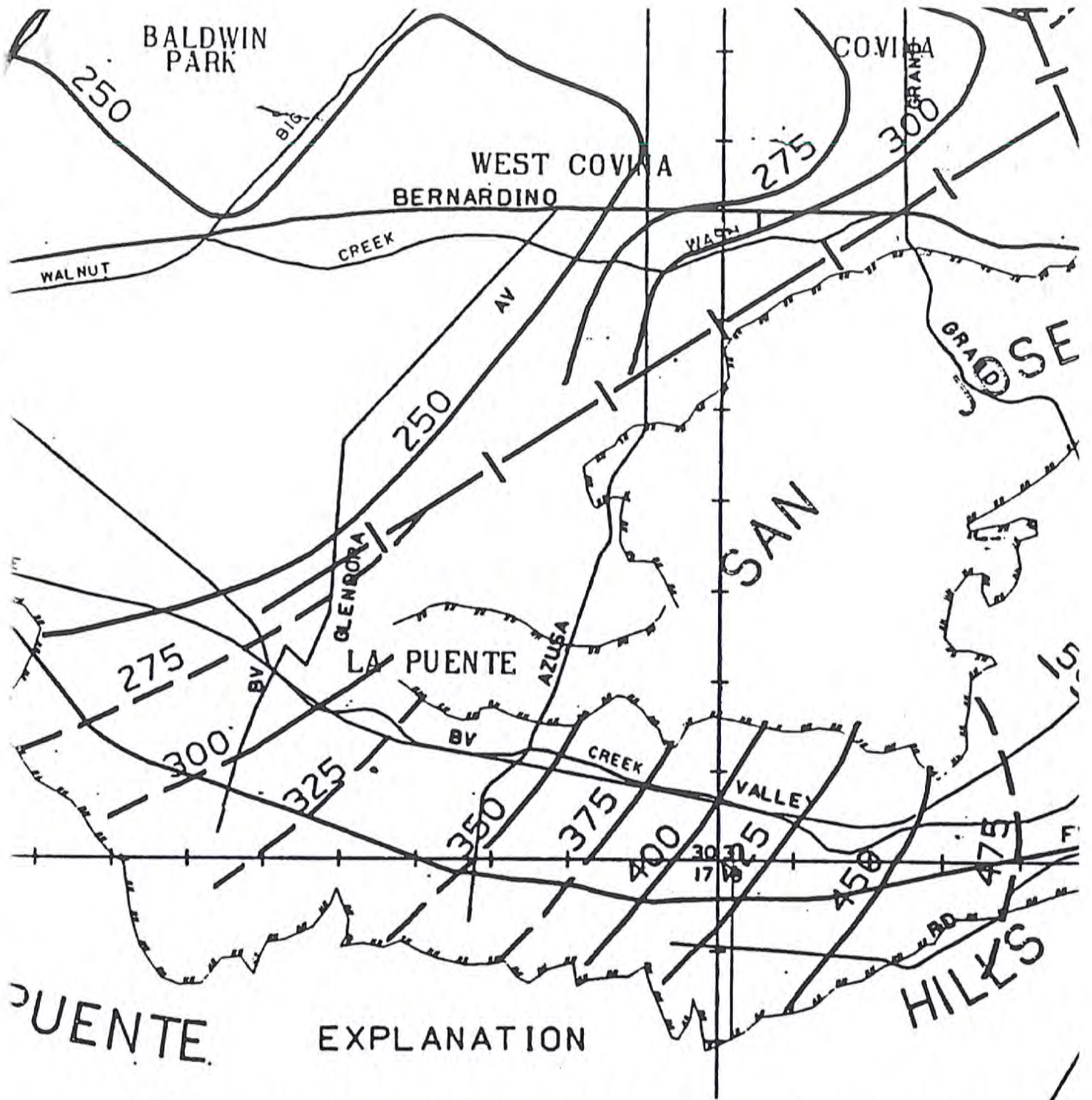
SHOWING WELLS NOT ON DIVISION FIELD MAPS  
 State of California - Department of Conservation  
 Division of Oil, Gas, and Geothermal Resources  
 NOTE: Wells with directional surveys on file with the division are indicated with a short line under the well symbol.  
 Current well status should be confirmed at the appropriate division office.  
 The Department of Conservation makes no warranties as to the suitability of this product for any particular purpose.

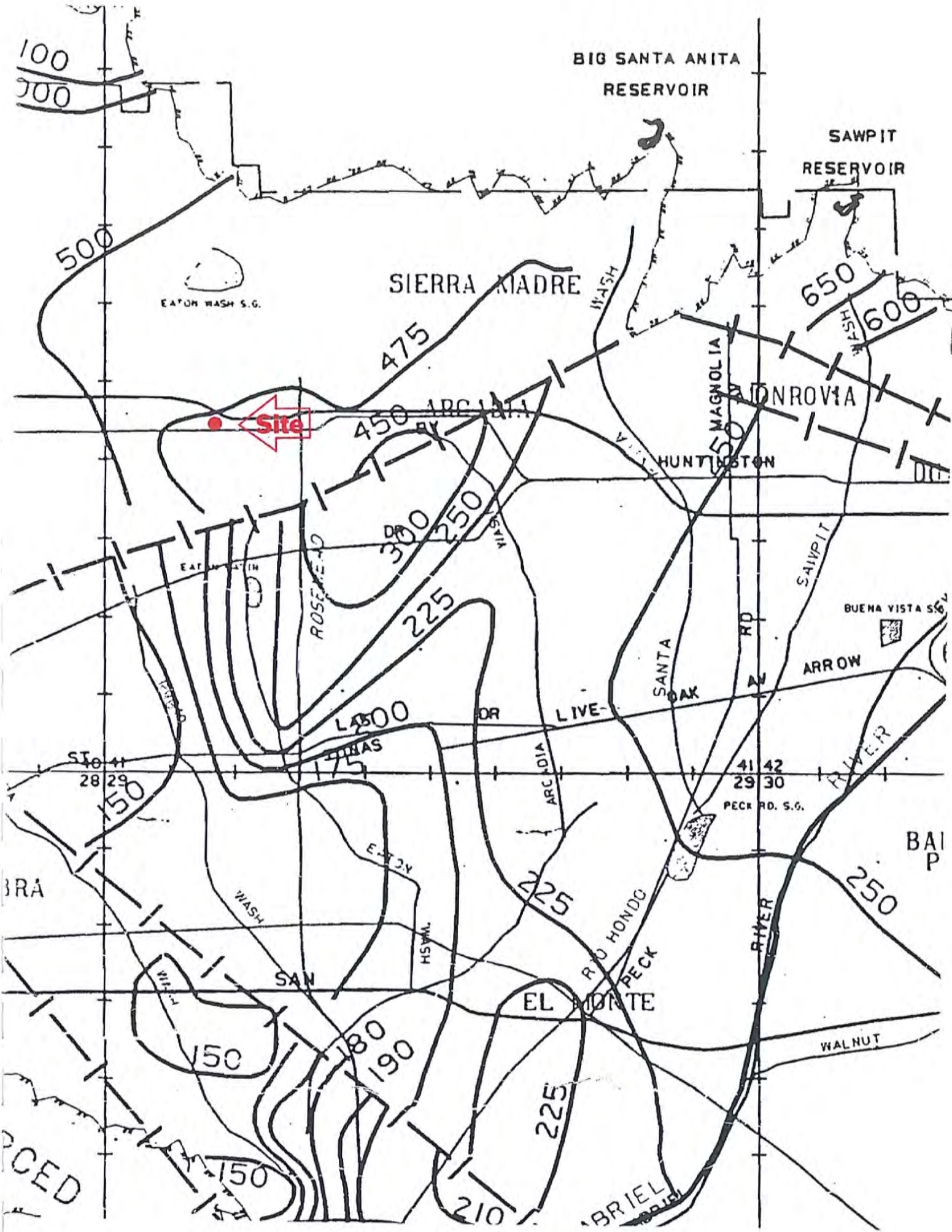


February 22, 2004

**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
- ⊚ Field map boundary
- ⊙ Field boundary





# ORSWELL & KASMAN, INC.

## ENVIRONMENTAL RECORDS RESEARCH REPORT

*Property Information:*

**2915-2965 E Colorado St,  
2914-2932 Walnut St, 2929-2935 Nina St  
and 60-96 Sunnyslope Avenue  
Pasadena, CA 91107**

*OKI Report #:*

**P12089**

*Report Date:*

**April 10, 2012**

*Prepared For:*

**John Beed  
PRM Corp.**



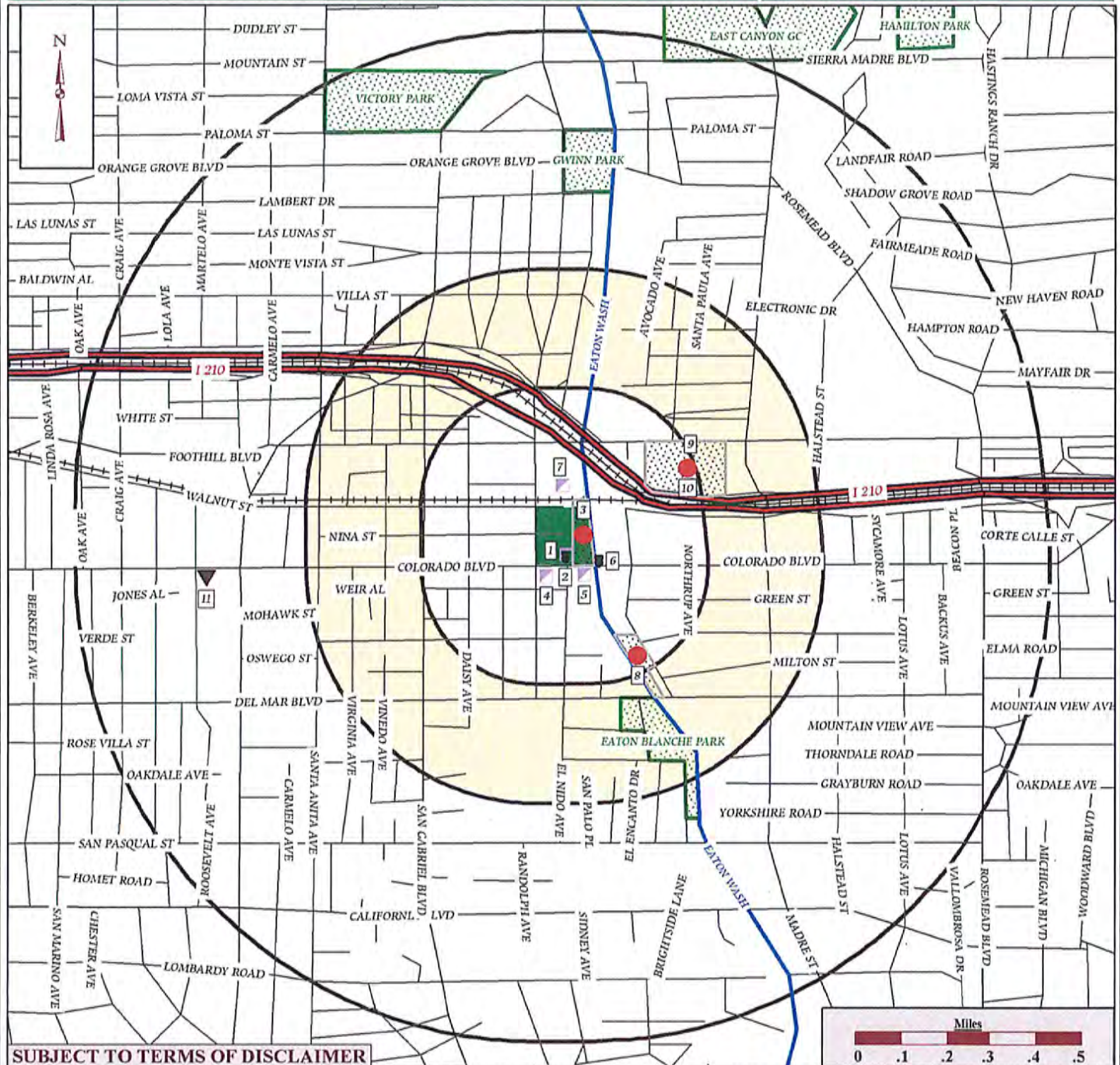
*Prepared by:*

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[www.orswell-kasman.com](http://www.orswell-kasman.com)**

# Orswell & Kasman, Inc.

Environmental Assessments & Consulting

2915-2965 East Colorado Street,  
2914-2932 Walnut Street,  
2929-2935 Nina Street  
and 60-96 Sunnyslope Avenue  
Pasadena, CA 91107



SUBJECT TO TERMS OF DISCLAIMER

### MAP LEGEND

- Areas of Contamination
- One Mile Radius
- Half Mile Radius
- Quarter Mile Radius
- Subject Property
- Military Installation
- Parks
- Water
- Railroads
- Roads
- Freeways

### HAZARDOUS SITE SYMBOLS

- National Priority List
- RCRA Corrective Action
- CERCLIS
- CalSites
- Leaking Underground Storage Tanks
- Active / Inactive Landfills
- Treatment, Storage, & Disposal Facilities
- RWQCB Sites
- Closed RWQCB Sites
- Registered Underground Tanks
- Generators
- Emergency Response Notification System
- Superfund Liens
- CERCLIS - No Further Remedial Action Planned
- Oil Wells

# Site Summary List

Please note that certain sites may appear on multiple databases  
For more information on these sites, please see the accompanying pages

## Subject Property Information:

2915-2965 E Colorado St,  
2914-2932 Walnut St, 2929-2935 Nina St  
and 60-96 Sunnyslope Avenue  
Pasadena, CA 91107

<b>Site # 1</b> <i>0.0388 miles from the subject property</i>	Case # CAD981395379 Site PASADENA CHRYSLER PLYMOUTH 2965 E COLORADO BLVD PASADENA, CA 91107	Source Database GEN [ ]
<b>Site # 2</b> <i>0.0434 miles from the subject property</i>	Case # 19-19045305 Site PASADENA CHRYSLER PLYMOUTH 2965 E COLORADO BLVD PASADENA, CA 91107	Source Database UTANK [ ]
<b>Site # 3</b> <i>0.0445 miles from the subject property</i>	Case # 80001153 Site VARD Inc. 2961 E COLORADO BOULEVARD Pasadena, CA 91107 5754-005-010 & 011	Source Database CALST 566 F4 [JO]
<b>Site # 4</b> <i>0.0909 miles from the subject property</i>	Case # CAD983585795 Site PASADENA SUZUKI YAMAHA 2900 E COLORADO BLVD PASADENA, CA 91107	Source Database GEN [ ]
<b>Site # 5</b> <i>0.0924 miles from the subject property</i>	Case # CAD983642950 Site A B C CLEANERS 2982 E COLORADO ST PASADENA, CA 91107	Source Database GEN [ ]
<b>Site # 6</b> <i>0.0924 miles from the subject property</i>	Case # 19-19045673 Site JACK WALL CHEVROLET 3003 E COLORADO BLVD PASADENA, CA 91107	Source Database UTANK [ ]
<b>Site # 7</b> <i>0.1074 miles from the subject property</i>	Case # CAD981395965 Site AVON PRODUCTS INC 2940 E FOOTHILL BLVD PASADENA, CA 91107	Source Database GEN [ ]
<b>Site # 8</b> <i>0.2978 miles from the subject property</i>	Case # 19390051 Site KINNELOA AVE PROPERTY 175 S KINNELOA AVE PASADENA, CA 91107 5754-008-906	Source Database CALST 566 F5 [JO]
<b>Site # 9</b> <i>0.3063 miles from the subject property</i>	Case # 80000707 Site NIRF (UNDERSEA CENTER) (J09CA1052) 3202 E FOOTHILL BOULEVARD Pasadena, CA 91107 5752-023-039 & 042	Source Database CALST 566 F/G4 [JO]
<b>Site # 10</b> <i>0.3063 miles from the subject property</i>	Case # 19970020 Site Naval Information Research Foundation 3202 E FOOTHILL BLVD PASADENA, CA 91107 5752-023-039 & 042	Source Database CALST 566 F/G4 [JO]
<b>Site # 11</b> <i>0.7795 miles from the subject property</i>	Case # CAD983612367 Site 1 50 MOST CLEANERS 2308 E COLORADO BLVD PASADENA, CA 91107 5747-005-052	Source Database CORRACTS 566 D4 [JO]





# GENERATORS

Case Number: **CAD981395379**

Site: **PASADENA CHRYSLER PLYMOUTH  
2965 E COLORADO BLVD  
PASADENA CA 91107**

Site # 1 0.0388 miles from the Subject Property

Generator Type SQG

Small Quantity Hazardous Waste Generator

Handler IS NOT a Transporter

Case Number: **CAD983585795**

Site: **PASADENA SUZUKI YAMAHA  
2900 E COLORADO BLVD  
PASADENA CA 91107**

Site # 4 0.0909 miles from the Subject Property

Generator Type SQG

Small Quantity Hazardous Waste Generator

Handler IS NOT a Transporter

Case Number: **CAD983642950**

Site: **A B C CLEANERS  
2982 E COLORADO ST  
PASADENA CA 91107**

Site # 5 0.0924 miles from the Subject Property

Generator Type SQG

Small Quantity Hazardous Waste Generator

Handler IS NOT a Transporter

Case Number: **CAD981395965**

Site: **AVON PRODUCTS INC  
2940 E FOOTHILL BLVD  
PASADENA CA 91107**

Site # 7 0.1074 miles from the Subject Property

Generator Type SQG

Small Quantity Hazardous Waste Generator

Handler IS NOT a Transporter



## Underground Storage Tanks

Case Number: 19-19045305

Site: PASADENA CHRYSLER PLYMOUTH  
2965 E COLORADO BLVD  
PASADENA CA 91107

Status: Historical

Site # 2 0.0434 miles from the Subject Property

---

Case Number: 19-19045673

Site: JACK WALL CHEVROLET  
3003 E COLORADO BLVD  
PASADENA CA 91107

Status: Historical

Site # 6 0.0924 miles from the Subject Property

---



# CalSites

California Sites - Formerly Bond Expenditure Plan (BEP) & Abandoned Site Program Information System (ASPIS)

Case Number: 80001153

Site: VARD Inc.  
2961 E COLORADO BOULEVARD  
Pasadena, CA 91107

On NPL? NO

Lead Agency: NONE SPECIFIED

Agencies Involved: SMBRP

Funding: DERA

Past Uses: NONE SPECIFIED

566 F4 JO

Status: Inactive - Needs Evaluation

Site Type FUDS-Military Evaluation

Special Program

Potential Media Affected: NONE SPECIFIED

Confirmed COCs: NONE SPECIFIED

Potential COCs: NONE SPECIFIED

Is Use Restricted?: NO

Site Management NONE SPECIFIED

Date: 2005-07-01

Site # 3 0.0445 miles from the Subject Property

Case Number: 19390051

Site: KINNELOA AVE PROPERTY  
175 S KINNELOA AVE  
PASADENA, CA 91107

On NPL? NO 1.3 Acres

Lead Agency: SMBRP

Agencies Involved: SMBRP

Funding: Responsible Party

Past Uses: AEROSPACE MANUFACTURING/MAINTENANCE, MANUFACTURING - OTHER

566 F5 JO

Status: Certified O&M - Land Use Restrictions O

Site Type Voluntary Cleanup-Voluntary Cleanup

Special Program Voluntary Cleanup Program

Potential Media Affected: SOIL

Confirmed COCs: NONE SPECIFIED

Potential COCs: 10002, 10034, 40001

Is Use Restricted?: YES

Site Management REM, DAY, ELD, HOS, LUC, EX, NOWN, SCH, RES

Date: 2001-10-09

Site # 8 0.2978 miles from the Subject Property

Case Number: 80000707

Site: NIRF (UNDERSEA CENTER) (J09CA1052)  
3202 E FOOTHILL BOULEVARD  
Pasadena, CA 91107

On NPL? NO 9 Acres

Lead Agency: NONE SPECIFIED

Agencies Involved: SMBRP

Funding: DERA

Past Uses: NONE SPECIFIED

566 F/G4 JO

Status: Inactive - Needs Evaluation

Site Type FUDS-Military Evaluation

Special Program

Potential Media Affected: NONE SPECIFIED

Confirmed COCs: NONE SPECIFIED

Potential COCs: NONE SPECIFIED

Is Use Restricted?: NO

Site Management NONE SPECIFIED

Date: 2005-07-01

Site # 9 0.3063 miles from the Subject Property

Case Number: 19970020

Site: Naval Information Research Foundation  
3202 E FOOTHILL BLVD  
PASADENA, CA 91107

On NPL? NO 9.15 Acres

Lead Agency: DTSC, SMBRP

Agencies Involved: DTSC, SMBRP, RWQCB 4 - Los Angeles

Funding: DERA

Past Uses: FUEL - VEHICLE STORAGE/ REFUELING, RESEARCH - OTHER, RESEARCH - WEAPONS

566 F/G4 JO

Status: Active

Site Type FUDS-State Response

Special Program Prospective Purchaser Program

Potential Media Affected: SOIL

Confirmed COCs: 30001,30009,30018-NO,30019,30022,30024,30025,30027-NO

Potential COCs: 30001, 30009, 30018, 30019, 30022, 30024, 30025, 30027

Is Use Restricted?: NO

Site Management NONE SPECIFIED

Date: 2011-08-12

Site # 10 0.3063 miles from the Subject Property



# CORRACTS

RCRA Corrective Action Sites

Case Number: CAD983612367

Site: 1 50 MOST CLEANERS  
2308 E COLORADO BLVD  
PASADENA CA 91107

566 D4 JO

Generator Status

SQG

Transporter:

N

Corrective Action Area: 1 ENTIRE SITE

<u>Date</u>	<u>Status Code</u>	<u>Status Description</u>
06/30/2000	CA 600 SR	STABILIZATION/INTERIM MEASURES DECISION-PRIMARY MEAS IS SOURCE REMOVL &/OR T
04/17/2003	CA 010	RFA INITIATION

Site # 11 0.7795 miles from the Subject Property

## REFERENCE GUIDE TO THE REGULATORY AGENCY DATABASES

<u>SOURCE</u>	<u>DESCRIPTION</u>
<b>NPL:</b> <i>1 mile search radius</i> <i>Date: September 2011</i>	The National Priority List (NPL) identifies abandoned or uncontrolled hazardous waste sites, which have been identified as possibly representing a long-term threat to the public health or environment. These sites have been identified as being highly contaminated with hazardous substances and represent the USEPA's target enforcement and cleanup efforts. Studies of individual sites are conducted by the USEPA to determine the level of contamination, and the sites are then compared and ranked to other sites on the NPL.
<b>CORRACTS:</b> <i>1 mile search radius</i> <i>Date: March 2011</i>	The USEPA maintains a list of facilities which have been authorized to receive hazardous waste. These facilities have permits to treat, store or dispose of the waste as determined by the RCRA regulations. In addition, the USEPA publishes a list of those facilities who are subject to a corrective action based on the facilities waste handling and storage procedures. The facilities, which are subject to a corrective action, are identified as CORRACTS sites.
<b>CERCLIS:</b> <i>½ mile search radius</i> <i>Date: September 2011</i>	The USEPA has developed a database known as the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), which contains information on potential hazardous waste sites located throughout the United States. There are over 33,000 sites on the CERCLIS inventory. All sites are subjected to a preliminary assessment and thereafter are either placed on the National Priority List (NPL) or are placed in a category for those sites requiring no further Federal Superfund action.
<b>CALST:</b> <i>½ mile search radius</i> <i>Date: January 2012</i>	The State of California Environmental Protection Agency maintains the "CalSite" database, which is a listing of 7,800 known active, inactive and abandoned hazardous sites. These sites have previously been reported in the Abandoned Site Program Information System (ASPIS), Bond Expenditure Plan (BEP) and Cortese database.
<b>RWQCB:</b> <i>½ mile search radius</i> <i>Date: June 2011</i>	The State of California Water Resources Control Board is responsible for monitoring the quality of flow of the groundwater and compiles lists of known leaking underground storage tanks. The list is maintained as the Leaking Underground Storage Tank Information System (LUSTIS). The local Regional Water Quality Control Board (RWQCB) monitors the contamination problem, the investigation and any remedial activities.
<b>SWIS:</b> <i>½ mile search radius</i> <i>Date: January 2011</i>	The State of California Integrated Waste Management Board maintains a list of active and inactive landfill sites within California and provides information concerning the ownership and types of wastes brought to the landfills.
<b>TSD:</b> <i>½ mile search radius</i> <i>Date: March 2011</i>	Treatment, Storage or Disposal Facilities (TSDF) is a federal listing of facilities, which have been authorized to receive hazardous waste. These facilities have permits to treat, store or dispose of waste as determined by the RCRA regulations.
<b>ERNS:</b> <i>Property &amp; adjacent</i> <i>Date: January 2004</i>	The Emergency Response Notification System (ERNS) is a list of locations which have reported a release of oil or hazardous substances to the USEPA Office of Emergency and Remedial Response. Most of the data in this system is based on information that was received during the initial notification.
<b>HWG:</b> <i>Property &amp; adjacent</i> <i>Date: March 2011</i>	The United States Environmental Protection Agency maintains a list of known hazardous waste generators in the nation. A company on the list generates reportable quantities of hazardous waste, and the disposal and transportation of the waste is monitored through the use of a hazardous waste manifest.
<b>UTANK:</b> <i>Property &amp; adjacent</i> <i>Date: June 2011</i>	The location and identity of registered underground tanks is maintained by the State of California Water Resources Control Board in the Hazardous Substance Storage Container Database. The list was compiled in 1991 and there are currently no plans to update the database at the present time.
<b>SFL:</b> <i>Property &amp; adjacent</i> <i>Date: July 1993</i>	The USEPA maintains a list of Superfund Leins that have been issued on properties throughout the United States. These sites have been remediated through the expenditures of Superfund monies. The purpose of the lein is to prevent the property owner from gaining a financial benefit from the federal government's cleanup and restoration activities.





# Phase I Environmental Site Assessment

**Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California**

**Prepared For:**

**Rusnak Group  
Pasadena, California**

**July 10, 2019**

**Project No. 2E-1906002**



**GILES**  
ENGINEERING ASSOCIATES, INC.



# GILES

ENGINEERING ASSOCIATES, INC.

GEOTECHNICAL, ENVIRONMENTAL & CONSTRUCTION MATERIALS CONSULTANTS

- Atlanta, GA
- Baltimore/Wash. DC
- Dallas, TX
- Los Angeles, CA
- Milwaukee, WI
- Orlando, FL

July 10, 2019

Rusnak Group  
337 W. Colorado Boulevard  
Pasadena, CA 91105

Attention: Mr. John Beed  
Chief Financial Officer

Subject: Phase I Environmental Site Assessment  
Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-1906002

Dear Mr. Beed:

In accordance with your request and subsequent authorization, we have completed a Phase I Environmental Site Assessment on the above referenced property. Findings and conclusions are discussed in detail within the accompanying report.

We appreciate the opportunity to be of service on this project. If there are any questions regarding the information contained herein, or if we can be of any additional service, please contact the undersigned at your convenience.

Very truly yours,

GILES ENGINEERING ASSOCIATES, INC.

Monica L. Sell  
Project Engineer I

Timothy J. Taugher  
Senior Hydrogeologist

Distribution: Rusnak Group  
Attn.: Mr. John Beed (email: [jbeed@rusnakgroup.com](mailto:jbeed@rusnakgroup.com))



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PASADENA, CALIFORNIA  
PROJECT NO. 2E-1906002

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Appendix C	User Questionnaire
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## PHASE I ENVIRONMENTAL SITE ASSESSMENT

RUSNAK PORSCHE  
2915 AND 2965 E. COLORADO BOULEVARD  
PASADENA, CALIFORNIA  
PROJECT NO. 2E-1906002

### 1. SUMMARY

The summary is provided solely for purposes of overview. Any party who relies on this report must read the full report. The summary omits a number of details, any one of which could be crucial to the proper application of this report.

Giles Engineering Associates, Inc. (Giles) has completed a Phase I Environmental Site Assessment in conformance with the scope and limitations of American Society of Testing and Materials (ASTM) *Standard Practice E 1527-13* for the property located at 2915 and 2965 E. Colorado Boulevard, in the City of Pasadena, Los Angeles County, California (subject property). Any exceptions to, or deletions from, this practice are described in *Section 3.2*. Pertinent information relative to this assessment is enclosed within Appendix A.

We declare that, to the best of our professional knowledge and belief, we meet the definition of *Environmental Professional* as defined in §312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

This assessment has revealed evidence of the following business environmental risks:

- An abandoned waste oil AST was observed in the vacant northern portion of the subject property.
- The presence of drums of petroleum products stored in the service area of the subject property. The products appeared to be properly stored, with no signs of leaking.

This assessment has revealed evidence of the following recognized environmental conditions:

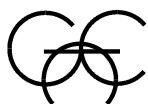
- The potential for soil, groundwater, and soil gas impacts from the former dry cleaner located on the subject property.
- The potential for soil gas impacts to be present on the subject property from the former gasoline station located approximately 85 feet west.

In addition, the following historic recognized environmental conditions were identified:



- In 1977, a 1,000 gallon waste oil underground storage tank (UST) and a 2,000 gallon gasoline UST were installed on the subject property. The USTs were removed under the supervision of the Los Angeles County Department of Public Works (LADPW) in March 1987. Soil sampling collected from beneath the USTs was tested for total petroleum hydrocarbons (TPH), fuel hydrocarbons, and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a “no further action” letter on July 29, 1987.
- A Phase I ESA report and a Phase II Environmental study were reportedly conducted on the subject property by Dames & Moore in July 1996. Over thirty soil borings were advanced in the vicinity of the hydraulic lifts, former USTs, product piping, and in the auto spray booth area. Soil samples from eleven of the borings contained low levels of TRPH. Low levels of solvents were also detected in two areas. Additional testing was completed in the areas with known contamination and analytical test results indicated acceptable levels of TRPH contamination. The City of Pasadena issued a “no further action” closure letter on January 30, 1997.

Based on the findings and conclusions of this assessment, additional environmental investigation of the subject property is considered warranted at this time. A Limited Phase II is recommended to assess the potential impacts to the soil, groundwater, and soil gas of the subject property from the aforementioned recognized environmental conditions.



## 2. INTRODUCTION

A Phase I Environmental Site Assessment (Phase I ESA) has been completed by Giles on the Rusnak Porsche property located at 2915 and 2965 E. Colorado Boulevard, in the City of Pasadena, Los Angeles County, California (subject property). The assessment was performed at the request of Mr. John Beed of the Rusnak Group.

This report is an instrument of service prepared for the exclusive use of the Rusnak Group and may not be reproduced or distributed without written authorization from Giles Engineering Associates, Inc. and the Rusnak Group.

The purpose of a Phase I ESA is to identify *recognized environmental conditions* (as defined by ASTM) in connection with the subject property. This Phase I ESA is intended to permit the user to satisfy one of the requirements to qualify for *innocent landowner defense, contiguous property owner or bona fide prospective purchaser* (collectively *Landowner Liability Protections (LLPs)*) for limitations on CERCLA liability as stated in the *Comprehensive Environmental Response, Compensation and Liability Act* (CERCLA, 42 USC § 9601(35), 9601 (40), 9607(b), 9607 (q) and 9607 (r)).

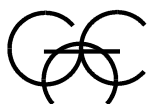
Ms. Monica Sell conducted reconnaissance activities on June 19, 2019. Resumes of environmental professionals directly responsible for this assessment are enclosed within Appendix B.

## 3. SCOPE OF SERVICES AND LIMITATIONS

### 3.1. Scope of Services

The Phase I ESA has been performed in general accordance with the scope and limitations of ASTM *Standard Practice E 1527-13*. The scope of services included:

- A visual reconnaissance of the subject property and a cursory evaluation of adjoining properties;
- Interviews of existing and/or former owners and/or operators of the subject property, and individuals who have knowledge of the subject property and surrounding areas;
- A review of available federal, state, tribal, county, and local registries of known environmental concerns;
- A review of available and applicable building inspection, permitting, and other environmental records maintained by county and/or local agencies, and interviews with agency representatives;
- A review of available aerial photographs, city directories, fire insurance maps, geological maps, hydrogeological maps, and United States Geological Survey (USGS) topographic maps;



- Complete a limited Tier 1 and Tier 2 Vapor Encroachment Screening of the subject property; and
- An evaluation of the information collected and the preparation of this report summarizing the scope of services and the resulting conclusions and recommendations.

### 3.2. Limitations and Exceptions

The limitations of this Phase I ESA included:

- Preparation and review of a chain-of-title and environmental lien search was not requested.
- "Non-Scope Considerations" such as asbestos containing material, radon, lead-based paint, lead in drinking water, wetlands, regulatory compliance, cultural and historic resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality, and high-voltage power lines were not included as part of this assessment.
- Access to some of the industrial buildings on the subject property was not available at the time of the site visit.

## 4. OWNER/USER PROVIDED INFORMATION

### 4.1. User Questionnaire

A Phase I Environmental Site Assessment User Questionnaire (ESA Questionnaire) was submitted to the client (user). The ESA Questionnaire was completed by the user, and is enclosed in Appendix C. The following is a summary of information provided in the ESA Questionnaire:

#### 4.1.1. Reason for Performing the Phase I ESA

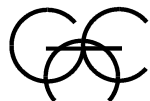
The user indicated that the Phase I ESA was requested for refinancing of the existing auto dealership.

#### 4.1.2. Owner, Property Manager, and Occupant Information

The user of the report indicated that the subject property is currently owned by Rusnak Daimler Chrysler Center, Inc. The site contact is Mr. John Beed of the Rusnak Group.

#### 4.1.3. Environmental Liens and Activity and Land Use Limitations

The user of the report was unaware of any environmental liens or activity use limitations associated with the subject property.



#### **4.1.4. User's Knowledge of Contamination on the Subject Property**

The user was not aware of any environmental concerns associated with the subject property. The user indicated that the subject property was currently occupied by a car dealership.

#### **4.2. Recorded Land Title Records**

No recorded land title records for the subject property were provided for review.

#### **4.3. Previous Environmental Reports**

The following previous environmental report was reviewed:

##### **Phase I Environmental Site Assessment – Dated April 10, 2012**

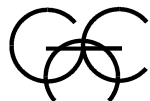
A Phase I ESA dated April 10, 2012, was previously performed on the subject property by Orswell & Kasman, Inc. At the time of this previous Phase I, the subject property was occupied by a large automotive service and office building with roof-top parking, three additional commercial buildings, four industrial buildings, a residence, a private garage, two vacant lots, and paved parking areas. The subject property was utilized by Rusnak Pasadena Auto Outlet, ONYX Architects, Dent-Masters, a mobile body works business, and Artworks, a youth art center.

Based on a review of building permit records, historical aerial photographs, fire insurance maps, and historical city directories, Orswell & Kasman determined that the existing auto sales buildings and smaller offices were constructed over 40 years ago. The industrial buildings in the northwest corner of the subject property were constructed over 80 years ago, and the residence and vacant commercial building were constructed in the 1940s. Prior to the current development, the site was previously occupied by a large industrial building, multiple commercial buildings, and several residences.

The following recognized environmental conditions were identified by Orswell & Kasman, Inc. in connection with the subject property:

The subject property is occupied by Rusnak Pasadena Auto Outlet, an automobile dealership and automotive repair facility. The businesses repairs vehicles on the premises and large quantities of automotive fluids such as motor oil, transmission fluid, and antifreeze are stored and used on the site. In addition, waste oil, used oil filters, and waste antifreeze are generated by the business activities. The hazardous materials and hazardous wastes appeared to be properly stored and managed and no significant spills or leaks were observed on the premises.

The east side of the subject property and the adjacent property to the east were identified by the State of California Environmental Protection Agency (CAL-EPA) Department of Toxic Substances Control (DTSC) as an inactive or abandoned hazardous waste site. According to the DTSC Cal-Site database, the properties were previously owned by the United States Government and precision tools, aircraft components, hydraulic brakes, and scientific instruments were manufactured on the site. The site was sold to Vard Inc. in 1948. The site was placed in "Inactive – Needs evaluation" status in July 2005.



According to the Pasadena Fire Department (PFD) records, a Phase I ESA report and a Phase II Environmental study were conducted on the subject property by Dames & Moore in July 1996. Over thirty soil borings were advanced in the vicinity of the hydraulic lifts, former underground storage tanks (USTs), product piping, and in the auto spray booth area. The soil samples were analyzed for total recoverable petroleum hydrocarbons (TRPH), volatile organic compounds (VOCs), and benzene, toluene, ethyl benzene, and xylene (BTEX). Low levels of TRPH were identified in soil samples from eleven of the borings. Low levels of solvents were also detected in two areas. Additional testing was completed in the areas with known contamination and analytical test results indicated acceptable levels of TRPH contamination. The City of Pasadena issued a "no further action" closure letter on January 30, 1997. Since no significant impacts were identified during the subsurface soil studies, it was not likely that the former United States Government manufacturing activities had an adverse effect on the subject property.

Three additional offsite locations were identified as potential risks or threats to the subject property. According to the data, the sites were not located in the near vicinity and there was no indication that contaminants from these sites migrated onto the subject property.

In addition, one historical recognized environmental condition was identified in connection with the subject property:

In 1977, a 1,000 gallon waste oil underground storage tank (UST) and a 2,000 gallon gasoline UST were installed on the subject property. The USTs were removed under the supervision of the Los Angeles County Department of Public Works (LADPW) in March 1987. Soil sampling collected from beneath the USTs was tested for total petroleum hydrocarbons (TPH), fuel hydrocarbons, and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a "no further action" letter on July 29, 1987.

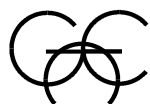
Orswell & Kasman concluded that based on the results of this assessment, no further environmental studies were recommended for the subject property.

A copy of this previous environmental report is enclosed in Appendix D.

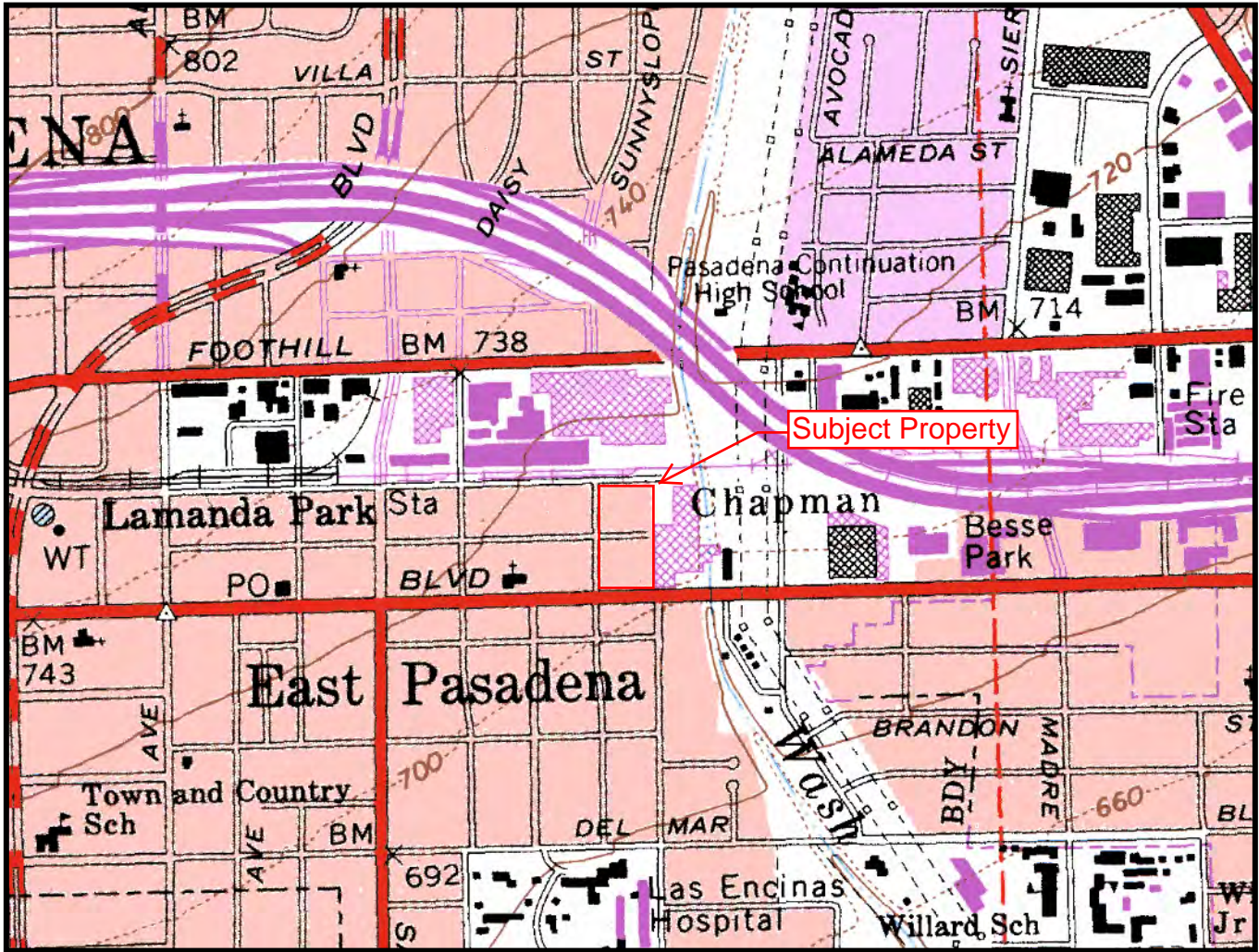
## **5. SUBJECT PROPERTY DESCRIPTION**

### **5.1. Setting and Location**

The subject property is located at 2915 and 2965 E. Colorado Boulevard, in the City of Pasadena, Los Angeles County, California. The subject property is situated at latitude 34.147° north, longitude -118.090° west. The following Figure 1 illustrates the generalized location of the subject property.







Source: USGS *Mt. Wilson, California 7.5-Minute Series* (topographic) Quadrangle Map (1966, photorevised 1988).

Scale: 1:24,000  
 Contour Interval: 40 Feet



**FIGURE 1**  
**SUBJECT PROPERTY LOCATION**

Rusnak Porsche  
 2915 and 2965 E. Colorado Boulevard  
 Pasadena, California  
 Project No. 2E-1906002



**GILES**  
 ENGINEERING ASSOCIATES, INC.

## 5.2. Surrounding Area

Northwest, North:	East Walnut Street, Avon Distribution Center
Northeast:	East Walnut Street, Avon Distribution Center
East:	Ganahl Lumber
Southeast:	East Colorado Boulevard, El Nido Plaza, The District Plaza
South:	East Colorado Boulevard, Poly Language Institute, Office Building, Residential
Southwest:	Intersection of North Sunnyslope Avenue and East Colorado Boulevard, KFC, Personal Auto Group, Ace Motel
West:	North Sunnyslope Avenue, Multi-Tenant Retail, Super 8, Essence Linen, KIS Consultant, Residential, Advanced Technology Company

The subject property and surrounding area land uses are illustrated on the following Figure 2. Photographs of the subject property and surrounding area are enclosed within Appendix E.

## 6. SUBJECT PROPERTY OBSERVATIONS

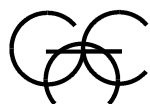
Ms. Monica Sell conducted the reconnaissance activities on June 19, 2019. The visual and physical reconnaissance of the subject property and surrounding area was completed in a systematic approach, including walking the perimeter of the subject property and a walk-through of some of the buildings located on the subject property. Weather conditions at the time of the assessment were cloudy, with temperatures around 70°F.

### 6.1. Current Property Use and Activity

The eastern portion of the subject property is currently occupied by a large Rusnak automotive service facility with roof-top parking. Several other buildings associated with the Rusnak auto facility are located on the southern portion of the subject property, including a large vacant building previously used for a showroom and offices. The northwestern portion of the subject property is occupied by several industrial buildings, a vacant space that appears to be used for gardening, a garage, and other vacant lots/parking areas. Most of the industrial buildings are vacant or used for storage. One building in the northwestern corner of the property is used by Artworks, a youth art center. Portions of the subject property are landscaped with trees and shrubs. The topography of the subject slopes slightly to the south.

### 6.2. Observations

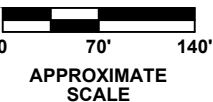
- Hazardous Substances..... Observed  
Several different types of automotive fluids are stored on the subject property.
- Petroleum Products ..... Observed  
Waste oil is stored in an aboveground storage tank in the service area located in the eastern portion of the subject property.





**LEGEND:**  
 (2915) CURRENT ADDRESSES  
 (LUST) LISTINGS (IN ORANGE) REPRESENT SITES INCLUDED IN REVIEWED ENVIRONMENTAL DATABASE

**NOTES:**  
 1.) BASE MAP DEVELOPED FROM A 2018 AERIAL.



**GILES ENGINEERING ASSOCIATES, INC.**  
 1965 N. MAIN STREET  
 ORANGE, CA 92865 (714)279-0817  
 www.gilesengr.com

**FIGURE 2**  
 SURROUNDING PROPERTY USAGE  
 RUSNAK PORSCHE  
 2915 AND 2965 E. COLORADO BOULEVARD  
 PASADENA, CALIFORNIA

DESIGNED	DRAWN	SCALE	DATE	REVISED
MLS	<i>JLid</i>	approx. 1"=140'	07-05-19	--
PROJECT NO.: 2E-1906002			CAD No. 2E1906002-sp	

- Pipelines.....None Observed
- Storage Tanks
  - Aboveground Storage Tanks (ASTs)..... Observed  
 An aboveground storage tank containing waste oil was observed outside of the service area located in the eastern portion of the subject property. This waste oil UST was sitting on concrete and only minor stains around the AST were observed. In addition, one abandoned tank labeled "waste oil" was observed in the vacant northern portion of the subject property.
  - Underground Storage Tanks (USTs)..... None Observed
- Odors..... None Detected
- Pools of Liquid .....None Observed
- Drums or Other Containers..... Observed  
 Several drums used for the storage of automotive fluids are located in the service area on the property. There were no signs of leaks/spills
- Potential Polychlorinated Biphenyls (PCB) sources
  - Electrical Equipment ..... Observed  
 One pole mounted transformer was observed adjacent to the western property boundary. The transformer appeared to be in fair condition, with no signs of leaking.
  - Hydraulic Equipment..... None Observed
- Waste Water
  - Surface Water Discharge ..... None Observed
  - Process/Sanitary Discharge ..... None Observed  
 The subject property is reportedly connected to the municipal sewer system.
  - Septic Systems ..... None Observed
  - Industrial Wastewater Treatment ..... None Observed
  - Holding Tanks..... Observed  
 A clarifier was observed in the service area of the subject property.
- Potable Water Supply
  - Municipal ..... Observed  
 The subject property is reportedly connected to the municipal water system.
  - Private ..... None Observed
- Wells..... None Observed
- Pits, Ponds or Lagoons..... None Observed
- Stained Soil or Pavement ..... Observed  
 De Minimis staining from automobiles was observed in the parking areas of the subject property.
- Stressed Vegetation ..... None Observed



- Solid Waste  
Storage ..... Observed  
Several dumpsters were observed on the subject property.  
On-Site Disposal ..... None Observed
- Heating/Cooling ..... Observed  
The heating and cooling system for the Rusnak facility is located on the roof of the service building. The heating and cooling system for the industrial buildings was not observed.
- Staining or Corrosion ..... Observed  
De Minimis staining from automobiles was observed in the parking areas of the subject property.
- Drains or Sumps ..... Observed  
Floor drains were observed in the service area of the subject property.

## 7. INTERVIEWS

Giles contacted Mr. John Beed, the site contact listed on the User Questionnaire and inquired about the presence or knowledge of any environmental concerns associated with the subject property or any environmental reports available. Mr. Beed provided the environmental report discussed in section 4.3 of this report. He also stated that the buildings on the property were originally constructed on various dates from the 1920s through 1969.

## 8. HISTORICAL USE INFORMATION

### 8.1. Aerial Photographs

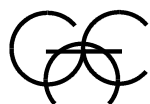
Aerial photographs of the subject property and general vicinity, dated 1928, 1938, 1944, 1949, 1952, 1960, 1964, 1972, 1980, 1987, 1994, 2002, 2005, 2010, 2012, 2014, 2016, and 2018 were obtained from the National Agriculture Information Program, U.S. Geological Survey, National High Altitude Photography, Agriculture and Soil Conservation Service, and Fairchild. No additional aerial photographs were reasonably ascertainable. The following observations were noted:

#### **1928 and 1938 (1"=500')**

The subject property appeared to be developed with several buildings. The adjacent properties also appeared to be developed with multiple structures. The Eaton Canyon Wash was observed to the east. Roadways were observed adjacent to the north, west, and south in the locations of present-day East Walnut Street, North Sunnyslope Avenue, and East Colorado Boulevard. A roadway was also noted cutting through the middle of the subject property from east to west, in the location of present-day Nina Street.

#### **1944, 1949, 1952, 1960, and 1964 (1"=500')**

The subject property appeared to be developed with several additional structures from the previous photograph, including a large commercial building in the southeastern property corner. Significant additional development was noted on the surrounding properties. A large commercial structure was first observed adjacent to the north in the 1949 photograph. A structure similar in appearance and with features typical of a



gasoline station was observed adjacent to the southwestern property corner beginning in the 1964 photograph.

**1972, 1980, 1987, 1994, 2002, 2005, 2010, 2012, 2014, 2016, and 2018 (1"=500')**

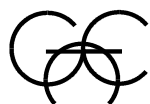
The subject property and surrounding properties generally appeared throughout this time period as they do today. Buildings similar in appearance and location as the existing buildings on the subject property were first observed in the 1972 photograph. Some structures that are no longer present were also noted in the southwestern portion of the subject property until the 1994 photograph. The apparent gasoline station previously observed adjacent to the southwestern property corner was no longer evident beginning in the 1980 photograph.

Copies of portions of the reviewed aerial photographs are enclosed within Appendix F.

**8.2. City Directories**

The 1923, 1928, 1933, 1937, 1942, 1947, and 1951 editions of the *Los Angeles Directory Co. Directory of Pasadena, California*, the 1956 and 1962 editions of the *R.L. Polk & Co. Directory of Pasadena, California*, and the 1973, 1976, 1981, 1986, 1991, 1996, 2000-01, 2006-07, and 2010-11 editions of *Haines Los Angeles East Suburban Directory* were obtained from Historical Information Gatherers Inc. Earlier and later directories were not reasonably ascertainable. The following is a summary of listings for the subject property and surrounding properties:

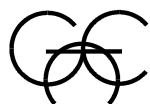
Address	Occupant	Year(s) Listed
28 N Sunnyslope Avenue (Former Subject Property)	Not Listed	1923
	A Henne	1928
	Not Listed	1933
	A Henne	1937-1951
	Vacant	1956-1962
	Not Listed	1973-2010/11
34 N Sunnyslope Avenue (Former Subject Property)	Not Listed	1923
	Mrs. Urann	1928
	Not Listed	1933
	J Cuellar	1937
	B Gash	1942-1951
	Earl Burns	1956-1962
40 N Sunnyslope Avenue (Former Subject Property)	Not Listed	1923
	L Woods	1928
	Not Listed	1933
	Maude Hudson	1937-1951
	Roy Riggins	1956
	Vacant	1962
	Not Listed	1973-2010/11



Address	Occupant	Year(s) Listed
60 N Sunnyslope Avenue (Former Subject Property)	Not Listed	1923
	W Griffin	1928
	Not Listed	1933
	Vacant	1937-1942
	Mabel Phillips	1947
	B Van Meter	1951
	Mrs. Beulah Matthews	1956
	Mrs. Regino Keely	1962
	Not Listed	1973
	Juan Castells, Greg Worthley	1976
66 N Sunnyslope Avenue (Former Subject Property)	Not Listed	1981-1986
	-Your Place, Hobby Center, Variations, Time Square, Tamara Gifts, Suns Luggage & Purse, Shabnams Video Games, Seramark, Sam's Place, Romers Electronics, Pasadena Indoor Swap Market, Marshallian Jewelry, Lucy Records, Hair & Etc., Enterprise Fashion, Jenny Chang, Casas Boutique, A&K Jewelry	1991
74 N Sunnyslope Avenue (Former Subject Property)	Not Listed	1996-2010/11
	Not Listed	1923
	H Fink	1928
	Not Listed	1933
	Shelton Shoptaugh	1937
	J Williams	1942
	S Harshbarger	1947-1951
	Chase Krug	1956-1962
	M Mitchell	1973
	Juan Castells	1976
96 N Sunnyslope Avenue (Subject Property)	Not Listed	1981-2010/11
	Not Listed	1923
	M Hartmann	1928-1933
	Vacant	1937
	H Berry	1942
	W Reld	1947-1951
	Mrs. Grace Reid	1956-1973
Not Listed	1976-2010/11	
96 N Sunnyslope Avenue (Subject Property)	Not Listed	1923-1928
	Swanson & Peterson Furniture Manufacturers	1933-1937
	Not Listed	1942
	Swanson & Peterson Furniture Manufacturers	1947
	Dunbar Furniture	1951
	Not Listed	1956-1962
	Unger Fuss Co.	1973-1976
	Not Listed	1981
	Devin Co. Inc.	1986
	Wiltec	1991
	-Security Concepts, Penn Hamilton Group, Pacific Bank Technology	1996
	Penn Security Systems, Pacific Bank Technology, Inform, Hamilton Pacific	2000/01
	Pacific Bank Technology, Hamilton Pacific Bank The Admark Group, Onyx Architects	2006/07 2010/11

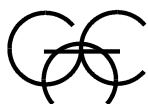


Address	Occupant	Year(s) Listed
2914 East Walnut Street (Subject Property)	Not Listed	1923-1928
	Swanson & Peterson Furniture Manufacturers	1933-1937
	-Swanson & Peterson Furniture Manufacturers, K Nelson Upholstery	1942
	Swanson & Peterson Furniture Manufacturers	1947
	Dunbar Furniture	1951
	Swanson & Peterson Furniture Manufacturers	1956-1962
	Not Listed	1973-1996
2915 E Colorado Boulevard (Subject Property)	John Kelly	2000/01
	Not Listed	2006/07-2010/11
	Not Listed	1923-1947
	Gwinn's Drive-In	1951-1956
	-Gwinn's Restaurant & Drive-In, Business Men's Association of East Pasadena, Civitans Club, Kiwanis Club, Rotary Club	1962
	Not Listed	1973
	Bengie's Restaurant	1976-1986
2922 Nina Street (Former Subject Property)	Not Listed	1991-1996
	Daniel Wang	2000/01
	Not Listed	2006/07-2010/11
	Not Listed	1923-1928
	W Hudson	1933-1937
	J Reilly	1942
	Robert Hudson	1947
2924 Nina Street (Former Subject Property)	C Earle	1951
	Not Listed	1956-2010/11
	Not Listed	1923-1928
	Kenneth Sloop	1933
	J Mueller	1937
	Mrs. Emerson	1942
	Mrs. McNair	1947
2925 Nina Street (Former Subject Property)	Mrs. Emerson	1951
	Not Listed	1956-2010/11
	Not Listed	1923-1928
	Frank Duryee	1933-1947
	Not Listed	1951
	Frank Duryee	1956
	Mrs. Cora Duryee	1962
2926 Nina Street (Former Subject Property)	Aaron Wilterding	1973-1976
	Not Listed	1981-2010/11
	Not Listed	1923-1928
	B Hindman	1933
	L Stocks	1937
	Harvey Freeman	1942-1947
	W Sheppard	1951
2926 Nina Street (Former Subject Property)	Not Listed	1956-2010/11





Address	Occupant	Year(s) Listed
2926 East Walnut Street (Subject Property)	Not Listed E Roan Printer Mrs. Holman, E Roan Printer Bonzi Pottery Michael Vernon Vacant Not Listed Michael Clayton Not Listed	1923 1928-1937 1942 1947-1951 1956 1962 1973-1996 2000/01 2006/07-2010/11
2928 Nina Street (Former Subject Property)	Not Listed Reverend John Roberts B Thomas Everett Conklin Not Listed	1923-1928 1933-1937 1942-1947 1951 1956-2010/11
2929 Nina Street (Former Subject Property)	Not Listed Paul Schuster Franks Roberts No Return Not Listed Dan Mathews, Doug Chapman Donald Chesshir Not Listed	1923-1947 1951 1956 1962 1973-1976 1981 1986 1991-2010/11
2932 East Walnut Street (Subject Property)	Not Listed Mathieu Machinery & Rubber Goods Mathieu Melvin Co., Witte Tool & Machinery Mathieu Melvin Co. Mathieu Melvin Co., Hubert Honanie Hubert Honanie Not Listed PAS Paving Co. Not Listed	1923-1947 1951 1956 1962 1973 1976 1981-1986 1991-2006/07 2010/11
2932 Nina Street (Former Subject Property)	Not Listed F Morris Mrs. Eva Schirmer Not Listed	1923-1928 1933 1937-1947 1951-2010/11
2940 East Walnut Street (Subject Property)	Not Listed Frederick Hopkins Mrs. Ellen Hopkins Rex Norred Not Listed Carl Outzen Not Listed	1923 1928-1951 1956-1973 1976 1981-1996 2000/01 2006/07-2010/11
2941 Nina Street (Former Subject Property)	Not Listed David Cleveland Nick Klein Not Listed	1923-1951 1956 1962 1973-2010/11
2942 Nina Street (Former Subject Property)	Not Listed R Miller R Wilkeson Samuel Smith Vacant Not Listed	1923-1928 1933 1937 1942 1947 1951-2010/11



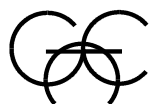
Address	Occupant	Year(s) Listed
2943 Nina Street (Former Subject Property)	Not Listed Alice Camber, Loyzelle White Alice Camber, E Reynolds Alice Camber, A Couchie F Garrett Fenton Walker, Myrtle Minkler Mrs. Pearl Nelson John Mesopp Not Listed	1923-1928 1933 1937 1942 1947 1951 1956 1962 1973-2010/11
2945 Nina Street (Former Subject Property)	Not Listed S Nevins Mrs. Marie Kubat Cecil Maranville William Miller Not Listed	1923-1933 1937-1956 1962 1973 1976 1981-2010/11
2947 Nina Street (Former Subject Property)	Not Listed Earl Davison Not Listed	1923-1973 1976-1986 1991-2010/11
2948 East Walnut Street (Subject Property)	Not Listed A Spencer Organ Builder  A Spencer Organ Builder, Pasadena Refrigerator Manufacturing Co.  Not Listed BW Molded Plastic Not Listed Vacant Not Listed  -John McConaghy & Associates, Lytle Roofing Co., F&W Roofing Co.  Lytle Roofing Co., F&V Roofing Co. Lytle Solar, Lytle Roofing Co. Rigid Roofing, Lytle Roofing Co. Lytle Roofing Co. Carl Outzen. Lytle Roofing Co. Outzen Roofing Co. Not Listed	1923 1928-1933  1937  1942-1947 1951 1956 1962 1973  1976  1981 1986 1991 1996 2000/01 2006/07 2010/11
2951 E Colorado Boulevard (Former Subject Property)	Not Listed Mr. Bottle Liquors Not Listed	1923-1947 1951 1956-2010/11
2955 E Colorado Boulevard (Former Subject Property)	Not Listed <b>Model Cleaners &amp; Dyers</b> <b>R Stepp Clothes Cleaners</b> <b>Spotless Cleaners &amp; Dyers</b> Not Listed Dynametric Inc. Not Listed	1923 1928-1937 1942 1947-1951 1956 1962 1973-2010/11
2955 Nina Street (Former Subject Property)	Not Listed Mrs. Emma Boise Not Listed	1923-1951 1956-1962 1973-2010/11



Address	Occupant	Year(s) Listed
2956 Nina Street (Former Subject Property)	Not Listed B Cook A Contreras Benjamin Van Deavender Vacant Luverne West Not Listed	1923-1928 1933-1937 1942-1947 1951 1956 1962 1973-2010/11
2958 Nina Street (Former Subject Property)	Not Listed B Cook H Foster J Bon Durant Frank Carathers H Staggs Benjamin Van Deavender Not Listed	1923-1928 1933 1937 1942 1947 1951 1956-1962 1973-2010/11
2961 E Colorado Boulevard (Former Subject Property)	W Hill Donald Hall Vard Inc. Not Listed Hycon Manufacturing Co. Not Listed	1923-1933 1937 1942 1947 1951-1956 1962-2010/11
2965 E Colorado Boulevard (Subject Property)	Not Listed Pasadena Chrysler Plymouth, Anchor Leasing Corp. Pasadena Chrysler Plymouth, Spar Development Pasadena Chrysler Plymouth, Pasadena Daihatsu Pasadena Chrysler Plymouth, Daihatsu, Jeep Eagle Rusnak Chrysler Plymouth, Thrifty Car Rental Rusnak Chrysler Plymouth Jeep, Andrew Arizmendi Not Listed	1923-1973 1976 1981-1986 1991 1996 2000/01 2006/07 2010/11
2981 E Colorado Boulevard (Former Subject Property)	Not Listed Vard Inc. Vard Division of Royal Industries Airplane Parts Not Listed	1923-1947 1951-1956 1962 1973-2010/11
2858 East Walnut Street (west of subject property)	Not Listed Advanced Technology Onena Tool Co., Advanced Technology Advanced Technology	1923-1973 1976 1981 1986-2010/11
2863 E Colorado Boulevard (adjacent to the west)	Not Listed Vagabond Motor Hotel Vagabond Motor Hotel, Robert Rearick Vagabond Inn Ace Motel, Vagabond Sales Department Super 8 Motel	1923-1973 1976 1981 1986-1991 1996 2000/01-2010/11
2870 East Walnut Street (west of subject property)	Not Listed Global Van Agency, Curl & Williams Not Listed Cal Temp Supply Co. All Set Printing Jill Lewis Not Listed Not Listed	1923-1962 1973-1976 1981-1986 1991 1996 2000/01 2006/07 2010/11



Address	Occupant	Year(s) Listed
2870 E Colorado Boulevard (southwest of subject property)	Not Listed	1923-1947
	Ace-Hi Motel, Mrs. Hannah Johnson	1951-1956
	Ace-Hi Motel	1962
	Not Listed	1973
	Ace Motel	1976-1991
	Fuji Japanese Restaurant	1996
	Ace Motel	2000/01-2006/07
	Not Listed	2010/11
2879 E Colorado Boulevard (adjacent to the west)	Not Listed	1923-1976
	Fuji Japanese Restaurant	1981-1991
	Action Auto Repairs	1996
	Fuji Japanese Restaurant	2000/01-2010/11
2880 E Colorado Boulevard (adjacent to the southwest)	Not Listed	1923-1947
	Zimmerman Geo Used Cars	1951
	Howland Sales Used Cars	1956-1962
	Not Listed	1973
	Willis Auto Sales	1976
	Subaru of Pasadena	1981-1986
	Avon Rent a Car	1991
	Ugly Duckling Pasadena, Action Auto Sales/Towing	1996
	William Nolan, Action Auto Sales	2000/01
	Action Auto Sales	2006/07
Personalized Auto Group	2010/11	
2883 E Colorado Boulevard (adjacent to the west)	Not Listed	1923-2006/07
	International Grandway Travel	2010/11
2885 E Colorado Boulevard (adjacent to the west)	Not Listed	1923-1956
	<b>Ralph's Standard Gas Station</b>	1962
	Not Listed	1973
	U Haul Co., <b>Chevron Standard Station</b>	1976
	Not Listed	1981-1996
	Maros Alterations	2000/01
Sunshine Acupuncture, Intl Grandway Travel	2006/07	
Not Listed	2010/11	
2887 E Colorado Boulevard (adjacent to the west)	Clarence Williams	1923-1962
	Not Listed	1973-1976
	Seventy Eight Co.	1981
	Not Listed	1986
	Instant Signs	1991-1996
	Dong Lee, Instant Signs	2000/01
Not Listed	2006/07-2010/11	
2888 East Walnut Street (adjacent to the west)	Not Listed	1923-1962
	-Supreme Products, Molded Rubber Specialties, Crown Rubber Co.	1973-1976
	Crown Rubber Co.	1981-1986
	Not Listed	1991
	Fred Stuh Animation, C Stein Apartments	1996
		2000/01-2010/11
2889 E Colorado Boulevard (adjacent to the west)	Not Listed	1923-1976
	JC Fashions	1981
	Not Listed	1986-2000/01
	Delmy's Family Hair Salon	2006/07-2010/11



Address	Occupant	Year(s) Listed
2891 E Colorado Boulevard (adjacent to the west)	Not Listed Pas Tropical Fish Video Biz Quality Plant & Gift Crystal Nails	1923-1976 1981 1986 1991 1996-2010/11
2893 E Colorado Boulevard (adjacent to the west)	Not Listed Red House Fast Boat to China Canton Café	1923-1976 1981 1986 1991-2010/11
2895 Nina Street (adjacent to the west)	H Preston C Walrod Frank Hansley C Høglund B Price Mrs. Helen Price B Price D&M Products American Professional Business Bureau Essence Linen	1923 1928 1933 1937 1942-1951 1956 1962 1973-1981 1986 1991-2010/11
2896 E Colorado Boulevard (adjacent to the southwest)	Not Listed B Anderson Dentist C Hayden Dentist, H Telling Physician L Covey Dentist L Covey Dentist, Albert Haugen Physician Albert Haugen Physician Not Listed KFC	1923-1928 1933-1942 1947 1951 1956 1962 1973 1976-2010/11
2897 E Colorado Boulevard (adjacent to the west)	Not Listed Handi Mart Golden Liquor Mart	1923-1976 1981 1986-2010/11
2900 E Colorado Boulevard (adjacent to the south)	Not Listed Pasadena Suzuki Cheung Loon Furniture, Yiu Bing ATV Poly Languages, Coffee Cantata, ATV	1923-1976 1981-1996 2000/01 2006/07 2010/11
2956 E Colorado Boulevard (adjacent to the south)	Not Listed	1923-2010/11



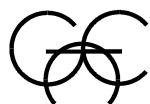
Address	Occupant	Year(s) Listed
2982 E Colorado Boulevard (adjacent to the south)	Not Listed	1923-1991
	-Southland Consulting, El Nido Market, Nail Slicks, Kopy King Printers, Electrolux	1996
	-Thorpe Beauty & Barber Supply, Social Vocational Services, Elizabeth Scott MD, <b>Poppy Cleaners</b> , Pas Tropical Fish, Nail Slicks, Labor Ready, Kopy King Printers, Kids Kuts Salon, Enterprise Rent a Car, Electrolux, De Glamour Beauty Salon, Advance Medical Group	2000/01
	-Social Vocational Services, Pas Tropical Fish, Labor Ready, Klean Pups, <b>Kingdom Cleaners</b> , Kids Kuts, J's Jewelry & Watch Repair, Hart Employment Services, Essence Health Spa, De Glamour Beauty Salon, The Coffee Barrel	2006/07
	-Social Vocational Services, Pas Tropical Fish, Labor Ready, <b>Kingdom Cleaners</b> , J's Jewelry & Watch Repair, Hart Employment Services, Essence Health Spa, Dina's Nail Art, De Glamour Beauty Salon, The Coffee Barrel	2010/11
2990 E Colorado Boulevard (adjacent to the southeast)	Not Listed	1923-1996
	-Southland Consulting, Target Mortgage Inc., Vince Herboian, Cefco National Claims Adjusters	2000/01
	-Yasmini Atacador DDS, Target Mortgage, State Farm Insurance, Milanos Deli, Vince Herboian, Electrolux, Bowtie Market & Deli, Aerus Electrolux, A&K Medical Supplies	2006/07
	Isaac Haddad MD, Electrolux	2010/11
3003 E Colorado Boulevard (adjacent to the east)	Not Listed	1923-1973
	Jack Wall Chevrolet/Used Cars/Body Shop	1976
	Jack Wall Chevrolet Roni Deutch Tax Center	1981-2006/07 2010/11

### 8.3. Fire Insurance Maps

The 1930-1931 (updated 1950) edition of the Sanborn® Fire Insurance were publically accessible through ProQuest, LLC, and reviewed for the area in the vicinity of the subject property. Digital Sanborn® Maps (1867-1970) are under exclusive license of Environmental Data Resources, Inc. Copyright restrictions prevent their reprinting or reproduction in commercial investigations. Additional Sanborn Maps with coverage in the vicinity of the subject property were not reasonably ascertainable. The following was noted for the subject property and adjoining properties:

#### 1930-1931

Twenty-two dwellings and several garages were depicted on the subject property. In addition, a furniture manufacturer, printing company, and organ manufacturer were illustrated on the northern portion of the subject property. A dry cleaner and clothes cleaner were depicted on the southern portion of the subject property.



Dwellings were noted adjacent to the west. The properties adjacent to the north and south were illustrated as vacant. Perins Furniture Factory was depicted adjacent to the southeast. East Walnut Street, North Sunnyslope Avenue, and East Colorado Boulevard were illustrated adjacent to the north, west, and south, respectively. Nina Street was depicted cutting through the middle of the subject property. Eaton Canyon Wash was illustrated to the east.

### **1950 Update**

Twenty-one dwellings and several garages were depicted on the subject property. In addition, a furniture manufacturer, pottery manufacturer, rubber mat manufacturer, and one other large commercial building were illustrated on the northern portion of the subject property. A restaurant and dry cleaner were depicted on the southern portion of the subject property. A building labeled “hydraulic brake shop” was illustrated on the eastern portion of the subject property. This building was part of the Hydra-Control Vard Inc. site. Apartments and a metal fixture manufacturing building were depicted adjacent to the southeast. Used auto sales properties were illustrated adjacent to the south and southwest.

## **8.4. Chain-of-Title/Environmental Lien**

We were not authorized to prepare or review a chain-of-title or environmental lien search for this project.

## **9. PHYSICAL SETTING INFORMATION**

### **9.1. USGS Topographic Map**

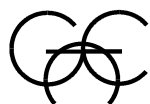
The USGS *Mt. Wilson, California*, 7.5 minute series (topographic) map (1966, photo revised 1988) was reviewed. The subject property and adjacent properties to the west and south appeared to be developed in the 1966 illustration. The properties adjacent to the east and north were illustrated as developed with large commercial buildings in the 1988 revision. Colorado Boulevard, North Sunnyslope Avenue, and East Walnut Street were illustrated adjacent to the south, west, and north, respectively. Nina Street was depicted running through the middle subject property.

A portion of the USGS *Mt. Wilson, California*, 7.5 minute series (topographic) map is provided as the previously referenced Figure 1.

### **9.2. Geologic Conditions**

#### **9.2.1. Soil Type and Permeability**

According to the United States Department of Agriculture - Soil Conservation Service online *Soil Survey of the Southeastern Part of Los Angeles County, California*, the type of soil found on the subject property was the Urban land-Palmview-Tujunga complex. Palmview and Tujunga soils were both formed in discontinuous human-transported material over alluvium derived from granite.



Palmview soils are well drained, have a very low runoff class, and a moderately high to high capacity to transmit water. Tujunga soils are somewhat excessively drained, have a negligible runoff class, and a high capacity to transmit water.

### **9.2.2. Regional Geology**

According to the California Department of Conservation- California Geological Survey, *Geologic Map of the Mt. Wilson and Azusa Quadrangles, Los Angeles County, California* (1998), the subject property is located in an area of alluvial fan gravel and sand derived from the San Gabriel Mountains.

### **9.2.3. Groundwater Flow Direction**

Based on review of the USGS *Mt. Wilson, California* 7.5 minute series quadrangle map and on visual observations, the local topography slopes to the southeast. Groundwater flow is inferred to be to the southeast in the area of the subject property.

## **10. ENVIRONMENTAL RECORDS REVIEW**

### **10.1. Local Sources**

#### **10.1.1. Building Permit/Inspection Department**

Building records for the subject property were requested from the City of Pasadena – Building Department. The following records were provided:

##### **2915 East Colorado Boulevard**

07/10/1947	Restaurant inspection
05/09/1956	Alteration to Gwinn's Restaurant
10/01/1958	Building permit for car shelter
02/26/1964	Building permit to remodel dining area
07/09/1967	Sign permit for "Gwinn's Restaurant"
08/04/1971	New parking for restaurant
08/25/1971	Plumbing permit for Twohey's restaurant
06/05/1972	Tenant improvement to Bengie's restaurant
12/17/1992	Demolish restaurant building
02/20/2019	Building permit to demo existing buildings on site, vacate dead-end section of Nina Street, remove asphalt from parking lots, grade and construct new sales, leasing, service, and parts building





**2965 East Colorado Boulevard**

- 12/18/1969 Building permit for new 37,584 s.f. auto sales and service building
- 01/13/1971 Building permit for auto sales and service building
- 03/10/1971 Sign permit for Pasadena Chrysler Plymouth
- 06/22/2015 Tenant improvement (36,055 s.f.), addition (10,208 s.f.), add service drive canopy (2,064 s.f.), partial demo (938 s.f.), and remodel service shop (2,722 s.f.)
- 08/11/2015 Grading permit for existing auto dealership – cut 431 cubic yards, fill 179 cubic yards, export 252 cubic yards
- 05/29/2019 Remodel existing auto sales, services, and parts area for Audi dealership

**2961 East Colorado Boulevard**

- 08/14/1934 Building permit to have rest home for 5 patients
- 12/02/1959 Add AC to 1<sup>st</sup> and 2<sup>nd</sup> floor offices

**28 North Sunnyslope Avenue**

- 07/09/1924 Application to erect frame building
- 01/28/1936 Move porch to rear of house
- 06/04/1959 Permission to use existing single family dwelling for storage purposes and erect transformer building south of existing garage
- 07/30/1964 Permission to use existing buildings on property for storage purposes – granted for 5 years
- 07/22/1971 Demolish garage

**40 North Sunnyslope Avenue**

- 05/08/1928 Permit to add glassed-in porch

**60 North Sunnyslope Avenue**

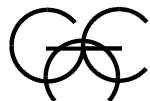
- 12/09/1998 Reroof warehouse

**70 North Sunnyslope Avenue**

- 10/08/1989 Convert loading docks to decks

**96 North Sunnyslope Avenue**

- 06/17/1993 Fill in existing door openings with masonry and brick veneer (vacant tenant)



02/11/1999 Upgrade URM commercial building

07/21/2010 Request for 4 suite assignments in building

**2914 East Walnut Street**

05/03/1973 Add 6,170 s.f. storage area

**2916 East Walnut Street**

08/28/1989 Tenant improvement

**2926 East Walnut Street**

02/23/1973 Demolish building

07/22/1993 Tenant improvement including stairs to existing lift

**2932 East Walnut Street**

08/20/1947 Building permit for machine shop

10/12/1949 Addition to existing building

07/28/1953 Addition to existing machine shop

07/21/2012 Demolish 1,200 s.f. commercial building

**2940 East Walnut Street**

02/19/1964 Repair residence and garage

12/07/1979 Demolish damaged house

05/04/2007 Seismic upgrade to industrial building

**2948 East Walnut Street**

05/04/2007 URM seismic retrofit of industrial building

08/19/2011 Demolish URM building

**2925 Nina Street**

08/25/1948 Alter residence

03/05/1979 Demolish building

**2929 Nina Street**

02/11/1997 New construction of 2-car garage

08/20/2012 Demolish 900 s.f. house



**2945 Nina Street**

10/13/1937 Building permit for residence

**10.1.2. Fire Department**

A request for information regarding the subject property was submitted to the City of Pasadena Fire Department. To date, we have not received a response. Should any pertinent information become available from this source at a later date, an addendum to this report will be prepared.

However, the following records from the City of Pasadena Fire Department were obtained during the previous Phase I ESA discussed in section 4.3 of this report:

- The previous occupants of the subject property used and stored hazardous materials at the site which included paint, welding gases, water-based cleaning solvents, motor oil, and antifreeze. Hazardous wastes generated by former business operations included waste oil and waste anti-freeze which were collected and transported offsite. As of 2006, the former occupants were listed as out of business and no violations were on file.
- In 1977, a 1,000 gallon waste oil UST and a 2,000 gallon gasoline UST were installed on the subject property. The USTs were removed under the supervision of the Los Angeles County Department of Public Works (LADPW) in March 1987. Soil sampling collected from beneath the USTs was tested for total petroleum hydrocarbons (TPH), fuel hydrocarbons, and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a “no further action” letter on July 29, 1987.

**10.1.3. Planning/Zoning Department**

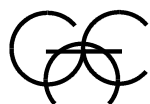
According to the information provided by the City of Pasadena Planning Department, the subject property is zoned East Pasadena Specific Plan subarea d1 limited commercial district – general industrial (EPSP-d1-IG) and East Colorado Specific Plan Chihuahueta area – general commercial (ECSP-CG-6).

**10.1.4. Department of Health /Pollution Control /Water Quality**

A request for information regarding the subject property was submitted to the Los Angeles County Public Health Department. The following record was provided:

01/17/2018 Facility Information Report – Rusnak Pasadena: no violations observed

In addition, we used Geotracker (an online database system of The California State Water Resources Control Board) to search for environmental information for the subject property and adjacent properties. No records of USTs, hazardous waste, spills, or cleanups were on file from Geotracker for the subject property or surrounding properties.



**10.1.5. Tax Assessor's/Appraisal/Auditor Department**

According to information provided by the Los Angeles County Assessor, the subject property is located on Parcel No. 5748-036-001, 5748-036-002, 5748-036-003, 5748-036-004, 5748-036-005, 5754-005-007, 5748-036-028, 5748-036-029, and 5748-036-032. No additional information was provided.

**10.1.6. OTHER**

According to a search of the California Division of Oil and Gas and Geothermal Resources (DOGGR) website, no oil or gas wells are located within 1.0 mile of the subject property. A search was made of the Department of Toxic Substances Control ENVIROSTOR online database. The subject property is included on the list:

**Vard Inc. – 2961 East Colorado Boulevard (subject property and property adjacent to the east)**

A *Categorical Exclusion and Ineligible Findings Form* was reviewed. According to this form, the plant was constructed in 1942 by the Defense Plant Corporation. This plant occupied the subject property and the property adjacent to the east. The facility included a guardhouse, combination of manufacturing and office buildings, and punch press building used for the production of precision tools, aircraft components, and scientific instruments. The plant was sold to Vard Inc. in December 1945. The site is listed as inactive and needing evaluation as of July 1, 2005.

Copies of supporting environmental documents are enclosed in Appendix G.

**10.2. State Sources**

We used ERIS to identify state sites of known environmental concern. A copy of the *ERIS Database Search Report*, queried on June 7, 2019 is enclosed within Appendix H. Some terms utilized in the ERIS report may differ from actual state identification listings. The following is a summary of information provided.

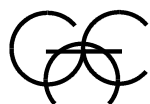
**10.2.1. State/Tribal NPL Sites**

The California *National Priorities List (NPL)* was reviewed. The subject property is not included on this listing. In addition, no State NPL sites are reported within 1.0 mile of the subject property.

**10.2.2. State/Tribal CERCLIS Sites**

The Envirostor- *Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS)* database was reviewed. The subject property is not included on this list. However, the following State CERCLIS sites are reported within 1.0 mile of the subject property:

Facility Name/Address	Location	Status
Vard Inc. Pasadena, CA	*0.27 mile north-northwest	Inactive – Needs evaluation, 2005
Kinneloa Avenue Property 175 South Kinneloa Avenue	0.28 mile southeast	Certified O&M – Land use restrictions only, 2001



Facility Name/Address	Location	Status
Naval Information Research Foundation 3202 East Foothill Boulevard	0.34 mile east-northeast	Active, 2015
NIRF (Undersea Center) Pasadena, CA	0.38 mile east-northeast	Inactive – Needs evaluation, 2016
150 Most Cleaners 2308 East Colorado Boulevard	0.73 mile west	Closed
150 Most Cleaners 2308 East Colorado Boulevard	0.73 mile west	No action required, 2011

\*Site actually encompasses the subject property and the property adjacent to the east

Further information regarding the Vard Inc. site is discussed in section 10.1.6 of this report.

### 10.2.3. State/Tribal Solid Waste Landfill

The California Integrated Waste Management Board *Solid Waste Information System* database (SWL) was reviewed. The subject property is not included within this listing. In addition, no SWL sites are reported within 0.5 mile of the subject property.

### 10.2.4. State/Tribal Leaking Underground Storage Tanks

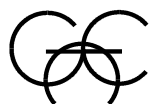
The listing of leaking underground storage tanks (LUST) and the spills, leaks, and investigation and cleanup cost recovery (SLIC) databases were reviewed. The subject property is not included on these lists. However, the following LUST or SLIC sites are reported within 0.5 mile of the subject property:

Facility Name/Address	Location	Status
Thrifty #024 2800 East Foothill Boulevard	0.25 mile northwest	Closed, 2006
Mobil #17-HNL 284 S. San Gabriel Boulevard	0.45 mile south-southwest	Closed, 2001
Tosco S.S. #2248 3275 East Foothill Boulevard	0.49 mile east-northeast	Closed, 2006

### 10.2.5. State/Tribal Storage Tanks

The California State Water Resources Control Board (CSWRCB) *State Registered Underground Storage Tanks Database*, the *Certified Unified Program Agency* databases of underground storage tanks, and the *Indian Lands Underground Storage Tanks List*, as maintained by the USEPA Region 9 (REG UST/AST), were reviewed. The subject property is not included within these listings. However, the following adjoining property is included on the REG UST/AST or County UST lists:

Facility Name/Address	Number/Size of Tanks (in Gallons)	Location	Contents	Status
3003 East Colorado Blvd (adjacent to the east)	3,701 gal capacity	Aboveground	Unknown	Unknown



#### **10.2.6. State/Tribal Voluntary Cleanup Program Sites**

The Voluntary Cleanup Program Sites (VCP) database was reviewed. The subject property is not included on this list. However, the following VCP site is reported within 0.5 mile of the subject property:

<b>Facility Name/Address</b>	<b>Location</b>	<b>Status</b>
Kinneloa Avenue Property 175 South Kinneloa Avenue	0.28 mile southeast	Certified O&M – Land use restrictions only, 2001

#### **10.2.7. State/Tribal Brownfield Sites**

The US Brownfield database was reviewed. The subject property is not included on this list. In addition, no Brownfield sites are reported within 0.5 mile of the subject property.

#### **10.2.8. Local Lists of Landfill/Solid Waste Disposal Sites**

The Waste Management Unit Database System (WMUDS) and Soil and Waste Assessment (SWAT) databases were reviewed. The subject property is not included within these listings. In addition, no WMUDS or SWAT sites are reported within 0.5 mile of the subject property.

#### **10.2.9. Local Lists of Hazardous Waste/Contaminated Sites**

The School (SCH) database was reviewed. The subject property is not included on this list. In addition, no SCH sites are reported within 0.25 mile of the subject property.

#### **10.2.10. Other Tanks**

The California Facility Inventory Database (FID) and the Statewide Environmental Evaluation and Planning System (SWEEPS UST) databases were reviewed. The subject property is not included on these databases. In addition, no SWEEPS UST sites are reported adjacent to the subject property.

#### **10.2.11. Local Land Records**

The Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions and Hazardous Waste Management Program Facility Sites with Deed/Land Use Restriction (DEED) was reviewed. The subject property is not included on this database. In addition, no DEED sites are reported within 0.5 mile of the subject property.

#### **10.2.12. OTHER**

The OTHER database was reviewed. The subject property is included on the Historical Hazardous Waste Manifest Data (HIST MANIFEST), Hazardous Waste Manifest Data (HAZNET), California Environmental Reporting System Hazardous Waste Sites (CERS HAZ), Toxic Pollutant Emissions Facilities (EMISSIONS), Historical Hazardous Substance Storage Container Information Facility Summary (HIST TANK), Historical Hazardous Substance Storage Information (HHSS), and Los Angeles County Hazardous Materials System (LA HMS) databases:



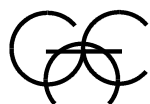
Facility Name/Address	Location	Status
2915 East Colorado Boulevard Pasadena, CA	Subject Property	Created 1992, Inactive 2000; 0 tons of asbestos containing waste
1X Daniel Wang 2915 East Colorado Boulevard	Subject Property	Created 1992, Inactive 2000
Rusnak Rolls Royce/Bentley 2965 East Colorado Boulevard	Subject Property	Chemical Storage Facility/Hazardous Waste Generator; No violations found
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	Facility ID: 5005
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	Facility ID: 5005
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	Facility ID: 5005
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	2 tanks installed in 1977; 2,000 gallon tank containing waste and 1,000 gallon tank containing waste oil
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	3 tanks installed in 1970; 1,900 gallon tank containing unleaded motor vehicle fuel, unknown capacity tank containing waste, and unknown capacity tank containing waste oil
2965 East Colorado Boulevard Pasadena, CA	Subject Property	Underground storage tank equipment removed
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	3 containers
Pasadena Chrysler-Plymouth 2965 East Colorado Boulevard	Subject Property	2 containers

In addition, the following CLEANUP and DRYCLEANER sites are reported within 0.5 mile of the subject property:

Facility Name/Address	Location	Status
Kingdom Cleaners 2982 E. Colorado Blvd, Ste. 104	0.08 mile south	Created 2006, Inactive 2017
Naval Information Research Foundation 3202 East Foothill Boulevard	0.37 mile east-northeast	Open – Inactive
Naval Information Research Foundation 3202 East Foothill Boulevard	0.37 mile east-northeast	Open – Inactive
Naval Information Research Foundation 3202 East Foothill Boulevard	0.41 mile east-northeast	Open – Site assessment

### 10.3. Federal Sources

We used ERIS to identify federal sites of known environmental concern. A copy of the *ERIS Database Search Report*, queried on June 7, 2019 is enclosed within Appendix H. The following is a summary of information provided.



**10.3.1. Federal NPL**

The United States Environmental Protection Agency (USEPA) *National Priorities List* (NPL) was reviewed. The subject property is not included within this listing. In addition, no NPL sites are reported within 1.0 mile of the subject property.

**10.3.2. Federal Delisted NPL**

The USEPA *Delisted* NPL was reviewed. The subject property is not included within this listing. In addition, no Delisted NPL sites are reported within 0.5 mile of the subject property.

**10.3.3. Federal CERCLIS**

The USEPA *Comprehensive Environmental Response, Compensation and Liability Information System* (CERCLIS) was reviewed. The subject property is not included within this listing. In addition, no CERCLIS sites are reported within 0.5 mile of the subject property.

**10.3.4. Federal CERCLIS NFRAP**

The USEPA *CERCLIS No Further Remedial Action Planned* (NFRAP) was reviewed. The subject property is not included within this listing. In addition, no CERCLIS NFRAP sites are reported within 0.5 mile of the subject property.

**10.3.5. Federal RCRA TSD**

The USEPA *Resource Conservation and Recovery Information System* (RCRA) *Treatment, Storage and/or Disposal Facilities* (RCRA TSD) was reviewed. The subject property is not included within this listing. In addition, no RCRA TSD sites were reported within 0.5 mile of the subject property.

**10.3.6. Federal RCRA COR**

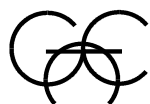
The USEPA *RCRA Corrective Action Sites* (RCRA COR) was reviewed. The subject property is not included within this listing. However, the following RCRA COR site is reported within 1.0 mile of the subject property:

Facility Name/Address	Location	Status
150 Most Cleaners 2308 East Colorado Boulevard	0.73 mile west	Small quantity generator of hazardous waste; no violations or enforcement actions on file

**10.3.7. Federal RCRA GEN**

The USEPA *RCRA – Large and Small Quantity Generators* (RCRA GEN) was reviewed. The subject property is included within this listing. In addition, the following RCRA GEN sites are located adjacent to the subject property:

Facility Name/Address	Location	Status
Rusnak Pasadena 2965 East Colorado Boulevard	Subject Property	Small quantity generator of hazardous waste; no violations or enforcement actions on file
Pasadena Suzuki Yamaha 2900 East Colorado Boulevard	Adjacent to the south	Small quantity generator of hazardous waste; no violations or enforcement actions on file





Facility Name/Address	Location	Status
Colorado Auto & Tire Center 2880 East Colorado Boulevard	Adjacent to the southwest	Small quantity generator of hazardous waste; no violations or enforcement actions on file

**10.3.8. Federal ERNS**

The USEPA *Emergency Response Notification System* (ERNS) was reviewed. The subject property is not included within this listing.

**10.3.9. Federal IC and EC Brownfield Management System**

The USEPA *Brownfield Management System* (BMS) of sites with IC and EC was reviewed. The subject property is not included within this listing.

**11. VAPOR ENCROACHMENT SCREENING**

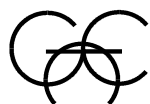
Giles conducted a limited Tier 1 and Tier 2 Vapor Encroachment Screen (VES) at the subject property in an attempt to identify a vapor encroachment condition (VEC). While Giles used the ASTM Standard E 2600-15, Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions, published December 2015, as a general guideline, this limited VES is not intended to constitute a full Tier 1 or Tier 2 VES as described in the ASTM E 2600-15 standard. A VEC is defined as the presence or likely presence vapors from chemical(s) of concern (COC) in the subsurface of the subject property, caused by the release of vapors from contaminated soil or groundwater either on or in the vicinity of the subject property.

A former drycleaner (Model Cleaners & Dyers, R Stepp Clothes Cleaners, Spotless Cleaners & Dyers) was located on the southern portion of the subject property from at least 1928 through 1951. Based on the former use of the subject property as a drycleaner, a vapor encroachment condition exists.

A former gasoline station (Ralph's Standard/Chevron Standard Station) was located approximately 85 feet west and inferred to be hydraulically cross-gradient of the subject property. Based on Giles's experience, a vapor encroachment critical distance for the subject property is estimated to be approximately 200 feet from a gasoline station property. In our opinion, due to the close proximity to the subject property, a vapor encroachment condition exists.

A former drycleaner (Poppy Cleaners/Kingdom Cleaners) was located approximately 325 feet south and inferred to be hydraulically down gradient of the subject property. Based on Giles's experience, a vapor encroachment critical distance for the subject property is estimated to be approximately 300 feet from a drycleaner property. In our opinion, based on the distance from the subject property, a vapor encroachment condition does not exist.

No other facilities that presented a vapor encroachment condition were identified within approximately 300 feet of the subject property.



## 12. FINDINGS AND OPINIONS

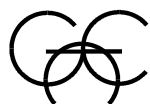
- The eastern portion of the subject property is currently occupied by a large Rusnak automotive service facility with roof-top parking. Several other buildings associated with the Rusnak auto facility are located on the southern portion of the subject property, including a large vacant building previously used for a showroom and offices. The northwestern portion of the subject property is occupied by several industrial buildings, a vacant space that appears to be used for gardening, a garage, and other vacant lots/parking areas. Most of the industrial buildings are vacant or used for storage. One building in the northwestern corner of the property is used by Artworks, a youth art center.

The Rusnak facility repairs vehicles on the premises and large quantities of automotive fluids such as motor oil, transmission fluid, and antifreeze are stored and used on the site. In addition, waste oil, used oil filters, and waste antifreeze are generated by the business activities. The hazardous materials and hazardous wastes appeared to be properly stored and managed and no significant spills or leaks were observed on the premises.

A review of Sanborn maps showed that in 1930-1931, twenty-two dwellings and several garages were depicted on the subject property. In addition, a furniture manufacturer, printing company, and organ manufacturer were illustrated on the northern portion of the subject property. A dry cleaner and clothes cleaner were depicted on the southern portion of the subject property. A 1950 Sanborn Map depicted twenty-one dwellings and several garages on the subject property. In addition, a furniture manufacturer, pottery manufacturer, rubber mat manufacturer, and one other large commercial building were illustrated on the northern portion of the subject property. A restaurant and dry cleaner were depicted on the southern portion of the subject property. A building labeled "hydraulic brake shop" was illustrated on the eastern portion of the subject property. This building was part of the Hydra-Control Vard Inc. site.

According to a review of information for the Vard site on the DTSC Envirostor website, the plant was constructed in 1942 by the Defense Plant Corporation. This plant occupied portions of the subject property and the property adjacent to the east. The facility included a combination manufacturing and office building, punch press building, and guardhouse used for the production of precision tools, aircraft components, and scientific instruments. The plant was sold to Vard Inc. in December 1945. The site is listed as inactive and needing evaluation as of July 1, 2005.

A Phase I ESA report and a Phase II Environmental study were reportedly conducted on the subject property by Dames & Moore in July 1996. Over thirty soil borings were advanced in the vicinity of the hydraulic lifts, former USTs, product piping, and in the auto spray booth area. The soil samples were analyzed for TRPH, VOCs, and BTEX. Soil samples from eleven of the borings contained low levels of TRPH. Low levels of solvents were also detected in two areas. Additional testing was completed in the areas with known contamination and analytical test results indicated

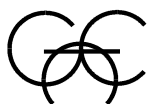


acceptable levels of TRPH contamination. The City of Pasadena issued a “no further action” closure letter on January 30, 1997. Since no significant impacts were identified during the subsurface soil studies, it was not likely that the former United States Government manufacturing activities had an adverse effect on the subject property. The low levels of soil contamination on the subject property that was investigated in 1996 constitutes a historic recognized environmental condition.

In 1977, a 1,000 gallon waste oil UST and a 2,000 gallon gasoline UST were installed on the subject property. The USTs were removed under the supervision of the LADPW in March 1987. Soil sampling collected from beneath the USTs was tested for TPH, fuel hydrocarbons, and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a “no further action” letter on July 29, 1987. The USTs previously removed from the subject property constitute a historic recognized environmental condition.

The subject property is listed on the RCRA GEN, HIST MANIFEST, HAZNET, CERS HAZ, EMISSIONS, HIST TANK, HHSS, and LA HMS databases. During the on-site visit, an abandoned tank labeled “waste oil” was observed on a vacant lot in the northern portion of the subject property. The former use of the subject property as a dry cleaner constitutes a recognized environmental condition, and a vapor encroachment condition exists.

- The former Ralph’s Standard/Chevron Standard gasoline station was located approximately 85 feet west of the subject property. This property was occupied by a gasoline station from at least 1962 through 1976. In our opinion, due to the close proximity to the subject property, a vapor encroachment condition exists and constitutes a recognized environmental condition with respect to the subject property.
- The former Poppy Cleaners/Kingdom Cleaners property was located approximately 325 feet south of the subject property. This property was occupied by a dry cleaner from at least 2000 through 2017. The property is listed on the DRYCLEANER database. Based on the distance from the subject property, a vapor encroachment condition does not exist and the site does not constitute a recognized environmental condition with respect to the subject property.
- The 3003 East Colorado Boulevard (Ganahl Lumber) property is located adjacent to the east. This property is listed on the AST database with a 3,701 gallon capacity. No leaks associated with this property have been reported. In our opinion, the site does not constitute a recognized environmental condition with respect to the subject property.
- Two additional RCRA GEN site are located adjacent to the subject property. The RCRA GEN sites are not included on the other reviewed environmental databases. Neither of these RCRA GEN sites had violations or enforcement actions on file. Based on the no violation status, the RCRA GEN sites do not present a recognized environmental condition with respect to the subject property.



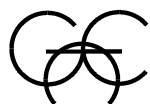
- The remaining surrounding properties were observed with commercial and residential uses. Historically, these areas were developed for primarily commercial or residential uses. The remaining surrounding properties are not listed on the reviewed federal or state databases. No indications of environmental concerns were noted on the remaining surrounding properties at the time of the on-site visit. As such, the remaining surrounding properties do not constitute a recognized environmental condition with respect to the subject property.
- Five additional state CERCLIS sites are located between 0.28 and 0.73 mile of the subject property. One of these state CERCLIS sites is inactive, one is certified, one is active, one is closed, and one has attained no action required status. Based on the distance and status, the state CERCLIS sites do not present a recognized environmental condition with respect to the subject property.
- Three LUST sites are located between 0.25 and 0.49 mile of the subject property. All of these LUST sites have attained closure status. Based on the distance and status, the LUST sites do not present a recognized environmental condition with respect to the subject property.
- One VCP site is located approximately 0.28 mile southeast of the subject property. This VCP site is certified. Based on the distance and status, the VCP site does not present a recognized environmental condition with respect to the subject property.
- Three CLEANUP sites are located between 0.37 and 0.41 mile of the subject property. All of these CLEANUP sites are open. Based on the distance, the CLEANUP sites do not present a recognized environmental condition with respect to the subject property.
- One RCRA COR is located approximately 0.73 mile west of the subject property. This RCRA COR site is listed as a small quantity generator of hazardous waste with no violations or enforcement actions on file. Based on the distance and status, the RCRA COR site does not present a recognized environmental condition with respect to the subject property.

### 13. CONCLUSIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E 1527-13 of the property located at 2915 and 2965 E. Colorado Boulevard, in the City of Pasadena, Los Angeles County, California, the property. Any exceptions to, or deletions from, this practice are described within Section 3.2.

This assessment has revealed evidence of the following business environmental risks:

- An abandoned waste oil AST was observed in the vacant northern portion of the subject property.



- The presence of drums of petroleum products stored in the service area of the subject property. The products appeared to be properly stored, with no signs of leaking.

This assessment has revealed evidence of the following recognized environmental conditions:

- The potential for soil, groundwater, and soil gas impacts from the former dry cleaner located on the subject property.
- The potential for soil gas impacts to be present on the subject property from the former gasoline station located approximately 85 feet west.

In addition, the following historic recognized environmental conditions were identified:

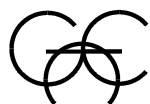
- In 1977, a 1,000 gallon waste oil underground storage tank (UST) and a 2,000 gallon gasoline UST were installed on the subject property. The USTs were removed under the supervision of the Los Angeles County Department of Public Works (LADPW) in March 1987. Soil sampling collected from beneath the USTs was tested for total petroleum hydrocarbons (TPH), fuel hydrocarbons, and gasoline. Laboratory analysis did not detect any significant contamination problems and the LADPW issued a “no further action” letter on July 29, 1987.
- A Phase I ESA report and a Phase II Environmental study were reportedly conducted on the subject property by Dames & Moore in July 1996. Over thirty soil borings were advanced in the vicinity of the hydraulic lifts, former USTs, product piping, and in the auto spray booth area. Soil samples from eleven of the borings contained low levels of TRPH. Low levels of solvents were also detected in two areas. Additional testing was completed in the areas with known contamination and analytical test results indicated acceptable levels of TRPH contamination. The City of Pasadena issued a “no further action” closure letter on January 30, 1997.

#### **14. RECOMMENDATIONS**

Based on the findings and conclusions of this assessment, additional environmental investigation of the subject property is considered warranted at this time. A Limited Phase II is recommended to assess the potential impacts to the soil, groundwater, and soil gas of the subject property from the aforementioned recognized environmental conditions.

#### **15. DATA GAPS**

No historical documentation was available prior to 1923. However, based on the research completed for this report, the lack of historical documentation prior to 1923 is not considered a significant data gap.



## 16. GENERAL COMMENTS

No environmental site assessment can wholly eliminate uncertainty regarding the potential for recognized environmental conditions in connection with the property. ASTM International's *Standard Practice E 1527-13* is intended to reduce, but not eliminate, uncertainty regarding the potential for recognized environmental conditions in connection with the property, and recognizes reasonable limits of time and cost.

The term *recognized environmental condition* means the presence or likely presence of any *hazardous substances* or *petroleum products* in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Conditions determined to be de minimis are not *recognized environmental conditions*.

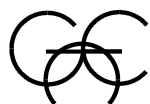
The term *de minimis condition* means a condition that generally does not present a threat to human health or the *environment* and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

The term *historical recognized environmental condition* means a past *release* of any *hazardous substances* or *petroleum products* that has occurred in connection with the *property* and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the *property* to any required controls (for example, *property* use restrictions, *activity and use limitations*, *institutional controls*, or *engineering controls*).

The term *controlled recognized environmental condition* means a *recognized environmental condition* resulting from a past *release* of *hazardous substances* or *petroleum products* that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with *hazardous substances* or *petroleum products* allowed to remain in place subject to the implementation of required controls (for example, *property* use restrictions, *activity and use limitations*, *institutional controls*, or *engineering controls*).

The term *hazardous substance* is a substance defined as hazardous pursuant to CERCLA 42 USC § 9601(14), and as interpreted by USEPA regulations and the courts.

The term *petroleum products* is defined as those substances included within the meaning of the petroleum exclusion to CERCLA 42 USC § 9601(14), as interpreted by the courts and USEPA, that is: petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance under Subparagraphs (A) through (F) of CERCLA 42 USC § 9601(14), natural gas, natural gas liquids, liquefied natural gas, and synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas).



The services described in this report were performed consistent with generally accepted professional consulting principles and practices and in accordance with the practices and service scope elements recommended by ASTM International for a Phase I ESA. No other warranty, expressed or implied, is made. These services were performed consistent with our agreement with our client. This report is solely for the use and information of our client or as otherwise noted. Any unauthorized use of this report is strictly prohibited and we assume no liability for any such use.

We prepared this report to aid in the evaluation of recognized environmental conditions of the subject property located at 2915 and 2965 E. Colorado Boulevard, in the City of Pasadena, Los Angeles County, California. Conclusions presented in the report are based on available information that pertained to the subject property at various points in time. The information may have been provided to us by others or acquired through discussions with various governmental or agency personnel. We must rely on the credibility of others and do not independently verify or warrant the accuracy of information or test results they supply. Any alteration in the documentation, facts, or verbal information we obtained may result in a modification or redirection of the conclusions presented in this report.

Conclusions in this report are based on visual field observations performed within the property boundaries and our record review at a specific point in time. Environmental conditions may exist at the subject property that could not be identified by visual observation, including potential hazardous substances present within undocumented fills on the subject or adjoining properties. Where subsurface work and/or laboratory testing was performed, our professional opinions are based in part on the interpretation of data obtained from discreet sampling locations. The sampling may not have depicted actual environmental conditions at non-sampled locations elsewhere on the subject or adjoining properties. We are not responsible for any errors in the professional opinions presented within this report that result from subsequently occurring events or inaccuracies due to sampling or services provided by subcontracted testing laboratories.

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## **APPENDIX E**

### **Photographs**





View of the showroom and service facility on the eastern portion of the subject property.



View of some of the industrial buildings in the northwestern corner of the subject property.

## PHOTOGRAPHS

October 29, 2021

**Rusnak Porsche**  
**2915 and 2965 E. Colorado Boulevard**  
**Pasadena, California**  
**Project No. 2E-2110004**



**GILES**  
ENGINEERING ASSOCIATES, INC.



View of the nursery in the northern portion of the subject property.



View of the parking lot in the southwestern portion of the subject property.

**PHOTOGRAPHS**

October 29, 2021

**Rusnak Porsche**  
**2915 and 2965 E. Colorado Boulevard**  
**Pasadena, California**  
**Project No. 2E-2110004**



**GILES**  
ENGINEERING ASSOCIATES, INC.



View of the inside of the service area.



View of the aboveground tanks for used antifreeze and new motor oil near the service area on the eastern portion of the subject property.

**PHOTOGRAPHS**

October 29, 2021

**Rusnak Porsche**  
**2915 and 2965 E. Colorado Boulevard**  
**Pasadena, California**  
**Project No. 2E-2110004**



**GILES**  
ENGINEERING ASSOCIATES, INC.



View of the car wash area north of the service area.



View of the parking area on the 2<sup>nd</sup> floor, above the service area, of the Rusnak building.

## PHOTOGRAPHS

October 29, 2021

**Rusnak Porsche**  
**2915 and 2965 E. Colorado Boulevard**  
**Pasadena, California**  
**Project No. 2E-2110004**



**GILES**  
ENGINEERING ASSOCIATES, INC.



View of the business adjacent to the north, across Walnut Street.



View of the business adjacent to the east.

## PHOTOGRAPHS

October 29, 2021

**Rusnak Porsche**  
**2915 and 2965 E. Colorado Boulevard**  
**Pasadena, California**  
**Project No. 2E-2110004**



**GILES**  
ENGINEERING ASSOCIATES, INC.



View of some of the businesses to the west, across Sunnyslope Avenue.



View of some of the properties to the west, across Sunnyslope Avenue.

**PHOTOGRAPHS**

October 29, 2021

**Rusnak Porsche**  
**2915 and 2965 E. Colorado Boulevard**  
**Pasadena, California**  
**Project No. 2E-2110004**



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ENGINEERING ASSOCIATES, INC.



View of some of the businesses adjacent to the west, across Sunnyslope Avenue.



View of the businesses to the southwest, across the intersection of Colorado Boulevard and Sunnyslope Avenue.

## PHOTOGRAPHS

October 29, 2021

**Rusnak Porsche**  
**2915 and 2965 E. Colorado Boulevard**  
**Pasadena, California**  
**Project No. 2E-2110004**



**GILES**  
ENGINEERING ASSOCIATES, INC.



View of some of the businesses adjacent to the south, across Colorado Boulevard.



View of some of the businesses adjacent to the south, across Colorado Boulevard.

## PHOTOGRAPHS

October 29, 2021

**Rusnak Porsche**  
**2915 and 2965 E. Colorado Boulevard**  
**Pasadena, California**  
**Project No. 2E-2110004**



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View of the businesses to the southeast, across Colorado Boulevard.

**PHOTOGRAPHS**

October 29, 2021

**Rusnak Porsche**  
**2915 and 2965 E. Colorado Boulevard**  
**Pasadena, California**  
**Project No. 2E-2110004**



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## **APPENDIX F**

### **Aerial Photographs**



Source: Fairchild

Scale: 1" = 500'



### 1928 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: Agriculture and Soil Conservation Service

Scale: 1" = 500'



### 1938 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: Agriculture and Soil Conservation Service

Scale: 1" = 500'



### 1944 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: Fairchild

Scale: 1" = 500'



### 1949 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: U.S. Geological Survey

Scale: 1" = 500'



### 1952 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: Fairchild

Scale: 1" = 500'



### 1960 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.





Source: U.S. Geological Survey

Scale: 1" = 500'



### 1964 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: U.S. Geological Survey

Scale: 1" = 500'



### 1972 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: U.S. Geological Survey

Scale: 1" = 500'



### 1980 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: National High Altitude Photography

Scale: 1" = 500'



### 1987 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: U.S. Geological Survey

Scale: 1" = 500'

### 1994 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: U.S. Geological Survey

Scale: 1" = 500'



### 2002 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-12110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: National Agriculture Information Program

Scale: 1" = 500'



### 2005 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: National Agriculture Information Program

Scale: 1" = 500'



### 2010 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.





Source: National Agriculture Information Program

Scale: 1" = 500'



### 2012 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: National Agriculture Information Program

Scale: 1" = 500'



### 2014 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: National Agriculture Information Program

Scale: 1" = 500'

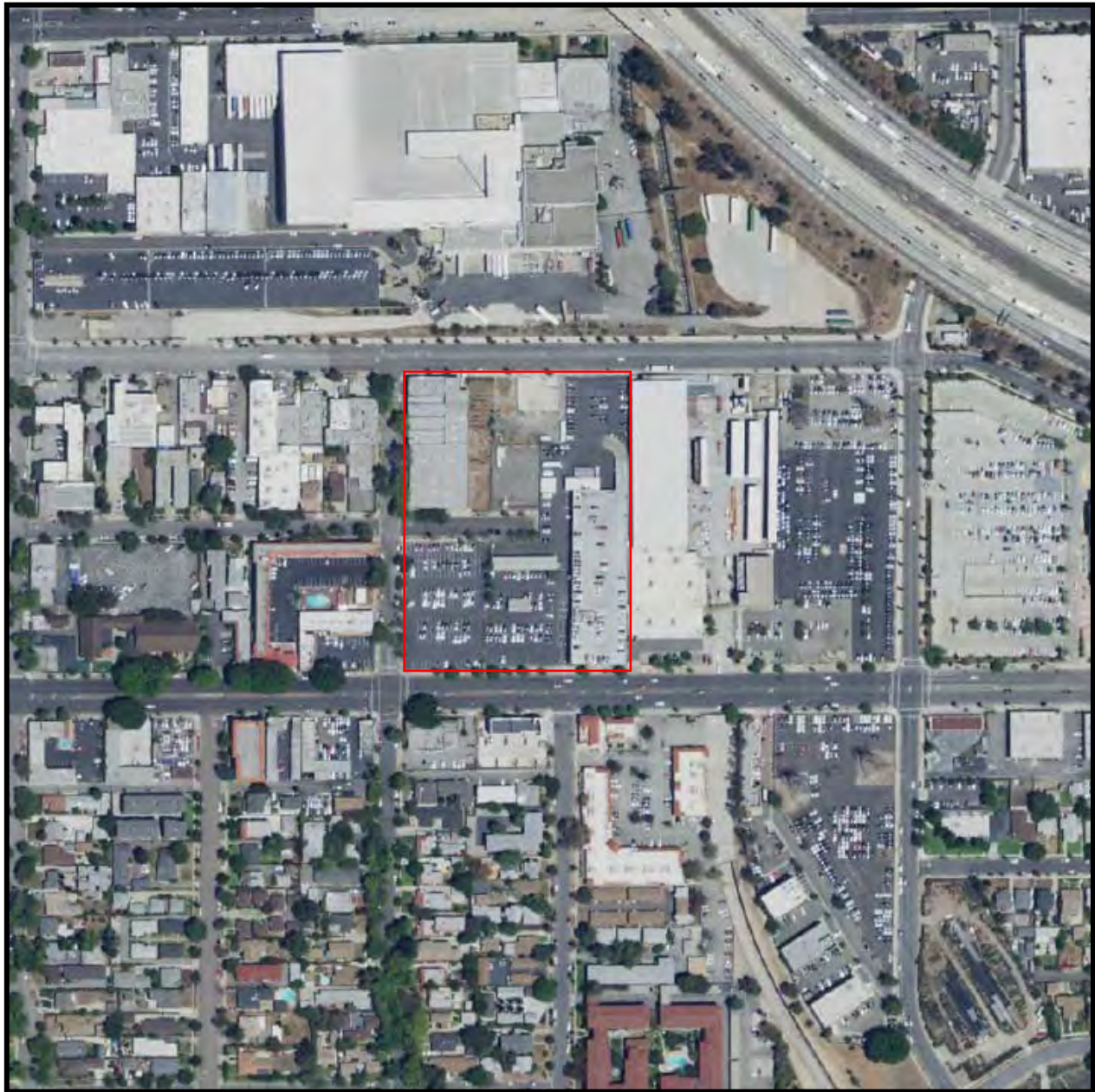


### 2016 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.



Source: National Agriculture Information Program

Scale: 1" = 500'



### 2018 Aerial Photograph

Rusnak Porsche  
2915 and 2965 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2110004



**GILES**  
ENGINEERING ASSOCIATES, INC.

## **APPENDIX G**

### **Environmental Records**

CATEGORICAL EXCLUSION  
AND INELIGIBLE FINDINGS FORM

DEFENSE ENVIRONMENTAL RESTORATION PROGRAM  
FORMERLY USED DEFENSE SITES

---

SITE NO: J09CA745700

SITE NAME: Vard, Incorporated (Plancor 514)

LOCATION: The site is located at 2961 East Colorado Blvd. in Pasadena, Los Angeles County, California.

CATEGORICAL EXCLUSIONS: <check one if applicable>

CEMETERY  
RECRUITING CENTER  
USO SITE

INELIGIBLE FINDINGS: <check one if applicable>

SITE OUTSIDE FIFTY STATES  
ACTIVE DOD SITE  
CIVIL WORK SITE (unless previously under DOD control)  
✓ DEFENSE PLANT CORPORATION SITE (never DOD owned/operated)  
NO INFORMATION AVAILABLE  
OTHER EXCLUDED SITE  
DUPLICATE SITE

DATE DETERMINED: 4 May 1999

DISTRICT POC: Jeffery B. Armentrout, Project Manager, (213) 452-3720.

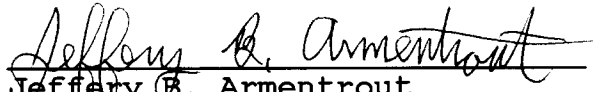
REMARKS AND COMMENTS: This plant (Plancor 514) was constructed in 1942 by the Defense Plant Corporation on property owned by the U.S. government. The plant was leased and operated by Vard, Incorporated. Vard Inc. also originally owned the property adjacent to this facility to the west (later sold to Hycone Company). The facility comprised 2.69 acres of land improved with a combination manufacturing and office building, punch press building, and a guardhouse. Later, other additions were made by Vard, Inc. to accommodate for increased work at the plant being conducted for the armed forces. The property was developed and was used for the production of precision tools, aircraft components, and scientific instruments. Only the westerly 1.68 acres could be used for buildings and production, since the easterly 1.01 acres was incorporated in an easement to the Los Angeles County Flood Control District, which the County intended to use for the

construction of a reinforced concrete ditch.

On December 28, 1945, the Executive Committee of Reconstruction Finance Corporation (RFC) authorized the sale of all land, buildings, machinery, and equipment covered by Plancor 514 to Vard, Incorporated.

Vard Inc. was unable to meet the payments due under the original payment plan, so a substitute payment plan was proposed by Vard, Inc. This substitute plan was accepted and approved by the War Assets Administration, Washington D.C., as per action of the Real Property Review Board dated August 12, 1947. In the August 12, 1947 agreement, payment was re-scheduled with final payment due December 1, 1962. A formal agreement was signed on February 20, 1948 between the RFC, acting by and through the WAA, and Vard Incorporated.

During the course of the research conducted for this site, no information was obtained to indicate that it was ever owned or operated by a DOD entity.

  
Jeffrey B. Armentrout  
Technical Manager  
Installation Support Section  
Engineering Support Branch

## **APPENDIX H**

### ***ERIS Database Report***





---

# DATABASE REPORT

**Project Property:** *Rusnak Pasadena Update  
2915 East Colorado Boulevard  
Pasadena CA 91107*

**Project No:** *2E-2110004*

**Report Type:** *Database Report*

**Order No:** *21102200445*

**Requested by:** *Giles Engineering Associates, Inc.*

**Date Completed:** *October 26, 2021*

**Environmental Risk Information Services**

*A division of Glacier Media Inc.*

1.866.517.5204 | [info@erisinfo.com](mailto:info@erisinfo.com) | [erisinfo.com](http://erisinfo.com)

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## **Notice: IMPORTANT LIMITATIONS and YOUR LIABILITY**

**Reliance on information in Report:** This report DOES NOT replace a full Phase I Environmental Site Assessment but is solely intended to be used as database review of environmental records.

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# Executive Summary

## Property Information:

**Project Property:** *Rusnak Pasadena Update  
2915 East Colorado Boulevard Pasadena CA 91107*

**Project No:** *2E-2110004*

### **Coordinates:**

**Latitude:** *34.146669*  
**Longitude:** *-118.09009*  
**UTM Northing:** *3,778,955.20*  
**UTM Easting:** *399,503.64*  
**UTM Zone:** *11S*

**Elevation:** *709 FT*

## Order Information:

**Order No:** *21102200445*  
**Date Requested:** *October 22, 2021*  
**Requested by:** *Giles Engineering Associates, Inc.*  
**Report Type:** *Database Report*

## Historicals/Products:

# Executive Summary: Report Summary

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
<b>Standard Environmental Records</b>								
<b>Federal</b>								
DOE FUSRAP	Y	1	0	0	0	0	0	0
NPL	Y	1	0	0	0	0	0	0
PROPOSED NPL	Y	1	0	0	0	0	0	0
DELETED NPL	Y	0.5	0	0	0	0	-	0
SEMS	Y	0.5	0	0	0	0	-	0
SEMS ARCHIVE	Y	0.5	0	0	0	0	-	0
ODI	Y	0.5	0	0	0	0	-	0
CERCLIS	Y	0.5	0	0	0	0	-	0
IODI	Y	0.5	0	0	0	0	-	0
CERCLIS NFRAP	Y	0.5	0	0	0	0	-	0
CERCLIS LIENS	Y	PO	0	-	-	-	-	0
RCRA CORRACTS	Y	1	0	0	0	0	1	1
RCRA TSD	Y	0.5	0	0	1	3	-	4
RCRA LQG	Y	0.25	0	0	2	-	-	2
RCRA SQG	Y	0.25	0	5	5	-	-	10
RCRA VSQG	Y	0.25	0	0	0	-	-	0
RCRA NON GEN	Y	0.25	0	3	18	-	-	21
FED ENG	Y	0.5	0	0	0	0	-	0
FED INST	Y	0.5	0	0	0	0	-	0
LUCIS	Y	0.5	0	0	0	0	-	0
ERNS 1982 TO 1986	Y	PO	0	-	-	-	-	0
ERNS 1987 TO 1989	Y	PO	0	-	-	-	-	0
ERNS	Y	PO	0	-	-	-	-	0
FED BROWNFIELDS	Y	0.5	0	0	0	1	-	1
FEMA UST	Y	0.25	0	0	0	-	-	0
FRP	Y	0.25	0	0	0	-	-	0
HIST GAS STATIONS	Y	0.25	0	0	0	-	-	0

<b>Database</b>	<b>Searched</b>	<b>Search Radius</b>	<b>Project Property</b>	<b>Within 0.12mi</b>	<b>0.125mi to 0.25mi</b>	<b>0.25mi to 0.50mi</b>	<b>0.50mi to 1.00mi</b>	<b>Total</b>
REFN	Y	0.25	0	0	0	-	-	0
BULK TERMINAL	Y	0.25	0	0	0	-	-	0
SEMS LIEN	Y	PO	0	-	-	-	-	0
SUPERFUND ROD	Y	1	0	0	0	0	0	0
<b>State</b>								
RESPONSE	Y	1	0	0	0	0	0	0
ENVIROSTOR	Y	1	0	0	0	4	2	6
DELISTED ENVS	Y	1	0	0	0	1	0	1
SWF/LF	Y	0.5	0	0	0	0	-	0
SWRCB SWF	Y	0.5	0	0	0	0	-	0
HWP	Y	1	0	0	0	0	1	1
SWAT	Y	0.5	0	0	0	0	-	0
C&D DEBRIS RECY	Y	0.5	0	0	0	0	-	0
RECYCLING	Y	0.5	0	0	0	0	-	0
PROCESSORS	Y	0.5	0	0	0	0	-	0
CONTAINER RECY	Y	0.5	0	0	0	0	-	0
LDS	Y	0.5	0	0	0	0	-	0
LUST	Y	0.5	0	0	1	2	-	3
DELISTED LST	Y	0.5	0	0	0	1	-	1
UST	Y	0.25	0	0	4	-	-	4
UST CLOSURE	Y	0.5	0	0	0	0	-	0
HHSS	Y	0.25	0	4	4	-	-	8
UST SWEEPS	Y	0.25	0	1	6	-	-	7
AST	Y	0.25	0	0	1	-	-	1
AST SWRCB	Y	0.25	0	2	0	-	-	2
TANK OIL GAS	Y	0.25	0	0	0	-	-	0
DELISTED TNK	Y	0.25	0	0	2	-	-	2
CERS TANK	Y	0.25	0	1	3	-	-	4
DELISTED CTNK	Y	0.25	0	0	0	-	-	0
HIST TANK	Y	0.25	0	4	4	-	-	8
LUR	Y	0.5	0	0	0	1	-	1
CALSITES	Y	0.5	0	0	0	2	-	2
HLUR	Y	0.5	0	0	0	0	-	0
DEED	Y	0.5	0	0	0	0	-	0

<b>Database</b>	<b>Searched</b>	<b>Search Radius</b>	<b>Project Property</b>	<b>Within 0.12mi</b>	<b>0.125mi to 0.25mi</b>	<b>0.25mi to 0.50mi</b>	<b>0.50mi to 1.00mi</b>	<b>Total</b>
VCP	Y	0.5	0	0	0	2	-	2
CLEANUP SITES	Y	0.5	0	0	0	3	-	3
DELISTED COUNTY	Y	0.25	0	0	0	-	-	0
<b>Tribal</b>								
INDIAN LUST	Y	0.5	0	0	0	0	-	0
INDIAN UST	Y	0.25	0	0	0	-	-	0
DELISTED ILST	Y	0.5	0	0	0	0	-	0
DELISTED IUST	Y	0.25	0	0	0	-	-	0
<b>County</b>								
SML LA	Y	0.5	0	0	1	1	-	2
SWF LA COUNTY	Y	0.5	0	0	0	0	-	0
CUPA LA COUNTY	Y	0.25	0	9	30	-	-	39
HMS LA	Y	0.25	0	1	6	-	-	7
UST SANTAFESP	Y	0.25	0	0	0	-	-	0
UST LONGB	Y	0.25	0	0	0	-	-	0
CUPA BURBANK	Y	0.25	0	0	0	-	-	0
UST ELSEGUNDO	Y	0.25	0	0	0	-	-	0
UST SANTA MONICA	Y	0.25	0	0	0	-	-	0
AST SANTAMON	Y	0.25	0	0	0	-	-	0
CUPA SANTAMON	Y	0.25	0	0	0	-	-	0
UST TORRANCE	Y	0.25	0	0	0	-	-	0
UST VERNON	Y	0.25	0	0	0	-	-	0
CUPA VERNON	Y	0.25	0	0	0	-	-	0
UST LA CITY	Y	0.25	0	0	0	-	-	0
AST LA CITY	Y	0.25	0	0	0	-	-	0
HAZMAT LA CITY	Y	0.125	0	0	-	-	-	0
<b><u>Additional Environmental Records</u></b>								
<b>Federal</b>								
PFAS NPL	Y	0.5	0	0	0	0	-	0
FINDS/FRS	Y	PO	0	-	-	-	-	0
TRIS	Y	PO	0	-	-	-	-	0
PFAS TRI	Y	0.5	0	0	0	0	-	0
PFAS WATER	Y	0.5	0	0	0	0	-	0
HMIRS	Y	0.125	0	0	-	-	-	0

<b>Database</b>	<b>Searched</b>	<b>Search Radius</b>	<b>Project Property</b>	<b>Within 0.12mi</b>	<b>0.125mi to 0.25mi</b>	<b>0.25mi to 0.50mi</b>	<b>0.50mi to 1.00mi</b>	<b>Total</b>
NCDL	Y	0.125	0	0	-	-	-	0
TSCA	Y	0.125	0	0	-	-	-	0
HIST TSCA	Y	0.125	0	0	-	-	-	0
FTTS ADMIN	Y	PO	0	-	-	-	-	0
FTTS INSP	Y	PO	0	-	-	-	-	0
PRP	Y	PO	0	-	-	-	-	0
SCRD DRYCLEANER	Y	0.5	0	0	0	0	-	0
ICIS	Y	PO	0	-	-	-	-	0
FED DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DELISTED FED DRY	Y	0.25	0	0	0	-	-	0
FUDS	Y	1	0	0	0	2	0	2
FORMER NIKE	Y	1	0	0	0	0	0	0
PIPELINE INCIDENT	Y	PO	0	-	-	-	-	0
MLTS	Y	PO	0	-	-	-	-	0
HIST MLTS	Y	PO	0	-	-	-	-	0
MINES	Y	0.25	0	0	0	-	-	0
SMCRA	Y	1	0	0	0	0	0	0
MRDS	Y	1	0	0	0	0	0	0
URANIUM	Y	1	0	0	0	0	0	0
ALT FUELS	Y	0.25	0	1	0	-	-	1
SSTS	Y	0.25	0	0	0	-	-	0
PCB	Y	0.5	0	0	0	0	-	0

**State**

DRYCLEANERS	Y	0.25	0	1	0	-	-	1
DELISTED DRYCLEANERS	Y	0.25	0	0	0	-	-	0
DRYC GRANT	Y	0.25	0	0	0	-	-	0
PFAS	Y	0.5	0	0	0	0	-	0
PFAS GW	Y	0.5	0	0	0	1	-	1
HWSS CLEANUP	Y	0.5	0	0	0	0	-	0
DTSC HWF	Y	0.5	0	0	0	0	-	0
INSP COMP ENF	Y	1	0	0	0	0	0	0
SCH	Y	1	0	0	0	0	0	0
CHMIRS	Y	PO	0	-	-	-	-	0
HIST CHMIRS	Y	PO	0	-	-	-	-	0
HAZNET	Y	PO	1	-	-	-	-	1

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
HIST MANIFEST	Y	PO	1	-	-	-	-	1
HW TRANSPORT	Y	0.125	0	0	-	-	-	0
WASTE TIRE	Y	PO	0	-	-	-	-	0
MEDICAL WASTE	Y	0.25	0	0	0	-	-	0
HIST CORTESE	Y	0.5	0	0	0	0	-	0
CDO/CAO	Y	0.5	0	0	0	0	-	0
CERS HAZ	Y	0.125	0	3	-	-	-	3
DELISTED HAZ	Y	0.5	0	0	2	4	-	6
GEOTRACKER	Y	0.125	0	0	-	-	-	0
MINE	Y	1	0	0	0	0	0	0
LIEN	Y	PO	0	-	-	-	-	0
WASTE DISCHG	Y	0.25	0	0	0	-	-	0
EMISSIONS	Y	0.25	0	8	11	-	-	19
CDL	Y	0.125	0	2	-	-	-	2

**Tribal** *No Tribal additional environmental record sources available for this State.*

**County**

HAZMAT SANTAMON	Y	0.125	0	0	-	-	-	0
HAZ WST SANTAMON	Y	0.125	0	0	-	-	-	0

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**Total:** **2** **45** **101** **28** **4** **180**

\* PO – Property Only

\* 'Property and adjoining properties' database search radii are set at 0.25 miles.



## Executive Summary: Site Report Summary - Project Property

<i>Map Key</i>	<i>DB</i>	<i>Company/Site Name</i>	<i>Address</i>	<i>Direction</i>	<i>Distance (mi/ft)</i>	<i>Elev Diff (ft)</i>	<i>Page Number</i>
<a href="#">1</a>	HAZNET	1X DANIEL WANG	2915 E. COLORADO BLVD. PASADENA CA 911070000	-	0.00 / 0.00	0	<a href="#">49</a>
<a href="#">1</a>	HIST MANIFEST		2915 E. COLORADO BLVD. PASADENA CA 911070000	-	0.00 / 0.00	0	<a href="#">49</a>

## Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
<a href="#">2</a>	RCRA SQG	PASADENA SUZUKI YAMAHA	2900 E COLORADO BLVD PASADENA CA 91107	S	0.04 / 188.34	-3	<a href="#">50</a>
<i>EPA Handler ID:</i> CAD983585795							
<a href="#">3</a>	EMISSIONS	ACAPULCO RESTAURANT #001	2936 E COLORADO BLVD PASADENA CA 91107	S	0.04 / 210.02	-4	<a href="#">51</a>
<a href="#">4</a>	EMISSIONS	FUJI JAPANESE & KOREAN RSNT, T	2879 E. COLORADO BLVD. PASADENA CA 91107	WSW	0.06 / 318.80	1	<a href="#">51</a>
<a href="#">5</a>	RCRA SQG	COLORADO AUTOMOTIVE AND TIRE CTR	2880 E COLORADO BLVD PASADENA CA 91107	WSW	0.06 / 327.55	0	<a href="#">52</a>
<i>EPA Handler ID:</i> CAD981673353							
<a href="#">5</a>	CUPA LA COUNTY	ACTION AUTO REPAIR	2880 E COLORADO BLVD PASADENA CA 91107	WSW	0.06 / 327.55	0	<a href="#">53</a>
<a href="#">6</a>	RCRA SQG	RUSNAK/PASADENA	2965 E COLORADO BLVD PASADENA CA 91107	ESE	0.07 / 346.79	-6	<a href="#">53</a>
<i>EPA Handler ID:</i> CAD981395379							
<a href="#">6</a>	HMS LA		2965 E COLORADO BLVD PASADENA CA 911073725	ESE	0.07 / 346.79	-6	<a href="#">56</a>
<a href="#">6</a>	HHSS	PASADENA CHRYSLER PLYMOUTH IN	2965 E. COLORADO BLVD PASADENA CA 91107	ESE	0.07 / 346.79	-6	<a href="#">56</a>
<a href="#">6</a>	CUPA LA COUNTY	RUSNAK PAS ROLLS ROYCE/BENTLEY	2965 E COLORADO BLVD PASADENA CA 91107	ESE	0.07 / 346.79	-6	<a href="#">56</a>
<a href="#">6</a>	RCRA NON GEN	RUSNAK GROUP	2965 E COLORADO BLVD PASADENA CA 91107-4446	ESE	0.07 / 346.79	-6	<a href="#">56</a>
<i>EPA Handler ID:</i> CAC003039081							
<a href="#">6</a>	ALT FUELS	Audi Rusnak	2965 E Colorado Blvd Pasadena CA 91107	ESE	0.07 / 346.79	-6	<a href="#">57</a>
<i>ID:</i> 168162							
<a href="#">6</a>	UST SWEEPS	PASADENA CHRYSLER PLYMOUTH	2965 E COLORADO BLVD PASADENA CA	ESE	0.07 / 346.79	-6	<a href="#">58</a>
<i>C C / Status:</i> A19-080-11441   ACTIVE							

<b>Map Key</b>	<b>DB</b>	<b>Company/Site Name</b>	<b>Address</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev Diff (ft)</b>	<b>Page Number</b>
<a href="#">6</a>	CERS TANK	Rusnak Pasadena Audi	2965 E COLORADO BLVD PASADENA CA 91107 <i>Site ID: 574112</i>	ESE	0.07 / 346.79	-6	<a href="#">58</a>
<a href="#">7</a>	CDL		2863 E COLORADO BLVD PASADENA CA 91107	WSW	0.07 / 349.73	0	<a href="#">60</a>
<a href="#">8</a>	DRYCLEANERS	KINGDOM CLEANERS	2982 E. COLORADO BLVD STE.#104-B PASADENA CA 91107	ESE	0.08 / 401.35	-9	<a href="#">61</a>
<a href="#">8</a>	RCRA NON GEN	CHARTER COMMUNICATIONS - PASADENA	2982 E COLORADO BLVD PASADENA CA 91107  <i>EPA Handler ID: CAL000400817</i>	ESE	0.08 / 401.35	-9	<a href="#">61</a>
<a href="#">8</a>	CUPA LA COUNTY	KOPY KING	2982 E COLORADO BLVD 110 PASADENA CA 91107	ESE	0.08 / 401.35	-9	<a href="#">62</a>
<a href="#">9</a>	CDL		2863 COLORADO BLVD, RM 124 PASADENA CA 91107	WSW	0.08 / 418.79	2	<a href="#">62</a>
<a href="#">10</a>	HHSS	PASADENA CHRYSLER-PLYMOUTH	2965 EAST COLORADO BOULEVARD PASADENA CA 91107	ESE	0.09 / 464.41	-14	<a href="#">62</a>
<a href="#">10</a>	EMISSIONS	PASADENA CHRYSLER-PLYMOUTH	2965 E COLORADO BL PASADENA CA 91103	ESE	0.09 / 464.41	-14	<a href="#">63</a>
<a href="#">10</a>	EMISSIONS	PASADENA CHRYSLER-PLYMOUTH INC	2965 E COLORADO BL PASADENA CA 91103	ESE	0.09 / 464.41	-14	<a href="#">63</a>
<a href="#">10</a>	EMISSIONS	PASADENA CHRYSLER-PLYMOUTH INC	2965 E COLORADO BL PASADENA CA 91107	ESE	0.09 / 464.41	-14	<a href="#">64</a>
<a href="#">10</a>	HIST TANK	PASADENA CHRYSLER PLYMOUTH, IN	2965 E. COLORADO BLVD PASADENA CA	ESE	0.09 / 464.41	-14	<a href="#">64</a>
<a href="#">10</a>	HIST TANK	PASADENA CHRYSLER-PLYMOUTH	2965 EAST COLORADO BOULEVARD PASADENA CA	ESE	0.09 / 464.41	-14	<a href="#">65</a>
<a href="#">10</a>	AST SWRCB	PASADENA CHRYSLER PLYMOUTH,INC	2965 E. COLORADO BLVD. PASADENA CA 91107	ESE	0.09 / 464.41	-14	<a href="#">65</a>

<b>Map Key</b>	<b>DB</b>	<b>Company/Site Name</b>	<b>Address</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev Diff (ft)</b>	<b>Page Number</b>
<a href="#">10</a>	AST SWRCB	RUSNAK CHRYSLER/JEEP/DODG E	2965 EAST COLORADO BLVD PASADENA CA 91107	ESE	0.09 / 464.41	-14	<a href="#">65</a>
<a href="#">11</a>	HHSS	JACK WALL CHEVROLET INC	3003 EAST COLORADO BLVD. PASADENA CA 91107	ESE	0.09 / 468.76	-14	<a href="#">65</a>
<a href="#">11</a>	HHSS	JACK WALL CHEVROLET	3003 EAST COLORADO BLVD. PASADENA CA 91107	ESE	0.09 / 468.76	-14	<a href="#">65</a>
<a href="#">11</a>	EMISSIONS	TEAM CHEVROLET, MEALEY SERRA C	3003 E. COLORADO BLVD. PASADENA CA 91101	ESE	0.09 / 468.76	-14	<a href="#">65</a>
<a href="#">11</a>	EMISSIONS	JACK WALL CHEVROLET INC	3003 E. COLORADO BLVD. PASADENA CA 91101	ESE	0.09 / 468.76	-14	<a href="#">66</a>
<a href="#">11</a>	HIST TANK	JACK WALL CHEVROLET	3003 EAST COLORADO BLVD. PASADENA CA	ESE	0.09 / 468.76	-14	<a href="#">66</a>
<a href="#">11</a>	HIST TANK	JACK WALL CHEVROLET, INC.	3003 EAST COLORADO BLVD. PASADENA CA	ESE	0.09 / 468.76	-14	<a href="#">66</a>
<a href="#">12</a>	CUPA LA COUNTY	PASADENA PAVING CO INC	2932 E WALNUT ST PASADENA CA 91107	N	0.09 / 488.24	4	<a href="#">67</a>
<a href="#">13</a>	CUPA LA COUNTY	RAUL VARELA	2888 E WALNUT ST 3 PASADENA CA 91107	NNW	0.10 / 515.16	8	<a href="#">67</a>
<a href="#">14</a>	CUPA LA COUNTY	LYTLE ROOFING CO	2948 E WALNUT ST PASADENA CA 91107	NNE	0.10 / 524.01	2	<a href="#">67</a>
<a href="#">15</a>	CUPA LA COUNTY	LYTLE ROOFING COMPANY	2947 E WALNUT ST PASADENA CA 91107	NNE	0.10 / 526.71	3	<a href="#">67</a>
<a href="#">16</a>	CERS HAZ	The Home Depot Store #6037	2881 E WALNUT ST PASADENA CA 91107	NW	0.11 / 588.83	9	<a href="#">67</a>

<b>Map Key</b>	<b>DB</b>	<b>Company/Site Name</b>	<b>Address</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev Diff (ft)</b>	<b>Page Number</b>
<a href="#">16</a>	RCRA SQG	HOME DEPOT #6037	2881 E. WALNUT ST. PASADENA CA 91107 <i>EPA Handler ID: CAR000315663</i>	NW	0.11 / 588.83	9	<a href="#">69</a>
<a href="#">17</a>	CERS HAZ	BARKEV'S AUTO	2830 E COLORADO BLVD PASADENA CA 91107	WSW	0.11 / 592.62	4	<a href="#">71</a>
<a href="#">17</a>	RCRA NON GEN	BARKEV'S AUTO CENTER INC	2830 E COLORADO BLVD PASADENA CA 91107-4370 <i>EPA Handler ID: CAL000307911</i>	WSW	0.11 / 592.62	4	<a href="#">76</a>
<a href="#">17</a>	CUPA LA COUNTY	BARKEV'S AUTO	2830 E COLORADO BLVD PASADENA CA 91107	WSW	0.11 / 592.62	4	<a href="#">77</a>
<a href="#">18</a>	EMISSIONS	ADVANCED TECH CO, ADV MAT JNG	2858 E WALNUT ST PASADENA CA 91107	NW	0.12 / 623.23	10	<a href="#">77</a>
<a href="#">18</a>	CERS HAZ	ADVANCED TECHNOLOGY CO	2858 E WALNUT ST PASADENA CA 91107	NW	0.12 / 623.23	10	<a href="#">78</a>
<a href="#">18</a>	CUPA LA COUNTY	ADVANCED TECHNOLOGY COMPANY	2858 E WALNUT ST PASADENA CA 91107	NW	0.12 / 623.23	10	<a href="#">83</a>
<a href="#">18</a>	RCRA SQG	ADVANCED TECHNOLOGY CO, INC	2858 E WALNUT ST PASADENA CA 91107 <i>EPA Handler ID: CAD981367865</i>	NW	0.12 / 623.23	10	<a href="#">84</a>
<a href="#">19</a>	CUPA LA COUNTY	ASTRONIC COMPANY	2836 E WALNUT ST PASADENA CA 91107	NW	0.13 / 698.02	13	<a href="#">85</a>
<a href="#">19</a>	RCRA NON GEN	SABRIN CORPORATION	2836 E WALNUT ST PASADENA CA 91107-3755 <i>EPA Handler ID: CAC003057472</i>	NW	0.13 / 698.02	13	<a href="#">85</a>
<a href="#">19</a>	RCRA NON GEN	SABRIN CORP DBA ASTRONIC CO	2836 E WALNUT ST PASADENA CA 91107 <i>EPA Handler ID: CAL000453070</i>	NW	0.13 / 698.02	13	<a href="#">86</a>
<a href="#">20</a>	RCRA NON GEN	THE HOME DEPOT U.S. A. INC.	2875 SIERRA GRANDE STREET PASADENA CA 91107 <i>EPA Handler ID: CAC003032458</i>	NNW	0.15 / 803.61	12	<a href="#">87</a>
<a href="#">20</a>	RCRA NON GEN	THE HOME DEPOT U.S. A. INC.	2875 SIERRA GRANDE STREET PASADENA CA 91107 <i>EPA Handler ID: CAC003045700</i>	NNW	0.15 / 803.61	12	<a href="#">88</a>

<b>Map Key</b>	<b>DB</b>	<b>Company/Site Name</b>	<b>Address</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev Diff (ft)</b>	<b>Page Number</b>
<a href="#">20</a>	RCRA NON GEN	THE HOME DEPOT U.S. A. INC.	2875 SIERRA GRANDE STREET PASADENA CA 91107 <b>EPA Handler ID:</b> CAC003080115	NNW	0.15 / 803.61	12	<a href="#">89</a>
<a href="#">21</a>	AST		3003 E COLORADO BLVD PASADENA CA 91107	E	0.15 / 814.25	-14	<a href="#">90</a>
<a href="#">21</a>	HMS LA		3003 E COLORADO BLVD PASADENA CA 91107	E	0.15 / 814.25	-14	<a href="#">90</a>
<a href="#">21</a>	EMISSIONS	MEALEY-SERRA CHEVROLET INC,TEAM CHEV	3003 E COLORADO BLVD PASADENA CA 91107	E	0.15 / 814.25	-14	<a href="#">91</a>
<a href="#">21</a>	EMISSIONS	MEALEY-SERRA CHEVROLET INC,TEA	3003 E COLORADO BLVD PASADENA CA 91107	E	0.15 / 814.25	-14	<a href="#">91</a>
<a href="#">21</a>	CUPA LA COUNTY	GANAHL LUMBER COMPANY	3003 E COLORADO BLVD PASADENA CA 91107	E	0.15 / 814.25	-14	<a href="#">93</a>
<a href="#">21</a>	UST SWEEPS	JACK WALL CHEVROLET	3003 E COLORADO BLVD PASADENA CA  <b>C C / Status:</b> 119-080-12032   INACTIVE <b>Tank ID:</b> 000003, 000001, 000004, 000002	E	0.15 / 814.25	-14	<a href="#">93</a>
<a href="#">22</a>	DELISTED TNK	COLORADO SHELL	2716 E. COLORADO BLVD. Pasadena CA 91107	W	0.16 / 839.72	14	<a href="#">94</a>
<a href="#">23</a>	RCRA NON GEN	ELECTRA-MOTION, INC	40 N DAISY AVE PASADENA CA 91107  <b>EPA Handler ID:</b> CAD981385230	W	0.16 / 868.99	14	<a href="#">95</a>
<a href="#">23</a>	CUPA LA COUNTY	ELECTRA MOTION INC	40 N DAISY AVE PASADENA CA 91107	W	0.16 / 868.99	14	<a href="#">96</a>
<a href="#">24</a>	EMISSIONS	PASADENA REFINISHING & ENAMELI	2835 SIERRA GRANDE PASADENA CA 91107	NW	0.17 / 879.64	15	<a href="#">96</a>
<a href="#">24</a>	CUPA LA COUNTY	PASADENA REFINISHING & ENAME	2835 SIERRA GRANDE ST PASADENA CA 91107	NW	0.17 / 879.64	15	<a href="#">100</a>
<a href="#">25</a>	RCRA SQG	PASADENA REFINISHING	2835 SIERRA GRANDE AVE PASADENA CA 91107  <b>EPA Handler ID:</b> CAD028900611	NW	0.18 / 949.65	18	<a href="#">100</a>

<b>Map Key</b>	<b>DB</b>	<b>Company/Site Name</b>	<b>Address</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev Diff (ft)</b>	<b>Page Number</b>
<a href="#">26</a>	CUPA LA COUNTY	JOHNNIE'S TOW & TRANSPORT SV	77 N DAISY AVE PASADENA CA 91107	WNW	0.18 / 950.02	17	<a href="#">101</a>
<a href="#">27</a>	CUPA LA COUNTY	T-MOBILE WEST LLC IE04503A	2773 E COLORADO BLVD #ROOF PASADENA CA 91107	W	0.19 / 1,013.18	12	<a href="#">101</a>
<a href="#">27</a>	CUPA LA COUNTY	AT&T MOBILITY	2773 E COLORADO BLVD ATT PASADENA CA 91107	W	0.19 / 1,013.18	12	<a href="#">102</a>
<a href="#">28</a>	CUPA LA COUNTY	VILLAIN CUSTOM CYCLES INC	2762 E COLORADO BLVD PASADENA CA 91107	W	0.19 / 1,017.40	11	<a href="#">102</a>
<a href="#">29</a>	RCRA SQG	FEDCO NUMBER 6	3111 E COLORADO BLVD PASADENA CA 91107  <i>EPA Handler ID: CAD983671850</i>	E	0.20 / 1,033.02	-11	<a href="#">102</a>
<a href="#">29</a>	EMISSIONS	FEDCO INC	3111 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,033.02	-11	<a href="#">103</a>
<a href="#">29</a>	CUPA LA COUNTY	FEDCO INC TIRE CENTER	3111 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,033.02	-11	<a href="#">105</a>
<a href="#">30</a>	RCRA NON GEN	ISLAND TIRES, INC	2754 E COLORADO BLVD PASADENA CA 91107  <i>EPA Handler ID: CAL000296864</i>	W	0.20 / 1,062.05	12	<a href="#">106</a>
<a href="#">30</a>	CUPA LA COUNTY	ISLAND TIRE & SERVICE INC	2754 E COLORADO BLVD PASADENA CA 91107	W	0.20 / 1,062.05	12	<a href="#">107</a>
<a href="#">31</a>	UST	ARCO OIL #14	3100 E. COLORADO BLVD. Pasadena CA 91107  <i>Facility ID: 19-080-000095</i>	E	0.20 / 1,079.14	-14	<a href="#">107</a>
<a href="#">31</a>	HMS LA		3100 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,079.14	-14	<a href="#">107</a>
<a href="#">31</a>	HHSS	PRESTIGE STATIONS INC 675	3100 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,079.14	-14	<a href="#">107</a>
<a href="#">31</a>	UST	UNITED #014	3100 E COLORADO BLVD Pasadena CA 91107  <i>Facility ID: LACoFA0007937</i>	E	0.20 / 1,079.14	-14	<a href="#">108</a>

<b>Map Key</b>	<b>DB</b>	<b>Company/Site Name</b>	<b>Address</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev Diff (ft)</b>	<b>Page Number</b>
<a href="#">31</a>	CERS TANK	UNITED OIL #14	3100 E COLORADO BLVD PASADENA CA 91107 <i>Site ID: 6371</i>	E	0.20 / 1,079.14	-14	<a href="#">108</a>
<a href="#">31</a>	HIST TANK	PRESTIGE STATIONS INC #675	3100 E COLORADO BLVD PASADENA CA	E	0.20 / 1,079.14	-14	<a href="#">118</a>
<a href="#">31</a>	EMISSIONS	APRO LLC DBA UNITED OIL #14	3100 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,079.14	-14	<a href="#">118</a>
<a href="#">31</a>	RCRA NON GEN	APRO LLC DBA UNITED OIL 14	3100 E COLORADO BLVD PASADENA CA 91107-3852 <i>EPA Handler ID: CAL000398704</i>	E	0.20 / 1,079.14	-14	<a href="#">119</a>
<a href="#">31</a>	CUPA LA COUNTY	UNITED #014	3100 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,079.14	-14	<a href="#">120</a>
<a href="#">31</a>	UST SWEEPS	ARCO PETROLEUM PROD CO # 5184	3100 E COLORADO BLVD PASADENA CA <i>C C / Status: A19-080-12078   ACTIVE Tank ID: 000001, 000004, 000002, 000003</i>	E	0.20 / 1,079.14	-14	<a href="#">120</a>
<a href="#">32</a>	RCRA NON GEN	CELESTE PACE	73 S DAISY AVE PASADENA CA 91107 <i>EPA Handler ID: CAC003034711</i>	WSW	0.21 / 1,128.56	-1	<a href="#">121</a>
<a href="#">33</a>	HIST TANK	ACME DISPOSAL CO.	2754 E. WALNUT ST. PASADENA CA	WNW	0.21 / 1,134.80	21	<a href="#">122</a>
<a href="#">34</a>	HMS LA		2754 E WALNUT ST PASADENA CA 91117	WNW	0.22 / 1,138.55	21	<a href="#">122</a>
<a href="#">34</a>	HHSS	ACME DISPOSAL CO	2754 E. WALNUT ST. PASADENA CA 91107	WNW	0.22 / 1,138.55	21	<a href="#">123</a>
<a href="#">34</a>	CUPA LA COUNTY	MASTER MARINE BOAT SERVICE	2754 E WALNUT ST PASADENA CA 91107	WNW	0.22 / 1,138.55	21	<a href="#">123</a>
<a href="#">34</a>	UST SWEEPS	ARON ANDERSON	2754 E WALNUT ST PASADENA CA <i>C C / Status: A19-080-14534   ACTIVE</i>	WNW	0.22 / 1,138.55	21	<a href="#">123</a>
<a href="#">35</a>	DELISTED HAZ	MICROSTAMP CORP	2770 E WALNUT ST PASADENA CA 91107	WNW	0.22 / 1,141.26	21	<a href="#">123</a>



<b>Map Key</b>	<b>DB</b>	<b>Company/Site Name</b>	<b>Address</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev Diff (ft)</b>	<b>Page Number</b>
<a href="#">35</a>	CUPA LA COUNTY	MICROSTAMP CORP	2770 E WALNUT ST PASADENA CA 91107	WNW	0.22 / 1,141.26	21	<a href="#">123</a>
<a href="#">36</a>	RCRA LQG	TARGET #1332	3121 E COLORADO BLVD PASADENA CA 91107 <i>EPA Handler ID: CAL000295122</i>	E	0.22 / 1,154.08	-11	<a href="#">124</a>
<a href="#">36</a>	RCRA SQG	CVS PHARMACY #16673	3121 E COLORADO BLVD STE B PASADENA CA 91107 <i>EPA Handler ID: CAR000261008</i>	E	0.22 / 1,154.08	-11	<a href="#">125</a>
<a href="#">36</a>	RCRA LQG	TARGET STORE T1332	3121 E COLORADO BLVD PASADENA CA 91107-0000 <i>EPA Handler ID: CAR000217588</i>	E	0.22 / 1,154.08	-11	<a href="#">128</a>
<a href="#">36</a>	CUPA LA COUNTY	CVS PHARMACY #16673	3121 E COLORADO BLVD A PASADENA CA 91107	E	0.22 / 1,154.08	-11	<a href="#">137</a>
<a href="#">36</a>	CUPA LA COUNTY	TARGET T1332	3121 E COLORADO BLVD PASADENA CA 91107	E	0.22 / 1,154.08	-11	<a href="#">137</a>
<a href="#">37</a>	DELISTED HAZ	2739 Materia, Inc. Facility	2739 NINA ST PASADENA CA 91107	W	0.22 / 1,154.72	18	<a href="#">138</a>
<a href="#">37</a>	CUPA LA COUNTY	2739 MATERIA INC FACILITY	2739 NINA ST PASADENA CA 91107	W	0.22 / 1,154.72	18	<a href="#">138</a>
<a href="#">38</a>	HHSS	AVON PRODUCTS INCORPORATED	2940 EAST FOOTHILL BOULEVARD PASADENA CA 91121	N	0.22 / 1,165.63	20	<a href="#">138</a>
<a href="#">38</a>	EMISSIONS	AVON PROD. INC	2940 E. FOOTHILL BLVD. PASADENA CA 91107	N	0.22 / 1,165.63	20	<a href="#">138</a>
<a href="#">38</a>	EMISSIONS	AVON PROD. INC	2940 E. FOOTHILL BLVD. PASADENA CA 91121	N	0.22 / 1,165.63	20	<a href="#">139</a>
<a href="#">38</a>	HIST TANK	AVON PRODUCTS, INCORPORATED	2940 EAST FOOTHILL BOULEVARD PASADENA CA	N	0.22 / 1,165.63	20	<a href="#">139</a>
<a href="#">39</a>	CUPA LA COUNTY	AXLE PROS	2746 E WALNUT ST PASADENA CA 91107	WNW	0.22 / 1,185.20	22	<a href="#">139</a>

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
<a href="#">40</a>	HMS LA		2940 E FOOTHILL BLVD PASADENA CA 91121	N	0.23 / 1,191.26	20	<a href="#">139</a>
<a href="#">40</a>	RCRA NON GEN	NEW AVON LLC	2940 E. FOOTHILL BLVD PASADENA CA 91121-0000 <i>EPA Handler ID: CAD981395965</i>	N	0.23 / 1,191.26	20	<a href="#">140</a>
<a href="#">40</a>	CUPA LA COUNTY	AVON	2940 E FOOTHILL BLVD PASADENA CA 91107	N	0.23 / 1,191.26	20	<a href="#">145</a>
<a href="#">40</a>	UST SWEEPS	AVON PRODUCTS	2940 E FOOTHILL BLVD PASADENA CA <i>C C / Status: I19-080-11427   INACTIVE Tank ID: 000001</i>	N	0.23 / 1,191.26	20	<a href="#">146</a>
<a href="#">41</a>	SML LA	FORMER STANDARD SHOES	3120 E COLORADO BLVD PASADENA CA 91107	E	0.23 / 1,219.54	-11	<a href="#">146</a>
<a href="#">42</a>	CUPA LA COUNTY	LEO RAFF DENTAL LABORATORY	2736 E WALNUT ST C1 PASADENA CA 91107	WNW	0.23 / 1,229.70	23	<a href="#">146</a>
<a href="#">43</a>	CUPA LA COUNTY	VARTAN'S DIES	2736 E WALNUT ST C PASADENA CA 91107	WNW	0.23 / 1,233.21	23	<a href="#">146</a>
<a href="#">44</a>	CUPA LA COUNTY	MCDONALDS #948-M PERNECKY MGMT	2861 E FOOTHILL BLVD PASADENA CA 91107	NNW	0.24 / 1,261.26	25	<a href="#">147</a>
<a href="#">45</a>	CUPA LA COUNTY	AT&T CALIFORNIA - K115Y	3124 E GREEN ST PASADENA CA 91107	ESE	0.24 / 1,262.17	-19	<a href="#">147</a>
<a href="#">46</a>	EMISSIONS	PETE'S COLLISION CENTER	188 N DAISY ST PASADENA CA 91107	NW	0.24 / 1,274.72	28	<a href="#">147</a>
<a href="#">46</a>	RCRA NON GEN	PETE'S COLLISION CENTER	188 N DAISY PASADENA CA 91107-0000 <i>EPA Handler ID: CAL000191910</i>	NW	0.24 / 1,274.72	28	<a href="#">148</a>
<a href="#">47</a>	CUPA LA COUNTY	7-ELEVEN INC. STORE #20269	2717 E COLORADO BLVD PASADENA CA 91107	W	0.24 / 1,279.82	16	<a href="#">149</a>
<a href="#">48</a>	CUPA LA COUNTY	LIFECARE SOLUTIONS, INC.	170 N DAISY AVE PASADENA CA 91107	NW	0.24 / 1,288.64	28	<a href="#">149</a>

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
<a href="#">49</a>	HMS LA		2716 E COLORADO BLVD PASADENA CA 91107	WSW	0.24 / 1,289.78	13	<a href="#">150</a>
<a href="#">49</a>	UST	COLORADO SHELL	2716 E Colorado Blvd Unit B Pasadena CA 91107 <i>Facility ID: LACoFA0007859</i>	WSW	0.24 / 1,289.78	13	<a href="#">150</a>
<a href="#">49</a>	CERS TANK	COLORADO SHELL	2716 E COLORADO BLVD UNIT B PASADENA CA 91107 <i>Site ID: 20949</i>	WSW	0.24 / 1,289.78	13	<a href="#">150</a>
<a href="#">49</a>	EMISSIONS	ANABI OIL, COLORADO SHELL	2716 E COLORADO BLVD PASADENA CA 91107	WSW	0.24 / 1,289.78	13	<a href="#">163</a>
<a href="#">49</a>	RCRA NON GEN	G-TECH AUTOMOTIVE	2716 E COLORADO BLVD PASADENA CA 91107 <i>EPA Handler ID: CAL000431992</i>	WSW	0.24 / 1,289.78	13	<a href="#">163</a>
<a href="#">49</a>	RCRA NON GEN	ANTO INC DBA COLORADO SHELL SERVICE	2716 E COLORADO BLVD PASADENA CA 91107-0000 <i>EPA Handler ID: CAD982407629</i>	WSW	0.24 / 1,289.78	13	<a href="#">164</a>
<a href="#">49</a>	CUPA LA COUNTY	G-TECH AUTOMOTIVE	2716 E COLORADO BLVD #B PASADENA CA 91107	WSW	0.24 / 1,289.78	13	<a href="#">166</a>
<a href="#">49</a>	CUPA LA COUNTY	COLORADO SHELL	2716 E COLORADO BLVD #B PASADENA CA 91107	WSW	0.24 / 1,289.78	13	<a href="#">166</a>
<a href="#">49</a>	CUPA LA COUNTY	ALL SMOG TEST ONLY	2716 E COLORADO BLVD #A PASADENA CA 91107	WSW	0.24 / 1,289.78	13	<a href="#">166</a>
<a href="#">49</a>	RCRA TSD	ANABI OIL CORP DBA COLORADO SHELL	2716 E COLORADO BLVD STUDIO CITY CA 91003 <i>EPA Handler ID: CAL000407269</i>	WSW	0.24 / 1,289.78	13	<a href="#">166</a>
<a href="#">49</a>	RCRA NON GEN	ANABI OIL CORP DBA COLORADO SHELL	2716 E COLORADO BLVD STUDIO CITY CA 91003 <i>EPA Handler ID: CAL000407269</i>	WSW	0.24 / 1,289.78	13	<a href="#">167</a>
<a href="#">49</a>	RCRA SQG	RETAIL SHELL SERVICE STATION	2716 E COLORADO AT SAN GABRIEL BLVD PASADENA CA 91107 <i>EPA Handler ID: CAR000140400</i>	WSW	0.24 / 1,289.78	13	<a href="#">168</a>
<a href="#">49</a>	UST SWEEPS	SHELL SERVICE STATION	2716 E COLORADO BLVD PASADENA CA  <i>C C / Status: A19-080-9522   ACTIVE</i> <i>Tank ID: 000002, 000003, 000001, 000005, 000004, 000006</i>	WSW	0.24 / 1,289.78	13	<a href="#">170</a>

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<a href="#">50</a>	RCRA NON GEN	950. HIGHLAND, LLC	170-180 N DAISY AVE PASADENA CA 91107 <i>EPA Handler ID:</i> CAC003068974	NW	0.25 / 1,295.81	28	<a href="#">171</a>
<a href="#">51</a>	RCRA SQG	SHELL SERVICE STATION	2716 E COLORADO / SAN GABRIEL SAP #135750 PASADENA CA 91107 <i>EPA Handler ID:</i> CAD981465453	WSW	0.25 / 1,299.25	13	<a href="#">172</a>
<a href="#">52</a>	RCRA NON GEN	C H SCHARDIN	2828 E FOOTHILL BLVD PASADENA CA 91107 <i>EPA Handler ID:</i> CAD981457021	NW	0.25 / 1,300.21	28	<a href="#">174</a>
<a href="#">52</a>	CUPA LA COUNTY	PASADENA PETS VETERINARY HOSPITAL	2850 E FOOTHILL BLVD PASADENA CA 91107	NW	0.25 / 1,300.21	28	<a href="#">175</a>
<a href="#">52</a>	RCRA NON GEN	ALL AMERICAN TOBACCO LLC	2830 EAST FOOTHILL BLVD PASADENA CA 91107 <i>EPA Handler ID:</i> CAC003114858	NW	0.25 / 1,300.21	28	<a href="#">175</a>
<a href="#">53</a>	DELISTED TNK	ARCO FACILITY #9520	2800 E. FOOTHILL BLVD. Pasadena CA 91107	NW	0.25 / 1,306.32	29	<a href="#">176</a>
<a href="#">53</a>	LUST	THRIFTY #024	2800 FOOTHILL BLVD E PASADENA CA 91100 <i>Global ID   Status   Status Date:</i> T0603702018   COMPLETED - CASE CLOSED   8/7/2006	NW	0.25 / 1,306.32	29	<a href="#">176</a>
<a href="#">53</a>	HMS LA		2800 E FOOTHILL BLVD PASADENA CA 91107	NW	0.25 / 1,306.32	29	<a href="#">179</a>
<a href="#">53</a>	HHSS	ARCO STN 024	2800 E FOOTHILL BLVD PASADENA CA 91100	NW	0.25 / 1,306.32	29	<a href="#">179</a>
<a href="#">53</a>	UST	TESORO (ARCO) 63024	2800 E FOOTHILL BLVD Pasadena CA 91107 <i>Facility ID:</i> LACoFA0011283	NW	0.25 / 1,306.32	29	<a href="#">179</a>
<a href="#">53</a>	EMISSIONS	TES300 (USA) 63024	2800 E FOOTHILL PASADENA CA 91107	NW	0.25 / 1,306.32	29	<a href="#">179</a>
<a href="#">53</a>	CERS TANK	SPEEDWAY No. 6354	2800 E FOOTHILL BLVD PASADENA CA 91107 <i>Site ID:</i> 160319	NW	0.25 / 1,306.32	29	<a href="#">179</a>
<a href="#">53</a>	HIST TANK	ARCO STN. #024	2800 E. FOOTHILL BLVD. PASADENA CA	NW	0.25 / 1,306.32	29	<a href="#">186</a>
<a href="#">53</a>	EMISSIONS	TESORO (ARCO) #63024	2800 E FOOTHILL PASADENA CA 91107	NW	0.25 / 1,306.32	29	<a href="#">187</a>

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
<a href="#">53</a>	RCRA NON GEN	TESORO REFINING & MARKETING COMPANY LLC #63024	2800 E FOOTHILL BLVD PASADENA CA 91107	NW	0.25 / 1,306.32	29	<a href="#">187</a>
			<i>EPA Handler ID:</i> CAL000373486				
<a href="#">53</a>	CUPA LA COUNTY	TESORO (ARCO) 63024	2800 E FOOTHILL BLVD PASADENA CA 91107	NW	0.25 / 1,306.32	29	<a href="#">189</a>
<a href="#">53</a>	UST SWEEPS	CIRCLE K 7871	2800 E FOOTHILL BLVD PASADENA CA	NW	0.25 / 1,306.32	29	<a href="#">190</a>
			<i>C C / Status:</i> A19-080-10931   ACTIVE <i>Tank ID:</i> 000006, 000007, 000003, 000004, 000001, 000005, 000002				
<a href="#">54</a>	CUPA LA COUNTY	FOOTHILL	2835 E FOOTHILL BLVD PASADENA CA 91107	NNW	0.25 / 1,310.71	27	<a href="#">191</a>
<a href="#">55</a>	ENVIROSTOR	VARD INC.	PASADENA CA	NW	0.27 / 1,414.27	32	<a href="#">191</a>
			<i>Estor/EPA ID   Cleanup Status:</i> 80001153   INACTIVE - NEEDS EVALUATION AS OF 7/1/2005				
<a href="#">55</a>	FUDS	VARDS, INC	PASADENA CA	NW	0.27 / 1,414.27	32	<a href="#">192</a>
			<i>FUDS Property No:</i> J09CA7457				
<a href="#">56</a>	FUDS	NIRF (UNDERSEA CENTER)	PASADENA CA	ENE	0.28 / 1,461.14	8	<a href="#">192</a>
			<i>FUDS Property No:</i> J09CA1052				
<a href="#">57</a>	SML LA	REXFORD INDUSTRIAL LLC	2674 E WALNUT ST PASADENA CA 91107	WNW	0.31 / 1,637.67	27	<a href="#">193</a>
<a href="#">58</a>	VCP	KINNELOA AVE PROPERTY	175 S KINNELOA AVE PASADENA CA 91107	SE	0.32 / 1,705.40	-33	<a href="#">193</a>
			<i>Estor/EPA ID   Cleanup Status:</i> 19390051   CERTIFIED O&M - LAND USE RESTRICTIONS ONLY AS OF 10/9/2001				
<a href="#">58</a>	LUR	KINNELOA AVE PROPERTY	175 S KINNELOA AVE PASADENA CA 91107	SE	0.32 / 1,705.40	-33	<a href="#">195</a>
			<i>Estor/EPA ID   Cleanup Status:</i> 19390051   CERTIFIED O&M - LAND USE RESTRICTIONS ONLY AS OF 10/9/2001				
<a href="#">58</a>	ENVIROSTOR	KINNELOA AVE PROPERTY	175 S KINNELOA AVE PASADENA CA 91107	SE	0.32 / 1,705.40	-33	<a href="#">197</a>
			<i>Estor/EPA ID   Cleanup Status:</i> 19390051   CERTIFIED O&M - LAND USE RESTRICTIONS ONLY AS OF 10/9/2001				
<a href="#">59</a>	DELISTED HAZ	TERESITA ANIMAL HOSPITAL	2695 E FOOTHILL BLVD PASADENA CA 91107	NW	0.35 / 1,825.95	39	<a href="#">198</a>
<a href="#">60</a>	FED BROWNFIELDS	Kinneloa Avenue	175 South Kinneloa Avenue Pasadena CA 91107	SE	0.35 / 1,842.33	-39	<a href="#">198</a>

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
<i>Acres Property ID: 11259</i>							
<a href="#">60</a>	CALSITES	KINNELOA AVE PROPERTY	175 SOUTH KINNELOA AVE PASADENA CA 91109	SE	0.35 / 1,842.33	-39	<a href="#">200</a>
<a href="#">61</a>	DELISTED HAZ	JIM RICKMAN MOTORS	3240 E COLORADO BLVD PASADENA CA 91107	E	0.37 / 1,937.67	-14	<a href="#">201</a>
<a href="#">62</a>	DELISTED ENV5	NAVAL INFORMATION RESEARCH FOUNDATION	3202 E FOOTHILL BLVD PASADENA CA 91107	ENE	0.37 / 1,957.82	15	<a href="#">201</a>
<a href="#">62</a>	CLEANUP SITES	Naval Information Research Foundation - Naval Information Research Foundation	(J09CA105200) 3202 E. Foothill Blvd Pasadena CA 91107	ENE	0.37 / 1,957.82	15	<a href="#">201</a>
<i>Status / Site Facility Type: Open - Inactive   Military Cleanup Site</i>							
<a href="#">62</a>	CLEANUP SITES	Naval Information Research Foundation - Naval Information Research Foundation	(J09CA105200 3202 E. Foothill Blvd Pasadena CA 91107	ENE	0.37 / 1,957.82	15	<a href="#">202</a>
<i>Status / Site Facility Type: Open - Inactive   Military Cleanup Site</i>							
<a href="#">62</a>	ENVIROSTOR	NAVAL INFORMATION RESEARCH FOUNDATION	3202 E FOOTHILL BLVD PASADENA CA 91107	ENE	0.37 / 1,957.82	15	<a href="#">204</a>
<i>Estor/EPA ID   Cleanup Status: 19970020   ACTIVE AS OF 10/14/2015</i>							
<a href="#">62</a>	VCP	NAVAL INFORMATION RESEARCH FOUNDATION	3202 E FOOTHILL BLVD PASADENA CA 91107	ENE	0.37 / 1,957.82	15	<a href="#">211</a>
<i>Estor/EPA ID   Cleanup Status: 19970020   ACTIVE AS OF 10/14/2015</i>							
<a href="#">62</a>	DELISTED LST	Naval Information Research Foundation - DOD - NIRF	3202 EAST FOOTHILL BOULEVARD PASADENA CA 91107	ENE	0.37 / 1,957.82	15	<a href="#">217</a>
<a href="#">62</a>	CALSITES	Naval Information Research Foundation	3202 E FOOTHILL BLVD PASADENA CA 91107	ENE	0.37 / 1,957.82	15	<a href="#">217</a>
<a href="#">62</a>	CLEANUP SITES	Naval Information Research Foundation - DOD - NIRF	3202 EAST FOOTHILL BOULEVARD PASADENA CA 91107	ENE	0.37 / 1,957.82	15	<a href="#">218</a>
<i>Status / Site Facility Type: Open - Site Assessment   Military Cleanup Site</i>							
<a href="#">63</a>	DELISTED HAZ	Ranchero Mexican Restaurant	2663 E FOOTHILL BLVD PASADENA CA 91107	WNW	0.37 / 1,978.19	41	<a href="#">221</a>

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
<a href="#">64</a>	ENVIROSTOR	NIRF (UNDERSEA CENTER) (J09CA1052)	**DUPLICATE** SEE NAVAL INFORMATION RESEARCH FOUNDATION SITE #300702 (19970020) PASADENA CA 91105 <i>Estor/EPA ID   Cleanup Status:</i> 80000707   INACTIVE - NEEDS EVALUATION AS OF 9/1/2016	ENE	0.38 / 1,983.92	9	<a href="#">221</a>
<a href="#">65</a>	RCRA TSD	REGINA&THOMAS PAROLA MEYERS	2740 E DEL MAR BLVD PASADENA CA 91107 <i>EPA Handler ID:</i> CAC003007746	SW	0.38 / 1,991.66	-16	<a href="#">222</a>
<a href="#">66</a>	RCRA TSD	FINISHMASTER BRANCH # 209	2591 E FOOTHILL BLVD PASADENA CA 91107-0000 <i>EPA Handler ID:</i> CAL000170301	WNW	0.44 / 2,339.87	49	<a href="#">224</a>
<a href="#">67</a>	LUST	MOBIL #17-HNL	284 SAN GABRIEL BLVD S LOS ANGELES CA 91776 <i>Global ID   Status   Status Date:</i> T0603704810   COMPLETED - CASE CLOSED   11/19/2001	SW	0.45 / 2,390.37	-19	<a href="#">225</a>
<a href="#">68</a>	RCRA TSD	ION MEDIA OF LOS ANGELES, INC.	2531 NINA STREET PASADENA CA 91107 <i>EPA Handler ID:</i> CAC003015563	W	0.46 / 2,439.27	34	<a href="#">227</a>
<a href="#">69</a>	LUST	TOSCO S.S. #2248	3275 FOOTHILL BLVD E PASADENA CA 91107 <i>Global ID   Status   Status Date:</i> T0603702032   COMPLETED - CASE CLOSED   8/7/2006	ENE	0.48 / 2,534.87	7	<a href="#">228</a>
<a href="#">70</a>	PFAS GW		CA	NNE	0.49 / 2,584.55	37	<a href="#">230</a>
<a href="#">71</a>	DELISTED HAZ	MILLER'S SPORTS & IMPORTS	80 N ALTADENA DR PASADENA CA 91107	W	0.49 / 2,597.93	39	<a href="#">232</a>
<a href="#">72</a>	RCRA CORRACTS	1 50 MOST CLEANERS	2308 E COLORADO BLVD PASADENA CA 91107 <i>EPA Handler ID:</i> CAD983612367	W	0.75 / 3,958.92	39	<a href="#">232</a>
<a href="#">72</a>	ENVIROSTOR	1 50 MOST CLEANERS	2308 E COLORADO BLVD PASADENA CA 911070000 <i>Estor/EPA ID   Cleanup Status:</i> 80001503   NO ACTION REQUIRED AS OF 2/2/2011	W	0.75 / 3,958.92	39	<a href="#">234</a>
<a href="#">72</a>	ENVIROSTOR	1 50 MOST CLEANERS	2308 E COLORADO BLVD PASADENA CA 911070000 <i>Estor/EPA ID   Cleanup Status:</i> CAD983612367	W	0.75 / 3,958.92	39	<a href="#">235</a>
<a href="#">72</a>	HWP	1 50 MOST CLEANERS	2308 E COLORADO BLVD PASADENA CA 911070000 <i>Estor/EPA ID:</i> CAD983612367	W	0.75 / 3,958.92	39	<a href="#">236</a>

## Executive Summary: Summary by Data Source

### Standard

#### Federal

##### RCRA CORRACTS - RCRA CORRACTS-Corrective Action

A search of the RCRA CORRACTS database, dated Jun 14, 2021 has found that there are 1 RCRA CORRACTS site(s) within approximately 1.00 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
1 50 MOST CLEANERS	2308 E COLORADO BLVD PASADENA CA 91107	W	0.75 / 3,958.92	<a href="#">72</a>
<i>EPA Handler ID: CAD983612367</i>				

##### RCRA TSD - RCRA non-CORRACTS TSD Facilities

A search of the RCRA TSD database, dated Jun 14, 2021 has found that there are 4 RCRA TSD site(s) within approximately 0.50 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
ANABI OIL CORP DBA COLORADO SHELL	2716 E COLORADO BLVD STUDIO CITY CA 91003	WSW	0.24 / 1,289.78	<a href="#">49</a>
<i>EPA Handler ID: CAL000407269</i>				
FINISHMASTER BRANCH # 209	2591 E FOOTHILL BLVD PASADENA CA 91107-0000	WNW	0.44 / 2,339.87	<a href="#">66</a>
<i>EPA Handler ID: CAL000170301</i>				
ION MEDIA OF LOS ANGELES, INC.	2531 NINA STREET PASADENA CA 91107	W	0.46 / 2,439.27	<a href="#">68</a>
<i>EPA Handler ID: CAC003015563</i>				

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
REGINA&THOMAS PAROLA MEYERS	2740 E DEL MAR BLVD PASADENA CA 91107	SW	0.38 / 1,991.66	<a href="#">65</a>
<i>EPA Handler ID: CAC003007746</i>				

##### RCRA LQG - RCRA Generator List

A search of the RCRA LQG database, dated Jun 14, 2021 has found that there are 2 RCRA LQG site(s) within approximately 0.25 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
TARGET #1332	3121 E COLORADO BLVD PASADENA CA 91107	E	0.22 / 1,154.08	<a href="#">36</a>
<i>EPA Handler ID: CAL000295122</i>				



<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
TARGET STORE T1332	3121 E COLORADO BLVD PASADENA CA 91107-0000	E	0.22 / 1,154.08	<a href="#">36</a>
	<i>EPA Handler ID: CAR000217588</i>			

### **RCRA SQG - RCRA Small Quantity Generators List**

A search of the RCRA SQG database, dated Jun 14, 2021 has found that there are 10 RCRA SQG site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
COLORADO AUTOMOTIVE AND TIRE CTR	2880 E COLORADO BLVD PASADENA CA 91107	WSW	0.06 / 327.55	<a href="#">5</a>
	<i>EPA Handler ID: CAD981673353</i>			
HOME DEPOT #6037	2881 E. WALNUT ST. PASADENA CA 91107	NW	0.11 / 588.83	<a href="#">16</a>
	<i>EPA Handler ID: CAR000315663</i>			
ADVANCED TECHNOLOGY CO, INC	2858 E WALNUT ST PASADENA CA 91107	NW	0.12 / 623.23	<a href="#">18</a>
	<i>EPA Handler ID: CAD981367865</i>			
PASADENA REFINISHING	2835 SIERRA GRANDE AVE PASADENA CA 91107	NW	0.18 / 949.65	<a href="#">25</a>
	<i>EPA Handler ID: CAD028900611</i>			
RETAIL SHELL SERVICE STATION	2716 E COLORADO AT SAN GABRIEL BLVD PASADENA CA 91107	WSW	0.24 / 1,289.78	<a href="#">49</a>
	<i>EPA Handler ID: CAR000140400</i>			
SHELL SERVICE STATION	2716 E COLORADO / SAN GABRIEL SAP #135750 PASADENA CA 91107	WSW	0.25 / 1,299.25	<a href="#">51</a>
	<i>EPA Handler ID: CAD981465453</i>			

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
PASADENA SUZUKI YAMAHA	2900 E COLORADO BLVD PASADENA CA 91107	S	0.04 / 188.34	<a href="#">2</a>
	<i>EPA Handler ID: CAD983585795</i>			
RUSNAK/PASADENA	2965 E COLORADO BLVD PASADENA CA 91107	ESE	0.07 / 346.79	<a href="#">6</a>
	<i>EPA Handler ID: CAD981395379</i>			
FEDCO NUMBER 6	3111 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,033.02	<a href="#">29</a>
	<i>EPA Handler ID: CAD983671850</i>			
CVS PHARMACY #16673	3121 E COLORADO BLVD STE B PASADENA CA 91107	E	0.22 / 1,154.08	<a href="#">36</a>
	<i>EPA Handler ID: CAR000261008</i>			

## **RCRA NON GEN - RCRA Non-Generators**

A search of the RCRA NON GEN database, dated Jun 14, 2021 has found that there are 21 RCRA NON GEN site(s) within approximately 0.25 miles of the project property.

<b><u>Equal/Higher Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
BARKEV'S AUTO CENTER INC	2830 E COLORADO BLVD PASADENA CA 91107-4370  <i>EPA Handler ID: CAL000307911</i>	WSW	0.11 / 592.62	<a href="#"><u>17</u></a>
SABRIN CORP DBA ASTRONIC CO	2836 E WALNUT ST PASADENA CA 91107  <i>EPA Handler ID: CAL000453070</i>	NW	0.13 / 698.02	<a href="#"><u>19</u></a>
SABRIN CORPORATION	2836 E WALNUT ST PASADENA CA 91107-3755  <i>EPA Handler ID: CAC003057472</i>	NW	0.13 / 698.02	<a href="#"><u>19</u></a>
THE HOME DEPOT U.S.A. INC.	2875 SIERRA GRANDE STREET PASADENA CA 91107  <i>EPA Handler ID: CAC003080115</i>	NNW	0.15 / 803.61	<a href="#"><u>20</u></a>
THE HOME DEPOT U.S.A. INC.	2875 SIERRA GRANDE STREET PASADENA CA 91107  <i>EPA Handler ID: CAC003045700</i>	NNW	0.15 / 803.61	<a href="#"><u>20</u></a>
THE HOME DEPOT U.S.A. INC.	2875 SIERRA GRANDE STREET PASADENA CA 91107  <i>EPA Handler ID: CAC003032458</i>	NNW	0.15 / 803.61	<a href="#"><u>20</u></a>
ELECTRA-MOTION, INC	40 N DAISY AVE PASADENA CA 91107  <i>EPA Handler ID: CAD981385230</i>	W	0.16 / 868.99	<a href="#"><u>23</u></a>
ISLAND TIRES, INC	2754 E COLORADO BLVD PASADENA CA 91107  <i>EPA Handler ID: CAL000296864</i>	W	0.20 / 1,062.05	<a href="#"><u>30</u></a>
NEW AVON LLC	2940 E. FOOTHILL BLVD PASADENA CA 91121-0000  <i>EPA Handler ID: CAD981395965</i>	N	0.23 / 1,191.26	<a href="#"><u>40</u></a>
PETE'S COLLISON CENTER	188 N DAISY PASADENA CA 91107-0000  <i>EPA Handler ID: CAL000191910</i>	NW	0.24 / 1,274.72	<a href="#"><u>46</u></a>
ANABI OIL CORP DBA COLORADO SHELL	2716 E COLORADO BLVD STUDIO CITY CA 91003  <i>EPA Handler ID: CAL000407269</i>	WSW	0.24 / 1,289.78	<a href="#"><u>49</u></a>
ANTO INC DBA COLORADO SHELL SERVICE	2716 E COLORADO BLVD PASADENA CA 91107-0000  <i>EPA Handler ID: CAD982407629</i>	WSW	0.24 / 1,289.78	<a href="#"><u>49</u></a>

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
G-TECH AUTOMOTIVE	2716 E COLORADO BLVD PASADENA CA 91107  <i>EPA Handler ID: CAL000431992</i>	WSW	0.24 / 1,289.78	<a href="#">49</a>
950. HIGHLAND, LLC	170-180 N DAISY AVE PASADENA CA 91107  <i>EPA Handler ID: CAC003068974</i>	NW	0.25 / 1,295.81	<a href="#">50</a>
ALL AMERICAN TOBACCO LLC	2830 EAST FOOTHILL BLVD PASADENA CA 91107  <i>EPA Handler ID: CAC003114858</i>	NW	0.25 / 1,300.21	<a href="#">52</a>
C H SCHARDIN	2828 E FOOTHILL BLVD PASADENA CA 91107  <i>EPA Handler ID: CAD981457021</i>	NW	0.25 / 1,300.21	<a href="#">52</a>
TESORO REFINING & MARKETING COMPANY LLC #63024	2800 E FOOTHILL BLVD PASADENA CA 91107  <i>EPA Handler ID: CAL000373486</i>	NW	0.25 / 1,306.32	<a href="#">53</a>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
RUSNAK GROUP	2965 E COLORADO BLVD PASADENA CA 91107-4446  <i>EPA Handler ID: CAC003039081</i>	ESE	0.07 / 346.79	<a href="#">6</a>
CHARTER COMMUNICATIONS - PASADENA	2982 E COLORADO BLVD PASADENA CA 91107  <i>EPA Handler ID: CAL000400817</i>	ESE	0.08 / 401.35	<a href="#">8</a>
APRO LLC DBA UNITED OIL 14	3100 E COLORADO BLVD PASADENA CA 91107-3852  <i>EPA Handler ID: CAL000398704</i>	E	0.20 / 1,079.14	<a href="#">31</a>
CELESTE PACE	73 S DAISY AVE PASADENA CA 91107  <i>EPA Handler ID: CAC003034711</i>	WSW	0.21 / 1,128.56	<a href="#">32</a>

### **FED BROWNFIELDS - The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database**

A search of the FED BROWNFIELDS database, dated Aug 20, 2021 has found that there are 1 FED BROWNFIELDS site(s) within approximately 0.50 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Kinneloa Avenue	175 South Kinneloa Avenue Pasadena CA 91107  <i>Acres Property ID: 11259</i>	SE	0.35 / 1,842.33	<a href="#">60</a>

### **State**

## ENVIROSTOR - EnviroStor Database

A search of the ENVIROSTOR database, dated Jun 14, 2021 has found that there are 6 ENVIROSTOR site(s) within approximately 1.00 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
VARD INC.	PASADENA CA	NW	0.27 / 1,414.27	<a href="#">55</a>
	<i>Estor/EPA ID   Cleanup Status: 80001153   INACTIVE - NEEDS EVALUATION AS OF 7/1/2005</i>			
NAVAL INFORMATION RESEARCH FOUNDATION	3202 E FOOTHILL BLVD PASADENA CA 91107	ENE	0.37 / 1,957.82	<a href="#">62</a>
	<i>Estor/EPA ID   Cleanup Status: 19970020   ACTIVE AS OF 10/14/2015</i>			
NIRF (UNDERSEA CENTER) (J09CA1052)	**DUPLICATE** SEE NAVAL INFORMATION RESEARCH FOUNDATION SITE #300702 (19970020) PASADENA CA 91105	ENE	0.38 / 1,983.92	<a href="#">64</a>
	<i>Estor/EPA ID   Cleanup Status: 80000707   INACTIVE - NEEDS EVALUATION AS OF 9/1/2016</i>			
1 50 MOST CLEANERS	2308 E COLORADO BLVD PASADENA CA 911070000	W	0.75 / 3,958.92	<a href="#">72</a>
	<i>Estor/EPA ID   Cleanup Status: 80001503   NO ACTION REQUIRED AS OF 2/2/2011</i>			
1 50 MOST CLEANERS	2308 E COLORADO BLVD PASADENA CA 911070000	W	0.75 / 3,958.92	<a href="#">72</a>
	<i>Estor/EPA ID   Cleanup Status: CAD983612367  </i>			
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
KINNELOA AVE PROPERTY	175 S KINNELOA AVE PASADENA CA 91107	SE	0.32 / 1,705.40	<a href="#">58</a>
	<i>Estor/EPA ID   Cleanup Status: 19390051   CERTIFIED O&amp;M - LAND USE RESTRICTIONS ONLY AS OF 10/9/2001</i>			

## DELISTED ENVS - Delisted State Response Sites

A search of the DELISTED ENVS database, dated Jun 14, 2021 has found that there are 1 DELISTED ENVS site(s) within approximately 1.00 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
NAVAL INFORMATION RESEARCH FOUNDATION	3202 E FOOTHILL BLVD PASADENA CA 91107	ENE	0.37 / 1,957.82	<a href="#">62</a>

## HWP - EnviroStor Hazardous Waste Facilities

A search of the HWP database, dated Jun 14, 2021 has found that there are 1 HWP site(s) within approximately 1.00 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
1 50 MOST CLEANERS	2308 E COLORADO BLVD PASADENA CA 911070000	W	0.75 / 3,958.92	<a href="#">72</a>

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
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*Estor/EPA ID: CAD983612367*

### **LUST - Leaking Underground Fuel Tank Reports**

A search of the LUST database, dated Jun 22, 2021 has found that there are 3 LUST site(s) within approximately 0.50 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
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THRIFTY #024	2800 FOOTHILL BLVD E PASADENA CA 91100	NW	0.25 / 1,306.32	<a href="#">53</a>
<i>Global ID   Status   Status Date: T0603702018   COMPLETED - CASE CLOSED   8/7/2006</i>				

TOSCO S.S. #2248	3275 FOOTHILL BLVD E PASADENA CA 91107	ENE	0.48 / 2,534.87	<a href="#">69</a>
<i>Global ID   Status   Status Date: T0603702032   COMPLETED - CASE CLOSED   8/7/2006</i>				

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
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MOBIL #17-HNL	284 SAN GABRIEL BLVD S LOS ANGELES CA 91776	SW	0.45 / 2,390.37	<a href="#">67</a>
<i>Global ID   Status   Status Date: T0603704810   COMPLETED - CASE CLOSED   11/19/2001</i>				

### **DELISTED LST - Delisted Leaking Storage Tanks**

A search of the DELISTED LST database, dated Jun 22, 2021 has found that there are 1 DELISTED LST site(s) within approximately 0.50 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
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Naval Information Research Foundation - DOD - NIRF	3202 EAST FOOTHILL BOULEVARD PASADENA CA 91107	ENE	0.37 / 1,957.82	<a href="#">62</a>
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### **UST - Permitted Underground Storage Tank (UST) in GeoTracker**

A search of the UST database, dated Jul 25, 2021 has found that there are 4 UST site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
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COLORADO SHELL	2716 E Colorado Blvd Unit B Pasadena CA 91107	WSW	0.24 / 1,289.78	<a href="#">49</a>
<i>Facility ID: LACoFA0007859</i>				

TESORO (ARCO) 63024	2800 E FOOTHILL BLVD Pasadena CA 91107	NW	0.25 / 1,306.32	<a href="#">53</a>
<i>Facility ID: LACoFA0011283</i>				

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
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UNITED #014	3100 E COLORADO BLVD Pasadena CA 91107	E	0.20 / 1,079.14	<a href="#">31</a>
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<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
	<i>Facility ID: LACoFA0007937</i>			
ARCO OIL #14	3100 E. COLORADO BLVD. Pasadena CA 91107	E	0.20 / 1,079.14	<a href="#">31</a>
	<i>Facility ID: 19-080-000095</i>			

### **HHSS - Historical Hazardous Substance Storage Information Database**

A search of the HHSS database, dated Aug 27, 2015 has found that there are 8 HHSS site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
ACME DISPOSAL CO	2754 E. WALNUT ST. PASADENA CA 91107	WNW	0.22 / 1,138.55	<a href="#">34</a>
AVON PRODUCTS INCORPORATED	2940 EAST FOOTHILL BOULEVARD PASADENA CA 91121	N	0.22 / 1,165.63	<a href="#">38</a>
ARCO STN 024	2800 E FOOTHILL BLVD PASADENA CA 91100	NW	0.25 / 1,306.32	<a href="#">53</a>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
PASADENA CHRYSLEY PLYMOUTH IN	2965 E. COLORADO BLVD PASADENA CA 91107	ESE	0.07 / 346.79	<a href="#">6</a>
PASADENA CHRYSLER- PLYMOUTH	2965 EAST COLORADO BOULEVARD PASADENA CA 91107	ESE	0.09 / 464.41	<a href="#">10</a>
JACK WALL CHEVROLET	3003 EAST COLORADO BLVD. PASADENA CA 91107	ESE	0.09 / 468.76	<a href="#">11</a>
JACK WALL CHEVROLET INC	3003 EAST COLORADO BLVD. PASADENA CA 91107	ESE	0.09 / 468.76	<a href="#">11</a>
PRESTIGE STATIONS INC 675	3100 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,079.14	<a href="#">31</a>

### **UST SWEEPS - Statewide Environmental Evaluation and Planning System**

A search of the UST SWEEPS database, dated Oct 1, 1994 has found that there are 7 UST SWEEPS site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
ARON ANDERSON	2754 E WALNUT ST PASADENA CA	WNW	0.22 / 1,138.55	<a href="#">34</a>
	<i>C C   Status: A19-080-14534   ACTIVE</i>			
AVON PRODUCTS	2940 E FOOTHILL BLVD PASADENA CA	N	0.23 / 1,191.26	<a href="#">40</a>
	<i>C C   Status: I19-080-11427   INACTIVE Tank ID: 000001</i>			
SHELL SERVICE STATION	2716 E COLORADO BLVD PASADENA CA	WSW	0.24 / 1,289.78	<a href="#">49</a>
	<i>C C   Status: A19-080-9522   ACTIVE Tank ID: 000002, 000003, 000001, 000005, 000004, 000006</i>			
CIRCLE K 7871	2800 E FOOTHILL BLVD PASADENA CA	NW	0.25 / 1,306.32	<a href="#">53</a>
	<i>C C   Status: A19-080-10931   ACTIVE Tank ID: 000006, 000007, 000003, 000004, 000001, 000005, 000002</i>			

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
PASADENA CHRYSLER PLYMOUTH	2965 E COLORADO BLVD PASADENA CA	ESE	0.07 / 346.79	<a href="#">6</a>
	<i>C C   Status: A19-080-11441   ACTIVE</i>			
JACK WALL CHEVROLET	3003 E COLORADO BLVD PASADENA CA	E	0.15 / 814.25	<a href="#">21</a>
	<i>C C   Status: I19-080-12032   INACTIVE Tank ID: 000003, 000001, 000004, 000002</i>			
ARCO PETROLEUM PROD CO # 5184	3100 E COLORADO BLVD PASADENA CA	E	0.20 / 1,079.14	<a href="#">31</a>
	<i>C C   Status: A19-080-12078   ACTIVE Tank ID: 000001, 000004, 000002, 000003</i>			

### AST - Aboveground Storage Tanks

A search of the AST database, dated Aug 31, 2009 has found that there are 1 AST site(s) within approximately 0.25 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
	3003 E COLORADO BLVD PASADENA CA 91107	E	0.15 / 814.25	<a href="#">21</a>

### AST SWRCB - SWRCB Historical Aboveground Storage Tanks

A search of the AST SWRCB database, dated Dec 1, 2007 has found that there are 2 AST SWRCB site(s) within approximately 0.25 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
PASADENA CHRYSLER PLYMOUTH,INC	2965 E. COLORADO BLVD. PASADENA CA 91107	ESE	0.09 / 464.41	<a href="#">10</a>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
RUSNAK CHRYSLER/JEEP/DODGE	2965 EAST COLORADO BLVD PASADENA CA 91107	ESE	0.09 / 464.41	<a href="#">10</a>

### **DELISTED TNK - Delisted Storage Tanks**

A search of the DELISTED TNK database, dated Sep 13, 2021 has found that there are 2 DELISTED TNK site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
COLORADO SHELL	2716 E. COLORADO BLVD. Pasadena CA 91107	W	0.16 / 839.72	<a href="#">22</a>
ARCO FACILITY #9520	2800 E. FOOTHILL BLVD. Pasadena CA 91107	NW	0.25 / 1,306.32	<a href="#">53</a>

### **CERS TANK - California Environmental Reporting System (CERS) Tanks**

A search of the CERS TANK database, dated Sep 24, 2021 has found that there are 4 CERS TANK site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
COLORADO SHELL	2716 E COLORADO BLVD UNIT B PASADENA CA 91107  <i>Site ID: 20949</i>	WSW	0.24 / 1,289.78	<a href="#">49</a>
SPEEDWAY No. 6354	2800 E FOOTHILL BLVD PASADENA CA 91107  <i>Site ID: 160319</i>	NW	0.25 / 1,306.32	<a href="#">53</a>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Rusnak Pasadena Audi	2965 E COLORADO BLVD PASADENA CA 91107  <i>Site ID: 574112</i>	ESE	0.07 / 346.79	<a href="#">6</a>
UNITED OIL #14	3100 E COLORADO BLVD PASADENA CA 91107  <i>Site ID: 6371</i>	E	0.20 / 1,079.14	<a href="#">31</a>

### **HIST TANK - Historical Hazardous Substance Storage Container Information - Facility Summary**

A search of the HIST TANK database, dated May 27, 1988 has found that there are 8 HIST TANK site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
ACME DISPOSAL CO.	2754 E. WALNUT ST. PASADENA CA	WNW	0.21 / 1,134.80	<a href="#">33</a>



<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
AVON PRODUCTS, INCORPORATED	2940 EAST FOOTHILL BOULEVARD PASADENA CA	N	0.22 / 1,165.63	<a href="#">38</a>
ARCO STN. #024	2800 E. FOOTHILL BLVD. PASADENA CA	NW	0.25 / 1,306.32	<a href="#">53</a>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
PASADENA CHRYSLER PLYMOUTH, IN	2965 E. COLORADO BLVD PASADENA CA	ESE	0.09 / 464.41	<a href="#">10</a>
PASADENA CHRYSLER-PLYMOUTH	2965 EAST COLORADO BOULEVARD PASADENA CA	ESE	0.09 / 464.41	<a href="#">10</a>
JACK WALL CHEVROLET	3003 EAST COLORADO BLVD. PASADENA CA	ESE	0.09 / 468.76	<a href="#">11</a>
JACK WALL CHEVROLET, INC.	3003 EAST COLORADO BLVD. PASADENA CA	ESE	0.09 / 468.76	<a href="#">11</a>
PRESTIGE STATIONS INC #675	3100 E COLORADO BLVD PASADENA CA	E	0.20 / 1,079.14	<a href="#">31</a>

### **LUR - Site Mitigation and Brownfields Reuse Program Facility Sites with Land Use Restrictions**

A search of the LUR database, dated Jun 14, 2021 has found that there are 1 LUR site(s) within approximately 0.50 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
KINNELOA AVE PROPERTY	175 S KINNELOA AVE PASADENA CA 91107	SE	0.32 / 1,705.40	<a href="#">58</a>

*Estor/EPA ID | Cleanup Status: 19390051 | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY AS OF 10/9/2001*

### **CALSITES - CALSITES Database**

A search of the CALSITES database, dated May 1, 2004 has found that there are 2 CALSITES site(s) within approximately 0.50 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Naval Information Research Foundation	3202 E FOOTHILL BLVD PASADENA CA 91107	ENE	0.37 / 1,957.82	<a href="#">62</a>

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
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<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
KINNELOA AVE PROPERTY	175 SOUTH KINNELOA AVE PASADENA CA 91109	SE	0.35 / 1,842.33	<a href="#">60</a>

### VCP - Voluntary Cleanup Program

A search of the VCP database, dated Jun 14, 2021 has found that there are 2 VCP site(s) within approximately 0.50 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
NAVAL INFORMATION RESEARCH FOUNDATION	3202 E FOOTHILL BLVD PASADENA CA 91107	ENE	0.37 / 1,957.82	<a href="#">62</a>

*Estor/EPA ID | Cleanup Status: 19970020 | ACTIVE AS OF 10/14/2015*

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
KINNELOA AVE PROPERTY	175 S KINNELOA AVE PASADENA CA 91107	SE	0.32 / 1,705.40	<a href="#">58</a>

*Estor/EPA ID | Cleanup Status: 19390051 | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY AS OF 10/9/2001*

### CLEANUP SITES - GeoTracker Cleanup Program Sites

A search of the CLEANUP SITES database, dated Jun 22, 2021 has found that there are 3 CLEANUP SITES site(s) within approximately 0.50 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Naval Information Research Foundation - DOD - NIRF	3202 EAST FOOTHILL BOULEVARD PASADENA CA 91107	ENE	0.37 / 1,957.82	<a href="#">62</a>

*Status | Site Facility Type: Open - Site Assessment | Military Cleanup Site*

Naval Information Research Foundation - Naval Information Research Foundation	(J09CA105200 3202 E. Foothill Blvd Pasadena CA 91107	ENE	0.37 / 1,957.82	<a href="#">62</a>
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*Status | Site Facility Type: Open - Inactive | Military Cleanup Site*

Naval Information Research Foundation - Naval Information Research Foundation	(J09CA105200) 3202 E. Foothill Blvd Pasadena CA 91107	ENE	0.37 / 1,957.82	<a href="#">62</a>
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*Status | Site Facility Type: Open - Inactive | Military Cleanup Site*

### County

#### SML LA - Los Angeles County - Site Mitigation List

A search of the SML LA database, dated Mar 2, 2021 has found that there are 2 SML LA site(s) within approximately 0.50 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
REXFORD INDUSTRIAL LLC	2674 E WALNUT ST PASADENA CA 91107	WNW	0.31 / 1,637.67	<a href="#">57</a>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
FORMER STANDARD SHOES	3120 E COLORADO BLVD PASADENA CA 91107	E	0.23 / 1,219.54	<a href="#">41</a>

### **CUPA LA COUNTY - Los Angeles County - CUPA Program Records**

A search of the CUPA LA COUNTY database, dated Mar 25, 2020 has found that there are 39 CUPA LA COUNTY site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
ACTION AUTO REPAIR	2880 E COLORADO BLVD PASADENA CA 91107	WSW	0.06 / 327.55	<a href="#">5</a>
PASADENA PAVING CO INC	2932 E WALNUT ST PASADENA CA 91107	N	0.09 / 488.24	<a href="#">12</a>
RAUL VARELA	2888 E WALNUT ST 3 PASADENA CA 91107	NNW	0.10 / 515.16	<a href="#">13</a>
LYTLE ROOFING CO	2948 E WALNUT ST PASADENA CA 91107	NNE	0.10 / 524.01	<a href="#">14</a>
LYTLE ROOFING COMPANY	2947 E WALNUT ST PASADENA CA 91107	NNE	0.10 / 526.71	<a href="#">15</a>
BARKEV'S AUTO	2830 E COLORADO BLVD PASADENA CA 91107	WSW	0.11 / 592.62	<a href="#">17</a>
ADVANCED TECHNOLOGY COMPANY	2858 E WALNUT ST PASADENA CA 91107	NW	0.12 / 623.23	<a href="#">18</a>
ASTRONIC COMPANY	2836 E WALNUT ST PASADENA CA 91107	NW	0.13 / 698.02	<a href="#">19</a>
ELECTRA MOTION INC	40 N DAISY AVE PASADENA CA 91107	W	0.16 / 868.99	<a href="#">23</a>

<b><u>Equal/Higher Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
PASADENA REFINISHING & ENAME	2835 SIERRA GRANDE ST PASADENA CA 91107	NW	0.17 / 879.64	<a href="#"><u>24</u></a>
JOHNNIE'S TOW & TRANSPORT SV	77 N DAISY AVE PASADENA CA 91107	WNW	0.18 / 950.02	<a href="#"><u>26</u></a>
AT&T MOBILITY	2773 E COLORADO BLVD ATT PASADENA CA 91107	W	0.19 / 1,013.18	<a href="#"><u>27</u></a>
T-MOBILE WEST LLC IE04503A	2773 E COLORADO BLVD #RO0F PASADENA CA 91107	W	0.19 / 1,013.18	<a href="#"><u>27</u></a>
VILLAIN CUSTOM CYCLES INC	2762 E COLORADO BLVD PASADENA CA 91107	W	0.19 / 1,017.40	<a href="#"><u>28</u></a>
ISLAND TIRE & SERVICE INC	2754 E COLORADO BLVD PASADENA CA 91107	W	0.20 / 1,062.05	<a href="#"><u>30</u></a>
MASTER MARINE BOAT SERVICE	2754 E WALNUT ST PASADENA CA 91107	WNW	0.22 / 1,138.55	<a href="#"><u>34</u></a>
MICROSTAMP CORP	2770 E WALNUT ST PASADENA CA 91107	WNW	0.22 / 1,141.26	<a href="#"><u>35</u></a>
2739 MATERIA INC FACILITY	2739 NINA ST PASADENA CA 91107	W	0.22 / 1,154.72	<a href="#"><u>37</u></a>
AXLE PROS	2746 E WALNUT ST PASADENA CA 91107	WNW	0.22 / 1,185.20	<a href="#"><u>39</u></a>
AVON	2940 E FOOTHILL BLVD PASADENA CA 91107	N	0.23 / 1,191.26	<a href="#"><u>40</u></a>
LEO RAFF DENTAL LABORATORY	2736 E WALNUT ST C1 PASADENA CA 91107	WNW	0.23 / 1,229.70	<a href="#"><u>42</u></a>
VARTAN'S DIES	2736 E WALNUT ST C PASADENA CA 91107	WNW	0.23 / 1,233.21	<a href="#"><u>43</u></a>

<b><u>Equal/Higher Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
MCDONALDS #948-M PERNECKY MGMT	2861 E FOOTHILL BLVD PASADENA CA 91107	NNW	0.24 / 1,261.26	<a href="#">44</a>
7-ELEVEN INC. STORE #20269	2717 E COLORADO BLVD PASADENA CA 91107	W	0.24 / 1,279.82	<a href="#">47</a>
LIFECARE SOLUTIONS, INC.	170 N DAISY AVE PASADENA CA 91107	NW	0.24 / 1,288.64	<a href="#">48</a>
G-TECH AUTOMOTIVE	2716 E COLORADO BLVD #B PASADENA CA 91107	WSW	0.24 / 1,289.78	<a href="#">49</a>
COLORADO SHELL	2716 E COLORADO BLVD #B PASADENA CA 91107	WSW	0.24 / 1,289.78	<a href="#">49</a>
ALL SMOG TEST ONLY	2716 E COLORADO BLVD #A PASADENA CA 91107	WSW	0.24 / 1,289.78	<a href="#">49</a>
PASADENA PETS VETERINARY HOSPITAL	2850 E FOOTHILL BLVD PASADENA CA 91107	NW	0.25 / 1,300.21	<a href="#">52</a>
TESORO (ARCO) 63024	2800 E FOOTHILL BLVD PASADENA CA 91107	NW	0.25 / 1,306.32	<a href="#">53</a>
FOOTHILL	2835 E FOOTHILL BLVD PASADENA CA 91107	NNW	0.25 / 1,310.71	<a href="#">54</a>
<b><u>Lower Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
RUSNAK PAS ROLLS ROYCE/BENTLEY	2965 E COLORADO BLVD PASADENA CA 91107	ESE	0.07 / 346.79	<a href="#">6</a>
KOPY KING	2982 E COLORADO BLVD 110 PASADENA CA 91107	ESE	0.08 / 401.35	<a href="#">8</a>
GANAHL LUMBER COMPANY	3003 E COLORADO BLVD PASADENA CA 91107	E	0.15 / 814.25	<a href="#">21</a>
FEDCO INC TIRE CENTER	3111 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,033.02	<a href="#">29</a>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
UNITED #014	3100 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,079.14	<a href="#">31</a>
TARGET T1332	3121 E COLORADO BLVD PASADENA CA 91107	E	0.22 / 1,154.08	<a href="#">36</a>
CVS PHARMACY #16673	3121 E COLORADO BLVD A PASADENA CA 91107	E	0.22 / 1,154.08	<a href="#">36</a>
AT&T CALIFORNIA - K115Y	3124 E GREEN ST PASADENA CA 91107	ESE	0.24 / 1,262.17	<a href="#">45</a>

### HMS LA - Los Angeles County - HMS List

A search of the HMS LA database, dated Nov 5, 2020 has found that there are 7 HMS LA site(s) within approximately 0.25 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
	2754 E WALNUT ST PASADENA CA 91117	WNW	0.22 / 1,138.55	<a href="#">34</a>
	2940 E FOOTHILL BLVD PASADENA CA 91121	N	0.23 / 1,191.26	<a href="#">40</a>
	2716 E COLORADO BLVD PASADENA CA 91107	WSW	0.24 / 1,289.78	<a href="#">49</a>
	2800 E FOOTHILL BLVD PASADENA CA 91107	NW	0.25 / 1,306.32	<a href="#">53</a>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
	2965 E COLORADO BLVD PASADENA CA 911073725	ESE	0.07 / 346.79	<a href="#">6</a>
	3003 E COLORADO BLVD PASADENA CA 91107	E	0.15 / 814.25	<a href="#">21</a>
	3100 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,079.14	<a href="#">31</a>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
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**Non Standard**

**Federal**

**FUDS - Formerly Used Defense Sites**

A search of the FUDS database, dated May 26, 2021 has found that there are 2 FUDS site(s) within approximately 1.00 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
VARDS, INC	PASADENA CA <i>FUDS Property No: J09CA7457</i>	NW	0.27 / 1,414.27	<a href="#">55</a>
NIRF (UNDERSEA CENTER)	PASADENA CA <i>FUDS Property No: J09CA1052</i>	ENE	0.28 / 1,461.14	<a href="#">56</a>

**ALT FUELS - Alternative Fueling Stations**

A search of the ALT FUELS database, dated Jul 12, 2021 has found that there are 1 ALT FUELS site(s) within approximately 0.25 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
Audi Rusnak	2965 E Colorado Blvd Pasadena CA 91107 <i>ID: 168162</i>	ESE	0.07 / 346.79	<a href="#">6</a>

**State**

**DRYCLEANERS - Dry Cleaning Facilities**

A search of the DRYCLEANERS database, dated Aug 27, 2021 has found that there are 1 DRYCLEANERS site(s) within approximately 0.25 miles of the project property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
KINGDOM CLEANERS	2982 E. COLORADO BLVD STE.#104-B PASADENA CA 91107	ESE	0.08 / 401.35	<a href="#">8</a>

**PFAS GW - PFOA/PFOS Groundwater**

A search of the PFAS GW database, dated Oct 22, 2020 has found that there are 1 PFAS GW site(s) within approximately 0.50 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
	CA	NNE	0.49 / 2,584.55	<a href="#">70</a>

## **HAZNET - Hazardous Waste Manifest Data**

A search of the HAZNET database, dated Oct 24, 2016 has found that there are 1 HAZNET site(s) within approximately 0.02 miles of the project property.

<b><u>Lower Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
1X DANIEL WANG	2915 E. COLORADO BLVD. PASADENA CA 911070000	-	0.00 / 0.00	<a href="#"><u>1</u></a>

## **HIST MANIFEST - Historical Hazardous Waste Manifest Data**

A search of the HIST MANIFEST database, dated Dec 31, 1992 has found that there are 1 HIST MANIFEST site(s) within approximately 0.02 miles of the project property.

<b><u>Lower Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
	2915 E. COLORADO BLVD. PASADENA CA 911070000	-	0.00 / 0.00	<a href="#"><u>1</u></a>

## **CERS HAZ - California Environmental Reporting System (CERS) Hazardous Waste Sites**

A search of the CERS HAZ database, dated Sep 24, 2021 has found that there are 3 CERS HAZ site(s) within approximately 0.12 miles of the project property.

<b><u>Equal/Higher Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
The Home Depot Store #6037	2881 E WALNUT ST PASADENA CA 91107	NW	0.11 / 588.83	<a href="#"><u>16</u></a>
BARKEV'S AUTO	2830 E COLORADO BLVD PASADENA CA 91107	WSW	0.11 / 592.62	<a href="#"><u>17</u></a>
ADVANCED TECHNOLOGY CO	2858 E WALNUT ST PASADENA CA 91107	NW	0.12 / 623.23	<a href="#"><u>18</u></a>

## **DELISTED HAZ - Delisted Environmental Reporting System (CERS) Hazardous Waste Sites**

A search of the DELISTED HAZ database, dated Nov 29, 2018 has found that there are 6 DELISTED HAZ site(s) within approximately 0.50 miles of the project property.

<b><u>Equal/Higher Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
MICROSTAMP CORP	2770 E WALNUT ST PASADENA CA 91107	WNW	0.22 / 1,141.26	<a href="#"><u>35</u></a>
2739 Materia, Inc. Facility	2739 NINA ST PASADENA CA 91107	W	0.22 / 1,154.72	<a href="#"><u>37</u></a>



<b><u>Equal/Higher Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
TERESITA ANIMAL HOSPITAL	2695 E FOOTHILL BLVD PASADENA CA 91107	NW	0.35 / 1,825.95	<a href="#">59</a>
Ranchero Mexican Restaurant	2663 E FOOTHILL BLVD PASADENA CA 91107	WNW	0.37 / 1,978.19	<a href="#">63</a>
MILLER'S SPORTS & IMPORTS	80 N ALTADENA DR PASADENA CA 91107	W	0.49 / 2,597.93	<a href="#">71</a>

<b><u>Lower Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
JIM RICKMAN MOTORS	3240 E COLORADO BLVD PASADENA CA 91107	E	0.37 / 1,937.67	<a href="#">61</a>

### **EMISSIONS - Toxic Pollutant Emissions Facilities**

A search of the EMISSIONS database, dated Dec 31, 2019 has found that there are 19 EMISSIONS site(s) within approximately 0.25 miles of the project property.

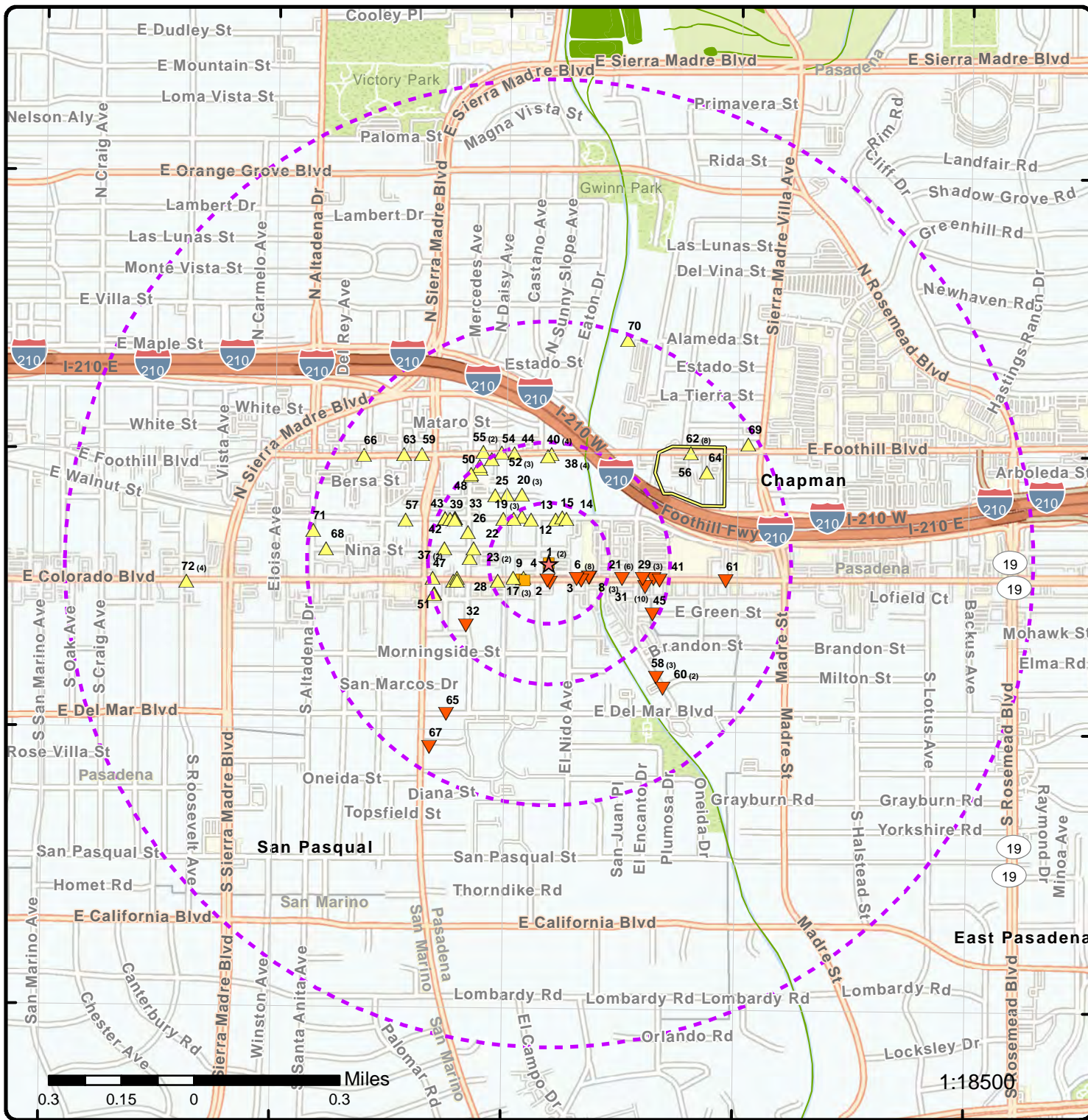
<b><u>Equal/Higher Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
FUJI JAPANESE & KOREAN RSNT, T	2879 E. COLORADO BLVD. PASADENA CA 91107	WSW	0.06 / 318.80	<a href="#">4</a>
ADVANCED TECH CO, ADV MAT JNG	2858 E WALNUT ST PASADENA CA 91107	NW	0.12 / 623.23	<a href="#">18</a>
PASADENA REFINISHING & ENAMELI	2835 SIERRA GRANDE PASADENA CA 91107	NW	0.17 / 879.64	<a href="#">24</a>
AVON PROD. INC	2940 E. FOOTHILL BLVD. PASADENA CA 91107	N	0.22 / 1,165.63	<a href="#">38</a>
AVON PROD. INC	2940 E. FOOTHILL BLVD. PASADENA CA 91121	N	0.22 / 1,165.63	<a href="#">38</a>
PETE'S COLLISION CENTER	188 N DAISY ST PASADENA CA 91107	NW	0.24 / 1,274.72	<a href="#">46</a>
ANABI OIL, COLORADO SHELL	2716 E COLORADO BLVD PASADENA CA 91107	WSW	0.24 / 1,289.78	<a href="#">49</a>

<b><u>Equal/Higher Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
TES300 (USA) 63024	2800 E FOOTHILL PASADENA CA 91107	NW	0.25 / 1,306.32	<a href="#"><u>53</u></a>
TESORO (ARCO) #63024	2800 E FOOTHILL PASADENA CA 91107	NW	0.25 / 1,306.32	<a href="#"><u>53</u></a>
<b><u>Lower Elevation</u></b>	<b><u>Address</u></b>	<b><u>Direction</u></b>	<b><u>Distance (mi/ft)</u></b>	<b><u>Map Key</u></b>
ACAPULCO RESTAURANT #001	2936 E COLORADO BLVD PASADENA CA 91107	S	0.04 / 210.02	<a href="#"><u>3</u></a>
PASADENA CHRYSLER- PLYMOUTH	2965 E COLORADO BL PASADENA CA 91103	ESE	0.09 / 464.41	<a href="#"><u>10</u></a>
PASADENA CHRYSLER- PLYMOUTH INC	2965 E COLORADO BL PASADENA CA 91107	ESE	0.09 / 464.41	<a href="#"><u>10</u></a>
PASADENA CHRYSLER- PLYMOUTH INC	2965 E COLORADO BL PASADENA CA 91103	ESE	0.09 / 464.41	<a href="#"><u>10</u></a>
JACK WALL CHEVROLET INC	3003 E. COLORADO BLVD. PASADENA CA 91101	ESE	0.09 / 468.76	<a href="#"><u>11</u></a>
TEAM CHEVROLET, MEALEY SERRA C	3003 E. COLORADO BLVD. PASADENA CA 91101	ESE	0.09 / 468.76	<a href="#"><u>11</u></a>
MEALEY-SERRA CHEVROLET INC,TEAM CHEV	3003 E COLORADO BLVD PASADENA CA 91107	E	0.15 / 814.25	<a href="#"><u>21</u></a>
MEALEY-SERRA CHEVROLET INC,TEA	3003 E COLORADO BLVD PASADENA CA 91107	E	0.15 / 814.25	<a href="#"><u>21</u></a>
FEDCO INC	3111 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,033.02	<a href="#"><u>29</u></a>
APRO LLC DBA UNITED OIL #14	3100 E COLORADO BLVD PASADENA CA 91107	E	0.20 / 1,079.14	<a href="#"><u>31</u></a>

### **CDL - Clandestine Drug Lab Sites**

A search of the CDL database, dated Jan 19, 2021 has found that there are 2 CDL site(s) within approximately 0.12 miles of the project property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction</u>	<u>Distance (mi/ft)</u>	<u>Map Key</u>
	2863 E COLORADO BLVD PASADENA CA 91107	WSW	0.07 / 349.73	<a href="#">7</a>
	2863 COLORADO BLVD, RM 124 PASADENA CA 91107	WSW	0.08 / 418.79	<a href="#">9</a>



**Map: 1.0 Mile Radius**

Order Number: 21102200445

Address: 2915 East Colorado Boulevard, Pasadena, CA



★ Project Property	--- Buffer Outline	— State	▨ FWS Special Designation Areas
▲ Eris Sites with Higher Elevation	— Freeways; Highways	— Country	▨ State Brownfield Sites
■ Eris Sites with Same Elevation	— Traffic Circle; Ramp	▨ National Priority List Sites	▨ State Brownfield Areas
▼ Eris Sites with Lower Elevation	— Major & Minor Arterial	▨ National Wetland	▨ State Superfund Areas: Dept. of Defense
○ Eris Sites with Unknown Elevation	— Traffic Circle; Ramp	▨ Indian Reserve Land	▨ State Superfund Areas: NPL
▭ Eris Areas with Higher Elevation	— Local Road	▨ Historic Fill	▨ WQARF Areas
▭ Eris Areas with Same Elevation	— Rail	▨ 100 Year Flood Zone	▨ Federal Lands: Dept. of Defense (owned/administered areas)
▭ Eris Areas with Lower Elevation		▨ 500 Year Flood Zone	▨ Plume
▭ Eris Areas with Unknown Elevation			

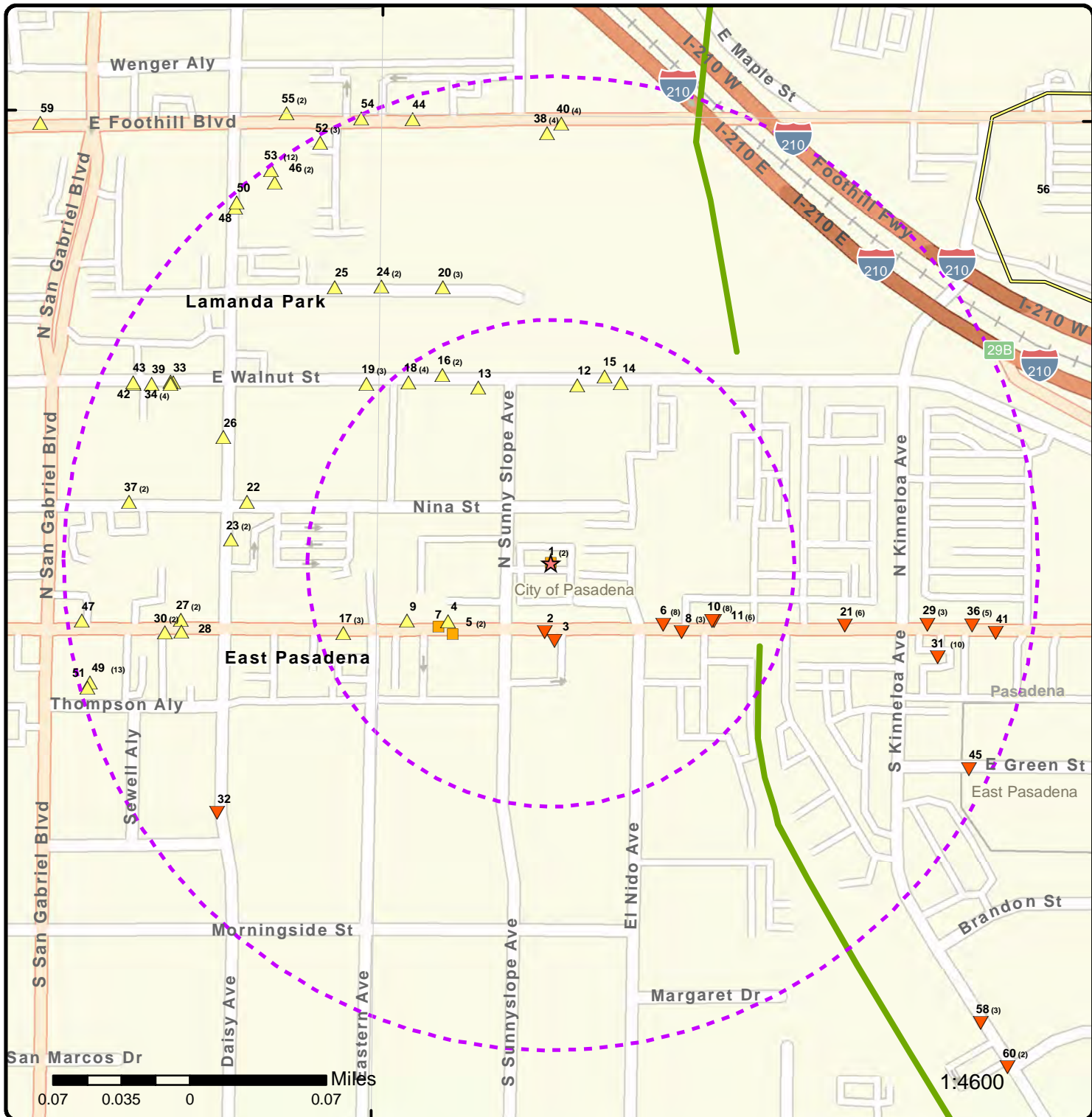


**Map: 0.5 Mile Radius**

Order Number: 21102200445  
 Address: 2915 East Colorado Boulevard, Pasadena, CA



★ Project Property	--- Buffer Outline	— State	▨ FWS Special Designation Areas
▲ Eris Sites with Higher Elevation	▬ Freeways; Highways	— Country	▨ State Brownfield Sites
■ Eris Sites with Same Elevation	▬ Traffic Circle; Ramp	▨ National Priority List Sites	▨ State Brownfield Areas
▼ Eris Sites with Lower Elevation	▬ Major & Minor Arterial	▨ National Wetland	▨ State Superfund Areas:Dept. of Defense
○ Eris Sites with Unknown Elevation	▬ Traffic Circle; Ramp	▨ Indian Reserve Land	▨ State Superfund Areas:NPL
▭ Eris Areas with Higher Elevation	○ Local Road	▨ Historic Fill	▨ WQARF Areas
▭ Eris Areas with Same Elevation	— Rail	▨ 100 Year Flood Zone	▨ Federal Lands: Dept. of Defense (owned/administered areas)
▭ Eris Areas with Lower Elevation		▨ 500 Year Flood Zone	▨ Plume
▭ Eris Areas with Unknown Elevation			



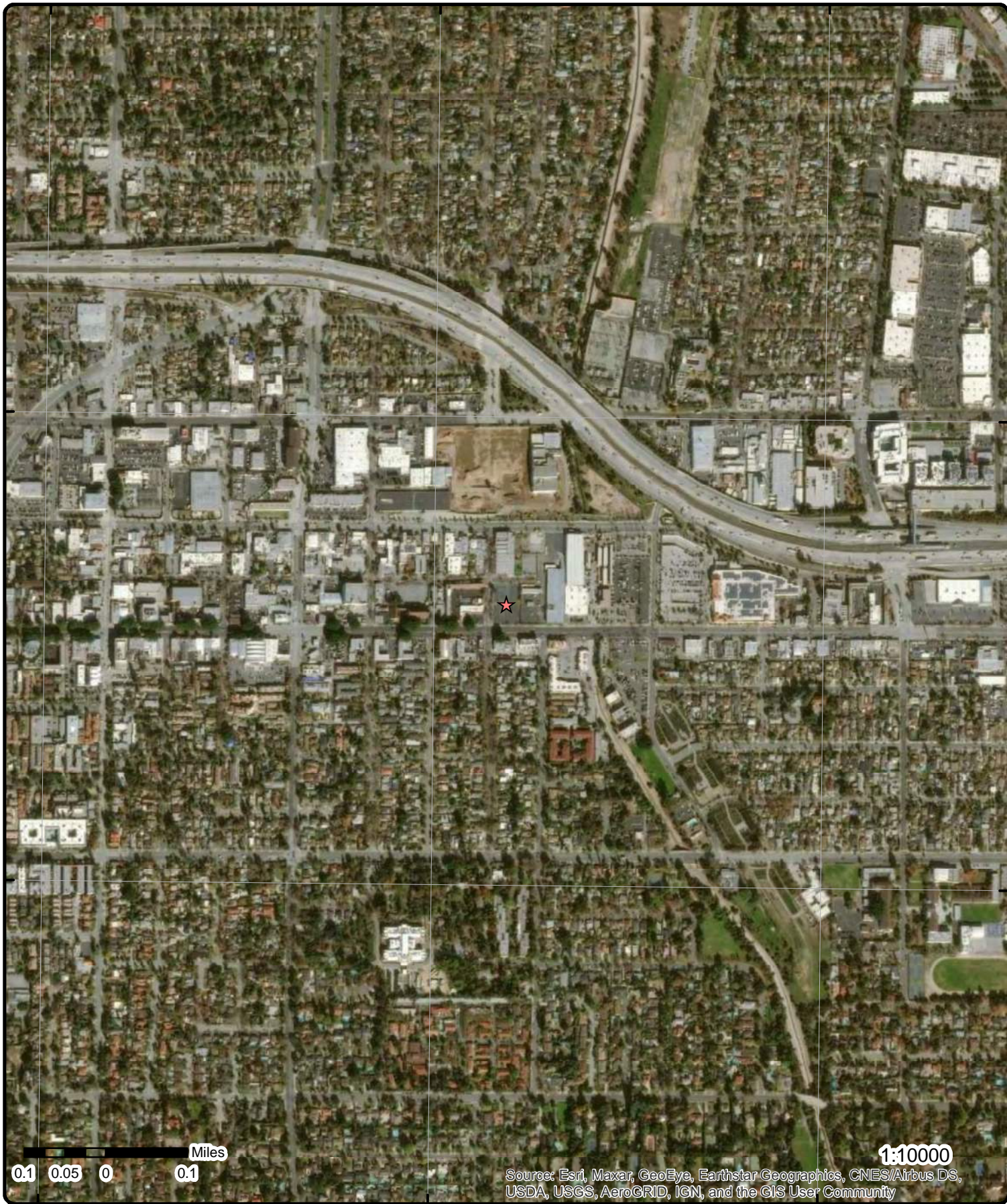
### Map: 0.25 Mile Radius

Order Number: 21102200445

Address: 2915 East Colorado Boulevard, Pasadena, CA



★ Project Property	--- Buffer Outline	— State	▨ FWS Special Designation Areas
▲ Eris Sites with Higher Elevation	▬ Freeways; Highways	— Country	▨ State Brownfield Sites
■ Eris Sites with Same Elevation	▬ Traffic Circle; Ramp	▨ National Priority List Sites	▨ State Brownfield Areas
▼ Eris Sites with Lower Elevation	▬ Major & Minor Arterial	▨ National Wetland	▨ State Superfund Areas:Dept. of Defense
○ Eris Sites with Unknown Elevation	▬ Traffic Circle; Ramp	▨ Indian Reserve Land	▨ State Superfund Areas:NPL
▭ Eris Areas with Higher Elevation	▬ Local Road	▨ Historic Fill	▨ WQARF Areas
▭ Eris Areas with Same Elevation	— Rail	▨ 100 Year Flood Zone	▨ Federal Lands: Dept. of Defense (owned/administered areas)
▭ Eris Areas with Lower Elevation		▨ 500 Year Flood Zone	▨ Plume
▭ Eris Areas with Unknown Elevation			



0.1 0.05 0 0.1 Miles

1:10000  
 Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**Aerial** Year: 2020

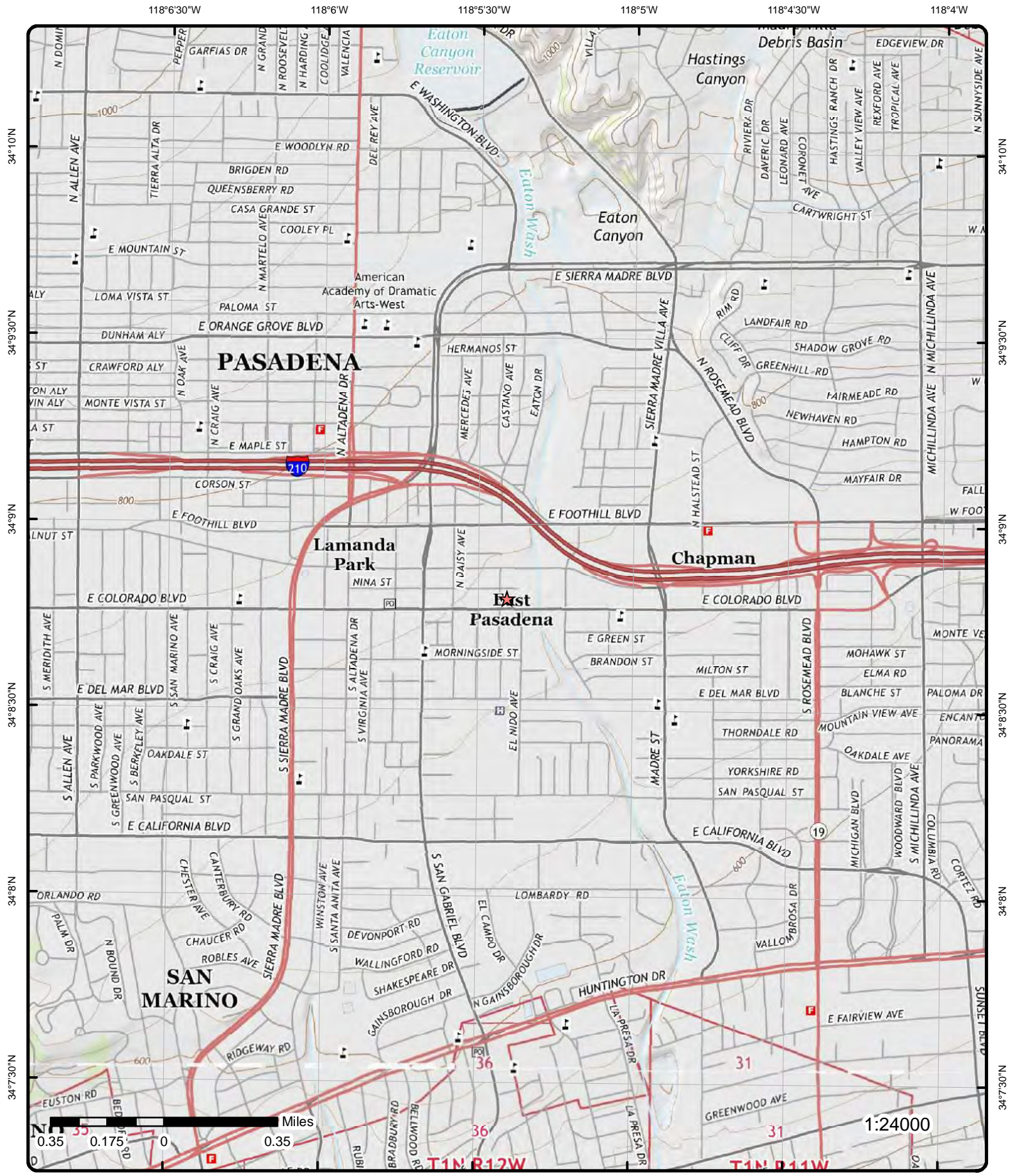
Address: 2915 East Colorado Boulevard, Pasadena, CA

Source: ESRI World Imagery

Order Number: 21102200445



© ERIS Information Inc.



**Topographic Map** Year: 2015

Address: 2915 East Colorado Boulevard, CA

Quadrangle(s): El Monte, CA; Mount Wilson, CA

Source: USGS Topographic Map

Order Number: 21102200445



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# Detail Report

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<u>1</u>	1 of 2	-	0.00 / 0.00	708.65 / 0	1X DANIEL WANG 2915 E. COLORADO BLVD. PASADENA CA 911070000	HAZNET

<b>SIC Code:</b> <b>NAICS Code:</b> <b>EPA ID:</b> CAC000778912 <b>Create Date:</b> 10/20/1992 <b>Fac Act Ind:</b> No <b>Inact Date:</b> 10/25/2000 <b>County Code:</b> 19 <b>County Name:</b> Los Angeles <b>Mail Name:</b> <b>Mailing Addr 1:</b> 1407 OAKLAWN PLACE <b>Mailing Addr 2:</b> <b>Owner Fax:</b>	<b>Mailing City:</b> ARCADIA <b>Mailing State:</b> CA <b>Mailing Zip:</b> 910060000 <b>Region Code:</b> 3 <b>Owner Name:</b> DANIEL WANG <b>Owner Addr 1:</b> -- <b>Owner Addr 2:</b> -- <b>Owner City:</b> -- <b>Owner State:</b> 99 <b>Owner Zip:</b> -- <b>Owner Phone:</b> 0000000000
--	---

**Contact Information**

-- --  
**Contact Name:** DANIEL WANG/OWNER  
**Street Address 1:** --  
**Street Address 2:** --  
**City:** --  
**State:** 99  
**Zip:** --  
**Phone:** 8183555879  
 -- --

<u>1</u>	2 of 2	-	0.00 / 0.00	708.65 / 0	2915 E. COLORADO BLVD. PASADENA CA 911070000	HIST MANIFEST
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**Gen EPA ID:** CAC000778912  
**Create Date:** 10/20/1992 0:00:00  
**Inact Date:** 10/25/2000 0:00:00  
**Facility Mail Street:** 1407 OAKLAWN PLACE  
**Facility Mail City:** ARCADIA  
**Facility Mail State:** CA  
**Facility Mail Zip:** 910060000  
**Contact Phone(s):** 8183555879  
**File Year(s):** 1992  
**Contact Name(s):** DANIEL WANG/OWNER

**Tanner Information**

**Method Description:**  
**Tons:** 0  
**Year:** 1992  
**Generator County Code:** 19  
**Generator County:** Los Angeles  
**Method Code:** 3  
**Tsd County Code:** 5  
**Tsd County:**  
**State Waste Code:** 151  
**State Waste Code Desc:** Asbestos containing waste  
**Tsd Epa ID:** CAL000027741

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Tanner Information**

**Method Description:**

**Tons:** 0  
**Year:** 1992  
**Generator County Code:** 19  
**Generator County:** Los Angeles  
**Method Code:**  
**Tsd County Code:** 5  
**Tsd County:**  
**State Waste Code:**  
**State Waste Code Desc:**  
**Tsd Epa ID:** CAL000027741

<a href="#">2</a>	1 of 1	S	0.04 / 188.34	705.65 / -3	PASADENA SUZUKI YAMAHA 2900 E COLORADO BLVD PASADENA CA 91107	RCRA SQG
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**EPA Handler ID:** CAD983585795  
**Gen Status Universe:** Small Quantity Generator  
**Contact Name:** YOSHIO ITO  
**Contact Address:** 2900 E COLORADO BLVD , , PASADENA , CA, 91107 , US  
**Contact Phone No and Ext:** 818-705-4129  
**Contact Email:**  
**Contact Country:** US  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:**  
**Receive Date:** 19910624  
**Location Latitude:** 34.14618  
**Location Longitude:** -118.090289

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 19910624  
**Handler Name:** PASADENA SUZUKI YAMAHA  
**Federal Waste Generator Code:** 2  
**Generator Code Description:** Small Quantity Generator  
**Source Type:** Notification

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	NOT REQUIRED
<b>Name:</b>	USS ENTERPRISES INC	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	NOT REQUIRED
<b>Date Ended Current:</b>		<b>State:</b>	ME
<b>Phone:</b>	415-555-1212	<b>Country:</b>	
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	99999

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	NOT REQUIRED
<b>Name:</b>	NOT REQUIRED	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	NOT REQUIRED
<b>Date Ended Current:</b>		<b>State:</b>	ME
<b>Phone:</b>	415-555-1212	<b>Country:</b>	
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	99999

<u>3</u>	1 of 1	S	0.04 / 210.02	705.06 / -4	ACAPULCO RESTAURANT #001 2936 E COLORADO BLVD PASADENA CA 91107	EMISSIONS
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**1990 Criteria Data**

<b>Facility ID:</b>	66101	<b>CERR Code:</b>	
<b>Facility SIC Code:</b>	5812	<b>TOGT:</b>	
<b>CO:</b>	19	<b>ROGT:</b>	
<b>Air Basin:</b>	SC	<b>COT:</b>	
<b>District:</b>	SC	<b>NOXT:</b>	
<b>COID:</b>	LA	<b>SOXT:</b>	
<b>DISN:</b>	SOUTH COAST AQMD	<b>PMT:</b>	0
<b>CHAPIS:</b>		<b>PM10T:</b>	0

**1990 Toxic Data**

<b>Facility ID:</b>	66101	<b>COID:</b>	LA
<b>Facility SIC Code:</b>	5812	<b>DISN:</b>	SOUTH COAST AQMD
<b>CO:</b>	19	<b>CHAPIS:</b>	
<b>Air Basin:</b>	SC	<b>CERR Code:</b>	
<b>District:</b>	SC		
<b>TS:</b>			
<b>Health Risk Asmt:</b>			
<b>Non-Cancer Chronic Haz Ind:</b>			
<b>Non-Cancer Acute Haz Ind:</b>			

<u>4</u>	1 of 1	WSW	0.06 / 318.80	709.46 / 1	FUJI JAPANESE & KOREAN RSNT, T 2879 E. COLORADO BLVD. PASADENA CA 91107	EMISSIONS
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**1990 Criteria Data**

<b>Facility ID:</b>	67317	<b>CERR Code:</b>	
<b>Facility SIC Code:</b>	5812	<b>TOGT:</b>	0
<b>CO:</b>	19	<b>ROGT:</b>	0
<b>Air Basin:</b>	SC	<b>COT:</b>	
<b>District:</b>	SC	<b>NOXT:</b>	
<b>COID:</b>	LA	<b>SOXT:</b>	
<b>DISN:</b>	SOUTH COAST AQMD	<b>PMT:</b>	0
<b>CHAPIS:</b>		<b>PM10T:</b>	0

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**1990 Toxic Data**

<b>Facility ID:</b>	67317	<b>COID:</b>	LA
<b>Facility SIC Code:</b>	5812	<b>DISN:</b>	SOUTH COAST AQMD
<b>CO:</b>	19	<b>CHAPIS:</b>	
<b>Air Basin:</b>	SC	<b>CERR Code:</b>	
<b>District:</b>	SC		
<b>TS:</b>			
<b>Health Risk Asmt:</b>			
<b>Non-Cancer Chronic Haz Ind:</b>			
<b>Non-Cancer Acute Haz Ind:</b>			

<a href="#">5</a>	1 of 2	WSW	0.06 / 327.55	708.92 / 0	COLORADO AUTOMOTIVE AND TIRE CTR 2880 E COLORADO BLVD PASADENA CA 91107	RCRA SQG
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<b>EPA Handler ID:</b>	CAD981673353
<b>Gen Status Universe:</b>	Small Quantity Generator
<b>Contact Name:</b>	SEBOUH KEMANDJIAN
<b>Contact Address:</b>	2880 E COLORADO BLVD , , PASADENA , CA, 91107 , US
<b>Contact Phone No and Ext:</b>	818-585-0500
<b>Contact Email:</b>	
<b>Contact Country:</b>	US
<b>County Name:</b>	LOS ANGELES
<b>EPA Region:</b>	09
<b>Land Type:</b>	Other
<b>Receive Date:</b>	19920714
<b>Location Latitude:</b>	34.145757
<b>Location Longitude:</b>	-118.090908

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

<b>Importer Activity:</b>	No
<b>Mixed Waste Generator:</b>	No
<b>Transporter Activity:</b>	No
<b>Transfer Facility:</b>	No
<b>Onsite Burner Exemption:</b>	No
<b>Furnace Exemption:</b>	No
<b>Underground Injection Activity:</b>	No
<b>Commercial TSD:</b>	No
<b>Used Oil Transporter:</b>	No
<b>Used Oil Transfer Facility:</b>	No
<b>Used Oil Processor:</b>	No
<b>Used Oil Refiner:</b>	No
<b>Used Oil Burner:</b>	No
<b>Used Oil Market Burner:</b>	No
<b>Used Oil Spec Marketer:</b>	No

**Hazardous Waste Handler Details**

<b>Sequence No:</b>	1
<b>Receive Date:</b>	19920714
<b>Handler Name:</b>	COLORADO AUTOMOTIVE AND TIRE CTR
<b>Federal Waste Generator Code:</b>	2
<b>Generator Code Description:</b>	Small Quantity Generator
<b>Source Type:</b>	Notification

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	2880 E COLORADO BLVD
<b>Name:</b>	KEMANDJIAN SEBOUH	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	PASADENA
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>	818-585-0500	<b>Country:</b>	
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	91107

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	NOT REQUIRED
<b>Name:</b>	NOT REQUIRED	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	NOT REQUIRED
<b>Date Ended Current:</b>		<b>State:</b>	ME
<b>Phone:</b>	415-555-1212	<b>Country:</b>	
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	99999

<u>5</u>	2 of 2	WSW	0.06 / 327.55	708.92 / 0	<b>ACTION AUTO REPAIR 2880 E COLORADO BLVD PASADENA CA 91107</b>	<b>CUPA LA COUNTY</b>
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**Facility ID:** FA0007899  
**CERS ID:** 0

**Inactive Facility Details**

**PE:** 1001  
**PE:** 7070

<u>6</u>	1 of 8	ESE	0.07 / 346.79	703.39 / -6	<b>RUSNAK/PASADENA 2965 E COLORADO BLVD PASADENA CA 91107</b>	<b>RCRA SQG</b>
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**EPA Handler ID:** CAD981395379  
**Gen Status Universe:** Small Quantity Generator  
**Contact Name:** LEN SILVERNAIL  
**Contact Address:** PO BOX 70489 , , PASADENA , CA, 91107 , US  
**Contact Phone No and Ext:** 626-229-2519  
**Contact Email:** LSILVERNAIL@RUSNAKGROUP.COM  
**Contact Country:** US  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:** Private  
**Receive Date:** 20201103  
**Location Latitude:** 34.14618  
**Location Longitude:** -118.090289

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Commercial TSD:		No				
Used Oil Transporter:		No				
Used Oil Transfer Facility:		No				
Used Oil Processor:		No				
Used Oil Refiner:		No				
Used Oil Burner:		No				
Used Oil Market Burner:		No				
Used Oil Spec Marketer:		No				

**Hazardous Waste Handler Details**

Sequence No: 1  
 Receive Date: 19860409  
 Handler Name: PASADENA CHRYSLER PLYMOUTH  
 Federal Waste Generator Code: 1  
 Generator Code Description: Large Quantity Generator  
 Source Type: Notification

**Hazardous Waste Handler Details**

Sequence No: 1  
 Receive Date: 19960901  
 Handler Name: PASADENA CHRYSLER PLYMOUTH  
 Federal Waste Generator Code: 2  
 Generator Code Description: Small Quantity Generator  
 Source Type: Implementer

**Hazardous Waste Handler Details**

Sequence No: 2  
 Receive Date: 20161128  
 Handler Name: RUSNAK/PASADENA  
 Federal Waste Generator Code: 2  
 Generator Code Description: Small Quantity Generator  
 Source Type: Notification

**Waste Code Details**

Hazardous Waste Code: 134  
 Waste Code Description: Aqueous solution with <10% total organic residues

Hazardous Waste Code: 135  
 Waste Code Description: Unspecified aqueous solution

Hazardous Waste Code: 221  
 Waste Code Description: Waste oil and mixed oil

Hazardous Waste Code: 352  
 Waste Code Description: Other organic solids

Hazardous Waste Code: D001  
 Waste Code Description: IGNITABLE WASTE

**Hazardous Waste Handler Details**

Sequence No: 3  
 Receive Date: 20201103  
 Handler Name: RUSNAK/PASADENA  
 Federal Waste Generator Code: 2  
 Generator Code Description: Small Quantity Generator  
 Source Type: Notification

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Waste Code Details**

**Hazardous Waste Code:** 134  
**Waste Code Description:** Aqueous solution with <10% total organic residues

**Hazardous Waste Code:** 135  
**Waste Code Description:** Unspecified aqueous solution

**Hazardous Waste Code:** 221  
**Waste Code Description:** Waste oil and mixed oil

**Hazardous Waste Code:** 352  
**Waste Code Description:** Other organic solids

**Hazardous Waste Code:** D001  
**Waste Code Description:** IGNITABLE WASTE

**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	NOT REQUIRED
<b>Name:</b>	NOT REQUIRED	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	NOT REQUIRED
<b>Date Ended Current:</b>		<b>State:</b>	ME
<b>Phone:</b>	415-555-1212	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	99999
<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	
<b>Name:</b>	RUSNAK/PASADENA	<b>Street 2:</b>	
<b>Date Became Current:</b>	20161101	<b>City:</b>	
<b>Date Ended Current:</b>		<b>State:</b>	
<b>Phone:</b>		<b>Country:</b>	
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	
<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	PO BOX 70489
<b>Name:</b>	RUSNAK/PASADENA	<b>Street 2:</b>	
<b>Date Became Current:</b>	20161101	<b>City:</b>	PASADENA
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>	626-449-0778	<b>Country:</b>	US
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	91117
<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	NOT REQUIRED
<b>Name:</b>	PAUL RUSNAK	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	NOT REQUIRED
<b>Date Ended Current:</b>		<b>State:</b>	ME
<b>Phone:</b>	415-555-1212	<b>Country:</b>	
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	99999

**Historical Handler Details**

**Receive Dt:** 20161128  
**Generator Code Description:** Small Quantity Generator  
**Handler Name:** RUSNAK/PASADENA

**Receive Dt:** 19960901  
**Generator Code Description:** Small Quantity Generator  
**Handler Name:** PASADENA CHRYSLER PLYMOUTH

**Receive Dt:** 19860409  
**Generator Code Description:** Large Quantity Generator  
**Handler Name:** PASADENA CHRYSLER PLYMOUTH

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">6</a>	2 of 8	ESE	0.07 / 346.79	703.39 / -6	2965 E COLORADO BLVD PASADENA CA 911073725	HMS LA

Site No: 011404  
Area: 3J

**Detail Info**

<b>Permit No:</b>	00002967T	<b>Permit Status Code:</b>	REM
<b>Permit Cat Desc:</b>	Underground Storage Tank	<b>Permit Category:</b>	T
<b>Status Code:</b>	REM	<b>File No:</b>	011441
<b>Status Desc:</b>	Equipment Removed	<b>File Name:</b>	PASADENA CHRYSLER PLYMOUTH
<b>Permit Status Desc:</b>	Equipment Removed		
<b>Permit Type:</b>	0		
<b>Permit Type Desc:</b>	Underground Storage Tank Operating Permit		

<a href="#">6</a>	3 of 8	ESE	0.07 / 346.79	703.39 / -6	PASADENA CHRYSLER PLYMOUTH IN 2965 E. COLORADO BLVD PASADENA CA 91107	HHSS
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County:  
Tank Details Microfiche: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027c16.pdf>

<a href="#">6</a>	4 of 8	ESE	0.07 / 346.79	703.39 / -6	RUSNAK PAS ROLLS ROYCE/BENTLEY 2965 E COLORADO BLVD PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0007961  
CERS ID: 10726084

**Active Facility Details**

PE: 1002  
PE: 7070

**Inactive Facility Details**

PE: 7070

<a href="#">6</a>	5 of 8	ESE	0.07 / 346.79	703.39 / -6	RUSNAK GROUP 2965 E COLORADO BLVD PASADENA CA 91107-4446	RCRA NON GEN
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EPA Handler ID: CAC003039081  
Gen Status Universe: No Report  
Contact Name: RUSNAK GROUP  
Contact Address: P.O. BOX 70489 , , PASADENA , CA, 91107 , 626-660-4393  
Contact Phone No and Ext:  
Contact Email: WANG@FRESHAIRENMENTAL.COM  
Contact Country:  
County Name: LOS ANGELES  
EPA Region: 09  
Land Type:  
Receive Date: 20191016  
Location Latitude:  
Location Longitude:



Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20191016  
**Handler Name:** RUSNAK GROUP  
**Source Type:** Implementer  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Owner	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> P.O. BOX 70489
<b>Name:</b> RUSNAK GROUP	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> PASADENA
<b>Date Ended Current:</b>	<b>State:</b> CA
<b>Phone:</b> 626-660-4393	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 91107

<b>Owner/Operator Ind:</b> Current Operator	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> P.O. BOX 70489
<b>Name:</b> RUSNAK GROUP	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> PASADENA
<b>Date Ended Current:</b>	<b>State:</b> CA
<b>Phone:</b> 626-660-4393	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 91107

<u>6</u>	6 of 8	ESE	0.07 / 346.79	703.39 / -6	Audi Rusnak 2965 E Colorado Blvd Pasadena CA 91107	ALT FUELS
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<b>ID:</b> 168162	<b>CNG Dispenser No:</b>
<b>Federal Agency ID:</b>	<b>CNG Fill Type Code:</b>
<b>Federal Agency:</b>	<b>CNG Site Renew Src:</b>
<b>Fed Agency Name:</b>	<b>CNG PSI:</b>
<b>Status:</b> Open: The station is open.	<b>CNG Storage Cap:</b>
<b>Facility Type:</b>	<b>CNG Tot Compr Cap:</b>
<b>Fuel Type Code:</b> ELEC: Electric	<b>CNG Vehicle Class:</b>
<b>Owner Type Desc:</b>	<b>LPG Nozzle Types:</b>
<b>Expected Date:</b>	<b>LNG Site Renew Src:</b>
<b>Dt Last Confirmed:</b> 2021-07-11	<b>LNG Vehicle Class:</b>

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Open Date:</b>	2020-11-06				<b>Hydrogen is Retail:</b>	
<b>Updated at:</b>	2021-07-11 22:55:18 UTC				<b>Hydrogen Pressures:</b>	
<b>BD Blends:</b>					<b>Hydrogen Standards:</b>	
<b>NG PSI:</b>					<b>Station Phone:</b>	888-998-2546
<b>NG Fill Type Code:</b>					<b>Latitude:</b>	34.146688
<b>NG Fill Type Desc:</b>					<b>Longitude:</b>	-118.089456
<b>NG Vehicle Class:</b>						
<b>NG Vehicle Class Desc:</b>						
<b>E85 Blender Pump:</b>						
<b>E85 Blender Pump Desc:</b>						
<b>E85 Other Ethanol Blends:</b>						
<b>EV Pricing:</b>	Free					
<b>EV Pricing French:</b>						
<b>EV on Site Renewable Source:</b>						
<b>LPG Primary:</b>						
<b>LPG Primary Desc:</b>						
<b>Intersection Directions:</b>						
<b>Geocode Status Desc:</b>	The location is from a real GPS readout at the station.					
<b>Hydrogen Status Link:</b>						

<a href="#">6</a>	7 of 8	ESE	0.07 / 346.79	703.39 / -6	PASADENA CHRYSLER PLYMOUTH 2965 E COLORADO BLVD PASADENA CA	UST SWEEPS
<b>C C:</b>	A19-080-11441			<b>D Filename:</b>	SITE01A	
<b>BOE:</b>				<b>Page No:</b>	176	
<b>Comp:</b>	11441			<b>County:</b>	LOS ANGELES	
<b>Status:</b>	ACTIVE			<b>State :</b>	CA	
<b>No of Tanks:</b>	0			<b>Zip:</b>	91107	
<b>Jurisdic:</b>	CITY OF PASADENA			<b>Latitude:</b>	34.146278	
<b>Agency:</b>	FIRE DEPARTMENT - U.S.T.			<b>Longitude:</b>	-118.088924	
<b>Phone:</b>				<b>Georesult:</b>	S5HPNTSCZA	

<a href="#">6</a>	8 of 8	ESE	0.07 / 346.79	703.39 / -6	Rusnak Pasadena Audi 2965 E COLORADO BLVD PASADENA CA 91107	CERS TANK
<b>Site ID:</b>	574112			<b>Latitude:</b>	34.146790	
<b>Longitude:</b>	-118.089516					

**Regulated Programs**

<b>EI ID:</b>	10726084	
<b>EI Description:</b>	Aboveground Petroleum Storage	
<b>EI ID:</b>	10726084	
<b>EI Description:</b>	Hazardous Waste Generator	
<b>EI ID:</b>	10726084	
<b>EI Description:</b>	Chemical Storage Facilities	

**Violations**

<b>Violation Date:</b>	02/25/2021	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	HW	<b>Violation Division:</b>	Los Angeles County Fire Department
<b>Citation:</b>	HSC 6.11 25404(e)(4) - California Health and Safety Code, Chapter 6.11, Section(s) 25404(e)(4)		
<b>Violation Notes:</b>			

OBSERVATION: Owner/Operator failed to report program data electronically into CERS. Facility information not submitted on CERS for the current year. Facility information section requires updating. CORRECTIVE ACTION: Complete all required reporting into CERS.

**Violation Description:**

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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Failure to report program data electronically.

**Evaluations**

**Eval Date:** 02/25/2021  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** APSA  
**Eval Source:** CERS  
**Eval Notes:**

Jim Ross, Parts Manager/ Safety Coordinator; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 02/24/2021  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

Jim Ross, Parts Manager/ Safety Coordinator; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 01/17/2018  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

Robert Krinke, Parts Manager; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Affiliations**

**Affil Type Desc:** Parent Corporation  
**Entity Name:** RUSNAK PASADENA AUDI  
**Entity Title:**  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**  
**Phone:**

**Affil Type Desc:** CUPA District  
**Entity Name:** Los Angeles County Fire  
**Entity Title:**  
**Address:** 5825 Rickenbacker Road  
**City:** Commerce  
**State:** CA  
**Country:**  
**Zip Code:** 90040-3027  
**Phone:** (323) 890-4000

**Affil Type Desc:** Identification Signer  
**Entity Name:** LEN SILVERNAIL  
**Entity Title:** DIRECTOR OF FACILITIES  
**Address:**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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City:  
State:  
Country:  
Zip Code:  
Phone:

**Affil Type Desc:** Facility Mailing Address  
**Entity Name:** Mailing Address  
**Entity Title:**  
**Address:** P.O. Box 70489  
**City:** Pasadena  
**State:** CA  
**Country:**  
**Zip Code:** 91117-7489  
**Phone:**

**Affil Type Desc:** Document Preparer  
**Entity Name:** Len Silvernail  
**Entity Title:**  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**  
**Phone:**

**Affil Type Desc:** Legal Owner  
**Entity Name:** Rusnak/Pasadena  
**Entity Title:**  
**Address:** P.O. Box 70489  
**City:** Pasadena  
**State:** CA  
**Country:** United States  
**Zip Code:** 91117-7489  
**Phone:** (626) 449-0770

**Affil Type Desc:** Environmental Contact  
**Entity Name:** Len Silvernail  
**Entity Title:**  
**Address:** P.O. Box 70489  
**City:** Pasadena  
**State:** CA  
**Country:**  
**Zip Code:** 91117-7489  
**Phone:**

**Affil Type Desc:** Operator  
**Entity Name:** Len Silvernail  
**Entity Title:**  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**  
**Phone:** (626) 229-2519

<u>7</u>	1 of 1	WSW	0.07 / 349.73	709.21 / 0	2863 E COLORADO BLVD PASADENA CA 91107	CDL
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**Clue:** 1998-02-102  
**Date:** 2/27/1998  
**County:** LOS ANGELES  
**Lab Type:** L  
**Lab Type Description:** Illegal Drug Lab - location where an illegal drug lab was operated or drug lab equipment and/or materials were stored.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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<a href="#">8</a>	1 of 3	ESE	0.08 / 401.35	699.68 / -9	<b>KINGDOM CLEANERS</b> 2982 E. COLORADO BLVD STE. #104-B PASADENA CA 91107	<b>DRYCLEANERS</b>
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<b>EPA ID:</b>	CAL000310292	<b>Owner City:</b>	ARCADIA
<b>Create Date:</b>	8/11/2006 11:44:49 AM	<b>Owner State:</b>	CA
<b>Facility Act Ind:</b>	No	<b>Owner Zip:</b>	91107
<b>Inact Date:</b>	6/30/2017	<b>Owner Phone:</b>	6266761619
<b>Reason:</b>	SIC/NAICS	<b>Owner Fax:</b>	0
<b>Region Code:</b>	3	<b>Contact Name:</b>	EDGAR HERNANDO
<b>DD Latitude:</b>	34.146116	<b>Contact Street 1:</b>	1008 W HUNTINGTON DR #1
<b>DD Longitude:</b>	-118.088787	<b>Contact Street 2:</b>	
<b>Facility County Code:</b>	19	<b>Contact City:</b>	ARCADIA
<b>Mail Name:</b>		<b>Contact State:</b>	CA
<b>Owner Name:</b>	EDGAR HERNANDO	<b>Contact Zip:</b>	91107
<b>Owner Street 1:</b>	1008 W HUNTINGTON DR #1	<b>Contact Phone:</b>	6266761619
<b>Owner Street 2:</b>		<b>Contact Fax:</b>	

**NAICS Details**

<b>NAICS Code:</b>	81232
<b>NAICS Description:</b>	Drycleaning and Laundry Services (except Coin-Operated)
<b>SIC Code:</b>	7211
<b>SIC Description:</b>	Power Laundries, Family and Commercial

<a href="#">8</a>	2 of 3	ESE	0.08 / 401.35	699.68 / -9	<b>CHARTER COMMUNICATIONS - PASADENA</b> 2982 E COLORADO BLVD PASADENA CA 91107	<b>RCRA NON GEN</b>
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<b>EPA Handler ID:</b>	CAL000400817
<b>Gen Status Universe:</b>	No Report
<b>Contact Name:</b>	NICOLAS JOHNSON
<b>Contact Address:</b>	10450 PACIFIC CENTER COURT , , SAN DIEGO , CA, 92121 ,
<b>Contact Phone No and Ext:</b>	858-309-8533
<b>Contact Email:</b>	NICOLAS.JOHNSON@CHARTER.COM
<b>Contact Country:</b>	
<b>County Name:</b>	LOS ANGELES
<b>EPA Region:</b>	09
<b>Land Type:</b>	
<b>Receive Date:</b>	20140929
<b>Location Latitude:</b>	34.146159
<b>Location Longitude:</b>	-118.088982

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

<b>Importer Activity:</b>	No
<b>Mixed Waste Generator:</b>	No
<b>Transporter Activity:</b>	No
<b>Transfer Facility:</b>	No
<b>Onsite Burner Exemption:</b>	No
<b>Furnace Exemption:</b>	No
<b>Underground Injection Activity:</b>	No
<b>Commercial TSD:</b>	No
<b>Used Oil Transporter:</b>	No
<b>Used Oil Transfer Facility:</b>	No
<b>Used Oil Processor:</b>	No
<b>Used Oil Refiner:</b>	No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Used Oil Burner: No  
 Used Oil Market Burner: No  
 Used Oil Spec Marketer: No

**Hazardous Waste Handler Details**

Sequence No: 1  
 Receive Date: 20140929  
 Handler Name: CHARTER COMMUNICATIONS - PASADENA  
 Source Type: Implementer  
 Federal Waste Generator Code: N  
 Generator Code Description: Not a Generator, Verified

**Owner/Operator Details**

Owner/Operator Ind: Current Operator  
 Type: Other  
 Name: NICOLAS JOHNSON  
 Date Became Current:  
 Date Ended Current:  
 Phone: 858-309-8533  
 Source Type: Implementer

Street No:  
 Street 1: 10450 PACIFIC CENTER COURT  
 Street 2:  
 City: SAN DIEGO  
 State: CA  
 Country:  
 Zip Code: 92121

Owner/Operator Ind: Current Owner  
 Type: Other  
 Name: CCO SOCIAL I LLC  
 Date Became Current:  
 Date Ended Current:  
 Phone: 303-323-6027  
 Source Type: Implementer

Street No:  
 Street 1: 6399 S FIDDLERS GREEN CIR STE 600  
 Street 2: ATT: KEVIN MCDEVITT  
 City: GREENWOOD VILLAGE  
 State: CO  
 Country:  
 Zip Code: 80111

<a href="#">8</a>	3 of 3	ESE	0.08 / 401.35	699.68 / -9	KOPY KING 2982 E COLORADO BLVD 110 PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0007820  
 CERS ID: 0

**Inactive Facility Details**

PE: 1001  
 PE: 7070

<a href="#">9</a>	1 of 1	WSW	0.08 / 418.79	710.80 / 2	2863 COLORADO BLVD, RM 124 PASADENA CA 91107	CDL
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Clue: 1996-07-048  
 Date: 7/11/1996  
 County: LOS ANGELES  
 Lab Type: L  
 Lab Type Description: Illegal Drug Lab - location where an illegal drug lab was operated or drug lab equipment and/or materials were stored.

<a href="#">10</a>	1 of 8	ESE	0.09 / 464.41	695.03 / -14	PASADENA CHRYSLER-PLYMOUTH 2965 EAST COLORADO BOULEVARD PASADENA CA 91107	HHSS
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County:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Tank Details Microfiche: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027c18.pdf>

<a href="#">10</a>	2 of 8	ESE	0.09 / 464.41	695.03 / -14	PASADENA CHRYSLER-PLYMOUTH 2965 E COLORADO BL PASADENA CA 91103	EMISSIONS
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**1987 Criteria Data**

Facility ID:	5005	CERR Code:	
Facility SIC Code:	7538	TOGT:	.1
CO:	19	ROGT:	.0968
Air Basin:	SC	COT:	
District:	SC	NOXT:	
COID:	LA	SOXT:	
DISN:	SOUTH COAST AQMD	PMT:	
CHAPIS:		PM10T:	

**1987 Toxic Data**

Facility ID:	5005	COID:	LA
Facility SIC Code:	7538	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

<a href="#">10</a>	3 of 8	ESE	0.09 / 464.41	695.03 / -14	PASADENA CHRYSLER-PLYMOUTH INC 2965 E COLORADO BL PASADENA CA 91103	EMISSIONS
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**1990 Criteria Data**

Facility ID:	5005	CERR Code:	
Facility SIC Code:	5511	TOGT:	.7
CO:	19	ROGT:	.29561
Air Basin:	SC	COT:	
District:	SC	NOXT:	
COID:	LA	SOXT:	
DISN:	SOUTH COAST AQMD	PMT:	0
CHAPIS:		PM10T:	0

**1990 Toxic Data**

Facility ID:	5005	COID:	LA
Facility SIC Code:	5511	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">10</a>	4 of 8	ESE	0.09 / 464.41	695.03 / -14	PASADENA CHRYSLER-PLYMOUTH INC 2965 E COLORADO BL PASADENA CA 91107	EMISSIONS

**1993 Criteria Data**

Facility ID:	5005	CERR Code:	
Facility SIC Code:	5511	TOGT:	3.5
CO:	19	ROGT:	2.02375
Air Basin:	SC	COT:	
District:	SC	NOXT:	
COID:	LA	SOXT:	
DISN:	SOUTH COAST AQMD	PMT:	
CHAPIS:		PM10T:	

**1993 Toxic Data**

Facility ID:	5005	COID:	LA
Facility SIC Code:	5511	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

**1995 Criteria Data**

Facility ID:	5005	CERR Code:	
Facility SIC Code:	5511	TOGT:	3.5
CO:	19	ROGT:	2.02375
Air Basin:	SC	COT:	
District:	SC	NOXT:	
COID:	LA	SOXT:	
DISN:	SOUTH COAST AQMD	PMT:	
CHAPIS:		PM10T:	

**1995 Toxic Data**

Facility ID:	5005	COID:	LA
Facility SIC Code:	5511	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

<a href="#">10</a>	5 of 8	ESE	0.09 / 464.41	695.03 / -14	PASADENA CHRYSLER PLYMOUTH, IN 2965 E. COLORADO BLVD PASADENA CA	HIST TANK
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Owner Name:	PASADENA CHRYSLER PLYMOUTH, IN	No of Containers:	3
Owner Street:	2965 E. COLORADO BLVD	County:	LOS ANGELES
Owner City:	PASADENA	Facility State:	CA
Owner State:	CA	Facility Zip:	91107
Owner Zip:	91107		



Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">10</a>	6 of 8	ESE	0.09 / 464.41	695.03 / -14	PASADENA CHRYSLER-PLYMOUTH 2965 EAST COLORADO BOULEVARD PASADENA CA	HIST TANK
<b>Owner Name:</b>		PASADENA CHRYSLER-PLYMOUTH		<b>No of Containers:</b> 2		
<b>Owner Street:</b>		2965 EAST COLORADO BOULEVARD		<b>County:</b> LOS ANGELES		
<b>Owner City:</b>		PASADENA		<b>Facility State:</b> CA		
<b>Owner State:</b>		CA		<b>Facility Zip:</b> 91107		
<b>Owner Zip:</b>		91107				
<a href="#">10</a>	7 of 8	ESE	0.09 / 464.41	695.03 / -14	PASADENA CHRYSLER PLYMOUTH,INC 2965 E. COLORADO BLVD. PASADENA CA 91107	AST SWRCB
<b>Total Gals:</b>		1645				
<b>Owner Name:</b>		PASADENA CHRYSLER PLYMOUTH,INC				
<b>Data Source:</b>		SWRCB Aboveground Storage Tanks Listing 2005;SWRCB Aboveground Storage Tanks Listing 2007;SWRCB Aboveground Storage Tanks Listing 2006;SWRCB Aboveground Storage Tanks Listing 2003				
<a href="#">10</a>	8 of 8	ESE	0.09 / 464.41	695.03 / -14	RUSNAK CHRYSLER/JEEP/DODGE 2965 EAST COLORADO BLVD PASADENA CA 91107	AST SWRCB
<b>Total Gals:</b>						
<b>Owner Name:</b>		RUSNAK CHRYSLER/JEEP/DODGE				
<b>Data Source:</b>		SWRCB Aboveground Storage Tanks Listing 2003				
<a href="#">11</a>	1 of 6	ESE	0.09 / 468.76	695.03 / -14	JACK WALL CHEVROLET INC 3003 EAST COLORADO BLVD. PASADENA CA 91107	HHSS
<b>County:</b>						
<b>Tank Details Microfiche:</b>		<a href="http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000270c7.pdf">http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000270c7.pdf</a>				
<a href="#">11</a>	2 of 6	ESE	0.09 / 468.76	695.03 / -14	JACK WALL CHEVROLET 3003 EAST COLORADO BLVD. PASADENA CA 91107	HHSS
<b>County:</b>						
<b>Tank Details Microfiche:</b>		<a href="http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000270c5.pdf">http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000270c5.pdf</a>				
<a href="#">11</a>	3 of 6	ESE	0.09 / 468.76	695.03 / -14	TEAM CHEVROLET, MEALEY SERRA C 3003 E. COLORADO BLVD. PASADENA CA 91101	EMISSIONS
<b>1990 Criteria Data</b>						
<b>Facility ID:</b>		64117		<b>CERR Code:</b>		
<b>Facility SIC Code:</b>		7538		<b>TOGT:</b>		2
<b>CO:</b>		19		<b>ROGT:</b>		1.9042
<b>Air Basin:</b>		SC		<b>COT:</b>		0
<b>District:</b>		SC		<b>NOXT:</b>		0

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>COID:</b> LA <b>DISN:</b> SOUTH COAST AQMD <b>CHAPIS:</b>						
<b>SOXT:</b> <b>PMT:</b> 0 <b>PM10T:</b> 0						
<b>1990 Toxic Data</b>						
<b>Facility ID:</b> 64117 <b>Facility SIC Code:</b> 7538 <b>CO:</b> 19 <b>Air Basin:</b> SC <b>District:</b> SC <b>TS:</b> <b>Health Risk Asmt:</b> <b>Non-Cancer Chronic Haz Ind:</b> <b>Non-Cancer Acute Haz Ind:</b>						
<b>COID:</b> LA <b>DISN:</b> SOUTH COAST AQMD <b>CHAPIS:</b> <b>CERR Code:</b>						
<a href="#">11</a>	4 of 6	ESE	0.09 / 468.76	695.03 / -14	JACK WALL CHEVROLET INC 3003 E. COLORADO BLVD. PASADENA CA 91101	EMISSIONS
<b>1987 Criteria Data</b>						
<b>Facility ID:</b> 12340 <b>Facility SIC Code:</b> 7538 <b>CO:</b> 19 <b>Air Basin:</b> SC <b>District:</b> SC <b>COID:</b> LA <b>DISN:</b> SOUTH COAST AQMD <b>CHAPIS:</b>						
<b>CERR Code:</b> <b>TOGT:</b> 2.1 <b>ROGT:</b> 1.89924 <b>COT:</b> <b>NOXT:</b> <b>SOXT:</b> <b>PMT:</b> 0 <b>PM10T:</b> 0						
<b>1987 Toxic Data</b>						
<b>Facility ID:</b> 12340 <b>Facility SIC Code:</b> 7538 <b>CO:</b> 19 <b>Air Basin:</b> SC <b>District:</b> SC <b>TS:</b> <b>Health Risk Asmt:</b> <b>Non-Cancer Chronic Haz Ind:</b> <b>Non-Cancer Acute Haz Ind:</b>						
<b>COID:</b> LA <b>DISN:</b> SOUTH COAST AQMD <b>CHAPIS:</b> <b>CERR Code:</b>						
<a href="#">11</a>	5 of 6	ESE	0.09 / 468.76	695.03 / -14	JACK WALL CHEVROLET 3003 EAST COLORADO BLVD. PASADENA CA	HIST TANK
<b>Owner Name:</b> JACK WALL CHEVROLET <b>Owner Street:</b> 3003 EAST COLORADO BLVD. <b>Owner City:</b> PASADENA <b>Owner State:</b> CA <b>Owner Zip:</b> 91107						
<b>No of Containers:</b> 3 <b>County:</b> LOS ANGELES <b>Facility State:</b> CA <b>Facility Zip:</b> 91107						
<a href="#">11</a>	6 of 6	ESE	0.09 / 468.76	695.03 / -14	JACK WALL CHEVROLET, INC. 3003 EAST COLORADO BLVD. PASADENA CA	HIST TANK
<b>Owner Name:</b> JACK WALL CHEVROLET, INC. <b>Owner Street:</b> 3003 EAST COLORADO BLVD. <b>Owner City:</b> PASADENA <b>Owner State:</b> CA						
<b>No of Containers:</b> 1 <b>County:</b> LOS ANGELES <b>Facility State:</b> CA <b>Facility Zip:</b> 91107						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Owner Zip: 91107

<a href="#">12</a>	1 of 1	N	0.09 / 488.24	713.14 / 4	PASADENA PAVING CO INC 2932 E WALNUT ST PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0028637  
CERS ID: 0

Inactive Facility Details

PE: 7070  
PE: 1002

<a href="#">13</a>	1 of 1	NNW	0.10 / 515.16	716.53 / 8	RAUL VARELA 2888 E WALNUT ST 3 PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0043672  
CERS ID: 10302487

Inactive Facility Details

PE: 7070

<a href="#">14</a>	1 of 1	NNE	0.10 / 524.01	710.60 / 2	LYTLE ROOFING CO 2948 E WALNUT ST PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0028638  
CERS ID: 0

Inactive Facility Details

PE: 1002

<a href="#">15</a>	1 of 1	NNE	0.10 / 526.71	712.00 / 3	LYTLE ROOFING COMPANY 2947 E WALNUT ST PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0028680  
CERS ID: 0

Inactive Facility Details

PE: 7070  
PE: 7074

<a href="#">16</a>	1 of 2	NW	0.11 / 588.83	717.66 / 9	The Home Depot Store #6037 2881 E WALNUT ST PASADENA CA 91107	CERS HAZ
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Site ID: 571606  
Latitude: 34.148040  
Longitude: -118.090870  
County:

<i>Map Key</i>	<i>Number of Records</i>	<i>Direction</i>	<i>Distance (mi/ft)</i>	<i>Elev/Diff (ft)</i>	<i>Site</i>	<i>DB</i>
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**Regulated Programs**

**El ID:** 10862707 **El Description:** Chemical Storage Facilities

**Affiliations**

**Affil Type Desc:** Document Preparer  
**Entity Name:** ARCADIS U.S., Inc.  
**Entity Title:**  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**  
**Phone:**

**Affil Type Desc:** Operator  
**Entity Name:** The Home Depot U.S.A., Inc.  
**Entity Title:**  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**  
**Phone:** (770) 433-8211

**Affil Type Desc:** Facility Mailing Address  
**Entity Name:** Mailing Address  
**Entity Title:**  
**Address:** 213 Court Street, Suite 700 c/o Compliance Dept.  
**City:** Middletown  
**State:** CT  
**Country:**  
**Zip Code:** 06457  
**Phone:**

**Affil Type Desc:** Environmental Contact  
**Entity Name:** ARCADIS U.S., Inc.  
**Entity Title:**  
**Address:** 213 Court Street, Suite 700 c/o Compliance Dept.  
**City:** Middletown  
**State:** CT  
**Country:**  
**Zip Code:** 06457  
**Phone:**

**Affil Type Desc:** Legal Owner  
**Entity Name:** The Home Depot U.S.A., Inc  
**Entity Title:**  
**Address:** 2455 Paces Ferry Road, C-19  
**City:** Atlanta  
**State:** GA  
**Country:** United States  
**Zip Code:** 30339  
**Phone:** (770) 433-8211

**Affil Type Desc:** Parent Corporation  
**Entity Name:** The Home Depot USA, Inc.  
**Entity Title:**  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**  
**Phone:**

**Affil Type Desc:** CUPA District

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Entity Name:** Los Angeles County Fire  
**Entity Title:**  
**Address:** 5825 Rickenbacker Road  
**City:** Commerce  
**State:** CA  
**Country:**  
**Zip Code:** 90040-3027  
**Phone:** (323) 890-4000

**Affil Type Desc:** Identification Signer  
**Entity Name:** Tim Hsu, Agent for The Home Depot  
**Entity Title:** Regulatory Compliance Specialist  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**  
**Phone:**

<a href="#">16</a>	2 of 2	NW	0.11 / 588.83	717.66 / 9	HOME DEPOT #6037 2881 E. WALNUT ST. PASADENA CA 91107	RCRA SQG
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**EPA Handler ID:** CAR000315663  
**Gen Status Universe:** Small Quantity Generator  
**Contact Name:** ASHLEY CAMPBELL  
**Contact Address:** 9950 , CHEMICAL RD , , PASADENA , TX, 77507 , US  
**Contact Phone No and Ext:** 713-985-5472  
**Contact Email:** ASHLEY.CAMPBELL@HARSCO.COM  
**Contact Country:** US  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:** Private  
**Receive Date:** 20201201  
**Location Latitude:** 34.148093  
**Location Longitude:** -118.090885

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20201201  
**Handler Name:** HOME DEPOT #6037

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Federal Waste Generator Code:</b>		2				
<b>Generator Code Description:</b>		Small Quantity Generator				
<b>Source Type:</b>		Notification				
<b><u>Waste Code Details</u></b>						
<b>Hazardous Waste Code:</b>		122				
<b>Waste Code Description:</b>		Alkaline solution without metals (pH > 12.5)				
<b>Hazardous Waste Code:</b>		213				
<b>Waste Code Description:</b>		Hydrocarbon solvents (benzene, hexane, Stoddard, etc.)				
<b>Hazardous Waste Code:</b>		214				
<b>Waste Code Description:</b>		Unspecified solvent mixture				
<b>Hazardous Waste Code:</b>		221				
<b>Waste Code Description:</b>		Waste oil and mixed oil				
<b>Hazardous Waste Code:</b>		222				
<b>Waste Code Description:</b>		Oil/water separation sludge				
<b>Hazardous Waste Code:</b>		281				
<b>Waste Code Description:</b>		Adhesives				
<b>Hazardous Waste Code:</b>		291				
<b>Waste Code Description:</b>		Latex waste				
<b>Hazardous Waste Code:</b>		D001				
<b>Waste Code Description:</b>		IGNITABLE WASTE				
<b>Hazardous Waste Code:</b>		D002				
<b>Waste Code Description:</b>		CORROSIVE WASTE				
<b>Hazardous Waste Code:</b>		D007				
<b>Waste Code Description:</b>		CHROMIUM				
<b>Hazardous Waste Code:</b>		D009				
<b>Waste Code Description:</b>		MERCURY				
<b>Hazardous Waste Code:</b>		D010				
<b>Waste Code Description:</b>		SELENIUM				
<b>Hazardous Waste Code:</b>		D011				
<b>Waste Code Description:</b>		SILVER				
<b>Hazardous Waste Code:</b>		D016				
<b>Waste Code Description:</b>		2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)				
<b>Hazardous Waste Code:</b>		D018				
<b>Waste Code Description:</b>		BENZENE				
<b>Hazardous Waste Code:</b>		D035				
<b>Waste Code Description:</b>		METHYL ETHYL KETONE				
<b>Hazardous Waste Code:</b>		F003				
<b>Waste Code Description:</b>		THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.				
<b>Hazardous Waste Code:</b>		F005				
<b>Waste Code Description:</b>		THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	2455
<b>Type:</b>	Private	<b>Street 1:</b>	PACES FERRY RD SE
<b>Name:</b>	THE HOME DEPOT	<b>Street 2:</b>	
<b>Date Became Current:</b>	20210311	<b>City:</b>	ATLANTA
<b>Date Ended Current:</b>		<b>State:</b>	GA
<b>Phone:</b>		<b>Country:</b>	US
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	30339

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	2455
<b>Type:</b>	Private	<b>Street 1:</b>	PACES FERRY RD SE
<b>Name:</b>	THE HOME DEPOT	<b>Street 2:</b>	
<b>Date Became Current:</b>	20161206	<b>City:</b>	ATLANTA
<b>Date Ended Current:</b>		<b>State:</b>	GA
<b>Phone:</b>		<b>Country:</b>	US
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	30339

<a href="#">17</a>	1 of 3	WSW	0.11 / 592.62	712.90 / 4	BARKEV'S AUTO 2830 E COLORADO BLVD PASADENA CA 91107	CERS HAZ
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**Site ID:** 97360  
**Latitude:** 34.145800  
**Longitude:** -118.091900  
**County:**

**Regulated Programs**

<b>EI ID:</b>	10307656	<b>EI Description:</b>	Chemical Storage Facilities
<b>EI ID:</b>	10307656	<b>EI Description:</b>	Hazardous Waste Generator

**Violations**

<b>Violation Date:</b>	02/20/2015	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	HMRPP	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)		
<b>Violation Notes:</b>			

Returned to compliance on 04/30/2015.

**Violation Description:**

Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.

**Violations**

<b>Violation Date:</b>	01/04/2018	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	HW	<b>Violation Division:</b>	Los Angeles County Fire Department
<b>Citation:</b>	22 CCR 12 66262.12 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.12		
<b>Violation Notes:</b>			

Returned to compliance on 06/06/2018. OBSERVATION: The generator's EPA ID number is inactive. A hazardous waste generator shall not treat, store, dispose of, transport or offer for transportation, hazardous waste without an active EPA ID number. CAL000307911 is inactive. An application was provided to the owner to submit for reactivation. CORRECTIVE ACTION: Submit documentation to the CUPA demonstrating that you have reactivated the facility's EPA ID number.

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Violation Description:**

Failure to obtain an Identification Number prior to treating, storing, disposing of, transporting or offering for transportation any hazardous waste.

**Violations**

**Violation Date:** 02/20/2015  
**Violation Program:** HMRRP  
**Citation:** HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)  
**Violation Notes:**

**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department

Returned to compliance on 04/30/2015.

**Violation Description:**

Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.

**Violations**

**Violation Date:** 02/24/2021  
**Violation Program:** HW  
**Citation:** 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)  
**Violation Notes:**

**Violation Source:** CERS  
**Violation Division:** Los Angeles County Fire Department

OBSERVATION: Uniform Hazardous Waste Manifests for used oil were not available at the time of inspection. CORRECTIVE ACTION: Locate a copy of all manifests for used oil and submit copies to the CUPA.

**Violation Description:**

Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.

**Violations**

**Violation Date:** 02/20/2015  
**Violation Program:** HMRRP  
**Citation:** 19 CCR 6.95 25508(a)(1) - California Code of Regulations, Title 19, Chapter 6.95, Section(s) 25508(a)(1)  
**Violation Notes:**

**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department

Returned to compliance on 04/30/2015.

**Violation Description:**

Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page.

**Violations**

**Violation Date:** 02/20/2015  
**Violation Program:** HMRRP  
**Citation:** HSC 6.95 25508.1(a)-(e) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(e)  
**Violation Notes:**

**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department

Returned to compliance on 04/30/2015.

**Violation Description:**

Failure to electronically update business plan within 30 days of any one of the following events:  
A 100 percent or more increase in the quantity of a previously disclosed material.  
Any handling of a previously undisclosed hazardous materials at or above reportable quantities.  
A change of business address, business ownership, or business name.



<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Violations**

**Violation Date:** 01/04/2018 **Violation Source:** CERS  
**Violation Program:** HW **Violation Division:** Los Angeles County Fire Department  
**Citation:** 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)  
**Violation Notes:**

Returned to compliance on 06/06/2018. OBSERVATION: Uniform Hazardous Waste Manifests for used oil were not available at the time of inspection. CORRECTIVE ACTION: Locate a copy of all manifests for used oil and submit copies to the CUPA.

**Violation Description:**

Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.

**Violations**

**Violation Date:** 02/20/2015 **Violation Source:** CERS  
**Violation Program:** HMRRP **Violation Division:** Pasadena Fire Department  
**Citation:** HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2  
**Violation Notes:**

Returned to compliance on 04/30/2015.

**Violation Description:**

Failure to annually review and electronically certify that the business plan is complete, accurate, and up-to-date.

**Violations**

**Violation Date:** 02/20/2015 **Violation Source:** CERS  
**Violation Program:** HMRRP **Violation Division:** Pasadena Fire Department  
**Citation:** HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)  
**Violation Notes:**

Returned to compliance on 04/30/2015.

**Violation Description:**

Failure to establish and electronically submit an adequate training program in safety procedures in the event of a release or threatened release of a hazardous material.

**Violations**

**Violation Date:** 02/20/2015 **Violation Source:** CERS  
**Violation Program:** HMRRP **Violation Division:** Pasadena Fire Department  
**Citation:** HSC 6.95 25508(d) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(d)  
**Violation Notes:**

Returned to compliance on 04/30/2015.

**Violation Description:**

Failure to complete and/or electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.

**Violations**

**Violation Date:** 02/20/2015 **Violation Source:** CERS

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Violation Program:** HMRRP **Violation Division:** Pasadena Fire Department  
**Citation:** HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)  
**Violation Notes:**

Returned to compliance on 04/30/2015.

**Violation Description:**

Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.

**Violations**

**Violation Date:** 02/20/2015 **Violation Source:** CERS  
**Violation Program:** HMRRP **Violation Division:** Pasadena Fire Department  
**Citation:** HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)  
**Violation Notes:**

Returned to compliance on 03/30/2015.

**Violation Description:**

Failure to complete and electronically submit a site map with all required content.

**Evaluations**

**Eval Date:** 02/24/2021  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

Vicken Khanpanian, Manager; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 01/27/2015  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

Manouk Kapshanian; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 01/04/2018  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

Vicken Kapshanian, Co-Owner; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 02/20/2015  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Eval Division:</b>		Pasadena Fire Department				
<b>Eval Program:</b>		HMRRP				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		06/06/2018				
<b>Violations Found:</b>		No				
<b>Eval General Type:</b>		Other/Unknown				
<b>Eval Type:</b>		Other, not routine, done by local agency				
<b>Eval Division:</b>		Los Angeles County Fire Department				
<b>Eval Program:</b>		HW				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b><u>Affiliations</u></b>						
<b>Affil Type Desc:</b>		Operator				
<b>Entity Name:</b>		Vicken Kapshanian				
<b>Entity Title:</b>						
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>		(626) 354-6564				
<b>Affil Type Desc:</b>		Parent Corporation				
<b>Entity Name:</b>		BARKEV'S AUTO				
<b>Entity Title:</b>						
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>						
<b>Affil Type Desc:</b>		Environmental Contact				
<b>Entity Name:</b>		Vicken Kapshanian				
<b>Entity Title:</b>						
<b>Address:</b>		2830 E COLORADO BLVD				
<b>City:</b>		PASADENA				
<b>State:</b>		CA				
<b>Country:</b>						
<b>Zip Code:</b>		91107				
<b>Phone:</b>						
<b>Affil Type Desc:</b>		CUPA District				
<b>Entity Name:</b>		Los Angeles County Fire				
<b>Entity Title:</b>						
<b>Address:</b>		5825 Rickenbacker Road				
<b>City:</b>		Commerce				
<b>State:</b>		CA				
<b>Country:</b>						
<b>Zip Code:</b>		90040-3027				
<b>Phone:</b>		(323) 890-4000				
<b>Affil Type Desc:</b>		Legal Owner				
<b>Entity Name:</b>		Barkevs auto center inc				
<b>Entity Title:</b>						
<b>Address:</b>		2830 E COLORADO BLVD				
<b>City:</b>		PASADENA				
<b>State:</b>		CA				
<b>Country:</b>		United States				
<b>Zip Code:</b>		91107				
<b>Phone:</b>		(626) 793-1207				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Affil Type Desc:</b>		Facility Mailing Address				
<b>Entity Name:</b>		Mailing Address				
<b>Entity Title:</b>						
<b>Address:</b>		2830 E COLORADO BLVD				
<b>City:</b>		PASADENA				
<b>State:</b>		CA				
<b>Country:</b>						
<b>Zip Code:</b>		91107				
<b>Phone:</b>						
<b><u>Coordinates</u></b>						
<b>Env Int Type Code:</b>		HWG		<b>Longitude:</b>	-118.091957	
<b>Program ID:</b>		10307656		<b>Coord Name:</b>		
<b>Latitude:</b>		34.145855		<b>Ref Point Type Desc:</b>	Unknown	

<a href="#">17</a>	2 of 3	WSW	0.11 / 592.62	712.90 / 4	BARKEV'S AUTO CENTER INC 2830 E COLORADO BLVD PASADENA CA 91107-4370	RCRA NON GEN
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**EPA Handler ID:** CAL000307911  
**Gen Status Universe:** No Report  
**Contact Name:** VICKEN KAPSHANIAN  
**Contact Address:** 2830 E COLORADO BLVD , , PASADENA , CA, 91107-4370 ,  
**Contact Phone No and Ext:** 626-793-1207  
**Contact Email:** VICKENKUP@HOTMAIL.COM  
**Contact Country:**  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:**  
**Receive Date:** 20060614  
**Location Latitude:** 34.145847  
**Location Longitude:** -118.091952

#### Violation/Evaluation Summary

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

#### Handler Summary

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

#### Hazardous Waste Handler Details

**Sequence No:** 1  
**Receive Date:** 20060614  
**Handler Name:** BARKEV'S AUTO CENTER INC  
**Source Type:** Implementer

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Federal Waste Generator Code: N  
 Generator Code Description: Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Other	<b>Street 1:</b>	2830 E COLORADO BLVD
<b>Name:</b>	BARKEV'S AUTO CENTER INC	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	PASADENA
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>	626-793-1207	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	91107-4370

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Other	<b>Street 1:</b>	2830 E COLORADO BLVD
<b>Name:</b>	VICKEN KAPSHANIAN	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	PASADENA
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>	626-793-1207	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	91107-4370

<a href="#">17</a>	3 of 3	WSW	0.11 / 592.62	712.90 / 4	BARKEV'S AUTO 2830 E COLORADO BLVD PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0007936  
 CERS ID: 10307656

**Active Facility Details**

PE: 7070  
 PE: 1000

**Inactive Facility Details**

PE: 7070

<a href="#">18</a>	1 of 4	NW	0.12 / 623.23	718.91 / 10	ADVANCED TECH CO, ADV MAT JNG 2858 E WALNUT ST PASADENA CA 91107	EMISSIONS
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**1987 Criteria Data**

<b>Facility ID:</b>	10363	<b>CERR Code:</b>	
<b>Facility SIC Code:</b>	3443	<b>TOGT:</b>	.7
<b>CO:</b>	19	<b>ROGT:</b>	0
<b>Air Basin:</b>	SC	<b>COT:</b>	
<b>District:</b>	SC	<b>NOXT:</b>	
<b>COID:</b>	LA	<b>SOXT:</b>	
<b>DISN:</b>	SOUTH COAST AQMD	<b>PMT:</b>	
<b>CHAPIS:</b>		<b>PM10T:</b>	

**1987 Toxic Data**

<b>Facility ID:</b>	10363	<b>COID:</b>	LA
<b>Facility SIC Code:</b>	3443	<b>DISN:</b>	SOUTH COAST AQMD
<b>CO:</b>	19	<b>CHAPIS:</b>	
<b>Air Basin:</b>	SC	<b>CERR Code:</b>	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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District: SC  
 TS:  
 Health Risk Asmt:  
 Non-Cancer Chronic Haz Ind:  
 Non-Cancer Acute Haz Ind:

**1990 Criteria Data**

Facility ID:	10363	CERR Code:	
Facility SIC Code:	7692	TOGT:	.7
CO:	19	ROGT:	0
Air Basin:	SC	COT:	
District:	SC	NOXT:	
COID:	LA	SOXT:	
DISN:	SOUTH COAST AQMD	PMT:	
CHAPIS:		PM10T:	

**1990 Toxic Data**

Facility ID:	10363	COID:	LA
Facility SIC Code:	7692	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

<a href="#">18</a>	2 of 4	NW	0.12 / 623.23	718.91 / 10	ADVANCED TECHNOLOGY CO 2858 E WALNUT ST PASADENA CA 91107	CERS HAZ
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Site ID: 384243  
 Latitude: 34.147720  
 Longitude: -118.091370  
 County:

**Regulated Programs**

EI ID:	876191	EI Description:	Industrial Facility Storm Water
EI ID:	10306723	EI Description:	Chemical Storage Facilities
EI ID:	10306723	EI Description:	Hazardous Waste Generator

**Violations**

Violation Date:	07/03/2019	Violation Source:	CERS
Violation Program:	HW	Violation Division:	Los Angeles County Fire Department
Citation:	22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)		
Violation Notes:			

Returned to compliance on 11/15/2019.

**Violation Description:**

Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.

**Violations**

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Violation Date:** 09/16/2019 **Violation Source:** CERS  
**Violation Program:** HMRRP **Violation Division:** Pasadena Fire Department  
**Citation:** HSC 6.95 25508.1(a)-(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(f)  
**Violation Notes:**

Returned to compliance on 02/18/2020.

**Violation Description:**

Failure to electronically update business plan within 30 days of any one of the following events:  
 A 100 percent or more increase in the quantity of a previously disclosed material.  
 Any handling of a previously undisclosed hazardous materials at or above reportable quantities.  
 A change of business address, business ownership, or business name.  
 A substantial change in the handler's operations that requires modification to any portion of the business plan.

**Violations**

**Violation Date:** 10/02/2020 **Violation Source:** SMARTS  
**Violation Program:** INDSTW **Violation Division:** Water Boards  
**Citation:** 2014-0057-DWQ - Industrial General Permit  
**Violation Notes:**

Failure to re-certify the NEC by 2020-21 fiscal year

**Violation Description:**

SW - Failure to meet NEC criteria

**Violations**

**Violation Date:** 07/03/2019 **Violation Source:** CERS  
**Violation Program:** HW **Violation Division:** Los Angeles County Fire Department  
**Citation:** 22 CCR 12 66262.11 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.11  
**Violation Notes:**

Returned to compliance on 09/06/2019.

**Violation Description:**

Failure to determine if wastes generated are hazardous waste by using generator knowledge or applying testing method.

**Violations**

**Violation Date:** 07/03/2019 **Violation Source:** CERS  
**Violation Program:** HW **Violation Division:** Los Angeles County Fire Department  
**Citation:** 22 CCR 12 66262.12 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.12  
**Violation Notes:**

Returned to compliance on 11/15/2019.

**Violation Description:**

Failure to obtain an Identification Number prior to treating, storing, disposing of, transporting or offering for transportation any hazardous waste.

**Violations**

**Violation Date:** 04/17/2014 **Violation Source:** CERS  
**Violation Program:** HMRRP **Violation Division:** Pasadena Fire Department  
**Citation:** HSC 6.95 25505(c) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(c)  
**Violation Notes:**

Returned to compliance on 05/12/2014.

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Violation Description:**

Failure to review, revise, and recertify the business plan at least once every three years.

**Violations**

**Violation Date:** 04/17/2014  
**Violation Program:** HMRRP  
**Citation:** 19 CCR 4 2729.5 - California Code of Regulations, Title 19, Chapter 4, Section(s) 2729.5  
**Violation Notes:**

Returned to compliance on 05/12/2015.

**Violation Description:**

Failure to submit inventory reports (Activities, Owner/Operator, Hazardous Materials Descriptions and Map pages, if required. Documentation must be resubmitted (for facilities which exceed EPCRA thresholds) or re-certified (for facilities which do not exceed EPCRA thresholds) by March 1.

**Violations**

**Violation Date:** 12/05/2016  
**Violation Program:** HW  
**Citation:** 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)  
**Violation Notes:**

Returned to compliance on 01/26/2017. OBSERVATION: Generator failed to properly handle, manage and label 2 x 55 gallon drums of solid HW contaminated with acid HW CORRECTIVE ACTION: Owner/Operator shall immediately comply with the Title 22 regulations with regards to the proper handling, management, labeling and recycling of used oil and fuel filters. Verify compliance with the CUPA within 30 days].

**Violation Description:**

Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.

**Violations**

**Violation Date:** 07/03/2019  
**Violation Program:** HW  
**Citation:** Un-Specified  
**Violation Notes:**

Returned to compliance on 07/03/2019.

**Violation Description:**

Hazardous Waste Generator Program - Administration/Documentation - General Local Ordinance

**Enforcements**

**Enf Action Date:** 10/26/2020  
**Enf Action Type:** Notice of Violation  
**Enf Action Division:** Water Boards  
**Enf Action Description:** Notice of Violation  
**Enf Action Notes:**

Failure to re-certify the NEC by 2020-21 fiscal year

**Evaluations**



<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Eval Date:** 01/23/2017  
**Violations Found:** No  
**Eval General Type:** Other/Unknown  
**Eval Type:** Other, not routine, done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/03/2019  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

Gilbert Figueroa, Facilities Manager; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 04/17/2014  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

Submit a HMBP with Chemical Inventory onto CERS; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 11/18/2013  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 12/05/2016  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

Gilbert Figueroa; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 11/18/2013  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

Inspected by Z. Songco Consent given by Gilbert Figueroa; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 09/16/2019  
**Violations Found:** Yes

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Eval General Type:</b>					Compliance Evaluation Inspection	
<b>Eval Type:</b>					Routine done by local agency	
<b>Eval Division:</b>					Pasadena Fire Department	
<b>Eval Program:</b>					HMRRP	
<b>Eval Source:</b>					CERS	
<b>Eval Notes:</b>						

**Affiliations**

**Affil Type Desc:** Facility Mailing Address  
**Entity Name:** Mailing Address  
**Entity Title:**  
**Address:** 2858 E WALNUT ST  
**City:** PASADENA  
**State:** CA  
**Country:**  
**Zip Code:** 91107  
**Phone:**

**Affil Type Desc:** Identification Signer  
**Entity Name:** Gilbert Figueroa  
**Entity Title:**  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**  
**Phone:**

**Affil Type Desc:** Owner/Operator  
**Entity Name:** Advanced Technology Company  
**Entity Title:** Operator  
**Address:** 2858 E WALNUT ST  
**City:** PASADENA  
**State:** CA  
**Country:**  
**Zip Code:** 91107  
**Phone:**

**Affil Type Desc:** Parent Corporation  
**Entity Name:** ADVANCED TECHNOLOGY CO  
**Entity Title:**  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**  
**Phone:**

**Affil Type Desc:** CUPA District  
**Entity Name:** Los Angeles County Fire  
**Entity Title:**  
**Address:** 5825 Rickenbacker Road  
**City:** Commerce  
**State:** CA  
**Country:**  
**Zip Code:** 90040-3027  
**Phone:** (323) 890-4000

**Affil Type Desc:** Operator  
**Entity Name:** Gilbert Figueroa  
**Entity Title:**  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Phone:</b>		(626) 449-2696				
<b>Affil Type Desc:</b>		Document Preparer				
<b>Entity Name:</b>		Charles W Berry				
<b>Entity Title:</b>						
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>						
<b>Affil Type Desc:</b>		Property Owner				
<b>Entity Name:</b>		Advanced Materials Joining Corp.				
<b>Entity Title:</b>						
<b>Address:</b>		2858 E WALNUT ST				
<b>City:</b>		PASADENA				
<b>State:</b>		CA				
<b>Country:</b>		United States				
<b>Zip Code:</b>		91107				
<b>Phone:</b>		(626) 449-2696				
<b>Affil Type Desc:</b>		Environmental Contact				
<b>Entity Name:</b>		Charles Berry				
<b>Entity Title:</b>						
<b>Address:</b>		1051 Site Drive, Ste. 56				
<b>City:</b>		Brea				
<b>State:</b>		CA				
<b>Country:</b>						
<b>Zip Code:</b>		92821				
<b>Phone:</b>						
<b>Affil Type Desc:</b>		Legal Owner				
<b>Entity Name:</b>		Advanced Materials Joining Corp.				
<b>Entity Title:</b>						
<b>Address:</b>		2858 E WALNUT ST				
<b>City:</b>		PASADENA				
<b>State:</b>		CA				
<b>Country:</b>		United States				
<b>Zip Code:</b>		91107				
<b>Phone:</b>		(626) 449-2696				
<b><u>Coordinates</u></b>						
<b>Env Int Type Code:</b>		HMBP		<b>Longitude:</b>		-118.091520
<b>Program ID:</b>		10306723		<b>Coord Name:</b>		
<b>Latitude:</b>		34.147980		<b>Ref Point Type Desc:</b>		Center of a facility or station.

<b>18</b>	<b>3 of 4</b>	<b>NW</b>	<b>0.12 / 623.23</b>	<b>718.91 / 10</b>	<b>ADVANCED TECHNOLOGY COMPANY 2858 E WALNUT ST PASADENA CA 91107</b>	<b>CUPA LA COUNTY</b>
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**Facility ID:** FA0028636  
**CERS ID:** 10306723

**Active Facility Details**

**PE:** 1003  
**PE:** 7070

**Inactive Facility Details**

**PE:** 7070

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">18</a>	4 of 4	NW	0.12 / 623.23	718.91 / 10	ADVANCED TECHNOLOGY CO, INC 2858 E WALNUT ST PASADENA CA 91107	RCRA SQG

**EPA Handler ID:** CAD981367865  
**Gen Status Universe:** Small Quantity Generator  
**Contact Name:** ENVIRONMENTAL MANAGER  
**Contact Address:** 2858 E WALNUT ST , , PASADENA , CA, 91107 , US  
**Contact Phone No and Ext:** 818-449-2696  
**Contact Email:**  
**Contact Country:** US  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:** Other  
**Receive Date:** 19860123  
**Location Latitude:** 34.147512  
**Location Longitude:** -118.091372

#### Violation/Evaluation Summary

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

#### Handler Summary

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

#### Hazardous Waste Handler Details

**Sequence No:** 1  
**Receive Date:** 19860123  
**Handler Name:** ADVANCED TECHNOLOGY CO, INC  
**Federal Waste Generator Code:** 2  
**Generator Code Description:** Small Quantity Generator  
**Source Type:** Notification

#### Owner/Operator Details

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	NOT REQUIRED
<b>Name:</b>	NOT REQUIRED	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	NOT REQUIRED
<b>Date Ended Current:</b>		<b>State:</b>	ME
<b>Phone:</b>	415-555-1212	<b>Country:</b>	
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	99999
<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Type:	Private				Street 1:	NOT REQUIRED
Name:	JEAN L DESILVESTRI				Street 2:	
Date Became Current:					City:	NOT REQUIRED
Date Ended Current:					State:	ME
Phone:	415-555-1212				Country:	
Source Type:	Notification				Zip Code:	99999

[19](#) 1 of 3 NW 0.13 / 698.02 721.73 / 13 ASTRONIC COMPANY 2836 E WALNUT ST PASADENA CA 91107 CUPA LA COUNTY

Facility ID: FA0028635  
CERS ID: 10307536

Active Facility Details

PE: 1002  
PE: 7070

Inactive Facility Details

PE: 7070

[19](#) 2 of 3 NW 0.13 / 698.02 721.73 / 13 SABRIN CORPORATION 2836 E WALNUT ST PASADENA CA 91107-3755 RCRA NON GEN

EPA Handler ID: CAC003057472  
Gen Status Universe: No Report  
Contact Name: ALMA MACIAS  
Contact Address: 2836 E WALNUT ST , , PASADENA , CA, 91107-3755 ,  
Contact Phone No and Ext: 626-792-3813  
Contact Email: ALMA@SABRIN.COM  
Contact Country:  
County Name: LOS ANGELES  
EPA Region: 09  
Land Type:  
Receive Date: 20200225  
Location Latitude:  
Location Longitude:

Violation/Evaluation Summary

Note: NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No  
Mixed Waste Generator: No  
Transporter Activity: No  
Transfer Facility: No  
Onsite Burner Exemption: No  
Furnace Exemption: No  
Underground Injection Activity: No  
Commercial TSD: No  
Used Oil Transporter: No  
Used Oil Transfer Facility: No  
Used Oil Processor: No  
Used Oil Refiner: No  
Used Oil Burner: No  
Used Oil Market Burner: No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Used Oil Spec Marketer: No

**Hazardous Waste Handler Details**

Sequence No: 1  
 Receive Date: 20200225  
 Handler Name: SABRIN CORPORATION  
 Source Type: Implementer  
 Federal Waste Generator Code: N  
 Generator Code Description: Not a Generator, Verified

**Owner/Operator Details**

Owner/Operator Ind:	Current Operator	Street No:	
Type:	Other	Street 1:	2836 E WALNUT ST
Name:	ALMA MACIAS	Street 2:	
Date Became Current:		City:	PASADENA
Date Ended Current:		State:	CA
Phone:	626-792-3813	Country:	
Source Type:	Implementer	Zip Code:	91107-3755

Owner/Operator Ind:	Current Owner	Street No:	
Type:	Other	Street 1:	2836 E WALNUT ST
Name:	SABRIN CORPORATION	Street 2:	
Date Became Current:		City:	PASADENA
Date Ended Current:		State:	CA
Phone:	626-792-3813	Country:	
Source Type:	Implementer	Zip Code:	91107-3755

<a href="#">19</a>	3 of 3	NW	0.13 / 698.02	721.73 / 13	SABRIN CORP DBA ASTRONIC CO 2836 E WALNUT ST PASADENA CA 91107	RCRA NON GEN
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EPA Handler ID: CAL000453070  
 Gen Status Universe: No Report  
 Contact Name: ALMA MACIAS HERNANDEZ  
 Contact Address: 2836 E WALNUT ST , , PASADENA , CA, 91107 ,  
 Contact Phone No and Ext: 626-792-3813  
 Contact Email: ALMA@SABRIN.COM  
 Contact Country:  
 County Name: LOS ANGELES  
 EPA Region: 09  
 Land Type:  
 Receive Date: 20200226  
 Location Latitude:  
 Location Longitude:

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

Importer Activity: No  
 Mixed Waste Generator: No  
 Transporter Activity: No  
 Transfer Facility: No  
 Onsite Burner Exemption: No  
 Furnace Exemption: No  
 Underground Injection Activity: No  
 Commercial TSD: No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Used Oil Transporter:		No				
Used Oil Transfer Facility:		No				
Used Oil Processor:		No				
Used Oil Refiner:		No				
Used Oil Burner:		No				
Used Oil Market Burner:		No				
Used Oil Spec Marketer:		No				

**Hazardous Waste Handler Details**

Sequence No: 1  
 Receive Date: 20200226  
 Handler Name: SABRIN CORP DBA ASTRONIC CO  
 Source Type: Implementer  
 Federal Waste Generator Code: N  
 Generator Code Description: Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Other	<b>Street 1:</b>	2836 E WALNUT ST
<b>Name:</b>	ALMA MACIAS HERNANDEZ	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	PASADENA
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>	626-792-3813	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	91107

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Other	<b>Street 1:</b>	2836 E WALNUT ST
<b>Name:</b>	SABRIN CORP	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	PASADENA
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>	626-792-3813	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	91107

<a href="#">20</a>	1 of 3	<b>NNW</b>	<b>0.15 / 803.61</b>	<b>721.39 / 12</b>	<b>THE HOME DEPOT U.S.A. INC. 2875 SIERRA GRANDE STREET PASADENA CA 91107</b>	<b>RCRA NON GEN</b>
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EPA Handler ID: CAC003032458  
 Gen Status Universe: No Report  
 Contact Name: BOB BURNSIDE  
 Contact Address: 2455 PACES FERRY RD. NW , , ATLANTA , GA, 30339 ,  
 Contact Phone No and Ext: 714-749-6993  
 Contact Email: BOB\_BURNSIDE@HOMEDEPOT.COM  
 Contact Country:  
 County Name: LOS ANGELES  
 EPA Region: 09  
 Land Type:  
 Receive Date: 20190905  
 Location Latitude:  
 Location Longitude:

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

Importer Activity: No  
 Mixed Waste Generator: No  
 Transporter Activity: No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Transfer Facility:</b>		No				
<b>Onsite Burner Exemption:</b>		No				
<b>Furnace Exemption:</b>		No				
<b>Underground Injection Activity:</b>		No				
<b>Commercial TSD:</b>		No				
<b>Used Oil Transporter:</b>		No				
<b>Used Oil Transfer Facility:</b>		No				
<b>Used Oil Processor:</b>		No				
<b>Used Oil Refiner:</b>		No				
<b>Used Oil Burner:</b>		No				
<b>Used Oil Market Burner:</b>		No				
<b>Used Oil Spec Marketer:</b>		No				

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20190905  
**Handler Name:** THE HOME DEPOT U.S.A. INC.  
**Source Type:** Implementer  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Other	<b>Street 1:</b>	2455 PACES FERRY RD. NW
<b>Name:</b>	BOB BURNSIDE	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	ATLANTA
<b>Date Ended Current:</b>		<b>State:</b>	GA
<b>Phone:</b>	714-749-6993	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	30339

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Other	<b>Street 1:</b>	2455 PACES FERRY RD. NW
<b>Name:</b>	THE HOME DEPOT U.S.A. INC.	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	ATLANTA
<b>Date Ended Current:</b>		<b>State:</b>	GA
<b>Phone:</b>	714-749-6993	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	30339

<a href="#">20</a>	2 of 3	<b>NNW</b>	<b>0.15 / 803.61</b>	<b>721.39 / 12</b>	<b>THE HOME DEPOT U.S.A. INC. 2875 SIERRA GRANDE STREET PASADENA CA 91107</b>	<b>RCRA NON GEN</b>
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**EPA Handler ID:** CAC003045700  
**Gen Status Universe:** No Report  
**Contact Name:** BOB BURNSIDE  
**Contact Address:** 2455 PACES FERRY RD. NW , , ATLANTA , GA, 30339 ,  
**Contact Phone No and Ext:** 714-749-6993  
**Contact Email:** BOB\_BURNSIDE@HOMEDEPOT.COM  
**Contact Country:**  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:**  
**Receive Date:** 20191204  
**Location Latitude:**  
**Location Longitude:**

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).



Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20191204  
**Handler Name:** THE HOME DEPOT U.S.A. INC.  
**Source Type:** Implementer  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Operator	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 2455 PACES FERRY RD. NW
<b>Name:</b> BOB BURNSIDE	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> ATLANTA
<b>Date Ended Current:</b>	<b>State:</b> GA
<b>Phone:</b> 714-749-6993	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 30339

<b>Owner/Operator Ind:</b> Current Owner	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 2455 PACES FERRY RD. NW
<b>Name:</b> THE HOME DEPOT U.S.A. INC.	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> ATLANTA
<b>Date Ended Current:</b>	<b>State:</b> GA
<b>Phone:</b> 714-749-6993	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 30339

<a href="#">20</a>	3 of 3	<b>NNW</b>	<b>0.15 / 803.61</b>	<b>721.39 / 12</b>	<b>THE HOME DEPOT U.S.A. INC. 2875 SIERRA GRANDE STREET PASADENA CA 91107</b>	<b>RCRA NON GEN</b>
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**EPA Handler ID:** CAC003080115  
**Gen Status Universe:** No Report  
**Contact Name:** BOB BURNSIDE  
**Contact Address:** 2455 PACES FERRY RD. NW , , ATLANTA , GA, 30339 ,  
**Contact Phone No and Ext:** 714-749-6993  
**Contact Email:** BOB\_BURNSIDE@HOMEDEPOT.COM  
**Contact Country:**  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:**  
**Receive Date:** 20200820  
**Location Latitude:**  
**Location Longitude:**

**Violation/Evaluation Summary**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20200820  
**Handler Name:** THE HOME DEPOT U.S.A. INC.  
**Source Type:** Implementer  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Owner	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 2455 PACES FERRY RD. NW
<b>Name:</b> THE HOME DEPOT U.S.A. INC.	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> ATLANTA
<b>Date Ended Current:</b>	<b>State:</b> GA
<b>Phone:</b> 714-749-6993	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 30339

<b>Owner/Operator Ind:</b> Current Operator	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 2455 PACES FERRY RD. NW
<b>Name:</b> BOB BURNSIDE	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> ATLANTA
<b>Date Ended Current:</b>	<b>State:</b> GA
<b>Phone:</b> 714-749-6993	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 30339

<a href="#">21</a>	1 of 6	E	0.15 / 814.25	694.91 / -14	3003 E COLORADO BLVD PASADENA CA 91107	AST
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**Total Capacity(Gal):** 3701  
**CUPA:** Los Angeles County  
**Owner Name:** TEAM CHEVROLET  
**County:** Los Angeles

<a href="#">21</a>	2 of 6	E	0.15 / 814.25	694.91 / -14	3003 E COLORADO BLVD PASADENA CA 91107	HMS LA
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**Site No:** 011955  
**Area:** 3J

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Detail Info**

<b>Permit No:</b>	00003630T	<b>Permit Status Code:</b>	REM
<b>Permit Cat Desc:</b>	Underground Storage Tank	<b>Permit Category:</b>	T
<b>Status Code:</b>	REM	<b>File No:</b>	012032
<b>Status Desc:</b>	Equipment Removed	<b>File Name:</b>	JACK WALL CHEVROLET
<b>Permit Status Desc:</b>	Equipment Removed		
<b>Permit Type:</b>	0		
<b>Permit Type Desc:</b>	Underground Storage Tank Operating Permit		

<a href="#">21</a>	3 of 6	E	0.15 / 814.25	694.91 / -14	MEALEY-SERRA CHEVROLET INC,TEAM CHEV 3003 E COLORADO BLVD PASADENA CA 91107	EMISSIONS
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**2005 Criteria Data**

<b>Facility ID:</b>	64117	<b>CERR Code:</b>	
<b>Facility SIC Code:</b>	7538	<b>TOGT:</b>	.6528277014979307412203052482168296069797
<b>CO:</b>	19	<b>ROGT:</b>	.644
<b>Air Basin:</b>	SC	<b>COT:</b>	.006
<b>District:</b>	SC	<b>NOXT:</b>	.02
<b>COID:</b>	LA	<b>SOXT:</b>	0
<b>DISN:</b>	SOUTH COAST AQMD	<b>PMT:</b>	.001
<b>CHAPIS:</b>		<b>PM10T:</b>	.001

**2005 Toxic Data**

<b>Facility ID:</b>	64117	<b>COID:</b>	LA
<b>Facility SIC Code:</b>	7538	<b>DISN:</b>	SOUTH COAST AQMD
<b>CO:</b>	19	<b>CHAPIS:</b>	
<b>Air Basin:</b>	SC	<b>CERR Code:</b>	
<b>District:</b>	SC		
<b>TS:</b>			
<b>Health Risk Asmt:</b>			
<b>Non-Cancer Chronic Haz Ind:</b>			
<b>Non-Cancer Acute Haz Ind:</b>			

<a href="#">21</a>	4 of 6	E	0.15 / 814.25	694.91 / -14	MEALEY-SERRA CHEVROLET INC,TEA 3003 E COLORADO BLVD PASADENA CA 91107	EMISSIONS
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**1993 Criteria Data**

<b>Facility ID:</b>	64117	<b>CERR Code:</b>	
<b>Facility SIC Code:</b>	7538	<b>TOGT:</b>	5.2
<b>CO:</b>	19	<b>ROGT:</b>	4.35184
<b>Air Basin:</b>	SC	<b>COT:</b>	
<b>District:</b>	SC	<b>NOXT:</b>	
<b>COID:</b>	LA	<b>SOXT:</b>	
<b>DISN:</b>	SOUTH COAST AQMD	<b>PMT:</b>	
<b>CHAPIS:</b>		<b>PM10T:</b>	

**1993 Toxic Data**

<b>Facility ID:</b>	64117	<b>COID:</b>	LA
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Facility SIC Code:	7538			DISN:	SOUTH COAST AQMD	
CO:	19			CHAPIS:		
Air Basin:	SC			CERR Code:		
District:	SC					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

1995 Criteria Data

Facility ID:	64117			CERR Code:		
Facility SIC Code:	7538			TOGT:	5.2	
CO:	19			ROGT:	4.35184	
Air Basin:	SC			COT:		
District:	SC			NOXT:		
COID:	LA			SOXT:		
DISN:	SOUTH COAST AQMD			PMT:		
CHAPIS:				PM10T:		

1995 Toxic Data

Facility ID:	64117			COID:	LA	
Facility SIC Code:	7538			DISN:	SOUTH COAST AQMD	
CO:	19			CHAPIS:		
Air Basin:	SC			CERR Code:		
District:	SC					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

1996 Criteria Data

Facility ID:	64117			CERR Code:		
Facility SIC Code:	7538			TOGT:	2.4	
CO:	19			ROGT:	2.0339	
Air Basin:	SC			COT:	0	
District:	SC			NOXT:	0	
COID:	LA			SOXT:		
DISN:	SOUTH COAST AQMD			PMT:		
CHAPIS:				PM10T:		

1996 Toxic Data

Facility ID:	64117			COID:	LA	
Facility SIC Code:	7538			DISN:	SOUTH COAST AQMD	
CO:	19			CHAPIS:		
Air Basin:	SC			CERR Code:		
District:	SC					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

1998 Toxic Data

Facility ID:	64117			COID:	LA	
Facility SIC Code:	7538			DISN:	SOUTH COAST AQMD	
CO:	19			CHAPIS:		
Air Basin:	SC			CERR Code:		
District:	SC					
TS:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Health Risk Asmt:  
 Non-Cancer Chronic Haz Ind:  
 Non-Cancer Acute Haz Ind:

1999 Toxic Data

Facility ID:	64117	COID:	LA
Facility SIC Code:	7538	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			

Health Risk Asmt:  
 Non-Cancer Chronic Haz Ind:  
 Non-Cancer Acute Haz Ind:

2000 Toxic Data

Facility ID:	64117	COID:	LA
Facility SIC Code:	7538	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			

Health Risk Asmt:  
 Non-Cancer Chronic Haz Ind:  
 Non-Cancer Acute Haz Ind:

2001 Toxic Data

Facility ID:	64117	COID:	LA
Facility SIC Code:	7538	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			

Health Risk Asmt:  
 Non-Cancer Chronic Haz Ind:  
 Non-Cancer Acute Haz Ind:

<a href="#">21</a>	5 of 6	E	0.15 / 814.25	694.91 / -14	<b>GANAHL LUMBER COMPANY</b> 3003 E COLORADO BLVD PASADENA CA 91107	<b>CUPA</b> <b>LA COUNTY</b>
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Facility ID: FA0007823  
 CERS ID: 10308499

Active Facility Details

PE: 7070

Inactive Facility Details

PE: 7070

PE: 1003

PE: 3701

<a href="#">21</a>	6 of 6	E	0.15 / 814.25	694.91 / -14	<b>JACK WALL CHEVROLET</b> 3003 E COLORADO BLVD	<b>UST SWEEPS</b>
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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PASADENA CA

<b>C C:</b>	119-080-12032	<b>D Filename:</b>	NSITE6
<b>BOE:</b>		<b>Page No:</b>	245
<b>Comp:</b>	12032	<b>County:</b>	LOS ANGELES
<b>Status:</b>	INACTIVE	<b>State :</b>	CA
<b>No of Tanks:</b>	4	<b>Zip:</b>	91107
<b>Jurisdict:</b>	CITY OF PASADENA	<b>Latitude:</b>	0
<b>Agency:</b>	FIRE DEPARTMENT - U.S.T.	<b>Longitude:</b>	0
<b>Phone:</b>	(213) 684-2221	<b>Georesult:</b>	N

Tank Details

<b>Tank ID:</b>	000003	<b>S Contain:</b>	NONE
<b>O Tank ID:</b>		<b>Stg:</b>	
<b>SWRCB No:</b>	19-080-012032-000003	<b>Storage :</b>	PRODUCT
<b>Removed:</b>	12-07-90	<b>Storag Type:</b>	PRODUCT
<b>Installed:</b>	01-01-01	<b>P Contain:</b>	UNKNOWN
<b>A Date:</b>		<b>Content:</b>	DIESEL
<b>Capac:</b>	550	<b>ONA:</b>	
<b>Tank Use:</b>	M.V. FUEL	<b>D File Name:</b>	NTANK6

Tank Details

<b>Tank ID:</b>	000001	<b>S Contain:</b>	NONE
<b>O Tank ID:</b>		<b>Stg:</b>	
<b>SWRCB No:</b>	19-080-012032-000001	<b>Storage :</b>	PRODUCT
<b>Removed:</b>	12-07-90	<b>Storag Type:</b>	PRODUCT
<b>Installed:</b>	01-01-01	<b>P Contain:</b>	UNKNOWN
<b>A Date:</b>		<b>Content:</b>	REG UNLEADED
<b>Capac:</b>	10000	<b>ONA:</b>	
<b>Tank Use:</b>	M.V. FUEL	<b>D File Name:</b>	NTANK6

Tank Details

<b>Tank ID:</b>	000004	<b>S Contain:</b>	NONE
<b>O Tank ID:</b>		<b>Stg:</b>	
<b>SWRCB No:</b>	19-080-012032-000004	<b>Storage :</b>	WASTE
<b>Removed:</b>	12-07-90	<b>Storag Type:</b>	WASTE
<b>Installed:</b>	01-01-01	<b>P Contain:</b>	UNKNOWN
<b>A Date:</b>		<b>Content:</b>	TRANSMISSION
<b>Capac:</b>	1050	<b>ONA:</b>	
<b>Tank Use:</b>	PETROLEUM	<b>D File Name:</b>	NTANK6

Tank Details

<b>Tank ID:</b>	000002	<b>S Contain:</b>	NONE
<b>O Tank ID:</b>		<b>Stg:</b>	
<b>SWRCB No:</b>	19-080-012032-000002	<b>Storage :</b>	WASTE
<b>Removed:</b>	12-07-90	<b>Storag Type:</b>	WASTE
<b>Installed:</b>	01-01-01	<b>P Contain:</b>	UNKNOWN
<b>A Date:</b>		<b>Content:</b>	WASTE OIL
<b>Capac:</b>	2000	<b>ONA:</b>	
<b>Tank Use:</b>	OIL	<b>D File Name:</b>	NTANK6

<a href="#">22</a>	1 of 1	W	0.16 / 839.72	723.37 / 14	COLORADO SHELL 2716 E. COLORADO BLVD. Pasadena CA 91107	DELISTED TNK
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Delisted Storage Tanks

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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<b>Facility ID:</b>	19-080-000474	<b>Latitude:</b>	34.1471024
<b>Permitting Agency:</b>	PASADENA, CITY OF	<b>Longitude:</b>	-118.0928166
<b>County:</b>	Los Angeles		
<b>Original Source:</b>	UST		
<b>Record Date:</b>	30-JAN-2017		

<a href="#">23</a>	1 of 2	W	0.16 / 868.99	722.65 / 14	ELECTRA-MOTION, INC 40 N DAISY AVE PASADENA CA 91107	RCRA NON GEN
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**EPA Handler ID:** CAD981385230  
**Gen Status Universe:** No Report  
**Contact Name:** GERALD GRAYDON  
**Contact Address:** 1013 S MOUNTAIN AVE , , MONROVIA , CA, 91016 , US  
**Contact Phone No and Ext:** 626-357-6200  
**Contact Email:**  
**Contact Country:** US  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:** Private  
**Receive Date:** 20010501  
**Location Latitude:**  
**Location Longitude:**

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20010501  
**Handler Name:** ELECTRA-MOTION, INC  
**Source Type:** Notification  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	NOT REQUIRED
<b>Name:</b>	ELECTRAMOTION, INC	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	NOT REQUIRED
<b>Date Ended Current:</b>		<b>State:</b>	ME

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Phone:</b>	626-357-6200				<b>Country:</b>	
<b>Source Type:</b>	Notification				<b>Zip Code:</b>	99999
<b>Owner/Operator Ind:</b>	Current Operator				<b>Street No:</b>	
<b>Type:</b>	Private				<b>Street 1:</b>	NOT REQUIRED
<b>Name:</b>	NOT REQUIRED				<b>Street 2:</b>	
<b>Date Became Current:</b>					<b>City:</b>	NOT REQUIRED
<b>Date Ended Current:</b>					<b>State:</b>	ME
<b>Phone:</b>	415-555-1212				<b>Country:</b>	
<b>Source Type:</b>	Notification				<b>Zip Code:</b>	99999

<a href="#">23</a>	2 of 2	W	0.16 / 868.99	722.65 / 14	<b>ELECTRA MOTION INC</b> 40 N DAISY AVE PASADENA CA 91107	CUPA LA COUNTY
<b>Facility ID:</b>	FA0008582					
<b>CERS ID:</b>	0					
<b><u>Inactive Facility Details</u></b>						
<b>PE:</b>	7070					
<b>PE:</b>	1002					

<a href="#">24</a>	1 of 2	NW	0.17 / 879.64	723.46 / 15	<b>PASADENA REFINISHING &amp; ENAMELI</b> 2835 SIERRA GRANDE PASADENA CA 91107	EMISSIONS
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**1987 Criteria Data**

<b>Facility ID:</b>	10177	<b>CERR Code:</b>	
<b>Facility SIC Code:</b>	2851	<b>TOGT:</b>	7.9
<b>CO:</b>	19	<b>ROGT:</b>	4.09357
<b>Air Basin:</b>	SC	<b>COT:</b>	0
<b>District:</b>	SC	<b>NOXT:</b>	.6
<b>COID:</b>	LA	<b>SOXT:</b>	
<b>DISN:</b>	SOUTH COAST AQMD	<b>PMT:</b>	.1
<b>CHAPIS:</b>		<b>PM10T:</b>	.096

**1987 Toxic Data**

<b>Facility ID:</b>	10177	<b>COID:</b>	LA
<b>Facility SIC Code:</b>	2851	<b>DISN:</b>	SOUTH COAST AQMD
<b>CO:</b>	19	<b>CHAPIS:</b>	
<b>Air Basin:</b>	SC	<b>CERR Code:</b>	
<b>District:</b>	SC		
<b>TS:</b>			
<b>Health Risk Asmt:</b>			
<b>Non-Cancer Chronic Haz Ind:</b>			
<b>Non-Cancer Acute Haz Ind:</b>			

**1990 Criteria Data**

<b>Facility ID:</b>	10177	<b>CERR Code:</b>	
<b>Facility SIC Code:</b>	2851	<b>TOGT:</b>	8
<b>CO:</b>	19	<b>ROGT:</b>	4.43333
<b>Air Basin:</b>	SC	<b>COT:</b>	.2
<b>District:</b>	SC	<b>NOXT:</b>	.1
<b>COID:</b>	LA	<b>SOXT:</b>	.8
<b>DISN:</b>	SOUTH COAST AQMD	<b>PMT:</b>	0
<b>CHAPIS:</b>		<b>PM10T:</b>	0



Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**1990 Toxic Data**

Facility ID:	10177	COID:	LA
Facility SIC Code:	2851	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

**1993 Criteria Data**

Facility ID:	10177	CERR Code:	
Facility SIC Code:	3479	TOGT:	8.5
CO:	19	ROGT:	5.19865
Air Basin:	SC	COT:	1
District:	SC	NOXT:	.1
COID:	LA	SOXT:	0
DISN:	SOUTH COAST AQMD	PMT:	0
CHAPIS:		PM10T:	0

**1993 Toxic Data**

Facility ID:	10177	COID:	LA
Facility SIC Code:	3479	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

**1995 Criteria Data**

Facility ID:	10177	CERR Code:	
Facility SIC Code:	3479	TOGT:	8.5
CO:	19	ROGT:	5.19865
Air Basin:	SC	COT:	1
District:	SC	NOXT:	.1
COID:	LA	SOXT:	0
DISN:	SOUTH COAST AQMD	PMT:	0
CHAPIS:		PM10T:	0

**1995 Toxic Data**

Facility ID:	10177	COID:	LA
Facility SIC Code:	3479	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

**1996 Criteria Data**

Facility ID:	10177	CERR Code:	
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Facility SIC Code:	3479			TOGT:	5.7	
CO:	19			ROGT:	3.96627	
Air Basin:	SC			COT:	1.1	
District:	SC			NOXT:	.1	
COID:	LA			SOXT:	.00037	
DISN:	SOUTH COAST AQMD			PMT:	.003	
CHAPIS:				PM10T:	.003	

**1996 Toxic Data**

Facility ID:	10177			COID:	LA	
Facility SIC Code:	3479			DISN:	SOUTH COAST AQMD	
CO:	19			CHAPIS:		
Air Basin:	SC			CERR Code:		
District:	SC					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

**1997 Criteria Data**

Facility ID:	10177			CERR Code:		
Facility SIC Code:	3479			TOGT:	5.301	
CO:	19			ROGT:	2.559395	
Air Basin:	SC			COT:	.016	
District:	SC			NOXT:	.058	
COID:	LA			SOXT:	.00037	
DISN:	SOUTH COAST AQMD			PMT:	.003	
CHAPIS:				PM10T:	.003	

**1997 Toxic Data**

Facility ID:	10177			COID:	LA	
Facility SIC Code:	3479			DISN:	SOUTH COAST AQMD	
CO:	19			CHAPIS:		
Air Basin:	SC			CERR Code:		
District:	SC					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

**1998 Criteria Data**

Facility ID:	10177			CERR Code:		
Facility SIC Code:	3479			TOGT:	5.273	
CO:	19			ROGT:	2.5366173	
Air Basin:	SC			COT:	.016	
District:	SC			NOXT:	.058	
COID:	LA			SOXT:	.00037	
DISN:	SOUTH COAST AQMD			PMT:	.003	
CHAPIS:				PM10T:	.003	

**1998 Toxic Data**

Facility ID:	10177			COID:	LA	
Facility SIC Code:	3479			DISN:	SOUTH COAST AQMD	
CO:	19			CHAPIS:		
Air Basin:	SC			CERR Code:		
District:	SC					
TS:						
Health Risk Asmt:						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Non-Cancer Chronic Haz Ind:  
 Non-Cancer Acute Haz Ind:

1999 Criteria Data

Facility ID:	10177	CERR Code:	
Facility SIC Code:	3479	TOGT:	5.301
CO:	19	ROGT:	2.559395
Air Basin:	SC	COT:	.016
District:	SC	NOXT:	.058
COID:	LA	SOXT:	.00037
DISN:	SOUTH COAST AQMD	PMT:	.003
CHAPIS:		PM10T:	.003

1999 Toxic Data

Facility ID:	10177	COID:	LA
Facility SIC Code:	3479	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2000 Criteria Data

Facility ID:	10177	CERR Code:	
Facility SIC Code:	3479	TOGT:	5.301
CO:	19	ROGT:	2.56
Air Basin:	SC	COT:	.016
District:	SC	NOXT:	.058
COID:	LA	SOXT:	.00037
DISN:	SOUTH COAST AQMD	PMT:	.003
CHAPIS:		PM10T:	0

2000 Toxic Data

Facility ID:	10177	COID:	LA
Facility SIC Code:	3479	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2001 Criteria Data

Facility ID:	10177	CERR Code:	
Facility SIC Code:	3479	TOGT:	5.3
CO:	19	ROGT:	4.3
Air Basin:	SC	COT:	.02
District:	SC	NOXT:	.06
COID:	LA	SOXT:	0
DISN:	SOUTH COAST AQMD	PMT:	0
CHAPIS:		PM10T:	0

2001 Toxic Data

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Facility ID:	10177				COID: LA	
Facility SIC Code:	3479				DISN: SOUTH COAST AQMD	
CO:	19				CHAPIS:	
Air Basin:	SC				CERR Code:	
District:	SC					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						

<a href="#">24</a>	2 of 2	NW	0.17 / 879.64	723.46 / 15	PASADENA REFINISHING & ENAME 2835 SIERRA GRANDE ST PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0024933  
CERS ID: 0

Inactive Facility Details

PE: 1002

<a href="#">25</a>	1 of 1	NW	0.18 / 949.65	726.79 / 18	PASADENA REFINISHING 2835 SIERRA GRANDE AVE PASADENA CA 91107	RCRA SQG
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EPA Handler ID: CAD028900611  
Gen Status Universe: Small Quantity Generator  
Contact Name:  
Contact Address: US  
Contact Phone No and Ext:  
Contact Email:  
Contact Country: US  
County Name: LOS ANGELES  
EPA Region: 09  
Land Type:  
Receive Date: 19960901  
Location Latitude: 34.14871  
Location Longitude: -118.091613

Violation/Evaluation Summary

Note: NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No  
Mixed Waste Generator: No  
Transporter Activity: No  
Transfer Facility: No  
Onsite Burner Exemption: No  
Furnace Exemption: No  
Underground Injection Activity: No  
Commercial TSD: No  
Used Oil Transporter: No  
Used Oil Transfer Facility: No  
Used Oil Processor: No  
Used Oil Refiner: No  
Used Oil Burner: No  
Used Oil Market Burner: No  
Used Oil Spec Marketer: No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Hazardous Waste Handler Details**

Sequence No: 1  
 Receive Date: 19800721  
 Handler Name: PASADENA REFINISHING  
 Federal Waste Generator Code: 1  
 Generator Code Description: Large Quantity Generator  
 Source Type: Notification

**Hazardous Waste Handler Details**

Sequence No: 1  
 Receive Date: 19960901  
 Handler Name: PASADENA REFINISHING  
 Federal Waste Generator Code: 2  
 Generator Code Description: Small Quantity Generator  
 Source Type: Implementer

**Owner/Operator Details**

Owner/Operator Ind:	Current Operator	Street No:	
Type:	Private	Street 1:	NOT REQUIRED
Name:	NOT REQUIRED	Street 2:	
Date Became Current:		City:	NOT REQUIRED
Date Ended Current:		State:	ME
Phone:	415-555-1212	Country:	
Source Type:	Implementer	Zip Code:	99999

Owner/Operator Ind:	Current Owner	Street No:	
Type:	Private	Street 1:	NOT REQUIRED
Name:	DONALD J HAUSNER	Street 2:	
Date Became Current:		City:	NOT REQUIRED
Date Ended Current:		State:	ME
Phone:	415-555-1212	Country:	
Source Type:	Notification	Zip Code:	99999

**Historical Handler Details**

Receive Dt: 19800721  
 Generator Code Description: Large Quantity Generator  
 Handler Name: PASADENA REFINISHING

<a href="#">26</a>	1 of 1	WNW	0.18 / 950.02	726.07 / 17	JOHNNIE'S TOW & TRANSPORT SV 77 N DAISY AVE PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0008583  
 CERS ID: 0

**Inactive Facility Details**

PE: 1002  
 PE: 7070

<a href="#">27</a>	1 of 2	W	0.19 / 1,013.18	720.46 / 12	T-MOBILE WEST LLC IE04503A 2773 E COLORADO BLVD #ROOF PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0040686  
 CERS ID: 10310083

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Active Facility Details**

PE: 7070

**Inactive Facility Details**

PE: 7070

<a href="#">27</a>	2 of 2	W	0.19 / 1,013.18	720.46 / 12	AT&T MOBILITY 2773 E COLORADO BLVD ATT PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0039638  
CERS ID: 0

**Inactive Facility Details**

PE: 7070

<a href="#">28</a>	1 of 1	W	0.19 / 1,017.40	719.97 / 11	VILLAIN CUSTOM CYCLES INC 2762 E COLORADO BLVD PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0036279  
CERS ID: 10306966

**Active Facility Details**

PE: 7070

**Inactive Facility Details**

PE: 7070

<a href="#">29</a>	1 of 3	E	0.20 / 1,033.02	697.94 / -11	FEDCO NUMBER 6 3111 E COLORADO BLVD PASADENA CA 91107	RCRA SQG
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EPA Handler ID: CAD983671850  
Gen Status Universe: Small Quantity Generator  
Contact Name: ROBERT VANDERCAMP  
Contact Address: 3111 E COLORADO BLVD , , PASADENA , CA, 91007 , US  
Contact Phone No and Ext: 818-449-8620  
Contact Email:  
Contact Country: US  
County Name: LOS ANGELES  
EPA Region: 09  
Land Type: Private  
Receive Date: 19930721  
Location Latitude: 34.146276  
Location Longitude: -118.086733

**Violation/Evaluation Summary**

Note: NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 19930721  
**Handler Name:** FEDCO NUMBER 6  
**Federal Waste Generator Code:** 2  
**Generator Code Description:** Small Quantity Generator  
**Source Type:** Notification

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Owner	<b>Street No:</b>
<b>Type:</b> Private	<b>Street 1:</b> 9300 SANTA FE SPRINGS RD
<b>Name:</b> FEDCO	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> SANTA FE SPRINGS
<b>Date Ended Current:</b>	<b>State:</b> CA
<b>Phone:</b> 310-946-2511	<b>Country:</b>
<b>Source Type:</b> Notification	<b>Zip Code:</b> 90670

<a href="#">29</a>	2 of 3	E	0.20 / 1,033.02	697.94 / -11	FEDCO INC 3111 E COLORADO BLVD PASADENA CA 91107	EMISSIONS
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**1990 Criteria Data**

<b>Facility ID:</b> 43080	<b>CERR Code:</b>
<b>Facility SIC Code:</b> 5311	<b>TOGT:</b> 1
<b>CO:</b> 19	<b>ROGT:</b> 0
<b>Air Basin:</b> SC	<b>COT:</b> 0
<b>District:</b> SC	<b>NOXT:</b> 0
<b>COID:</b> LA	<b>SOXT:</b>
<b>DISN:</b> SOUTH COAST AQMD	<b>PMT:</b> 0
<b>CHAPIS:</b>	<b>PM10T:</b> 0

**1990 Toxic Data**

<b>Facility ID:</b> 43080	<b>COID:</b> LA
<b>Facility SIC Code:</b> 5311	<b>DISN:</b> SOUTH COAST AQMD
<b>CO:</b> 19	<b>CHAPIS:</b>
<b>Air Basin:</b> SC	<b>CERR Code:</b>
<b>District:</b> SC	
<b>TS:</b>	
<b>Health Risk Asmt:</b>	
<b>Non-Cancer Chronic Haz Ind:</b>	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Non-Cancer Acute Haz Ind:**

**1993 Criteria Data**

<b>Facility ID:</b>	43080	<b>CERR Code:</b>	
<b>Facility SIC Code:</b>	5311	<b>TOGT:</b>	.8
<b>CO:</b>	19	<b>ROGT:</b>	.04223
<b>Air Basin:</b>	SC	<b>COT:</b>	.1
<b>District:</b>	SC	<b>NOXT:</b>	.5
<b>COID:</b>	LA	<b>SOXT:</b>	0
<b>DISN:</b>	SOUTH COAST AQMD	<b>PMT:</b>	0
<b>CHAPIS:</b>		<b>PM10T:</b>	0

**1993 Toxic Data**

<b>Facility ID:</b>	43080	<b>COID:</b>	LA
<b>Facility SIC Code:</b>	5311	<b>DISN:</b>	SOUTH COAST AQMD
<b>CO:</b>	19	<b>CHAPIS:</b>	
<b>Air Basin:</b>	SC	<b>CERR Code:</b>	
<b>District:</b>	SC		
<b>TS:</b>			

**Health Risk Asmt:**

**Non-Cancer Chronic Haz Ind:**

**Non-Cancer Acute Haz Ind:**

**1995 Criteria Data**

<b>Facility ID:</b>	43080	<b>CERR Code:</b>	
<b>Facility SIC Code:</b>	5311	<b>TOGT:</b>	.8
<b>CO:</b>	19	<b>ROGT:</b>	.04223
<b>Air Basin:</b>	SC	<b>COT:</b>	.1
<b>District:</b>	SC	<b>NOXT:</b>	.5
<b>COID:</b>	LA	<b>SOXT:</b>	0
<b>DISN:</b>	SOUTH COAST AQMD	<b>PMT:</b>	0
<b>CHAPIS:</b>		<b>PM10T:</b>	0

**1995 Toxic Data**

<b>Facility ID:</b>	43080	<b>COID:</b>	LA
<b>Facility SIC Code:</b>	5311	<b>DISN:</b>	SOUTH COAST AQMD
<b>CO:</b>	19	<b>CHAPIS:</b>	
<b>Air Basin:</b>	SC	<b>CERR Code:</b>	
<b>District:</b>	SC		
<b>TS:</b>			

**Health Risk Asmt:**

**Non-Cancer Chronic Haz Ind:**

**Non-Cancer Acute Haz Ind:**

**1996 Criteria Data**

<b>Facility ID:</b>	43080	<b>CERR Code:</b>	
<b>Facility SIC Code:</b>	5311	<b>TOGT:</b>	.8
<b>CO:</b>	19	<b>ROGT:</b>	.33784
<b>Air Basin:</b>	SC	<b>COT:</b>	.5
<b>District:</b>	SC	<b>NOXT:</b>	.6
<b>COID:</b>	LA	<b>SOXT:</b>	0
<b>DISN:</b>	SOUTH COAST AQMD	<b>PMT:</b>	0
<b>CHAPIS:</b>		<b>PM10T:</b>	0

**1996 Toxic Data**

<b>Facility ID:</b>	43080	<b>COID:</b>	LA
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<hr/>						
Facility SIC Code:	5311			DISN:	SOUTH COAST AQMD	
CO:	19			CHAPIS:		
Air Basin:	SC			CERR Code:		
District:	SC					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>1998 Toxic Data</u>						
Facility ID:	43080			COID:	LA	
Facility SIC Code:	5311			DISN:	SOUTH COAST AQMD	
CO:	19			CHAPIS:		
Air Basin:	SC			CERR Code:		
District:	SC					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>1999 Toxic Data</u>						
Facility ID:	43080			COID:	LA	
Facility SIC Code:	5311			DISN:	SOUTH COAST AQMD	
CO:	19			CHAPIS:		
Air Basin:	SC			CERR Code:		
District:	SC					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2000 Toxic Data</u>						
Facility ID:	43080			COID:	LA	
Facility SIC Code:	5311			DISN:	SOUTH COAST AQMD	
CO:	19			CHAPIS:		
Air Basin:	SC			CERR Code:		
District:	SC					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<u>2001 Toxic Data</u>						
Facility ID:	43080			COID:	LA	
Facility SIC Code:	5311			DISN:	SOUTH COAST AQMD	
CO:	19			CHAPIS:		
Air Basin:	SC			CERR Code:		
District:	SC					
TS:						
Health Risk Asmt:						
Non-Cancer Chronic Haz Ind:						
Non-Cancer Acute Haz Ind:						
<hr/>						
<a href="#">29</a>	3 of 3	E	0.20 / 1,033.02	697.94 / -11	FEDCO INC TIRE CENTER 3111 E COLORADO BLVD PASADENA CA 91107	CUPA LA COUNTY
Facility ID:		FA0007819				
CERS ID:		0				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Inactive Facility Details**

PE: 1001

<a href="#">30</a>	1 of 2	W	0.20 / 1,062.05	721.07 / 12	ISLAND TIRES, INC 2754 E COLORADO BLVD PASADENA CA 91107	RCRA NON GEN
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**EPA Handler ID:** CAL000296864  
**Gen Status Universe:** No Report  
**Contact Name:** BERNADETTE GENNARO  
**Contact Address:** 2754 E COLORADO BLVD , , PASADENA , CA, 91107 ,  
**Contact Phone No and Ext:** 626-792-0987  
**Contact Email:** ISLANDTIRES@SBCGLOBAL.NET  
**Contact Country:**  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:**  
**Receive Date:** 20050725  
**Location Latitude:** 34.145811  
**Location Longitude:** -118.093541

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20050725  
**Handler Name:** ISLAND TIRES, INC  
**Source Type:** Implementer  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Owner	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 2754 E COLORADO BLVD
<b>Name:</b> ISLAND TIRES, INC	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> PASADENA
<b>Date Ended Current:</b>	<b>State:</b> CA

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Phone:</b>	626-792-0987				<b>Country:</b>	
<b>Source Type:</b>	Implementer				<b>Zip Code:</b>	91107-0000
<b>Owner/Operator Ind:</b>	Current Operator				<b>Street No:</b>	
<b>Type:</b>	Other				<b>Street 1:</b>	2754 E COLORADO BLVD
<b>Name:</b>	BERNADETTE GENNARO				<b>Street 2:</b>	
<b>Date Became Current:</b>					<b>City:</b>	PASADENA
<b>Date Ended Current:</b>					<b>State:</b>	CA
<b>Phone:</b>	626-792-0987				<b>Country:</b>	
<b>Source Type:</b>	Implementer				<b>Zip Code:</b>	91107

[30](#)    2 of 2    **W**    0.20 / 1,062.05    721.07 / 12    **ISLAND TIRE & SERVICE INC  
2754 E COLORADO BLVD  
PASADENA CA 91107**    **CUPA  
LA COUNTY**

**Facility ID:** FA0007935  
**CERS ID:** 10309741

Active Facility Details

**PE:** 7070

Inactive Facility Details

**PE:** 7070

[31](#)    1 of 10    **E**    0.20 / 1,079.14    695.14 / -14    **ARCO OIL #14  
3100 E. COLORADO BLVD.  
Pasadena CA 91107**    **UST**

**Facility ID:** 19-080-000095    **Latitude:** 34.1475439  
**CERS ID:**    **Longitude:** -118.0855235  
**County:** Los Angeles  
**Permitting Agency:** PASADENA, CITY OF  
**Note:** Information related to facilities can be searched on Geo Tracker Website: <https://geotracker.waterboards.ca.gov/search>  
**Site Facility Type:** PERMITTED UNDERGROUND STORAGE TANK (UST)

[31](#)    2 of 10    **E**    0.20 / 1,079.14    695.14 / -14    **3100 E COLORADO BLVD  
PASADENA CA 91107**    **HMS LA**

**Site No:** 011997  
**Area:** 3J

Detail Info

**Permit No:** 00003713T    **Permit Status Code:** REM  
**Permit Cat Desc:** Underground Storage Tank    **Permit Category:** T  
**Status Code:** REM    **File No:** 012078  
**Status Desc:** Equipment Removed    **File Name:** ARCO PRODUCTS #05184  
**Permit Status Desc:** Equipment Removed  
**Permit Type:** 0  
**Permit Type Desc:** Underground Storage Tank Operating Permit

[31](#)    3 of 10    **E**    0.20 / 1,079.14    695.14 / -14    **PRESTIGE STATIONS INC 675  
3100 E COLORADO BLVD  
PASADENA CA 91107**    **HHSS**

**County:**  
**Tank Details Microfiche:** <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000264dc.pdf>

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">31</a>	4 of 10	E	0.20 / 1,079.14	695.14 / -14	UNITED #014 3100 E COLORADO BLVD Pasadena CA 91107	UST
<b>Facility ID:</b>	LACoFA0007937			<b>Latitude:</b>	34.1459	
<b>CERS ID:</b>	10195660			<b>Longitude:</b>	-118.08665	
<b>County:</b>	Los Angeles					
<b>Permitting Agency:</b>	Los Angeles County Fire Department					
<b>Note:</b>	Information related to facilities can be searched on Geo Tracker Website: <a href="https://geotracker.waterboards.ca.gov/search">https://geotracker.waterboards.ca.gov/search</a>					
<b>Site Facility Type:</b>	PERMITTED UNDERGROUND STORAGE TANK (UST)					

<a href="#">31</a>	5 of 10	E	0.20 / 1,079.14	695.14 / -14	UNITED OIL #14 3100 E COLORADO BLVD PASADENA CA 91107	CERS TANK
<b>Site ID:</b>	6371			<b>Latitude:</b>	34.145897	
<b>Longitude:</b>	-118.086647					

**Regulated Programs**

<b>EI ID:</b>	10195660
<b>EI Description:</b>	Underground Storage Tank
<b>EI ID:</b>	10195660
<b>EI Description:</b>	Hazardous Waste Generator
<b>EI ID:</b>	10195660
<b>EI Description:</b>	Chemical Storage Facilities

**Violations**

<b>Violation Date:</b>	07/09/2019	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	UST	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	23 CCR 16 2716(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2716(e)		
<b>Violation Notes:</b>			

Returned to compliance on 08/08/2019.

**Violation Description:**

For designated operator (DO) monthly inspections conducted before October 1, 2018, failure to comply with one or more of the following requirements:  
 Be performed by an ICC certified DO.  
 Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy.  
 Inspect for the presence of liquid/debris in spill containers.  
 Inspect for the presence of liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly.  
 Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit.  
 Check that all testing and maintenance has been completed and documented.  
 Verify that all facility employees have been trained in accordance with 23 CCR 2715(c).  
 For designated operator (DO) 30 day inspections conducted on and after October 1, 2018, failure to conduct the designated UST operator visual inspection at least once every 30 days.

**Violations**

<b>Violation Date:</b>	07/10/2014	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	UST	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34		
<b>Violation Notes:</b>			

Returned to compliance on 07/29/2014.

<i>Map Key</i>	<i>Number of Records</i>	<i>Direction</i>	<i>Distance (mi/ft)</i>	<i>Elev/Diff (ft)</i>	<i>Site</i>	<i>DB</i>
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**Violation Description:**

Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.

**Violations**

**Violation Date:** 07/10/2020  
**Violation Program:** HW  
**Citation:** 40 CFR 1 265.173 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.173  
**Violation Source:** CERS  
**Violation Division:** Los Angeles County Fire Department  
**Violation Notes:**

Returned to compliance on 11/12/2020. OBSERVATION: One 55 gal drum of oily liquids by the exterior trash storage area lacking a bung cap. The waste liquid was all the way to the top of the drum. CORRECTIVE ACTION: Provide caps/covers to all hazardous waste containers and ensure the covers are kept closed unless waste is being added or removed.

**Violation Description:**

Failure to meet the following container management requirements:  
(a) A container holding hazardous waste must always be closed during storage, except when it is necessary to add or remove waste.  
(b) A container holding hazardous waste must not be opened, handled, or stored in a manner which may rupture the container or cause it to leak.

**Violations**

**Violation Date:** 07/06/2021  
**Violation Program:** UST  
**Citation:** 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

site uses alarm at 90% as OFP. per LG150-3,because site has single walled vent lines, they are not eligible to use option 1.

**Violation Description:**

Failure to comply with one or more of the following overfill prevention equipment requirements:  
Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or  
Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or  
Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or  
Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling.

Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018.

For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter.

For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter.

Inspected within 30 days after a repair to the overfill prevention equipment.

Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer.

Inspected by a certified UST service technician.

Maintain records of overfill prevention equipment inspection for 36 months.

**Violations**

**Violation Date:** 07/10/2020  
**Violation Program:** HW  
**Citation:** 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)  
**Violation Source:** CERS  
**Violation Division:** Los Angeles County Fire Department  
**Violation Notes:**

Returned to compliance on 11/12/2020. Observation: Owner/operator failed to ensure all hazardous wastes are properly labeled as required. Observed two 55 gal drums of oily liquids and one 55 gal drum of gasoline contaminated solids; hose and rags, by the exterior trash storage area, lacking hazardous waste labels. Corrective Action: Ensure all hazardous wastes are properly labeled with the required information.

**Violation Description:**

Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.

**Violations**

**Violation Date:** 07/09/2015      **Violation Source:** CERS  
**Violation Program:** UST      **Violation Division:** Pasadena Fire Department  
**Citation:** 23 CCR 16 2712 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712  
**Violation Notes:**

Returned to compliance on 10/15/2015.

**Violation Description:**

Failure to obtain permit to install, replace, repair, or modify part of the UST system containment or leak detection equipment.

**Violations**

**Violation Date:** 07/09/2015      **Violation Source:** CERS  
**Violation Program:** UST      **Violation Division:** Pasadena Fire Department  
**Citation:** HSC 6.7 25286(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25286(a)  
**Violation Notes:**

Returned to compliance on 09/11/2015.

**Violation Description:**

Failure to submit an complete and accurate application for a permit to operate an underground storage tank, or for renewal of the permit.

**Violations**

**Violation Date:** 07/10/2020      **Violation Source:** CERS  
**Violation Program:** HW      **Violation Division:** Los Angeles County Fire Department  
**Citation:** HSC 6.5 25123.3(h)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(h)(1)  
**Violation Notes:**

Returned to compliance on 11/12/2020. Observation: Owner/operator failed to dispose of hazardous wastes within the allowable storage time limit. Observed two 55 gal drums of oily liquids and one 55 gal drum of gasoline contaminated solids; hose and rags, by the exterior trash storage area which the manager stated have been accumulating for over one year. Corrective Action: Properly dispose of all hazardous wastes that have been accumulating beyond the allowable storage time limit. Provide copies of the manifests to show proper disposal.

**Violation Description:**

Failure to send hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles) for a generator who generates less than 1000 kilogram per month if all of the following conditions are met:

- (1) The quantity of hazardous waste accumulated onsite never exceeds 6,000 kilograms.
- (2) The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f).
- (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an amount greater than one kilogram for more than 90 days.

**Violations**

**Violation Date:** 07/11/2013      **Violation Source:** CERS  
**Violation Program:** UST      **Violation Division:** Pasadena Fire Department  
**Citation:** 23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)  
**Violation Notes:**

Returned to compliance on 08/15/2013.

**Violation Description:**

Failure to comply with one or more of the following: provide training to facility employee(s) responsible for proper operation and maintenance every 12 months

and/or

train new employee(s) who are responsible for proper operation and maintenance within 30-days of hire

and/or

to have at least one employee present during operating hours that has been trained in the proper operation and maintenance of the UST system.

**Violations**

**Violation Date:** 07/09/2019  
**Violation Program:** UST  
**Citation:** 23 CCR 16 2665(b) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2665(b)  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

Returned to compliance on 08/08/2019.

**Violation Description:**

"Failure to submit a copy of the overfill prevention equipment inspection results on the "Overfill Prevention Equipment Inspection Report Form" to the UPA within 30 days after the inspection."  
 "

**Violations**

**Violation Date:** 07/06/2021  
**Violation Program:** HMRRP  
**Citation:** HSC 6.95 25507 - California Health and Safety Code, Chapter 6.95, Section(s) 25507  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

**Violation Description:**

Failure to adequately establish and implement a business plan when storing/handling a hazardous material at or above reportable quantities.

**Violations**

**Violation Date:** 07/07/2016  
**Violation Program:** UST  
**Citation:** 23 CCR 16 2638(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(f)  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

Returned to compliance on 08/10/2016.

**Violation Description:**

Failure to properly affix tag/sticker on monitoring equipment being certified, repaired, or replaced.

**Violations**

**Violation Date:** 07/06/2017  
**Violation Program:** UST  
**Citation:** 23 CCR 16 2631(g), 2632(c)(2)(A) & (B) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2631(g), 2632(c)(2)(A) & (B)  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

Returned to compliance on 11/02/2017.

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Violation Description:**

Failure of the double-walled interstitial space of the tank to be continuously monitored with an audible and visual alarm.

**Violations**

<b>Violation Date:</b>	07/08/2020	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	UST	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	23 CCR 16 2641(h) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(h)		
<b>Violation Notes:</b>			

Returned to compliance on 07/08/2020.

**Violation Description:**

Failure to have an approved UST Monitoring Plan.

**Violations**

<b>Violation Date:</b>	07/09/2019	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	UST	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)		
<b>Violation Notes:</b>			

Returned to compliance on 07/09/2019. overfill prevention inspection conducted on 10/18/18

**Violation Description:**

Failure to comply with one or more of the following overfill prevention equipment requirements:  
 Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or  
 Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or  
 Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or  
 Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling.

Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018.

For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter.

For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter.

Inspected within 30 days after a repair to the overfill prevention equipment.

Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer.

Inspected by a certified UST service technician.

Maintain records of overfill prevention equipment inspection for 36 months.

**Violations**

<b>Violation Date:</b>	07/11/2013	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	UST	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34		
<b>Violation Notes:</b>			

Returned to compliance on 08/15/2013.

**Violation Description:**

Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.



<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Evaluations**

**Eval Date:** 07/06/2017  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/09/2015  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/10/2014  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/11/2013  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/09/2015  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/05/2018  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/05/2018  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Eval Notes:**

1. minute amount of fuel in UDC 3/4 caused by changing new meter and not conducting adequate housekeeping - cleaned out at time of inspection; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 07/11/2013  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

1. certificate of financial responsibility 2. facility employee training by DO; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 07/09/2019  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/10/2014  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/08/2020  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

1. MONITORING PLAN - UDC SECTION - "MONITORING STOPS FLOW OF PRODUCT AT DISPENSER" WAS ANSWERED YES ON CERS AND SHOULD BE NO. CORRECTED AT TIME OF INSPECTION; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 07/07/2016  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 04/26/2017  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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Yasmin Mercado; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 07/10/2020  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

Consuelo Gutierrez; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 07/06/2017  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/07/2016  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/06/2021  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

Overfill Prevention - site uses ATG/Overfill Alarm at 90% as overfill which does not meet requirement; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 07/06/2021  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/08/2020  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/09/2019  
**Violations Found:** Yes

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Eval General Type:</b>					Compliance Evaluation Inspection	
<b>Eval Type:</b>					Routine done by local agency	
<b>Eval Division:</b>					Pasadena Fire Department	
<b>Eval Program:</b>					UST	
<b>Eval Source:</b>					CERS	
<b>Eval Notes:</b>						
<b>Eval Date:</b>					03/05/2014	
<b>Violations Found:</b>					No	
<b>Eval General Type:</b>					Compliance Evaluation Inspection	
<b>Eval Type:</b>					Routine done by local agency	
<b>Eval Division:</b>					Los Angeles County Fire Department	
<b>Eval Program:</b>					HW	
<b>Eval Source:</b>					CERS	
<b>Eval Notes:</b>						
<b><u>Affiliations</u></b>						
<b>Affil Type Desc:</b>					Facility Mailing Address	
<b>Entity Name:</b>					Mailing Address	
<b>Entity Title:</b>						
<b>Address:</b>					4130 Cover Street	
<b>City:</b>					Long Beach	
<b>State:</b>					CA	
<b>Country:</b>						
<b>Zip Code:</b>					90808	
<b>Phone:</b>						
<b>Affil Type Desc:</b>					UST Tank Owner	
<b>Entity Name:</b>					APRO, LLC	
<b>Entity Title:</b>						
<b>Address:</b>					4130 Cover Street	
<b>City:</b>					Long Beach	
<b>State:</b>					CA	
<b>Country:</b>					United States	
<b>Zip Code:</b>					90808	
<b>Phone:</b>					(310) 323-3992	
<b>Affil Type Desc:</b>					Operator	
<b>Entity Name:</b>					APRO LLC	
<b>Entity Title:</b>						
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>					(310) 323-3992	
<b>Affil Type Desc:</b>					Identification Signer	
<b>Entity Name:</b>					Tom Robins	
<b>Entity Title:</b>					Staff Geologist	
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>						
<b>Affil Type Desc:</b>					CUPA District	
<b>Entity Name:</b>					Los Angeles County Fire	
<b>Entity Title:</b>						
<b>Address:</b>					5825 Rickenbacker Road	
<b>City:</b>					Commerce	
<b>State:</b>					CA	
<b>Country:</b>						
<b>Zip Code:</b>					90040-3027	

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Phone:</b>		(323) 890-4000				
<b>Affil Type Desc:</b>		UST Permit Applicant				
<b>Entity Name:</b>		Allen Faass				
<b>Entity Title:</b>		Compliance				
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>		(949) 289-5286				
<b>Affil Type Desc:</b>		Property Owner				
<b>Entity Name:</b>		CF UNITED PROPCO LLC				
<b>Entity Title:</b>						
<b>Address:</b>		4130 Cover Street				
<b>City:</b>		Long Beach				
<b>State:</b>		CA				
<b>Country:</b>		United States				
<b>Zip Code:</b>		90808				
<b>Phone:</b>		(310) 323-3992				
<b>Affil Type Desc:</b>		Legal Owner				
<b>Entity Name:</b>		APRO LLC				
<b>Entity Title:</b>						
<b>Address:</b>		4130 Cover Street				
<b>City:</b>		Long Beach				
<b>State:</b>		CA				
<b>Country:</b>		United States				
<b>Zip Code:</b>		90808				
<b>Phone:</b>		(310) 323-3992				
<b>Affil Type Desc:</b>		Parent Corporation				
<b>Entity Name:</b>		APRO LLC				
<b>Entity Title:</b>						
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>						
<b>Affil Type Desc:</b>		UST Property Owner Name				
<b>Entity Name:</b>		CF UNITED PROPCO LLC				
<b>Entity Title:</b>						
<b>Address:</b>		4130 Cover Street				
<b>City:</b>		Long Beach				
<b>State:</b>		CA				
<b>Country:</b>		United States				
<b>Zip Code:</b>		90808				
<b>Phone:</b>		(310) 323-3992				
<b>Affil Type Desc:</b>		Document Preparer				
<b>Entity Name:</b>		Tom Robins				
<b>Entity Title:</b>						
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>						
<b>Affil Type Desc:</b>		UST Tank Operator				
<b>Entity Name:</b>		APRO, LLC				
<b>Entity Title:</b>						
<b>Address:</b>		4130 Cover Street				
<b>City:</b>		Long Beach				
<b>State:</b>		CA				
<b>Country:</b>		United States				

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Zip Code:** 90808  
**Phone:** (310) 323-3992  
**Affil Type Desc:** Environmental Contact  
**Entity Name:** Tom Robins  
**Entity Title:**  
**Address:** 4130 Cover Street  
**City:** Long Beach  
**State:** CA  
**Country:**  
**Zip Code:** 90808  
**Phone:**

**Coordinates**

<b>Env Int Type Code:</b> HWG	<b>Longitude:</b> -118.086650
<b>Program ID:</b> 10195660	<b>Coord Name:</b>
<b>Latitude:</b> 34.145900	<b>Ref Point Type Desc:</b> Center of a facility or station.

<a href="#">31</a>	6 of 10	E	0.20 / 1,079.14	695.14 / -14	PRESTIGE STATIONS INC #675 3100 E COLORADO BLVD PASADENA CA	HIST TANK
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<b>Owner Name:</b> ARCO PETROLEUM PRODUCTS CO.	<b>No of Containers:</b> 4
<b>Owner Street:</b> 515 SOUTH FLOWER STREET	<b>County:</b> LOS ANGELES
<b>Owner City:</b> LOS ANGELES	<b>Facility State:</b> CA
<b>Owner State:</b> CA	<b>Facility Zip:</b> 91107
<b>Owner Zip:</b> 90071	

<a href="#">31</a>	7 of 10	E	0.20 / 1,079.14	695.14 / -14	APRO LLC DBA UNITED OIL #14 3100 E COLORADO BLVD PASADENA CA 91107	EMISSIONS
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**2016 Toxic Data**

<b>Facility ID:</b> 177837	<b>TS:</b>
<b>Facility SIC Code:</b> 5541	<b>HRA:</b>
<b>CERR CODE:</b>	<b>CH Index:</b>
<b>COID:</b> LA	<b>AH Index:</b>
<b>CO:</b> 19	<b>Air Basin:</b> SC
<b>DISN:</b> SOUTH COAST AQMD	<b>District:</b> SC
<b>CHAPIS:</b>	

**2017 Toxic Data**

<b>Facility ID:</b> 177837	<b>COID:</b> LA
<b>Facility SIC Code:</b> 5541	<b>DISN:</b> SOUTH COAST AQMD
<b>CO:</b> 19	<b>CHAPIS:</b>
<b>Air Basin:</b> SC	<b>CERR Code:</b>
<b>District:</b> SC	
<b>TS:</b>	
<b>Health Risk Asmt:</b>	
<b>Non-Cancer Chronic Haz Ind:</b>	
<b>Non-Cancer Acute Haz Ind:</b>	

**2018 Toxic Data**

<b>Facility ID:</b> 177837	<b>COID:</b> LA
<b>Facility SIC Code:</b> 5541	<b>DISN:</b> SOUTH COAST AQMD
<b>CO:</b> 19	<b>CHAPIS:</b>
<b>Air Basin:</b> SC	<b>CERR Code:</b>

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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District: SC  
 TS:  
 Health Risk Asmt:  
 Non-Cancer Chronic Haz Ind:  
 Non-Cancer Acute Haz Ind:

**2019 Toxic Data**

CO:	19	CHAPIS:
Air Basin:	SC	CERR Code:
Facility ID:	177837	TS:
District:	SC	Health Risk Asmt:
Facility SIC Code:	5541	NonCncrChrnichHazInd
		:
COID:	LA	NonCncrActeHazInd:
DISN:	SOUTH COAST AQMD	

<a href="#">31</a>	8 of 10	E	0.20 / 1,079.14	695.14 / -14	APRO LLC DBA UNITED OIL 14 3100 E COLORADO BLVD PASADENA CA 91107-3852	RCRA NON GEN
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EPA Handler ID: CAL000398704  
 Gen Status Universe: No Report  
 Contact Name: TOM ROBINS  
 Contact Address: 4130 COVER STREET , , LONG BEACH , CA, 90808 ,  
 Contact Phone No and Ext: 310-323-3992  
 Contact Email: TOM.ROBINS@UNITEDPACIFIC.COM  
 Contact Country:  
 County Name: LOS ANGELES  
 EPA Region: 09  
 Land Type:  
 Receive Date: 20140714  
 Location Latitude: 34.146183  
 Location Longitude: -118.086647

**Violation/Evaluation Summary**

Note: NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

Importer Activity: No  
 Mixed Waste Generator: No  
 Transporter Activity: No  
 Transfer Facility: No  
 Onsite Burner Exemption: No  
 Furnace Exemption: No  
 Underground Injection Activity: No  
 Commercial TSD: No  
 Used Oil Transporter: No  
 Used Oil Transfer Facility: No  
 Used Oil Processor: No  
 Used Oil Refiner: No  
 Used Oil Burner: No  
 Used Oil Market Burner: No  
 Used Oil Spec Marketer: No

**Hazardous Waste Handler Details**

Sequence No: 1  
 Receive Date: 20140714  
 Handler Name: APRO LLC DBA UNITED OIL 14

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Source Type:** Implementer  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Other	<b>Street 1:</b>	4130 COVER STREET
<b>Name:</b>	TOM ROBINS	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	LONG BEACH
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>	310-323-3992	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	90808

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Other	<b>Street 1:</b>	4130 COVER STREET
<b>Name:</b>	APRO LLC	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	LONG BEACH
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>	310-323-3992	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	90808-0000

<a href="#">31</a>	9 of 10	E	0.20 / 1,079.14	695.14 / -14	UNITED #014 3100 E COLORADO BLVD PASADENA CA 91107	CUPA LA COUNTY
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**Facility ID:** FA0007937  
**CERS ID:** 10195660

**Active Facility Details**

**PE:** 7070  
**PE:** 1001  
**PE:** 7074

**Inactive Facility Details**

**PE:** 7074  
**PE:** 7070

<a href="#">31</a>	10 of 10	E	0.20 / 1,079.14	695.14 / -14	ARCO PETROLEUM PROD CO # 5184 3100 E COLORADO BLVD PASADENA CA	UST SWEEPS
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<b>C C:</b>	A19-080-12078	<b>D Filename:</b>	SITE01A
<b>BOE:</b>		<b>Page No:</b>	176
<b>Comp:</b>	12078	<b>County:</b>	LOS ANGELES
<b>Status:</b>	ACTIVE	<b>State :</b>	CA
<b>No of Tanks:</b>	4	<b>Zip:</b>	91107
<b>Jurisdict:</b>	CITY OF PASADENA	<b>Latitude:</b>	34.146186
<b>Agency:</b>	FIRE DEPARTMENT - U.S.T.	<b>Longitude:</b>	-118.086727
<b>Phone:</b>		<b>Georesult:</b>	S5HPNTSCZA

**Tank Details**

<b>Tank ID:</b>	000001	<b>S Contain:</b>	
<b>O Tank ID:</b>		<b>Stg:</b>	W
<b>SWRCB No:</b>	19-080-012078-000001	<b>Storage :</b>	
<b>Removed:</b>		<b>Storage Type:</b>	WASTE



Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<hr/>						
<b>Installed:</b>					<b>P Contain:</b>	
<b>A Date:</b>	06-30-89				<b>Content:</b>	
<b>Capac:</b>					<b>ONA:</b>	
<b>Tank Use:</b>	UNKNOWN				<b>D File Name:</b>	TANK1B
<b><u>Tank Details</u></b>						
<b>Tank ID:</b>	000004				<b>S Contain:</b>	
<b>O Tank ID:</b>					<b>Stg:</b>	W
<b>SWRCB No:</b>	19-080-012078-000004				<b>Storage :</b>	
<b>Removed:</b>					<b>Storag Type:</b>	WASTE
<b>Installed:</b>					<b>P Contain:</b>	
<b>A Date:</b>	06-30-89				<b>Content:</b>	
<b>Capac:</b>					<b>ONA:</b>	
<b>Tank Use:</b>	UNKNOWN				<b>D File Name:</b>	TANK1B
<b><u>Tank Details</u></b>						
<b>Tank ID:</b>	000002				<b>S Contain:</b>	
<b>O Tank ID:</b>					<b>Stg:</b>	W
<b>SWRCB No:</b>	19-080-012078-000002				<b>Storage :</b>	
<b>Removed:</b>					<b>Storag Type:</b>	WASTE
<b>Installed:</b>					<b>P Contain:</b>	
<b>A Date:</b>	06-30-89				<b>Content:</b>	
<b>Capac:</b>					<b>ONA:</b>	
<b>Tank Use:</b>	UNKNOWN				<b>D File Name:</b>	TANK1B
<b><u>Tank Details</u></b>						
<b>Tank ID:</b>	000003				<b>S Contain:</b>	
<b>O Tank ID:</b>					<b>Stg:</b>	W
<b>SWRCB No:</b>	19-080-012078-000003				<b>Storage :</b>	
<b>Removed:</b>					<b>Storag Type:</b>	WASTE
<b>Installed:</b>					<b>P Contain:</b>	
<b>A Date:</b>	06-30-89				<b>Content:</b>	
<b>Capac:</b>					<b>ONA:</b>	
<b>Tank Use:</b>	UNKNOWN				<b>D File Name:</b>	TANK1B
<hr/>						
<a href="#">32</a>	1 of 1	<b>WSW</b>	<b>0.21 / 1,128.56</b>	<b>707.79 / -1</b>	<b>CELESTE PACE 73 S DAISY AVE PASADENA CA 91107</b>	<b>RCRA NON GEN</b>

**EPA Handler ID:** CAC003034711  
**Gen Status Universe:** No Report  
**Contact Name:** CELESTE PACE  
**Contact Address:** 73 S DAISY AVE , , PASADENA , CA, 91107 ,  
**Contact Phone No and Ext:** 818-249-9906  
**Contact Email:** ANAB@PWSEI.COM  
**Contact Country:**  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:**  
**Receive Date:** 20190919  
**Location Latitude:**  
**Location Longitude:**

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20190919  
**Handler Name:** CELESTE PACE  
**Source Type:** Implementer  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Owner	<b>Street No:</b>	
<b>Type:</b> Other	<b>Street 1:</b>	73 S DAISY AVE
<b>Name:</b> CELESTE PACE	<b>Street 2:</b>	
<b>Date Became Current:</b>	<b>City:</b>	PASADENA
<b>Date Ended Current:</b>	<b>State:</b>	CA
<b>Phone:</b> 818-249-9906	<b>Country:</b>	
<b>Source Type:</b> Implementer	<b>Zip Code:</b>	91107

<b>Owner/Operator Ind:</b> Current Operator	<b>Street No:</b>	
<b>Type:</b> Other	<b>Street 1:</b>	73 S DAISY AVE
<b>Name:</b> CELESTE PACE	<b>Street 2:</b>	
<b>Date Became Current:</b>	<b>City:</b>	PASADENA
<b>Date Ended Current:</b>	<b>State:</b>	CA
<b>Phone:</b> 818-249-9906	<b>Country:</b>	
<b>Source Type:</b> Implementer	<b>Zip Code:</b>	91107

<a href="#">33</a>	1 of 1	WNW	0.21 / 1,134.80	730.26 / 21	ACME DISPOSAL CO. 2754 E. WALNUT ST. PASADENA CA	HIST TANK
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<b>Owner Name:</b> ARON P. ANDERSEN	<b>No of Containers:</b> 2
<b>Owner Street:</b> 2754 E. WALNUT ST.	<b>County:</b> LOS ANGELES
<b>Owner City:</b> PASADENA	<b>Facility State:</b> CA
<b>Owner State:</b> CA	<b>Facility Zip:</b> 91107
<b>Owner Zip:</b> 91107	

<a href="#">34</a>	1 of 4	WNW	0.22 / 1,138.55	730.26 / 21	2754 E WALNUT ST PASADENA CA 91117	HMS LA
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**Site No:** 014044  
**Area:** 3J

**Detail Info**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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<b>Permit No:</b> <b>Permit Cat Desc:</b> <b>Status Code:</b> REM <b>Status Desc:</b> Equipment Removed <b>Permit Status Desc:</b> <b>Permit Type:</b> <b>Permit Type Desc:</b>	<b>Permit Status Code:</b> <b>Permit Category:</b> <b>File No:</b> 014534 <b>File Name:</b> ARON ANDERSON
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<a href="#">34</a>	2 of 4	WNW	0.22 / 1,138.55	730.26 / 21	ACME DISPOSAL CO 2754 E. WALNUT ST. PASADENA CA 91107	HHSS
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**County:**  
**Tank Details Microfiche:** <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026533.pdf>

<a href="#">34</a>	3 of 4	WNW	0.22 / 1,138.55	730.26 / 21	MASTER MARINE BOAT SERVICE 2754 E WALNUT ST PASADENA CA 91107	CUPA LA COUNTY
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**Facility ID:** FA0040213  
**CERS ID:** 0

**Inactive Facility Details**

**PE:** 7070  
**PE:** 1000

<a href="#">34</a>	4 of 4	WNW	0.22 / 1,138.55	730.26 / 21	ARON ANDERSON 2754 E WALNUT ST PASADENA CA	UST SWEEPS
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<b>C C:</b> A19-080-14534 <b>BOE:</b> <b>Comp:</b> 14534 <b>Status:</b> ACTIVE <b>No of Tanks:</b> <b>Jurisdict:</b> CITY OF PASADENA <b>Agency:</b> FIRE DEPARTMENT - U.S.T. <b>Phone:</b>	<b>D Filename:</b> SITE01A <b>Page No:</b> 190 <b>County:</b> LOS ANGELES <b>State :</b> CA <b>Zip:</b> 91107 <b>Latitude:</b> 34.147965 <b>Longitude:</b> -118.093656 <b>Georesult:</b> S5HPNTSCZA
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<a href="#">35</a>	1 of 2	WNW	0.22 / 1,141.26	730.26 / 21	MICROSTAMP CORP 2770 E WALNUT ST PASADENA CA 91107	DELISTED HAZ
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**Siteid:** 135013  
**Latitude:** 34.147960  
**Longitude:** -118.093379  
**Original Source:** CHAZ  
**Record Date:** 22-MAR-2018

<a href="#">35</a>	2 of 2	WNW	0.22 / 1,141.26	730.26 / 21	MICROSTAMP CORP 2770 E WALNUT ST PASADENA CA 91107	CUPA LA COUNTY
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**Facility ID:** FA0028666  
**CERS ID:** 10307755

**Inactive Facility Details**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
PE:		7070				

<a href="#">36</a>	1 of 5	E	0.22 / 1,154.08	698.13 / -11	TARGET #1332 3121 E COLORADO BLVD PASADENA CA 91107	RCRA LQG
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**EPA Handler ID:** CAL000295122  
**Gen Status Universe:** Large Quantity Generator  
**Contact Name:** JANNA ADAIR-POTTS  
**Contact Address:** P.O. BOX 111 , , MINNEAPOLIS , MN, 55440 , US  
**Contact Phone No and Ext:** 800-587-2228  
**Contact Email:** CORPORATE.COMPLIANCE@TARGET.COM  
**Contact Country:** US  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:** Private  
**Receive Date:** 20100624  
**Location Latitude:** 34.146927  
**Location Longitude:** -118.084811

#### Violation/Evaluation Summary

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

#### Handler Summary

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

#### Hazardous Waste Handler Details

**Sequence No:** 1  
**Receive Date:** 20100624  
**Handler Name:** TARGET #1332  
**Federal Waste Generator Code:** 1  
**Generator Code Description:** Large Quantity Generator  
**Source Type:** Annual/Biennial Report update with Notification

#### Waste Code Details

**Hazardous Waste Code:** 122  
**Waste Code Description:** Alkaline solution without metals (pH > 12.5)

**Hazardous Waste Code:** 123  
**Waste Code Description:** Unspecified alkaline solution

**Hazardous Waste Code:** 141  
**Waste Code Description:** Off-specification, aged, or surplus inorganics

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Hazardous Waste Code:</b>		214				
<b>Waste Code Description:</b>		Unspecified solvent mixture				
<b>Hazardous Waste Code:</b>		291				
<b>Waste Code Description:</b>		Latex waste				
<b>Hazardous Waste Code:</b>		311				
<b>Waste Code Description:</b>		Pharmaceutical waste				
<b>Hazardous Waste Code:</b>		331				
<b>Waste Code Description:</b>		Off-specification, aged, or surplus organics				
<b>Hazardous Waste Code:</b>		561				
<b>Waste Code Description:</b>		Detergent and soap				
<b>Hazardous Waste Code:</b>		791				
<b>Waste Code Description:</b>		Liquids with pH < 2				
<b>Hazardous Waste Code:</b>		D001				
<b>Waste Code Description:</b>		IGNITABLE WASTE				
<b>Hazardous Waste Code:</b>		D002				
<b>Waste Code Description:</b>		CORROSIVE WASTE				
<b>Hazardous Waste Code:</b>		D008				
<b>Waste Code Description:</b>		LEAD				
<b>Hazardous Waste Code:</b>		D035				
<b>Waste Code Description:</b>		METHYL ETHYL KETONE				
<b>Hazardous Waste Code:</b>		P001				
<b>Waste Code Description:</b>		2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%				
<b>Hazardous Waste Code:</b>		P046				
<b>Waste Code Description:</b>		ALPHA,ALPHA-DIMETHYLPHENETHYLAMINE (OR) BENZENEETHANAMINE, ALPHA, ALPHA-DIMETHYL-				
<b>Hazardous Waste Code:</b>		P075				
<b>Waste Code Description:</b>		NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS				
<b>Hazardous Waste Code:</b>		U240				
<b>Waste Code Description:</b>		2,4-D, SALTS & ESTERS (OR) ACETIC ACID, (2,4-DICHLOROPHENOXY)-, SALTS & ESTERS (OR) DICHLOROPHENOXYACETIC ACID 2,4-D				

**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	
<b>Name:</b>	TARGET CORPORATION	<b>Street 2:</b>	
<b>Date Became Current:</b>	20010725	<b>City:</b>	
<b>Date Ended Current:</b>		<b>State:</b>	
<b>Phone:</b>		<b>Country:</b>	
<b>Source Type:</b>	Annual/Biennial Report update with Notification	<b>Zip Code:</b>	
<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	1000 NICOLLET MALL
<b>Name:</b>	TARGET COPORATION	<b>Street 2:</b>	
<b>Date Became Current:</b>	20010725	<b>City:</b>	MINNEAPOLIS
<b>Date Ended Current:</b>		<b>State:</b>	MN
<b>Phone:</b>	800-587-2228	<b>Country:</b>	US
<b>Source Type:</b>	Annual/Biennial Report update with Notification	<b>Zip Code:</b>	55403

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2 of 5

E

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698.13 /  
-11

CVS PHARMACY #16673  
3121 E COLORADO BLVD STE B  
PASADENA CA 91107

RCRA SQG

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>EPA Handler ID:</b>			CAR000261008			
<b>Gen Status Universe:</b>			Small Quantity Generator			
<b>Contact Name:</b>			NICOLE WILKINSON			
<b>Contact Address:</b>			ONE CVS DR , MAIL CODE 2340 , WOONSOCKET , RI, 02895 , US			
<b>Contact Phone No and Ext:</b>			401-770-7132			
<b>Contact Email:</b>			NICOLE.WILKINSON@CVSHEALTH.COM			
<b>Contact Country:</b>			US			
<b>County Name:</b>			LOS ANGELES			
<b>EPA Region:</b>			09			
<b>Land Type:</b>			Private			
<b>Receive Date:</b>			20160329			
<b>Location Latitude:</b>			34.14618			
<b>Location Longitude:</b>			-118.090289			

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20160329  
**Handler Name:** CVS PHARMACY #16673  
**Federal Waste Generator Code:** 2  
**Generator Code Description:** Small Quantity Generator  
**Source Type:** Notification

**Waste Code Details**

**Hazardous Waste Code:** 122  
**Waste Code Description:** Alkaline solution without metals (pH > 12.5)

**Hazardous Waste Code:** 123  
**Waste Code Description:** Unspecified alkaline solution

**Hazardous Waste Code:** 134  
**Waste Code Description:** Aqueous solution with <10% total organic residues

**Hazardous Waste Code:** 141  
**Waste Code Description:** Off-specification, aged, or surplus inorganics

**Hazardous Waste Code:** 181  
**Waste Code Description:** Other inorganic solid waste

**Hazardous Waste Code:** 214

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Waste Code Description:</b>			Unspecified solvent mixture			
<b>Hazardous Waste Code:</b>			311			
<b>Waste Code Description:</b>			Pharmaceutical waste			
<b>Hazardous Waste Code:</b>			331			
<b>Waste Code Description:</b>			Off-specification, aged, or surplus organics			
<b>Hazardous Waste Code:</b>			352			
<b>Waste Code Description:</b>			Other organic solids			
<b>Hazardous Waste Code:</b>			541			
<b>Waste Code Description:</b>			Photochemicals / photo processing waste			
<b>Hazardous Waste Code:</b>			561			
<b>Waste Code Description:</b>			Detergent and soap			
<b>Hazardous Waste Code:</b>			791			
<b>Waste Code Description:</b>			Liquids with pH < 2			
<b>Hazardous Waste Code:</b>			D001			
<b>Waste Code Description:</b>			IGNITABLE WASTE			
<b>Hazardous Waste Code:</b>			D002			
<b>Waste Code Description:</b>			CORROSIVE WASTE			
<b>Hazardous Waste Code:</b>			D007			
<b>Waste Code Description:</b>			CHROMIUM			
<b>Hazardous Waste Code:</b>			D009			
<b>Waste Code Description:</b>			MERCURY			
<b>Hazardous Waste Code:</b>			D010			
<b>Waste Code Description:</b>			SELENIUM			
<b>Hazardous Waste Code:</b>			D011			
<b>Waste Code Description:</b>			SILVER			
<b>Hazardous Waste Code:</b>			D024			
<b>Waste Code Description:</b>			M-CRESOL			
<b>Hazardous Waste Code:</b>			P001			
<b>Waste Code Description:</b>			2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%			
<b>Hazardous Waste Code:</b>			U034			
<b>Waste Code Description:</b>			ACETALDEHYDE, TRICHLORO- (OR) CHLORAL			
<b>Hazardous Waste Code:</b>			U044			
<b>Waste Code Description:</b>			CHLOROFORM (OR) METHANE, TRICHLORO-			
<b>Hazardous Waste Code:</b>			U122			
<b>Waste Code Description:</b>			FORMALDEHYDE			
<b>Hazardous Waste Code:</b>			U129			
<b>Waste Code Description:</b>			CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE			
<b>Hazardous Waste Code:</b>			U188			
<b>Waste Code Description:</b>			PHENOL			
<b>Hazardous Waste Code:</b>			U201			
<b>Waste Code Description:</b>			1,3-BENZENEDIOL (OR) RESORCINOL			
<b>Hazardous Waste Code:</b>			U205			
<b>Waste Code Description:</b>			SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	1000
<b>Type:</b>	Private	<b>Street 1:</b>	NICOLLET MALL
<b>Name:</b>	TARGET CORPORATION	<b>Street 2:</b>	
<b>Date Became Current:</b>	20010725	<b>City:</b>	MINNEAPOLIS
<b>Date Ended Current:</b>		<b>State:</b>	MN
<b>Phone:</b>	612-304-6073	<b>Country:</b>	US
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	55403

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	
<b>Name:</b>	GARFIELD BEACH CVS LLC	<b>Street 2:</b>	
<b>Date Became Current:</b>	20151216	<b>City:</b>	
<b>Date Ended Current:</b>		<b>State:</b>	
<b>Phone:</b>		<b>Country:</b>	US
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	

<a href="#">36</a>	3 of 5	E	0.22 / 1,154.08	698.13 / -11	TARGET STORE T1332 3121 E COLORADO BLVD PASADENA CA 91107-0000	RCRA LQG
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<b>EPA Handler ID:</b>	CAR000217588
<b>Gen Status Universe:</b>	Large Quantity Generator
<b>Contact Name:</b>	STEVE MUSSER
<b>Contact Address:</b>	PO BOX 111 , , MINNEAPOLIS , MN, 55440 , US
<b>Contact Phone No and Ext:</b>	800-587-2228
<b>Contact Email:</b>	POC@TARGET.COM
<b>Contact Country:</b>	US
<b>County Name:</b>	LOS ANGELES
<b>EPA Region:</b>	09
<b>Land Type:</b>	Private
<b>Receive Date:</b>	20200221
<b>Location Latitude:</b>	34.14618
<b>Location Longitude:</b>	-118.090289

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

<b>Importer Activity:</b>	No
<b>Mixed Waste Generator:</b>	No
<b>Transporter Activity:</b>	No
<b>Transfer Facility:</b>	No
<b>Onsite Burner Exemption:</b>	No
<b>Furnace Exemption:</b>	No
<b>Underground Injection Activity:</b>	No
<b>Commercial TSD:</b>	No
<b>Used Oil Transporter:</b>	No
<b>Used Oil Transfer Facility:</b>	No
<b>Used Oil Processor:</b>	No
<b>Used Oil Refiner:</b>	No
<b>Used Oil Burner:</b>	No
<b>Used Oil Market Burner:</b>	No
<b>Used Oil Spec Marketer:</b>	No

**Hazardous Waste Handler Details**

<b>Sequence No:</b>	1
<b>Receive Date:</b>	20110411
<b>Handler Name:</b>	TARGET STORE NO 1332



<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Federal Waste Generator Code:</b>		2				
<b>Generator Code Description:</b>		Small Quantity Generator				
<b>Source Type:</b>		Notification				
<b><u>Waste Code Details</u></b>						
<b>Hazardous Waste Code:</b>		D001				
<b>Waste Code Description:</b>		IGNITABLE WASTE				
<b>Hazardous Waste Code:</b>		D002				
<b>Waste Code Description:</b>		CORROSIVE WASTE				
<b>Hazardous Waste Code:</b>		D005				
<b>Waste Code Description:</b>		BARIUM				
<b>Hazardous Waste Code:</b>		D008				
<b>Waste Code Description:</b>		LEAD				
<b>Hazardous Waste Code:</b>		D009				
<b>Waste Code Description:</b>		MERCURY				
<b>Hazardous Waste Code:</b>		D011				
<b>Waste Code Description:</b>		SILVER				
<b>Hazardous Waste Code:</b>		D016				
<b>Waste Code Description:</b>		2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)				
<b>Hazardous Waste Code:</b>		P001				
<b>Waste Code Description:</b>		2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%				
<b>Hazardous Waste Code:</b>		P046				
<b>Waste Code Description:</b>		ALPHA,ALPHA-DIMETHYLPHENETHYLAMINE (OR) BENZENEETHANAMINE, ALPHA, ALPHA-DIMETHYL-				
<b>Hazardous Waste Code:</b>		P075				
<b>Waste Code Description:</b>		NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS				
<b><u>Hazardous Waste Handler Details</u></b>						
<b>Sequence No:</b>		1				
<b>Receive Date:</b>		20140301				
<b>Handler Name:</b>		TARGET STORE T1332				
<b>Federal Waste Generator Code:</b>		2				
<b>Generator Code Description:</b>		Small Quantity Generator				
<b>Source Type:</b>		Annual/Biennial Report update with Notification				
<b><u>Waste Code Details</u></b>						
<b>Hazardous Waste Code:</b>		D001				
<b>Waste Code Description:</b>		IGNITABLE WASTE				
<b>Hazardous Waste Code:</b>		D002				
<b>Waste Code Description:</b>		CORROSIVE WASTE				
<b>Hazardous Waste Code:</b>		D003				
<b>Waste Code Description:</b>		REACTIVE WASTE				
<b>Hazardous Waste Code:</b>		D004				
<b>Waste Code Description:</b>		ARSENIC				
<b>Hazardous Waste Code:</b>		D005				
<b>Waste Code Description:</b>		BARIUM				
<b>Hazardous Waste Code:</b>		D006				
<b>Waste Code Description:</b>		CADMIUM				

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					D007 CHROMIUM	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					D008 LEAD	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					D009 MERCURY	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					D010 SELENIUM	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					D011 SILVER	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					D016 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					D018 BENZENE	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					D024 M-CRESOL	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					D026 CRESOL	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					D028 1,2-DICHLOROETHANE	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					D035 METHYL ETHYL KETONE	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					P001 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					P042 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					P075 NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					P081 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					U002 2-PROPANONE (I) (OR) ACETONE (I)	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					U034 ACETALDEHYDE, TRICHLORO- (OR) CHLORAL	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					U035 BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					U044 CHLOROFORM (OR) METHANE, TRICHLORO-	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					U058 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					U072 BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>					U122 FORMALDEHYDE	

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Hazardous Waste Code:</b>		U129				
<b>Waste Code Description:</b>		CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE				
<b>Hazardous Waste Code:</b>		U150				
<b>Waste Code Description:</b>		L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN				
<b>Hazardous Waste Code:</b>		U154				
<b>Waste Code Description:</b>		METHANOL (I) (OR) METHYL ALCOHOL (I)				
<b>Hazardous Waste Code:</b>		U188				
<b>Waste Code Description:</b>		PHENOL				
<b>Hazardous Waste Code:</b>		U200				
<b>Waste Code Description:</b>		RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL) OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-				
<b>Hazardous Waste Code:</b>		U201				
<b>Waste Code Description:</b>		1,3-BENZENEDIOL (OR) RESORCINOL				
<b>Hazardous Waste Code:</b>		U279				
<b>Waste Code Description:</b>		CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE				

**Hazardous Waste Handler Details**

**Sequence No:** 2  
**Receive Date:** 20160217  
**Handler Name:** TARGET STORE T1332  
**Federal Waste Generator Code:** 1  
**Generator Code Description:** Large Quantity Generator  
**Source Type:** Annual/Biennial Report update with Notification

**Waste Code Details**

**Hazardous Waste Code:** D001  
**Waste Code Description:** IGNITABLE WASTE

**Hazardous Waste Code:** D002  
**Waste Code Description:** CORROSIVE WASTE

**Hazardous Waste Code:** D004  
**Waste Code Description:** ARSENIC

**Hazardous Waste Code:** D005  
**Waste Code Description:** BARIUM

**Hazardous Waste Code:** D006  
**Waste Code Description:** CADMIUM

**Hazardous Waste Code:** D007  
**Waste Code Description:** CHROMIUM

**Hazardous Waste Code:** D008  
**Waste Code Description:** LEAD

**Hazardous Waste Code:** D009  
**Waste Code Description:** MERCURY

**Hazardous Waste Code:** D010  
**Waste Code Description:** SELENIUM

**Hazardous Waste Code:** D011  
**Waste Code Description:** SILVER

**Hazardous Waste Code:** D016  
**Waste Code Description:** 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D018 BENZENE			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D024 M-CRESOL			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D026 CRESOL			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D035 METHYL ETHYL KETONE			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			P001 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			P042 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			P075 NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			P081 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U002 2-PROPANONE (I) (OR) ACETONE (I)			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U034 ACETALDEHYDE, TRICHLORO- (OR) CHLORAL			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U035 BENZENE BUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U044 CHLOROFORM (OR) METHANE, TRICHLORO-			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U058 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U072 BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U122 FORMALDEHYDE			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U129 CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U150 L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U154 METHANOL (I) (OR) METHYL ALCOHOL (I)			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U188 PHENOL			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U200 RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL) OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-			
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U201 1,3-BENZENEDIOL (OR) RESORCINOL			

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Hazardous Waste Code:</b>				U279		
<b>Waste Code Description:</b>				CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE		
<b><u>Hazardous Waste Handler Details</u></b>						
<b>Sequence No:</b>				3		
<b>Receive Date:</b>				20180201		
<b>Handler Name:</b>				TARGET STORE T1332		
<b>Federal Waste Generator Code:</b>				1		
<b>Generator Code Description:</b>				Large Quantity Generator		
<b>Source Type:</b>				Annual/Biennial Report update with Notification		
<b><u>Waste Code Details</u></b>						
<b>Hazardous Waste Code:</b>				121		
<b>Waste Code Description:</b>				Alkaline solution (pH >12.5) with metals (antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc)		
<b>Hazardous Waste Code:</b>				122		
<b>Waste Code Description:</b>				Alkaline solution without metals (pH > 12.5)		
<b>Hazardous Waste Code:</b>				141		
<b>Waste Code Description:</b>				Off-specification, aged, or surplus inorganics		
<b>Hazardous Waste Code:</b>				181		
<b>Waste Code Description:</b>				Other inorganic solid waste		
<b>Hazardous Waste Code:</b>				331		
<b>Waste Code Description:</b>				Off-specification, aged, or surplus organics		
<b>Hazardous Waste Code:</b>				791		
<b>Waste Code Description:</b>				Liquids with pH < 2		
<b>Hazardous Waste Code:</b>				792		
<b>Waste Code Description:</b>				Liquids with pH < 2 with metals		
<b>Hazardous Waste Code:</b>				D001		
<b>Waste Code Description:</b>				IGNITABLE WASTE		
<b>Hazardous Waste Code:</b>				D002		
<b>Waste Code Description:</b>				CORROSIVE WASTE		
<b>Hazardous Waste Code:</b>				D004		
<b>Waste Code Description:</b>				ARSENIC		
<b>Hazardous Waste Code:</b>				D005		
<b>Waste Code Description:</b>				BARIUM		
<b>Hazardous Waste Code:</b>				D006		
<b>Waste Code Description:</b>				CADMIUM		
<b>Hazardous Waste Code:</b>				D007		
<b>Waste Code Description:</b>				CHROMIUM		
<b>Hazardous Waste Code:</b>				D008		
<b>Waste Code Description:</b>				LEAD		
<b>Hazardous Waste Code:</b>				D009		
<b>Waste Code Description:</b>				MERCURY		
<b>Hazardous Waste Code:</b>				D010		
<b>Waste Code Description:</b>				SELENIUM		
<b>Hazardous Waste Code:</b>				D011		
<b>Waste Code Description:</b>				SILVER		
<b>Hazardous Waste Code:</b>				D016		

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Waste Code Description:</b>			2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)			
<b>Hazardous Waste Code:</b>			D018			
<b>Waste Code Description:</b>			BENZENE			
<b>Hazardous Waste Code:</b>			D024			
<b>Waste Code Description:</b>			M-CRESOL			
<b>Hazardous Waste Code:</b>			D026			
<b>Waste Code Description:</b>			CRESOL			
<b>Hazardous Waste Code:</b>			D027			
<b>Waste Code Description:</b>			1,4-DICHLOROBENZENE			
<b>Hazardous Waste Code:</b>			D035			
<b>Waste Code Description:</b>			METHYL ETHYL KETONE			
<b>Hazardous Waste Code:</b>			D039			
<b>Waste Code Description:</b>			TETRACHLOROETHYLENE			
<b>Hazardous Waste Code:</b>			P075			
<b>Waste Code Description:</b>			NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS			
<b>Hazardous Waste Code:</b>			U002			
<b>Waste Code Description:</b>			2-PROPANONE (I) (OR) ACETONE (I)			
<b>Hazardous Waste Code:</b>			U035			
<b>Waste Code Description:</b>			BENZENE BUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL			
<b>Hazardous Waste Code:</b>			U154			
<b>Waste Code Description:</b>			METHANOL (I) (OR) METHYL ALCOHOL (I)			
<b>Hazardous Waste Code:</b>			U188			
<b>Waste Code Description:</b>			PHENOL			
<b>Hazardous Waste Code:</b>			U279			
<b>Waste Code Description:</b>			CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE			

**Hazardous Waste Handler Details**

**Sequence No:** 4  
**Receive Date:** 20200221  
**Handler Name:** TARGET STORE T1332  
**Federal Waste Generator Code:** 1  
**Generator Code Description:** Large Quantity Generator  
**Source Type:** Annual/Biennial Report update with Notification

**Waste Code Details**

**Hazardous Waste Code:** 122  
**Waste Code Description:** Alkaline solution without metals (pH > 12.5)

**Hazardous Waste Code:** 141  
**Waste Code Description:** Off-specification, aged, or surplus inorganics

**Hazardous Waste Code:** 181  
**Waste Code Description:** Other inorganic solid waste

**Hazardous Waste Code:** 221  
**Waste Code Description:** Waste oil and mixed oil

**Hazardous Waste Code:** 331  
**Waste Code Description:** Off-specification, aged, or surplus organics

**Hazardous Waste Code:** 342  
**Waste Code Description:** Organic liquids with metals (see 121)

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			791		Liquids with pH < 2	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			792		Liquids with pH < 2 with metals	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D001		IGNITABLE WASTE	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D002		CORROSIVE WASTE	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D004		ARSENIC	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D005		BARIUM	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D006		CADMIUM	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D007		CHROMIUM	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D008		LEAD	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D009		MERCURY	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D010		SELENIUM	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D011		SILVER	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D016		2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D018		BENZENE	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D027		1,4-DICHLOROBENZENE	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D035		METHYL ETHYL KETONE	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			D039		TETRACHLOROETHYLENE	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			P075		NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-(S)-, & SALTS	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U002		2-PROPANONE (I) (OR) ACETONE (I)	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U134		HYDROFLUORIC ACID (C,T) (OR) HYDROGEN FLUORIDE (C,T)	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U154		METHANOL (I) (OR) METHYL ALCOHOL (I)	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U188		PHENOL	
<b>Hazardous Waste Code:</b> <b>Waste Code Description:</b>			U279		CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE	

**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	PO BOX 111
<b>Name:</b>	TARGET CORPORATION	<b>Street 2:</b>	
<b>Date Became Current:</b>	20010725	<b>City:</b>	MINNEAPOLIS
<b>Date Ended Current:</b>		<b>State:</b>	MN
<b>Phone:</b>	800-587-2228	<b>Country:</b>	US
<b>Source Type:</b>	Annual/Biennial Report update with Notification	<b>Zip Code:</b>	55440

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	
<b>Name:</b>	TARGET CORPORATION	<b>Street 2:</b>	
<b>Date Became Current:</b>	20010725	<b>City:</b>	
<b>Date Ended Current:</b>		<b>State:</b>	
<b>Phone:</b>		<b>Country:</b>	
<b>Source Type:</b>	Annual/Biennial Report update with Notification	<b>Zip Code:</b>	

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	111
<b>Type:</b>	Private	<b>Street 1:</b>	PO BOX
<b>Name:</b>	TARGET CORP	<b>Street 2:</b>	
<b>Date Became Current:</b>	20010725	<b>City:</b>	MINNEAPOLIS
<b>Date Ended Current:</b>		<b>State:</b>	MN
<b>Phone:</b>	800-587-2228	<b>Country:</b>	US
<b>Source Type:</b>	Annual/Biennial Report update with Notification	<b>Zip Code:</b>	55440

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	
<b>Name:</b>	TARGET CORPORATION	<b>Street 2:</b>	
<b>Date Became Current:</b>	20010725	<b>City:</b>	
<b>Date Ended Current:</b>		<b>State:</b>	
<b>Phone:</b>		<b>Country:</b>	US
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	PO BOX 111
<b>Name:</b>	TARGET CORPORATION	<b>Street 2:</b>	
<b>Date Became Current:</b>	20010725	<b>City:</b>	MINNEAPOLIS
<b>Date Ended Current:</b>		<b>State:</b>	MN
<b>Phone:</b>	800-587-2228	<b>Country:</b>	US
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	55440-0111

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	111
<b>Type:</b>	Private	<b>Street 1:</b>	PO BOX
<b>Name:</b>	TARGET CORP	<b>Street 2:</b>	
<b>Date Became Current:</b>	20010725	<b>City:</b>	MINNEAPOLIS
<b>Date Ended Current:</b>		<b>State:</b>	MN
<b>Phone:</b>	800-587-2228	<b>Country:</b>	US
<b>Source Type:</b>	Annual/Biennial Report update with Notification	<b>Zip Code:</b>	55440

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	PO BOX 111
<b>Name:</b>	TARGET CORP	<b>Street 2:</b>	
<b>Date Became Current:</b>	20010725	<b>City:</b>	MINNEAPOLIS
<b>Date Ended Current:</b>		<b>State:</b>	MN
<b>Phone:</b>	800-587-2228	<b>Country:</b>	US
<b>Source Type:</b>	Annual/Biennial Report update with Notification	<b>Zip Code:</b>	55440

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	P.O. BOX 111
<b>Name:</b>	TARGET CORPORATION	<b>Street 2:</b>	
<b>Date Became Current:</b>	20010729	<b>City:</b>	MINNEAPOLIS
<b>Date Ended Current:</b>		<b>State:</b>	MN
<b>Phone:</b>	800-587-2228	<b>Country:</b>	
<b>Source Type:</b>	Annual/Biennial Report update with Notification	<b>Zip Code:</b>	55440

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	P.O. BOX 111



Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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<b>Name:</b>	TARGET CORPORATION	<b>Street 2:</b>				
<b>Date Became Current:</b>	20010729	<b>City:</b>	MINNEAPOLIS			
<b>Date Ended Current:</b>		<b>State:</b>	MN			
<b>Phone:</b>	800-587-2228	<b>Country:</b>				
<b>Source Type:</b>	Annual/Biennial Report update with Notification	<b>Zip Code:</b>	55440			
<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>				
<b>Type:</b>	Private	<b>Street 1:</b>	PO BOX 111			
<b>Name:</b>	TARGET CORP	<b>Street 2:</b>				
<b>Date Became Current:</b>	20010725	<b>City:</b>	MINNEAPOLIS			
<b>Date Ended Current:</b>		<b>State:</b>	MN			
<b>Phone:</b>	800-587-2228	<b>Country:</b>	US			
<b>Source Type:</b>	Annual/Biennial Report update with Notification	<b>Zip Code:</b>	55440			

**Historical Handler Details**

<b>Receive Dt:</b>	20180201
<b>Generator Code Description:</b>	Large Quantity Generator
<b>Handler Name:</b>	TARGET STORE T1332
<b>Receive Dt:</b>	20160217
<b>Generator Code Description:</b>	Large Quantity Generator
<b>Handler Name:</b>	TARGET STORE T1332
<b>Receive Dt:</b>	20140301
<b>Generator Code Description:</b>	Small Quantity Generator
<b>Handler Name:</b>	TARGET STORE T1332
<b>Receive Dt:</b>	20110411
<b>Generator Code Description:</b>	Small Quantity Generator
<b>Handler Name:</b>	TARGET STORE NO 1332

<a href="#">36</a>	4 of 5	E	0.22 / 1,154.08	698.13 / -11	CVS PHARMACY #16673 3121 E COLORADO BLVD A PASADENA CA 91107	CUPA LA COUNTY
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<b>Facility ID:</b>	FA0047694
<b>CERS ID:</b>	10666393

**Active Facility Details**

<b>PE:</b>	1001
<b>PE:</b>	7070

<a href="#">36</a>	5 of 5	E	0.22 / 1,154.08	698.13 / -11	TARGET T1332 3121 E COLORADO BLVD PASADENA CA 91107	CUPA LA COUNTY
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<b>Facility ID:</b>	FA0034267
<b>CERS ID:</b>	10307233

**Active Facility Details**

<b>PE:</b>	1001
<b>PE:</b>	7070

**Inactive Facility Details**

<b>PE:</b>	7070
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">37</a>	1 of 2	W	0.22 / 1,154.72	727.10 / 18	2739 Materia, Inc. Facility 2739 NINA ST PASADENA CA 91107	DELISTED HAZ

**Siteid:** 368600  
**Latitude:** 34.147346  
**Longitude:** -118.093895  
**Original Source:** CHAZ  
**Record Date:** 04-JAN-2018

<a href="#">37</a>	2 of 2	W	0.22 / 1,154.72	727.10 / 18	2739 MATERIA INC FACILITY 2739 NINA ST PASADENA CA 91107	CUPA LA COUNTY
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**Facility ID:** FA0048090  
**CERS ID:** 10669618

**Inactive Facility Details**

**PE:** 7070

**PE:** 1001

<a href="#">38</a>	1 of 4	N	0.22 / 1,165.63	728.47 / 20	AVON PRODUCTS INCORPORATED 2940 EAST FOOTHILL BOULEVARD PASADENA CA 91121	HHSS
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**County:**  
**Tank Details Microfiche:** <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026629.pdf>

<a href="#">38</a>	2 of 4	N	0.22 / 1,165.63	728.47 / 20	AVON PROD. INC 2940 E. FOOTHILL BLVD. PASADENA CA 91107	EMISSIONS
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**1987 Criteria Data**

<b>Facility ID:</b>	2165	<b>CERR Code:</b>	
<b>Facility SIC Code:</b>	2834	<b>TOGT:</b>	
<b>CO:</b>	19	<b>ROGT:</b>	
<b>Air Basin:</b>	SC	<b>COT:</b>	
<b>District:</b>	SC	<b>NOXT:</b>	0
<b>COID:</b>	LA	<b>SOXT:</b>	
<b>DISN:</b>	SOUTH COAST AQMD	<b>PMT:</b>	
<b>CHAPIS:</b>		<b>PM10T:</b>	

**1987 Toxic Data**

<b>Facility ID:</b>	2165	<b>COID:</b>	LA
<b>Facility SIC Code:</b>	2834	<b>DISN:</b>	SOUTH COAST AQMD
<b>CO:</b>	19	<b>CHAPIS:</b>	
<b>Air Basin:</b>	SC	<b>CERR Code:</b>	
<b>District:</b>	SC		
<b>TS:</b>			
<b>Health Risk Asmt:</b>			
<b>Non-Cancer Chronic Haz Ind:</b>			
<b>Non-Cancer Acute Haz Ind:</b>			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">38</a>	3 of 4	N	0.22 / 1,165.63	728.47 / 20	AVON PROD. INC 2940 E. FOOTHILL BLVD. PASADENA CA 91121	EMISSIONS

**1990 Criteria Data**

Facility ID:	2165	CERR Code:	
Facility SIC Code:	2844	TOGT:	.1
CO:	19	ROGT:	.08785
Air Basin:	SC	COT:	.4
District:	SC	NOXT:	1.8
COID:	LA	SOXT:	0
DISN:	SOUTH COAST AQMD	PMT:	.1
CHAPIS:		PM10T:	.0976

**1990 Toxic Data**

Facility ID:	2165	COID:	LA
Facility SIC Code:	2844	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

<a href="#">38</a>	4 of 4	N	0.22 / 1,165.63	728.47 / 20	AVON PRODUCTS, INCORPORATED 2940 EAST FOOTHILL BOULEVARD PASADENA CA	HIST TANK
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Owner Name:	AVON PRODUCTS, INCORPORATED	No of Containers:	1
Owner Street:	2940 EAST FOOTHILL BOULEVARD	County:	LOS ANGELES
Owner City:	PASADENA	Facility State:	CA
Owner State:	CA	Facility Zip:	91121
Owner Zip:	91121		

<a href="#">39</a>	1 of 1	WNW	0.22 / 1,185.20	730.90 / 22	AXLE PROS 2746 E WALNUT ST PASADENA CA 91107	CUPA LA COUNTY
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Facility ID:	FA0028634
CERS ID:	10304743

**Active Facility Details**

PE:	7070
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**Inactive Facility Details**

PE:	7070
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PE:	1001
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<a href="#">40</a>	1 of 4	N	0.23 / 1,191.26	728.49 / 20	2940 E FOOTHILL BLVD PASADENA CA 91121	HMS LA
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Site No: 011390  
 Area: 3J

**Detail Info**

<b>Permit No:</b>	00002953T	<b>Permit Status Code:</b>	REM
<b>Permit Cat Desc:</b>	Underground Storage Tank	<b>Permit Category:</b>	T
<b>Status Code:</b>	REM	<b>File No:</b>	011427
<b>Status Desc:</b>	Equipment Removed	<b>File Name:</b>	AVON PRODUCTS
<b>Permit Status Desc:</b>	Equipment Removed		
<b>Permit Type:</b>	0		
<b>Permit Type Desc:</b>	Underground Storage Tank Operating Permit		

<a href="#">40</a>	2 of 4	<b>N</b>	<b>0.23 / 1,191.26</b>	<b>728.49 / 20</b>	<b>NEW AVON LLC 2940 E. FOOTHILL BLVD PASADENA CA 91121-0000</b>	<b>RCRA NON GEN</b>
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**EPA Handler ID:** CAD981395965  
**Gen Status Universe:** No Report  
**Contact Name:** DIANA DREYER  
**Contact Address:** 2940 , E. FOOTHILL BLVD , , PASADENA , CA, 91121-0000 , US  
**Contact Phone No and Ext:** 626-578-8349  
**Contact Email:** DIANA.DREYER@AVONUSA.COM  
**Contact Country:** US  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:** Private  
**Receive Date:** 20181203  
**Location Latitude:**  
**Location Longitude:**

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 19860409  
**Handler Name:** AVON PRODUCTS INC  
**Source Type:** Notification  
**Federal Waste Generator Code:** 2  
**Generator Code Description:** Small Quantity Generator

<i>Map Key</i>	<i>Number of Records</i>	<i>Direction</i>	<i>Distance (mi/ft)</i>	<i>Elev/Diff (ft)</i>	<i>Site</i>	<i>DB</i>
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**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 19900406  
**Handler Name:** AVON PRODUCTS, INC  
**Source Type:** Annual/Biennial Report  
**Federal Waste Generator Code:** 1  
**Generator Code Description:** Large Quantity Generator

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20120710  
**Handler Name:** AVON  
**Source Type:** Annual/Biennial Report update with Notification  
**Federal Waste Generator Code:** 1  
**Generator Code Description:** Large Quantity Generator

**Waste Code Details**

**Hazardous Waste Code:** 331  
**Waste Code Description:** Off-specification, aged, or surplus organics  
  
**Hazardous Waste Code:** 343  
**Waste Code Description:** Unspecified organic liquid mixture  
  
**Hazardous Waste Code:** D001  
**Waste Code Description:** IGNITABLE WASTE

**Hazardous Waste Handler Details**

**Sequence No:** 2  
**Receive Date:** 20151102  
**Handler Name:** AVON PRODUCTS INC  
**Source Type:** Notification  
**Federal Waste Generator Code:** 1  
**Generator Code Description:** Large Quantity Generator

**Waste Code Details**

**Hazardous Waste Code:** 331  
**Waste Code Description:** Off-specification, aged, or surplus organics  
  
**Hazardous Waste Code:** 343  
**Waste Code Description:** Unspecified organic liquid mixture  
  
**Hazardous Waste Code:** D001  
**Waste Code Description:** IGNITABLE WASTE

**Hazardous Waste Handler Details**

**Sequence No:** 2  
**Receive Date:** 20160224  
**Handler Name:** AVON PRODUCTS, INC.  
**Source Type:** Annual/Biennial Report update with Notification  
**Federal Waste Generator Code:** 1  
**Generator Code Description:** Large Quantity Generator

**Waste Code Details**

**Hazardous Waste Code:** 331  
**Waste Code Description:** Off-specification, aged, or surplus organics

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Hazardous Waste Code:** 343  
**Waste Code Description:** Unspecified organic liquid mixture

**Hazardous Waste Code:** 352  
**Waste Code Description:** Other organic solids

**Hazardous Waste Code:** D001  
**Waste Code Description:** IGNITABLE WASTE

**Hazardous Waste Handler Details**

**Sequence No:** 3  
**Receive Date:** 20160225  
**Handler Name:** NEW AVON LLC  
**Source Type:** Notification  
**Federal Waste Generator Code:** 2  
**Generator Code Description:** Small Quantity Generator

**Waste Code Details**

**Hazardous Waste Code:** 331  
**Waste Code Description:** Off-specification, aged, or surplus organics

**Hazardous Waste Code:** 343  
**Waste Code Description:** Unspecified organic liquid mixture

**Hazardous Waste Code:** D001  
**Waste Code Description:** IGNITABLE WASTE

**Hazardous Waste Handler Details**

**Sequence No:** 4  
**Receive Date:** 20170209  
**Handler Name:** NEW AVON LLC  
**Source Type:** Notification  
**Federal Waste Generator Code:** 1  
**Generator Code Description:** Large Quantity Generator

**Waste Code Details**

**Hazardous Waste Code:** 331  
**Waste Code Description:** Off-specification, aged, or surplus organics

**Hazardous Waste Code:** 343  
**Waste Code Description:** Unspecified organic liquid mixture

**Hazardous Waste Code:** D001  
**Waste Code Description:** IGNITABLE WASTE

**Hazardous Waste Handler Details**

**Sequence No:** 3  
**Receive Date:** 20180123  
**Handler Name:** NEW AVON LLC  
**Source Type:** Annual/Biennial Report update with Notification  
**Federal Waste Generator Code:** 1  
**Generator Code Description:** Large Quantity Generator

**Waste Code Details**

**Hazardous Waste Code:** 221

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Waste Code Description:** Waste oil and mixed oil  
**Hazardous Waste Code:** 331  
**Waste Code Description:** Off-specification, aged, or surplus organics  
**Hazardous Waste Code:** 343  
**Waste Code Description:** Unspecified organic liquid mixture  
**Hazardous Waste Code:** 352  
**Waste Code Description:** Other organic solids  
**Hazardous Waste Code:** D001  
**Waste Code Description:** IGNITABLE WASTE

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20181203  
**Handler Name:** NEW AVON LLC  
**Source Type:** Deactivation  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Owner <b>Type:</b> Private <b>Name:</b> NEW AVON, LLC <b>Date Became Current:</b> 20160301 <b>Date Ended Current:</b> <b>Phone:</b> 212-282-6000 <b>Source Type:</b> Annual/Biennial Report update with Notification	<b>Street No:</b> 165 <b>Street 1:</b> BROADWAY <b>Street 2:</b> <b>City:</b> NEW YORK <b>State:</b> NY <b>Country:</b> US <b>Zip Code:</b> 10006
<b>Owner/Operator Ind:</b> Current Owner <b>Type:</b> Private <b>Name:</b> NEW AVON LLC <b>Date Became Current:</b> 20160301 <b>Date Ended Current:</b> <b>Phone:</b> 626-578-8349 <b>Source Type:</b> Notification	<b>Street No:</b> 2940 <b>Street 1:</b> EAST FOOTHILL BLVD <b>Street 2:</b> <b>City:</b> PASADENA <b>State:</b> CA <b>Country:</b> US <b>Zip Code:</b> 91121
<b>Owner/Operator Ind:</b> Current Owner <b>Type:</b> Private <b>Name:</b> AVON PRODUCTS INC <b>Date Became Current:</b> 19780201 <b>Date Ended Current:</b> <b>Phone:</b> 626-578-8349 <b>Source Type:</b> Annual/Biennial Report update with Notification	<b>Street No:</b> 2940 <b>Street 1:</b> E. FOOTHILL BLVD <b>Street 2:</b> <b>City:</b> PASADENA <b>State:</b> CA <b>Country:</b> US <b>Zip Code:</b> 91121
<b>Owner/Operator Ind:</b> Current Operator <b>Type:</b> Private <b>Name:</b> NEW AVON LLC <b>Date Became Current:</b> 19780201 <b>Date Ended Current:</b> <b>Phone:</b> <b>Source Type:</b> Notification	<b>Street No:</b> <b>Street 1:</b> <b>Street 2:</b> <b>City:</b> <b>State:</b> CA <b>Country:</b> US <b>Zip Code:</b>
<b>Owner/Operator Ind:</b> Current Operator <b>Type:</b> Private <b>Name:</b> AVON PRODUCTS INC <b>Date Became Current:</b> 19780201 <b>Date Ended Current:</b> <b>Phone:</b> <b>Source Type:</b> Annual/Biennial Report update with Notification	<b>Street No:</b> <b>Street 1:</b> <b>Street 2:</b> <b>City:</b> <b>State:</b> <b>Country:</b> <b>Zip Code:</b>
<b>Owner/Operator Ind:</b> Current Operator <b>Type:</b> Private	<b>Street No:</b> 2940 <b>Street 1:</b> E. FOOTHILL BLVD

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Name:</b>	NEW AVON, LLC				<b>Street 2:</b>	
<b>Date Became Current:</b>	20160301				<b>City:</b>	PASADENA
<b>Date Ended Current:</b>					<b>State:</b>	CA
<b>Phone:</b>					<b>Country:</b>	US
<b>Source Type:</b>	Deactivation				<b>Zip Code:</b>	91121-0000
<b>Owner/Operator Ind:</b>	Current Operator				<b>Street No:</b>	2940
<b>Type:</b>	Private				<b>Street 1:</b>	EAST FOOTHILL BLVD
<b>Name:</b>	AVON PRODUCTS INC				<b>Street 2:</b>	
<b>Date Became Current:</b>	19780201				<b>City:</b>	PASADENA
<b>Date Ended Current:</b>					<b>State:</b>	CA
<b>Phone:</b>	626-578-8381				<b>Country:</b>	
<b>Source Type:</b>	Notification				<b>Zip Code:</b>	91121-0002
<b>Owner/Operator Ind:</b>	Current Owner				<b>Street No:</b>	2940
<b>Type:</b>	Private				<b>Street 1:</b>	EAST FOOTHILL BLVD
<b>Name:</b>	AVON PRODUCTS INC				<b>Street 2:</b>	
<b>Date Became Current:</b>	19780201				<b>City:</b>	PASADENA
<b>Date Ended Current:</b>					<b>State:</b>	CA
<b>Phone:</b>	626-578-8381				<b>Country:</b>	
<b>Source Type:</b>	Annual/Biennial Report update with Notification				<b>Zip Code:</b>	91121
<b>Owner/Operator Ind:</b>	Current Operator				<b>Street No:</b>	2940
<b>Type:</b>	Private				<b>Street 1:</b>	EAST FOOTHILL BLVD
<b>Name:</b>	AVON PRODUCTS INC				<b>Street 2:</b>	
<b>Date Became Current:</b>	19780201				<b>City:</b>	PASADENA
<b>Date Ended Current:</b>					<b>State:</b>	CA
<b>Phone:</b>	626-578-8381				<b>Country:</b>	
<b>Source Type:</b>	Annual/Biennial Report update with Notification				<b>Zip Code:</b>	91121-0002
<b>Owner/Operator Ind:</b>	Current Owner				<b>Street No:</b>	2940
<b>Type:</b>	Private				<b>Street 1:</b>	EAST FOOTHILL BLVD
<b>Name:</b>	AVON PRODUCTS INC				<b>Street 2:</b>	
<b>Date Became Current:</b>	19780201				<b>City:</b>	PASADENA
<b>Date Ended Current:</b>					<b>State:</b>	CA
<b>Phone:</b>	626-578-8381				<b>Country:</b>	
<b>Source Type:</b>	Notification				<b>Zip Code:</b>	91121
<b>Owner/Operator Ind:</b>	Current Owner				<b>Street No:</b>	
<b>Type:</b>	Private				<b>Street 1:</b>	NOT REQUIRED
<b>Name:</b>	AVON PRODUCTS INC				<b>Street 2:</b>	
<b>Date Became Current:</b>					<b>City:</b>	NOT REQUIRED
<b>Date Ended Current:</b>					<b>State:</b>	ME
<b>Phone:</b>	415-555-1212				<b>Country:</b>	
<b>Source Type:</b>	Notification				<b>Zip Code:</b>	99999
<b>Owner/Operator Ind:</b>	Current Owner				<b>Street No:</b>	777
<b>Type:</b>	Private				<b>Street 1:</b>	THIRD AVE 8TH FLOOR
<b>Name:</b>	NEW AVON LLC				<b>Street 2:</b>	
<b>Date Became Current:</b>	19780201				<b>City:</b>	NEW YORK
<b>Date Ended Current:</b>					<b>State:</b>	NY
<b>Phone:</b>	212-282-6000				<b>Country:</b>	US
<b>Source Type:</b>	Notification				<b>Zip Code:</b>	10017
<b>Owner/Operator Ind:</b>	Current Operator				<b>Street No:</b>	
<b>Type:</b>	Private				<b>Street 1:</b>	NOT REQUIRED
<b>Name:</b>	NOT REQUIRED				<b>Street 2:</b>	
<b>Date Became Current:</b>					<b>City:</b>	NOT REQUIRED
<b>Date Ended Current:</b>					<b>State:</b>	ME
<b>Phone:</b>	415-555-1212				<b>Country:</b>	
<b>Source Type:</b>	Notification				<b>Zip Code:</b>	99999
<b>Owner/Operator Ind:</b>	Current Operator				<b>Street No:</b>	2940
<b>Type:</b>	Private				<b>Street 1:</b>	EAST FOOTHILL BLVD
<b>Name:</b>	NEW AVON LLC				<b>Street 2:</b>	
<b>Date Became Current:</b>	20160301				<b>City:</b>	PASADENA
<b>Date Ended Current:</b>					<b>State:</b>	CA
<b>Phone:</b>	626-578-8349				<b>Country:</b>	US
<b>Source Type:</b>	Notification				<b>Zip Code:</b>	91121-0002



Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	2940
<b>Type:</b>	Private	<b>Street 1:</b>	E. FOOTHILL BLVD
<b>Name:</b>	NEW AVON, LLC	<b>Street 2:</b>	
<b>Date Became Current:</b>	20160301	<b>City:</b>	PASADENA
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>		<b>Country:</b>	US
<b>Source Type:</b>	Annual/Biennial Report update with Notification	<b>Zip Code:</b>	91121-0000

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	165
<b>Type:</b>	Private	<b>Street 1:</b>	BROADWAY
<b>Name:</b>	NEW AVON, LLC	<b>Street 2:</b>	
<b>Date Became Current:</b>	20160301	<b>City:</b>	NEW YORK
<b>Date Ended Current:</b>		<b>State:</b>	NY
<b>Phone:</b>	212-282-6000	<b>Country:</b>	US
<b>Source Type:</b>	Deactivation	<b>Zip Code:</b>	10006

**Historical Handler Details**

<b>Receive Dt:</b>	20180123
<b>Generator Code Description:</b>	Large Quantity Generator
<b>Handler Name:</b>	NEW AVON LLC

<b>Receive Dt:</b>	20170209
<b>Generator Code Description:</b>	Large Quantity Generator
<b>Handler Name:</b>	NEW AVON LLC

<b>Receive Dt:</b>	20160225
<b>Generator Code Description:</b>	Small Quantity Generator
<b>Handler Name:</b>	NEW AVON LLC

<b>Receive Dt:</b>	20160224
<b>Generator Code Description:</b>	Large Quantity Generator
<b>Handler Name:</b>	AVON PRODUCTS, INC.

<b>Receive Dt:</b>	20151102
<b>Generator Code Description:</b>	Large Quantity Generator
<b>Handler Name:</b>	AVON PRODUCTS INC

<b>Receive Dt:</b>	20120710
<b>Generator Code Description:</b>	Large Quantity Generator
<b>Handler Name:</b>	AVON

<b>Receive Dt:</b>	19900406
<b>Generator Code Description:</b>	Large Quantity Generator
<b>Handler Name:</b>	AVON PRODUCTS, INC

<b>Receive Dt:</b>	19860409
<b>Generator Code Description:</b>	Small Quantity Generator
<b>Handler Name:</b>	AVON PRODUCTS INC

<a href="#">40</a>	3 of 4	N	0.23 / 1,191.26	728.49 / 20	AVON 2940 E FOOTHILL BLVD PASADENA CA 91107	CUPA LA COUNTY
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<b>Facility ID:</b>	FA0011100
<b>CERS ID:</b>	10307197

**Inactive Facility Details**

<b>PE:</b>	7070
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<b>PE:</b>	1102
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">40</a>	4 of 4	N	0.23 / 1,191.26	728.49 / 20	AVON PRODUCTS 2940 E FOOTHILL BLVD PASADENA CA	UST SWEEPS

<b>C C:</b>	119-080-11427	<b>D Filename:</b>	NSITE6
<b>BOE:</b>		<b>Page No:</b>	245
<b>Comp:</b>	11427	<b>County:</b>	LOS ANGELES
<b>Status:</b>	INACTIVE	<b>State :</b>	CA
<b>No of Tanks:</b>	1	<b>Zip:</b>	91107
<b>Jurisdic:</b>	CITY OF PASADENA	<b>Latitude:</b>	34.149921
<b>Agency:</b>	FIRE DEPARTMENT - U.S.T.	<b>Longitude:</b>	-118.089734
<b>Phone:</b>	(818) 578-8262	<b>Georesult:</b>	S5HPNTSCZA

**Tank Details**

<b>Tank ID:</b>	000001	<b>S Contain:</b>	NONE
<b>O Tank ID:</b>		<b>Stg:</b>	
<b>SWRCB No:</b>	19-080-011427-000001	<b>Storage :</b>	PRODUCT
<b>Removed:</b>	12-07-90	<b>Storag Type:</b>	PRODUCT
<b>Installed:</b>	01-01-69	<b>P Contain:</b>	BARE STEEL
<b>A Date:</b>		<b>Content:</b>	DIESEL
<b>Capac:</b>	250	<b>ONA:</b>	
<b>Tank Use:</b>	PETROLEUM	<b>D File Name:</b>	NTANK6

<a href="#">41</a>	1 of 1	E	0.23 / 1,219.54	697.40 / -11	FORMER STANDARD SHOES 3120 E COLORADO BLVD PASADENA CA 91107	SML LA
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<b>Site ID:</b>	SD0000229
<b>Case ID:</b>	RO0000234
<b>Status:</b>	

<a href="#">42</a>	1 of 1	WNW	0.23 / 1,229.70	731.54 / 23	LEO RAFF DENTAL LABORATORY 2736 E WALNUT ST C1 PASADENA CA 91107	CUPA LA COUNTY
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<b>Facility ID:</b>	FA0043699
<b>CERS ID:</b>	10307923

**Inactive Facility Details**

<b>PE:</b>	7070
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<a href="#">43</a>	1 of 1	WNW	0.23 / 1,233.21	731.54 / 23	VARTAN'S DIES 2736 E WALNUT ST C PASADENA CA 91107	CUPA LA COUNTY
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<b>Facility ID:</b>	FA0028658
<b>CERS ID:</b>	10307152

**Active Facility Details**

<b>PE:</b>	7070
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**Inactive Facility Details**

<b>PE:</b>	7070
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">44</a>	1 of 1	NNW	0.24 / 1,261.26	734.22 / 25	MCDONALDS #948-M PERNECKY MGMT 2861 E FOOTHILL BLVD PASADENA CA 91107	CUPA LA COUNTY

Facility ID: FA0044633  
CERS ID: 10307626

Active Facility Details

PE: 7070

Inactive Facility Details

PE: 7070

<a href="#">45</a>	1 of 1	ESE	0.24 / 1,262.17	689.69 / -19	AT&T CALIFORNIA - K115Y 3124 E GREEN ST PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0048042  
CERS ID: 10676461

Active Facility Details

PE: 7070

<a href="#">46</a>	1 of 2	NW	0.24 / 1,274.72	736.98 / 28	PETE'S COLLISION CENTER 188 N DAISY ST PASADENA CA 91107	EMISSIONS
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2015 Toxic Data

Facility ID:	125678	COID:	LA
Facility SIC Code:	7532	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2016 Toxic Data

Facility ID:	125678	TS:	
Facility SIC Code:	7532	HRA:	
CERR CODE:		CH Index:	
COID:	LA	AH Index:	
CO:	19	Air Basin:	SC
DISN:	SOUTH COAST AQMD	District:	SC
CHAPIS:			

2017 Toxic Data

Facility ID:	125678	COID:	LA
Facility SIC Code:	7532	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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District: SC  
 TS:  
 Health Risk Asmt:  
 Non-Cancer Chronic Haz Ind:  
 Non-Cancer Acute Haz Ind:

**2018 Toxic Data**

Facility ID:	125678	COID:	LA
Facility SIC Code:	7532	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

**2019 Toxic Data**

CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
Facility ID:	125678	TS:	
District:	SC	Health Risk Asmt:	
Facility SIC Code:	7532	NonCncrChrnHazInd:	
		:	
COID:	LA	NonCncrActeHazInd:	
DISN:	SOUTH COAST AQMD		

<a href="#">46</a>	2 of 2	NW	0.24 / 1,274.72	736.98 / 28	PETE'S COLLISION CENTER 188 N DAISY PASADENA CA 91107-0000	RCRA NON GEN
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EPA Handler ID: CAL000191910  
 Gen Status Universe: No Report  
 Contact Name: PETROS SEMERDZHIAN  
 Contact Address: 36 MERLON AVE , , PASADENA , CA, 91107 ,  
 Contact Phone No and Ext: 626-297-1414  
 Contact Email: PETESCOLLISIONINC@ATT.NET  
 Contact Country:  
 County Name: LOS ANGELES  
 EPA Region: 09  
 Land Type:  
 Receive Date: 20001004  
 Location Latitude: 34.149506  
 Location Longitude: -118.092941

**Violation/Evaluation Summary**

Note: NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

Importer Activity: No  
 Mixed Waste Generator: No  
 Transporter Activity: No  
 Transfer Facility: No  
 Onsite Burner Exemption: No  
 Furnace Exemption: No  
 Underground Injection Activity: No  
 Commercial TSD: No  
 Used Oil Transporter: No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Used Oil Transfer Facility: No  
 Used Oil Processor: No  
 Used Oil Refiner: No  
 Used Oil Burner: No  
 Used Oil Market Burner: No  
 Used Oil Spec Marketer: No

**Hazardous Waste Handler Details**

Sequence No: 1  
 Receive Date: 20001004  
 Handler Name: PETE'S COLLISON CENTER  
 Source Type: Implementer  
 Federal Waste Generator Code: N  
 Generator Code Description: Not a Generator, Verified

**Owner/Operator Details**

Owner/Operator Ind:	Current Owner	Street No:	
Type:	Other	Street 1:	188 N DAISY AVE
Name:	PETROS SEMERDZHIAN	Street 2:	
Date Became Current:		City:	PASADENA
Date Ended Current:		State:	CA
Phone:	626-432-1961	Country:	
Source Type:	Implementer	Zip Code:	91107-0000

Owner/Operator Ind:	Current Operator	Street No:	
Type:	Other	Street 1:	36 MERLON AVE
Name:	PETROS SEMERDZHIAN	Street 2:	
Date Became Current:		City:	PASADENA
Date Ended Current:		State:	CA
Phone:	626-297-1414	Country:	
Source Type:	Implementer	Zip Code:	91107

<a href="#">47</a>	1 of 1	W	0.24 / 1,279.82	724.89 / 16	7-ELEVEN INC. STORE #20269 2717 E COLORADO BLVD PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0040709  
 CERS ID: 10307635

**Active Facility Details**

PE: 7070

**Inactive Facility Details**

PE: 7070

<a href="#">48</a>	1 of 1	NW	0.24 / 1,288.64	737.22 / 28	LIFECARE SOLUTIONS, INC. 170 N DAISY AVE PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0008585  
 CERS ID: 10129738

**Inactive Facility Details**

PE: 7070

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">49</a>	1 of 13	WSW	0.24 / 1,289.78	722.13 / 13	2716 E COLORADO BLVD PASADENA CA 91107	HMS LA

Site No: 009689  
Area: 3J

**Detail Info**

<b>Permit No:</b>	00000708T	<b>Permit Status Code:</b>	REM
<b>Permit Cat Desc:</b>	Underground Storage Tank	<b>Permit Category:</b>	T
<b>Status Code:</b>	REM	<b>File No:</b>	009522
<b>Status Desc:</b>	Equipment Removed	<b>File Name:</b>	SHELL OIL #204-5862-0007
<b>Permit Status Desc:</b>	Equipment Removed		
<b>Permit Type:</b>	0		
<b>Permit Type Desc:</b>	Underground Storage Tank Operating Permit		

<a href="#">49</a>	2 of 13	WSW	0.24 / 1,289.78	722.13 / 13	COLORADO SHELL 2716 E Colorado Blvd Unit B Pasadena CA 91107	UST
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**Facility ID:** LACoFA0007859  
**CERS ID:** 10307608  
**County:** Los Angeles  
**Permitting Agency:** Los Angeles County Fire Department  
**Note:** Information related to facilities can be searched on Geo Tracker Website: <https://geotracker.waterboards.ca.gov/search>  
**Site Facility Type:** PERMITTED UNDERGROUND STORAGE TANK (UST)

**Latitude:** 34.14581  
**Longitude:** -118.09421

<a href="#">49</a>	3 of 13	WSW	0.24 / 1,289.78	722.13 / 13	COLORADO SHELL 2716 E COLORADO BLVD UNIT B PASADENA CA 91107	CERS TANK
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**Site ID:** 20949  
**Longitude:** -118.094210  
**Latitude:** 34.145810

**Regulated Programs**

**EI ID:** 10307608  
**EI Description:** Underground Storage Tank

**EI ID:** 10307608  
**EI Description:** Chemical Storage Facilities

**EI ID:** 10307608  
**EI Description:** Hazardous Waste Generator

**Violations**

**Violation Date:** 08/30/2013  
**Violation Program:** UST  
**Citation:** 23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)  
**Violation Notes:**

**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department

Returned to compliance on 10/30/2013.

**Violation Description:**

Failure to comply with one or more of the following: provide training to facility employee(s) responsible for proper operation and maintenance every 12 months  
and/or

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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train new employee(s) who are responsible for proper operation and maintenance within 30-days of hire

and/or

to have at least one employee present during operating hours that has been trained in the proper operation and maintenance of the UST system.

**Violations**

**Violation Date:** 08/27/2014  
**Violation Program:** UST  
**Citation:** HSC 6.7 25291 - California Health and Safety Code, Chapter 6.7, Section(s) 25291  
**Violation Notes:**

**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department

Returned to compliance on 03/26/2015.

**Violation Description:**

Failure to maintain under-dispenser containment, sumps, and/or other secondary containment in good condition and/or free of debris/liquid.

**Violations**

**Violation Date:** 08/17/2021  
**Violation Program:** UST  
**Citation:** HSC 6.7 25293 - California Health and Safety Code, Chapter 6.7, Section(s) 25293  
**Violation Notes:**

**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department

**Violation Description:**

Failure to maintain UST records in sufficient detail to enable the UPA to determine whether the UST systems are in compliance.

**Violations**

**Violation Date:** 08/19/2020  
**Violation Program:** UST  
**Citation:** HSC 6.7 25291(a)(2) - California Health and Safety Code, Chapter 6.7, Section(s) 25291(a)(2)  
**Violation Notes:**

**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department

Returned to compliance on 09/10/2020. UDC's 5/6 and 7/8 were repaired and tested and passed on 091020

**Violation Description:**

Failure to maintain secondary containment (e.g., failure of secondary containment testing).

**Violations**

**Violation Date:** 08/17/2021  
**Violation Program:** UST  
**Citation:** HSC 6.7 25284, 25286 - California Health and Safety Code, Chapter 6.7, Section(s) 25284, 25286  
**Violation Notes:**

**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department

**Violation Description:**

Failure to submit a complete and accurate application for a permit to operate a UST, or for renewal of the permit.

**Violations**

**Violation Date:** 08/17/2021  
**Violation Program:** UST  
**Citation:** 23 CCR 16 2716(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2716(e)  
**Violation Notes:**

**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department

Designated Operator monthly inspection reports are not signed by Owner/Operator within 72 hours of inspection. DO monthly inspection reports are to be signed by the tank OWNER/OPERATOR within 72 hours of the inspection date and time. Inspection reports cannot be signed by station attendants. This is a re-occurring and recalcitrant violation. You will be RED TAGGED for this violation if the condition continues to exist. Pasadena Fire Haz Mat inspector will be checking monthly DO reports regularly to ensure that the OWNER/OPERATOR is signing the reports as required. Failure to do so will result in immediate red tagging of your facility at PFD's discretion.

**Violation Description:**

For designated operator (DO) monthly inspections conducted before October 1, 2018, failure to comply with one or more of the following requirements:  
 Be performed by an ICC certified DO.  
 Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy.  
 Inspect for the presence of liquid/debris in spill containers.  
 Inspect for the presence of liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly.  
 Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit.  
 Check that all testing and maintenance has been completed and documented.  
 Verify that all facility employees have been trained in accordance with 23 CCR 2715(c).  
 For designated operator (DO) 30 day inspections conducted on and after October 1, 2018, failure to conduct the designated UST operator visual inspection at least once every 30 days.

**Violations**

<b>Violation Date:</b>	08/27/2014	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	UST	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)		
<b>Violation Notes:</b>			

Returned to compliance on 09/09/2014.

**Violation Description:**

Failure to maintain on site an approved monitoring plan.

**Violations**

<b>Violation Date:</b>	08/20/2019	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	UST	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7, Section(s) 25284.2		
<b>Violation Notes:</b>			

Returned to compliance on 09/10/2020.

**Violation Description:**

"Failure to meet one or more of the following requirements:  
 Install or maintain a liquid-tight spill container.  
 Have a minimum capacity of five gallons.  
 Have a functional drain valve or other method for the removal of liquid from the spill container.  
 Be resistant to galvanic corrosion.  
 Perform a tightness test at installation, every 12 months thereafter, or within 30 days after a repair to the spill container.  
 Tested using applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer.  
 Tested by a certified UST service technician.  
 Maintain records of spill containment testing for 36 months.  
 "

**Violations**



<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Violation Date:** 08/19/2020  
**Violation Program:** UST  
**Citation:** HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7, Section(s) 25284.2  
**Violation Notes:**

Returned to compliance on 09/10/2020.

**Violation Description:**

"Failure to meet one or more of the following requirements:

Install or maintain a liquid-tight spill container.

Have a minimum capacity of five gallons.

Have a functional drain valve or other method for the removal of liquid from the spill container.

Be resistant to galvanic corrosion.

Perform a tightness test at installation, every 12 months thereafter, or within 30 days after a repair to the spill container.

Tested using applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer.

Tested by a certified UST service technician.

Maintain records of spill containment testing for 36 months.

"

**Violations**

**Violation Date:** 08/30/2013  
**Violation Program:** UST  
**Citation:** 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)  
**Violation Notes:**

Returned to compliance on 09/24/2013.

**Violation Description:**

Failure to maintain on site an approved monitoring plan.

**Violations**

**Violation Date:** 08/17/2016  
**Violation Program:** UST  
**Citation:** 23 CCR 6.7 25284, 25286 - California Code of Regulations, Title 23, Chapter 6.7, Section(s) 25284, 25286  
**Violation Notes:**

Returned to compliance on 09/16/2016.

**Violation Description:**

Failure to submit a complete and accurate application for a permit to operate a UST, or for renewal of the permit.

**Violations**

**Violation Date:** 08/17/2021  
**Violation Program:** UST  
**Citation:** HSC 6.7 25291(a)(2) - California Health and Safety Code, Chapter 6.7, Section(s) 25291(a)(2)  
**Violation Notes:**

1. Secondary containment test conducted on 7/8/20 showed UDC 5/6 and 7/8 failed – must repair and retest to pass (14-day red tag – outstanding

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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violation since NOV issued on 7/9/20, and 9/2/20)

**Violation Description:**

Failure to maintain secondary containment (e.g., failure of secondary containment testing).

**Violations**

**Violation Date:** 08/19/2020  
**Violation Program:** UST  
**Citation:** 23 CCR 16 2716(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2716(e)  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

Returned to compliance on 09/10/2020.

**Violation Description:**

For designated operator (DO) monthly inspections conducted before October 1, 2018, failure to comply with one or more of the following requirements:  
 Be performed by an ICC certified DO.  
 Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy.  
 Inspect for the presence of liquid/debris in spill containers.  
 Inspect for the presence of liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly.  
 Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit.  
 Check that all testing and maintenance has been completed and documented.  
 Verify that all facility employees have been trained in accordance with 23 CCR 2715(c).  
 For designated operator (DO) 30 day inspections conducted on and after October 1, 2018, failure to conduct the designated UST operator visual inspection at least once every 30 days.

**Violations**

**Violation Date:** 08/08/2018  
**Violation Program:** HMRRP  
**Citation:** HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

Returned to compliance on 08/28/2018.

**Violation Description:**

Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.

**Violations**

**Violation Date:** 08/20/2019  
**Violation Program:** UST  
**Citation:** 23 CCR 16 2641(j) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(j)  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

Returned to compliance on 08/20/2019. corrected at time of inspection

**Violation Description:**

Failure of the leak detection equipment to be installed, calibrated, operated, and/or maintained properly.

**Violations**

**Violation Date:** 08/20/2019  
**Violation Program:** UST  
**Citation:** 23 CCR 16 2716(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2716(e)  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

Returned to compliance on 10/09/2019.

**Violation Description:**

For designated operator (DO) monthly inspections conducted before October 1, 2018, failure to comply with one or more of the following requirements:  
 Be performed by an ICC certified DO.  
 Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy.  
 Inspect for the presence of liquid/debris in spill containers.  
 Inspect for the presence of liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly.  
 Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit.  
 Check that all testing and maintenance has been completed and documented.  
 Verify that all facility employees have been trained in accordance with 23 CCR 2715(c).  
 For designated operator (DO) 30 day inspections conducted on and after October 1, 2018, failure to conduct the designated UST operator visual inspection at least once every 30 days.

**Violations**

**Violation Date:** 07/14/2017  
**Violation Program:** UST  
**Citation:** 23 CCR 16 2637 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

Returned to compliance on 03/09/2018.

**Violation Description:**

Failure to conduct secondary containment testing, or one or more of the following requirements:  
 Perform the test within six months of installation and every 36 months thereafter. Use a procedure that demonstrates the system works as well as at installation. Use applicable manufacturer guidelines, industry codes, engineering standard, or professional engineer approval. Performed by a certified service technician or a licensed tank tester.

**Violations**

**Violation Date:** 08/27/2014  
**Violation Program:** UST  
**Citation:** HSC 6.7 25286(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25286(a)  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

Returned to compliance on 09/09/2014.

**Violation Description:**

Failure to submit an complete and accurate application for a permit to operate an underground storage tank, or for renewal of the permit.

**Violations**

**Violation Date:** 08/17/2016  
**Violation Program:** UST  
**Citation:** 23 CCR 16 2632(d)(1)(C), 2641(h), 2711(a)(8) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(d)(1)(C), 2641(h), 2711(a)(8)  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

Returned to compliance on 09/16/2016.

**Violation Description:**

Failure to submit or update a plot plan.

**Violations**

**Violation Date:** 08/27/2014  
**Violation Program:** UST  
**Citation:** HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Violation Notes:**

Returned to compliance on 09/09/2014.

**Violation Description:**

Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.

**Violations**

<b>Violation Date:</b>	08/19/2015	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	UST	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	23 CCR 16 2712(b) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)		

**Violation Notes:**

Returned to compliance on 11/12/2015.

**Violation Description:**

Failure to maintain records of repairs, lining, and upgrades on site, or off site if approved by the CUPA, for the life of the underground storage tank and/or

failure to maintain written monitoring and maintenance records on site, or off site if approved by the CUPA, for a period of 3 years, 6 1/2 years for cathodic protection, and 5 years for written performance claims pertaining to release detection systems and calibration and maintenance records for such systems.

**Violations**

<b>Violation Date:</b>	08/15/2017	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	UST	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	23 CCR 16 2641(j) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(j)		

**Violation Notes:**

Returned to compliance on 03/09/2018.

**Violation Description:**

Failure of the leak detection equipment to be installed, calibrated, operated, and/or maintained properly.

**Violations**

<b>Violation Date:</b>	08/08/2018	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	UST	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	23 CCR 16 2715(c) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(c)		

**Violation Notes:**

Returned to compliance on 10/16/2018. fuel alarm in 912 fill sump on 3/17/18 - no records on site regarding what the alarm was and who cleared it. provide documentation

**Violation Description:**

Failure to comply with one or more of the following designated operator (DO) monthly inspection requirements:

Be performed by an ICC certified DO.

Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy. Inspect for the presence of liquid/debris in spill containers.

Inspect for the presence of liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly. Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit. Check that all testing and maintenance has been completed and documented.

Verify that all facility employees have been trained in accordance with 23 CCR 2715(f)(2).

**Violations**

**Violation Date:** 08/17/2016  
**Violation Program:** HMRRP  
**Citation:** HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

Returned to compliance on 09/16/2016.

**Violation Description:**

Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.

**Violations**

**Violation Date:** 08/30/2013  
**Violation Program:** HMRRP  
**Citation:** HSC 6.95 25504(a) - California Health and Safety Code, Chapter 6.95, Section(s) 25504(a)  
**Violation Source:** CERS  
**Violation Division:** Pasadena Fire Department  
**Violation Notes:**

Returned to compliance on 09/24/2013.

**Violation Description:**

Failure to complete and/or submit hazardous material inventory forms for all reportable hazardous materials on site.

**Evaluations**

**Eval Date:** 08/30/2013  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

1. submit annual inventory; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 08/20/2019  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

1. ALL SPILL BUCKETS FOR ALL UST SYSTEMS DO NOT MEET 5 GALLON REQUIREMENT. MUST MAKE REPAIRS NECESSARY TO MEET 5 GALLON CAPACITY MINIMUM. (WORK WILL REQUIRE A PERMIT) 2. 87 MAIN FILL SUMP SENSOR FAILED ANNUAL TEST - REPAIRED AND RETESTED AT TIME OF INSPECTION - PASSED - NO CORRECTIVE ACTION NEEDED 3.OWNER/OPERATOR MUST SIGN ALL COMPLETED DESIGNATED OPERATOR INSPECTION REPORTS WITHIN 48 HOURS OF BEING PROVIDED THE REPORT FROM THE DESIGNATED OPERATOR. (Title 23, Div. 3, Chap 16, Art. 10, Section 2716 (e)) ; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 08/17/2021  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Eval Date:** 08/17/2021  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

1. Secondary containment test conducted on 7/8/20 showed UDC 5/6 and 7/8 failed – must repair and retest to pass (14-day red tag – outstanding violation since NOV issued on 7/9/20, and 9/2/20) 2. UST Tank information: Waste oil tank overfill prevention – must also mark audible visual alarm. 3. Designated Operator monthly inspection reports are not signed by Owner/Operator within 72 hours of inspection. 4. Site records binder – missing all secondary containment test results (must have at least the last two full tests conducted and any repairs or re-tests), and missing overfill prevention inspection results from 2018.; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 08/15/2017  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 07/18/2014  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 11/05/2020  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

Kerington Polette, Employee; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 08/27/2014  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 08/15/2017  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

87 AUX FILL SUMP FAILED; Note: data in [EVAL Notes] field for some records is truncated from the source.

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Eval Date:** 08/17/2017  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

Henry Baroi; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 08/08/2018  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

Chemical inventory is missing car wash chemicals. must update inventory to reflect all chemicals on site; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 08/27/2014  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 08/19/2015  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 08/20/2019  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 08/19/2020  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 08/17/2016  
**Violations Found:** Yes  
**Eval General Type:** Compliance Evaluation Inspection

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Eval Type:</b>					Routine done by local agency	
<b>Eval Division:</b>					Pasadena Fire Department	
<b>Eval Program:</b>					UST	
<b>Eval Source:</b>					CERS	
<b>Eval Notes:</b>						
<b>Eval Date:</b>					08/30/2013	
<b>Violations Found:</b>					Yes	
<b>Eval General Type:</b>					Compliance Evaluation Inspection	
<b>Eval Type:</b>					Routine done by local agency	
<b>Eval Division:</b>					Pasadena Fire Department	
<b>Eval Program:</b>					UST	
<b>Eval Source:</b>					CERS	
<b>Eval Notes:</b>						
1. submit monitoring plan onto cers 2. conduct facility employee training; Note: data in [EVAL Notes] field for some records is truncated from the source.						
<b>Eval Date:</b>					08/19/2020	
<b>Violations Found:</b>					Yes	
<b>Eval General Type:</b>					Compliance Evaluation Inspection	
<b>Eval Type:</b>					Routine done by local agency	
<b>Eval Division:</b>					Pasadena Fire Department	
<b>Eval Program:</b>					UST	
<b>Eval Source:</b>					CERS	
<b>Eval Notes:</b>						
1. ALL SPILL BUCKETS FOR ALL UST SYSTEMS MUST HOLD A MINIMUM OF 5 GALLONS LIQUID CAPACITY - TO BE VERIFIED WITH A CALIBRATED 5 GALLON CONTAINER (OUTSTANDING VIOLATION - 1ST NOV ISSUED 8/20/2019) 2. SECONDARY CONTAINMENT TEST FROM 7/8/20 SHOWED THAT UDC 5/6 AND 7/8 FAILED - MUST REPAIR AND RE-TEST - REPAIRS WILL REQUIRE A PERMIT. (OUTSTANDING VIOLATION - 1ST NOV ISSUED 7/9/20) 3. DESIGNATED OPERATOR MONTHLY INSPECTION FORMS MUST BE SIGNED WITHIN 48 HOURS OF INSPECTION BY OWNER/OPERATOR - REPORTS FROM MARCH 2020, JANUARY 2020 AND NOVEMBER 2019 WERE NOT SIGNED. ADDITIONALLY, THE INDIVIDUAL SIGNING IS NOT LISTED AS THE OWNER OR OPERATOR. ALL REPORTS MUST BE SIGNED BY OWNER/OPERATOR.; Note: data in [EVAL Notes] field for some records is truncated from the source.						
<b>Eval Date:</b>					08/19/2015	
<b>Violations Found:</b>					No	
<b>Eval General Type:</b>					Compliance Evaluation Inspection	
<b>Eval Type:</b>					Routine done by local agency	
<b>Eval Division:</b>					Pasadena Fire Department	
<b>Eval Program:</b>					HMRRP	
<b>Eval Source:</b>					CERS	
<b>Eval Notes:</b>						
<b>Eval Date:</b>					08/08/2018	
<b>Violations Found:</b>					Yes	
<b>Eval General Type:</b>					Compliance Evaluation Inspection	
<b>Eval Type:</b>					Routine done by local agency	
<b>Eval Division:</b>					Pasadena Fire Department	
<b>Eval Program:</b>					UST	
<b>Eval Source:</b>					CERS	
<b>Eval Notes:</b>						
<b>Eval Date:</b>					07/14/2017	
<b>Violations Found:</b>					Yes	
<b>Eval General Type:</b>					Other/Unknown	
<b>Eval Type:</b>					Other, not routine, done by local agency	
<b>Eval Division:</b>					Pasadena Fire Department	
<b>Eval Program:</b>					UST	
<b>Eval Source:</b>					CERS	
<b>Eval Notes:</b>						
<b>Eval Date:</b>					08/17/2016	
<b>Violations Found:</b>					Yes	
<b>Eval General Type:</b>					Compliance Evaluation Inspection	



<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Eval Type:</b>					Routine done by local agency	
<b>Eval Division:</b>					Pasadena Fire Department	
<b>Eval Program:</b>					HMRRP	
<b>Eval Source:</b>					CERS	
<b>Eval Notes:</b>						
<b><u>Affiliations</u></b>						
<b>Affil Type Desc:</b>					Property Owner	
<b>Entity Name:</b>					Anabi Real Estate Dev., LLC	
<b>Entity Title:</b>						
<b>Address:</b>					1450 N Benson Avenue Suite A	
<b>City:</b>					Upland	
<b>State:</b>					CA	
<b>Country:</b>					United States	
<b>Zip Code:</b>					91786	
<b>Phone:</b>					(909) 394-4728	
<b>Affil Type Desc:</b>					Environmental Contact	
<b>Entity Name:</b>					Chittal Shah	
<b>Entity Title:</b>						
<b>Address:</b>					1450 N Benson Avenue Suite A	
<b>City:</b>					Upland	
<b>State:</b>					CA	
<b>Country:</b>					United States	
<b>Zip Code:</b>					91786	
<b>Phone:</b>						
<b>Affil Type Desc:</b>					Identification Signer	
<b>Entity Name:</b>					Summer Ireifej	
<b>Entity Title:</b>					CFO	
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>						
<b>Affil Type Desc:</b>					Legal Owner	
<b>Entity Name:</b>					RADC Enterprises Inc.	
<b>Entity Title:</b>						
<b>Address:</b>					1450 N Benson Avenue Suite A	
<b>City:</b>					Upland	
<b>State:</b>					CA	
<b>Country:</b>					United States	
<b>Zip Code:</b>					91786	
<b>Phone:</b>					(909) 394-4728	
<b>Affil Type Desc:</b>					Operator	
<b>Entity Name:</b>					RADC Enterprises Inc.	
<b>Entity Title:</b>						
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>					(909) 394-4728	
<b>Affil Type Desc:</b>					Parent Corporation	
<b>Entity Name:</b>					COLORADO SHELL	
<b>Entity Title:</b>						
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>						

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Affil Type Desc:</b>					UST Tank Owner	
<b>Entity Name:</b>					Anabi Real Estate Dev., LLC	
<b>Entity Title:</b>						
<b>Address:</b>					1450 N Benson Avenue Suite A	
<b>City:</b>					Upland	
<b>State:</b>					CA	
<b>Country:</b>					United States	
<b>Zip Code:</b>					91786	
<b>Phone:</b>					(909) 394-4728	
<b>Affil Type Desc:</b>					Facility Mailing Address	
<b>Entity Name:</b>					Mailing Address	
<b>Entity Title:</b>						
<b>Address:</b>					1450 N Benson Avenue Suite A	
<b>City:</b>					Upland	
<b>State:</b>					CA	
<b>Country:</b>						
<b>Zip Code:</b>					91786	
<b>Phone:</b>						
<b>Affil Type Desc:</b>					CUPA District	
<b>Entity Name:</b>					Los Angeles County Fire	
<b>Entity Title:</b>						
<b>Address:</b>					5825 Rickenbacker Road	
<b>City:</b>					Commerce	
<b>State:</b>					CA	
<b>Country:</b>						
<b>Zip Code:</b>					90040-3027	
<b>Phone:</b>					(323) 890-4000	
<b>Affil Type Desc:</b>					Document Preparer	
<b>Entity Name:</b>					Stantec Consulting Services Inc.	
<b>Entity Title:</b>						
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>						
<b>Affil Type Desc:</b>					UST Property Owner Name	
<b>Entity Name:</b>					Anabi Real Estate Dev., LLC	
<b>Entity Title:</b>						
<b>Address:</b>					1450 N Benson Avenue Suite A	
<b>City:</b>					Upland	
<b>State:</b>					CA	
<b>Country:</b>					United States	
<b>Zip Code:</b>					91786	
<b>Phone:</b>					(909) 394-4728	
<b>Affil Type Desc:</b>					UST Tank Operator	
<b>Entity Name:</b>					RADC Enterprises, Inc.	
<b>Entity Title:</b>						
<b>Address:</b>					1450 N Benson Avenue Suite A	
<b>City:</b>					Upland	
<b>State:</b>					CA	
<b>Country:</b>					United States	
<b>Zip Code:</b>					91786	
<b>Phone:</b>					(909) 394-4728	
<b>Affil Type Desc:</b>					UST Permit Applicant	
<b>Entity Name:</b>					Summer Ireifej	
<b>Entity Title:</b>					Controller	
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Phone:		(909) 394-4728				

[49](#)      4 of 13      WSW      0.24 / 1,289.78      722.13 / 13      ANABI OIL, COLORADO SHELL  
2716 E COLORADO BLVD  
PASADENA CA 91107      EMISSIONS

2016 Toxic Data

Facility ID:	166783	TS:	
Facility SIC Code:	5541	HRA:	
CERR CODE:		CH Index:	
COID:	LA	AH Index:	
CO:	19	Air Basin:	SC
DISN:	SOUTH COAST AQMD	District:	SC
CHAPIS:			

2017 Toxic Data

Facility ID:	166783	COID:	LA
Facility SIC Code:	9999	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2018 Toxic Data

Facility ID:	166783	COID:	LA
Facility SIC Code:	9999	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2019 Toxic Data

CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
Facility ID:	166783	TS:	
District:	SC	Health Risk Asmt:	
Facility SIC Code:	9999	NonCncrChrnichHazInd:	
		:	
COID:	LA	NonCncrActeHazInd:	
DISN:	SOUTH COAST AQMD		

[49](#)      5 of 13      WSW      0.24 / 1,289.78      722.13 / 13      G-TECH AUTOMOTIVE  
2716 E COLORADO BLVD  
PASADENA CA 91107      RCRA  
NON GEN

EPA Handler ID:	CAL000431992
Gen Status Universe:	No Report
Contact Name:	ALBE AVASAPIAN OWNER
Contact Address:	2716 E COLORADO BLVD , , PASADENA , CA, 91107 ,
Contact Phone No and Ext:	626-808-5408
Contact Email:	G_TECHAUTOMOTIVE@YAHOO.COM
Contact Country:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:**  
**Receive Date:** 20171107  
**Location Latitude:** 34.145739  
**Location Longitude:** -118.094207

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20171107  
**Handler Name:** G-TECH AUTOMOTIVE  
**Source Type:** Implementer  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Owner	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 2716 E COLORADO BLVD
<b>Name:</b> ALBE AVASAPIAN	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> PASADENA
<b>Date Ended Current:</b>	<b>State:</b> CA
<b>Phone:</b> 626-808-5408	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 91107

<b>Owner/Operator Ind:</b> Current Operator	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 2716 E COLORADO BLVD
<b>Name:</b> ALBE AVASAPIAN OWNER	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> PASADENA
<b>Date Ended Current:</b>	<b>State:</b> CA
<b>Phone:</b> 626-808-5408	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 91107

<a href="#">49</a>	6 of 13	WSW	0.24 / 1,289.78	722.13 / 13	ANTO INC DBA COLORADO SHELL SERVICE 2716 E COLORADO BLVD PASADENA CA 91107-0000	RCRA NON GEN
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**EPA Handler ID:** CAD982407629

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Gen Status Universe:</b>		No Report				
<b>Contact Name:</b>		GABE PAYLAN				
<b>Contact Address:</b>		18536 BRYMER ST , , NORTHRIDGE , CA, 91326 ,				
<b>Contact Phone No and Ext:</b>		818-669-0881				
<b>Contact Email:</b>		SHELLGABE@AOL.COM				
<b>Contact Country:</b>						
<b>County Name:</b>		LOS ANGELES				
<b>EPA Region:</b>		09				
<b>Land Type:</b>						
<b>Receive Date:</b>		19880617				
<b>Location Latitude:</b>		34.145739				
<b>Location Longitude:</b>		-118.094207				

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

<b>Importer Activity:</b>	No
<b>Mixed Waste Generator:</b>	No
<b>Transporter Activity:</b>	No
<b>Transfer Facility:</b>	No
<b>Onsite Burner Exemption:</b>	No
<b>Furnace Exemption:</b>	No
<b>Underground Injection Activity:</b>	No
<b>Commercial TSD:</b>	No
<b>Used Oil Transporter:</b>	No
<b>Used Oil Transfer Facility:</b>	No
<b>Used Oil Processor:</b>	No
<b>Used Oil Refiner:</b>	No
<b>Used Oil Burner:</b>	No
<b>Used Oil Market Burner:</b>	No
<b>Used Oil Spec Marketer:</b>	No

**Hazardous Waste Handler Details**

<b>Sequence No:</b>	1
<b>Receive Date:</b>	19880617
<b>Handler Name:</b>	ANTO INC DBA COLORADO SHELL SERVICE
<b>Source Type:</b>	Implementer
<b>Federal Waste Generator Code:</b>	N
<b>Generator Code Description:</b>	Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Other	<b>Street 1:</b>	18536 BRYMER ST
<b>Name:</b>	KAPRIYEL PAYLAN	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	NORTHRIDGE
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>	818-669-0881	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	91107
<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Other	<b>Street 1:</b>	18536 BRYMER ST
<b>Name:</b>	GABE PAYLAN	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	NORTHRIDGE
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>	818-669-0881	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	91326

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">49</a>	7 of 13	WSW	0.24 / 1,289.78	722.13 / 13	G-TECH AUTOMOTIVE 2716 E COLORADO BLVD #B PASADENA CA 91107	CUPA LA COUNTY

Facility ID: FA0047275  
CERS ID: 10627150

Active Facility Details

PE: 7070  
PE: 1000

<a href="#">49</a>	8 of 13	WSW	0.24 / 1,289.78	722.13 / 13	COLORADO SHELL 2716 E COLORADO BLVD #B PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0007859  
CERS ID: 10307608

Active Facility Details

PE: 1001  
PE: 7074  
PE: 7070

Inactive Facility Details

PE: 7074  
PE: 7070

<a href="#">49</a>	9 of 13	WSW	0.24 / 1,289.78	722.13 / 13	ALL SMOG TEST ONLY 2716 E COLORADO BLVD #A PASADENA CA 91107	CUPA LA COUNTY
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Facility ID: FA0047285  
CERS ID: 10619200

Active Facility Details

PE: 7070

<a href="#">49</a>	10 of 13	WSW	0.24 / 1,289.78	722.13 / 13	ANABI OIL CORP DBA COLORADO SHELL 2716 E COLORADO BLVD STUDIO CITY CA 91003	RCRA TSD
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EPA Handler ID: CAL000407269  
Gen Status Universe: No Report  
Contact Name: CHITTAL SHAH  
Contact Address: 1450 N BENSON AVE STE A , , UPLAND , CA, 91786 ,  
Contact Phone No and Ext: 951-313-7490  
Contact Email: CSHAH@CARENTERPRISES.NET  
Contact Country:  
Land Type:  
County Name: LOS ANGELES  
EPA Region: 09  
Receive Date: 20150528  
Location Latitude: 34.145739

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Location Longitude: -118.094207

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Smelting, Melting and Refining:** No  
**Underground Injection Control:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20150528  
**Handler Name:** ANABI OIL CORP DBA COLORADO SHELL  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified  
**Source Type:** Implementer

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Operator	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 1450 N BENSON AVE STE A
<b>Name:</b> CHITTAL SHAH	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> UPLAND
<b>Date Ended Current:</b>	<b>State:</b> CA
<b>Phone:</b> 951-313-7490	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 91786

<b>Owner/Operator Ind:</b> Current Owner	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 1450 N BENSON AVE STE A
<b>Name:</b> SAM ANABI	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> UPLAND
<b>Date Ended Current:</b>	<b>State:</b> CA
<b>Phone:</b> 909-313-7490	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 91786

<a href="#">49</a>	11 of 13	WSW	0.24 / 1,289.78	722.13 / 13	ANABI OIL CORP DBA COLORADO SHELL 2716 E COLORADO BLVD STUDIO CITY CA 91003	RCRA NON GEN
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**EPA Handler ID:** CAL000407269  
**Gen Status Universe:** No Report  
**Contact Name:** CHITTAL SHAH  
**Contact Address:** 1450 N BENSON AVE STE A , , UPLAND , CA, 91786 ,  
**Contact Phone No and Ext:** 951-313-7490  
**Contact Email:** CSHAH@CARENTERPRISES.NET

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Contact Country:**  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:**  
**Receive Date:** 20150528  
**Location Latitude:** 34.145739  
**Location Longitude:** -118.094207

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20150528  
**Handler Name:** ANABI OIL CORP DBA COLORADO SHELL  
**Source Type:** Implementer  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Operator	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 1450 N BENSON AVE STE A
<b>Name:</b> CHITTAL SHAH	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> UPLAND
<b>Date Ended Current:</b>	<b>State:</b> CA
<b>Phone:</b> 951-313-7490	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 91786
<b>Owner/Operator Ind:</b> Current Owner	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 1450 N BENSON AVE STE A
<b>Name:</b> SAM ANABI	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> UPLAND
<b>Date Ended Current:</b>	<b>State:</b> CA
<b>Phone:</b> 909-313-7490	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 91786

<a href="#">49</a>	12 of 13	WSW	0.24 / 1,289.78	722.13 / 13	RETAIL SHELL SERVICE STATION 2716 E COLORADO AT SAN GABRIEL BLVD PASADENA CA 91107	RCRA SQG
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>EPA Handler ID:</b>		CAR000140400				
<b>Gen Status Universe:</b>		Small Quantity Generator				
<b>Contact Name:</b>		KYLE LANDRENEAU				
<b>Contact Address:</b>		WALKER ST , TSP 1918 , HOUSTON , TX, 77002 , US				
<b>Contact Phone No and Ext:</b>		713-241-3354				
<b>Contact Email:</b>						
<b>Contact Country:</b>		US				
<b>County Name:</b>		LOS ANGELES				
<b>EPA Region:</b>		09				
<b>Land Type:</b>		Private				
<b>Receive Date:</b>		20030205				
<b>Location Latitude:</b>		34.14618				
<b>Location Longitude:</b>		-118.090289				

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20030205  
**Handler Name:** RETAIL SHELL SERVICE STATION  
**Federal Waste Generator Code:** 2  
**Generator Code Description:** Small Quantity Generator  
**Source Type:** Notification

**Waste Code Details**

**Hazardous Waste Code:** D001  
**Waste Code Description:** IGNITABLE WASTE  
  
**Hazardous Waste Code:** D018  
**Waste Code Description:** BENZENE

**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	
<b>Name:</b>	ANTO INC	<b>Street 2:</b>	
<b>Date Became Current:</b>	20010601	<b>City:</b>	
<b>Date Ended Current:</b>		<b>State:</b>	
<b>Phone:</b>		<b>Country:</b>	US
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	
<b>Name:</b>	EQUILON ENTERPRISES LLC	<b>Street 2:</b>	
<b>Date Became Current:</b>	19700526	<b>City:</b>	
<b>Date Ended Current:</b>		<b>State:</b>	
<b>Phone:</b>		<b>Country:</b>	US
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	

<a href="#">49</a>	13 of 13	WSW	0.24 / 1,289.78	722.13 / 13	SHELL SERVICE STATION 2716 E COLORADO BLVD PASADENA CA	UST SWEEPS
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<b>C C:</b>	A19-080-9522	<b>D Filename:</b>	SITE01A
<b>BOE:</b>		<b>Page No:</b>	175
<b>Comp:</b>	9522	<b>County:</b>	LOS ANGELES
<b>Status:</b>	ACTIVE	<b>State :</b>	CA
<b>No of Tanks:</b>	6	<b>Zip:</b>	91107
<b>Jurisdict:</b>	CITY OF PASADENA	<b>Latitude:</b>	34.146145
<b>Agency:</b>	FIRE DEPARTMENT - U.S.T.	<b>Longitude:</b>	-118.094332
<b>Phone:</b>		<b>Georesult:</b>	S5HPNTSCZA

Tank Details

<b>Tank ID:</b>	000002	<b>S Contain:</b>	
<b>O Tank ID:</b>		<b>Stg:</b>	P
<b>SWRCB No:</b>	19-080-009522-000002	<b>Storage :</b>	
<b>Removed:</b>		<b>Storag Type:</b>	PRODUCT
<b>Installed:</b>		<b>P Contain:</b>	
<b>A Date:</b>	02-07-90	<b>Content:</b>	REG UNLEADED
<b>Capac:</b>	12000	<b>ONA:</b>	
<b>Tank Use:</b>	M.V. FUEL	<b>D File Name:</b>	TANK1B

Tank Details

<b>Tank ID:</b>	000003	<b>S Contain:</b>	
<b>O Tank ID:</b>		<b>Stg:</b>	P
<b>SWRCB No:</b>	19-080-009522-000003	<b>Storage :</b>	
<b>Removed:</b>		<b>Storag Type:</b>	PRODUCT
<b>Installed:</b>		<b>P Contain:</b>	
<b>A Date:</b>	02-07-90	<b>Content:</b>	REG UNLEADED
<b>Capac:</b>	12000	<b>ONA:</b>	
<b>Tank Use:</b>	M.V. FUEL	<b>D File Name:</b>	TANK1B

Tank Details

<b>Tank ID:</b>	000001	<b>S Contain:</b>	
<b>O Tank ID:</b>		<b>Stg:</b>	P
<b>SWRCB No:</b>	19-080-009522-000001	<b>Storage :</b>	
<b>Removed:</b>		<b>Storag Type:</b>	PRODUCT
<b>Installed:</b>		<b>P Contain:</b>	
<b>A Date:</b>	02-07-90	<b>Content:</b>	LEADED
<b>Capac:</b>	12000	<b>ONA:</b>	
<b>Tank Use:</b>	M.V. FUEL	<b>D File Name:</b>	TANK1B

Tank Details

<b>Tank ID:</b>	000005	<b>S Contain:</b>	
<b>O Tank ID:</b>		<b>Stg:</b>	W
<b>SWRCB No:</b>	19-080-009522-000005	<b>Storage :</b>	
<b>Removed:</b>		<b>Storag Type:</b>	WASTE
<b>Installed:</b>		<b>P Contain:</b>	
<b>A Date:</b>	06-30-89	<b>Content:</b>	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Capac: Tank Use:	UNKNOWN			ONA: D File Name:	TANK1B	
<b><u>Tank Details</u></b>						
Tank ID: O Tank ID: SWRCB No: Removed: Installed: A Date: Capac: Tank Use:	000004 19-080-009522-000004			S Contain: Stg: Storage : Storag Type: P Contain: Content: ONA: D File Name:	W WASTE	
<b><u>Tank Details</u></b>						
Tank ID: O Tank ID: SWRCB No: Removed: Installed: A Date: Capac: Tank Use:	000006 19-080-009522-000006			S Contain: Stg: Storage : Storag Type: P Contain: Content: ONA: D File Name:	W WASTE	

[50](#)

1 of 1

NW

0.25 /  
1,295.81

737.22 /  
28

950. HIGHLAND, LLC  
170-180 N DAISY AVE  
PASADENA CA 91107

RCRA  
NON GEN

EPA Handler ID: CAC003068974  
Gen Status Universe: No Report  
Contact Name: RONALD MCDANIEL  
Contact Address: 2691 DOW AVENUE SUITE C2 , , TUSTIN , CA, 92780 ,  
Contact Phone No and Ext: 714-730-6760  
Contact Email: RON@5MCONTRACTING.ORG  
Contact Country:  
County Name: LOS ANGELES  
EPA Region: 09  
Land Type:  
Receive Date: 20200601  
Location Latitude:  
Location Longitude:

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

Importer Activity: No  
Mixed Waste Generator: No  
Transporter Activity: No  
Transfer Facility: No  
Onsite Burner Exemption: No  
Furnace Exemption: No  
Underground Injection Activity: No  
Commercial TSD: No  
Used Oil Transporter: No  
Used Oil Transfer Facility: No  
Used Oil Processor: No  
Used Oil Refiner: No  
Used Oil Burner: No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Used Oil Market Burner: No  
 Used Oil Spec Marketer: No

**Hazardous Waste Handler Details**

Sequence No: 1  
 Receive Date: 20200601  
 Handler Name: 950. HIGHLAND, LLC  
 Source Type: Implementer  
 Federal Waste Generator Code: N  
 Generator Code Description: Not a Generator, Verified

**Owner/Operator Details**

Owner/Operator Ind:	Current Operator	Street No:	
Type:	Other	Street 1:	2691 DOW AVENUE SUITE C2
Name:	RONALD MCDANIEL	Street 2:	
Date Became Current:		City:	TUSTIN
Date Ended Current:		State:	CA
Phone:	714-730-6760	Country:	
Source Type:	Implementer	Zip Code:	92780

Owner/Operator Ind:	Current Owner	Street No:	
Type:	Other	Street 1:	2828 E. FOOTHILL BLVD., S. 201
Name:	WOHL PROPERTY GROUP	Street 2:	
Date Became Current:		City:	PASADENA
Date Ended Current:		State:	CA
Phone:	626-585-0400	Country:	
Source Type:	Implementer	Zip Code:	91107

<a href="#">51</a>	1 of 1	WSW	0.25 / 1,299.25	721.45 / 13	SHELL SERVICE STATION 2716 E COLORADO / SAN GABRIEL SAP #135750 PASADENA CA 91107	RCRA SQG
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EPA Handler ID: CAD981465453  
 Gen Status Universe: Small Quantity Generator  
 Contact Name: FRANCISCO O BERNAL  
 Contact Address: US  
 Contact Phone No and Ext: 818-759-7910  
 Contact Email: FOBERNAL@SHELLOPUS.COM  
 Contact Country: US  
 County Name: LOS ANGELES  
 EPA Region: 09  
 Land Type: Private  
 Receive Date: 20040226  
 Location Latitude: 34.145739  
 Location Longitude: -118.094207

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

Importer Activity: No  
 Mixed Waste Generator: No  
 Transporter Activity: No  
 Transfer Facility: No  
 Onsite Burner Exemption: No  
 Furnace Exemption: No  
 Underground Injection Activity: No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Commercial TSD:		No				
Used Oil Transporter:		No				
Used Oil Transfer Facility:		No				
Used Oil Processor:		No				
Used Oil Refiner:		No				
Used Oil Burner:		No				
Used Oil Market Burner:		No				
Used Oil Spec Marketer:		No				

**Hazardous Waste Handler Details**

Sequence No: 1  
 Receive Date: 20040226  
 Handler Name: SHELL SERVICE STATION  
 Federal Waste Generator Code: 1  
 Generator Code Description: Large Quantity Generator  
 Source Type: Annual/Biennial Report update with Notification

**Waste Code Details**

Hazardous Waste Code: D001  
 Waste Code Description: IGNITABLE WASTE  
 Hazardous Waste Code: D018  
 Waste Code Description: BENZENE

**Hazardous Waste Handler Details**

Sequence No: 1  
 Receive Date: 20040226  
 Handler Name: SHELL SERVICE STATION  
 Federal Waste Generator Code: 2  
 Generator Code Description: Small Quantity Generator  
 Source Type: Implementer

**Owner/Operator Details**

Owner/Operator Ind:	Current Operator	Street No:	
Type:	Private	Street 1:	
Name:	SHELL OIL PRODUCTS US	Street 2:	
Date Became Current:	19980801	City:	
Date Ended Current:		State:	
Phone:		Country:	US
Source Type:	Implementer	Zip Code:	
Owner/Operator Ind:	Current Operator	Street No:	
Type:	Private	Street 1:	
Name:	SHELL OIL PRODUCTS US	Street 2:	
Date Became Current:	19980801	City:	
Date Ended Current:		State:	
Phone:		Country:	US
Source Type:	Annual/Biennial Report update with Notification	Zip Code:	
Owner/Operator Ind:	Current Owner	Street No:	
Type:	Private	Street 1:	PO BOX 2648
Name:	EQUILON ENTERPRISES LLC DBA SHELL OIL PR	Street 2:	
Date Became Current:	19980801	City:	HOUSTON
Date Ended Current:		State:	TX
Phone:		Country:	US
Source Type:	Implementer	Zip Code:	77252
Owner/Operator Ind:	Current Owner	Street No:	
Type:	Private	Street 1:	PO BOX 2648

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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<b>Name:</b>	EQUILON ENTERPRISES LLC DBA SHELL OIL PR	<b>Street 2:</b>				
<b>Date Became Current:</b>	19980801	<b>City:</b>			HOUSTON	
<b>Date Ended Current:</b>		<b>State:</b>			TX	
<b>Phone:</b>		<b>Country:</b>			US	
<b>Source Type:</b>	Annual/Biennial Report update with Notification	<b>Zip Code:</b>			77252	

**Historical Handler Details**

<b>Receive Dt:</b>	20040226
<b>Generator Code Description:</b>	Large Quantity Generator
<b>Handler Name:</b>	SHELL SERVICE STATION

<a href="#">52</a>	1 of 3	<b>NW</b>	<b>0.25 / 1,300.21</b>	<b>737.04 / 28</b>	<b>C H SCHARDIN 2828 E FOOTHILL BLVD PASADENA CA 91107</b>	<b>RCRA NON GEN</b>
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<b>EPA Handler ID:</b>	CAD981457021
<b>Gen Status Universe:</b>	No Report
<b>Contact Name:</b>	ENVIRONMENTAL MANAGER
<b>Contact Address:</b>	2828 E FOOTHILL BLVD , , PASADENA , CA, 91107 , US
<b>Contact Phone No and Ext:</b>	818-577-1500
<b>Contact Email:</b>	
<b>Contact Country:</b>	US
<b>County Name:</b>	LOS ANGELES
<b>EPA Region:</b>	09
<b>Land Type:</b>	
<b>Receive Date:</b>	19860403
<b>Location Latitude:</b>	
<b>Location Longitude:</b>	

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

<b>Importer Activity:</b>	No
<b>Mixed Waste Generator:</b>	No
<b>Transporter Activity:</b>	No
<b>Transfer Facility:</b>	No
<b>Onsite Burner Exemption:</b>	No
<b>Furnace Exemption:</b>	No
<b>Underground Injection Activity:</b>	No
<b>Commercial TSD:</b>	No
<b>Used Oil Transporter:</b>	No
<b>Used Oil Transfer Facility:</b>	No
<b>Used Oil Processor:</b>	No
<b>Used Oil Refiner:</b>	No
<b>Used Oil Burner:</b>	No
<b>Used Oil Market Burner:</b>	No
<b>Used Oil Spec Marketer:</b>	No

**Hazardous Waste Handler Details**

<b>Sequence No:</b>	1
<b>Receive Date:</b>	19860403
<b>Handler Name:</b>	C H SCHARDIN
<b>Source Type:</b>	Notification
<b>Federal Waste Generator Code:</b>	N
<b>Generator Code Description:</b>	Not a Generator, Verified

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	NOT REQUIRED
<b>Name:</b>	BAUSCH AND LOMB	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	NOT REQUIRED
<b>Date Ended Current:</b>		<b>State:</b>	ME
<b>Phone:</b>	415-555-1212	<b>Country:</b>	
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	99999

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	NOT REQUIRED
<b>Name:</b>	NOT REQUIRED	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	NOT REQUIRED
<b>Date Ended Current:</b>		<b>State:</b>	ME
<b>Phone:</b>	415-555-1212	<b>Country:</b>	
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	99999

<a href="#">52</a>	2 of 3	NW	0.25 / 1,300.21	737.04 / 28	PASADENA PETS VETERINARY HOSPITAL 2850 E FOOTHILL BLVD PASADENA CA 91107	CUPA LA COUNTY
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**Facility ID:** FA0045112  
**CERS ID:** 10306954

**Active Facility Details**

**PE:** 7070

**Inactive Facility Details**

**PE:** 7070

<a href="#">52</a>	3 of 3	NW	0.25 / 1,300.21	737.04 / 28	ALL AMERICAN TOBACCO LLC 2830 EAST FOOTHILL BLVD PASADENA CA 91107	RCRA NON GEN
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**EPA Handler ID:** CAC003114858  
**Gen Status Universe:** No Report  
**Contact Name:** FEDERICO GOGLIORMELLA  
**Contact Address:** 2830 EAST FOOTHILL BLVD , , PASADENA , CA, 91107 ,  
**Contact Phone No and Ext:** 561-479-0205  
**Contact Email:** FEDE@ALLAMERICANNFARMS.COM  
**Contact Country:**  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:**  
**Receive Date:** 20210414  
**Location Latitude:**  
**Location Longitude:**

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Transfer Facility:</b>		No				
<b>Onsite Burner Exemption:</b>		No				
<b>Furnace Exemption:</b>		No				
<b>Underground Injection Activity:</b>		No				
<b>Commercial TSD:</b>		No				
<b>Used Oil Transporter:</b>		No				
<b>Used Oil Transfer Facility:</b>		No				
<b>Used Oil Processor:</b>		No				
<b>Used Oil Refiner:</b>		No				
<b>Used Oil Burner:</b>		No				
<b>Used Oil Market Burner:</b>		No				
<b>Used Oil Spec Marketer:</b>		No				

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20210414  
**Handler Name:** ALL AMERICAN TOBACCO LLC  
**Source Type:** Implementer  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Owner	<b>Street No:</b>	
<b>Type:</b> Other	<b>Street 1:</b>	2830 EAST FOOTHILL BLVD
<b>Name:</b> ARTHUR BERBERIAN	<b>Street 2:</b>	
<b>Date Became Current:</b>	<b>City:</b>	PASADENA
<b>Date Ended Current:</b>	<b>State:</b>	CA
<b>Phone:</b> 561-479-0205	<b>Country:</b>	
<b>Source Type:</b> Implementer	<b>Zip Code:</b>	91107

<b>Owner/Operator Ind:</b> Current Operator	<b>Street No:</b>	
<b>Type:</b> Other	<b>Street 1:</b>	2830 EAST FOOTHILL BLVD
<b>Name:</b> FEDERICO GOGLIORMELLA	<b>Street 2:</b>	
<b>Date Became Current:</b>	<b>City:</b>	PASADENA
<b>Date Ended Current:</b>	<b>State:</b>	CA
<b>Phone:</b> 561-479-0205	<b>Country:</b>	
<b>Source Type:</b> Implementer	<b>Zip Code:</b>	91107

<a href="#">53</a>	1 of 12	NW	0.25 / 1,306.32	737.84 / 29	ARCO FACILITY #9520 2800 E. FOOTHILL BLVD. Pasadena CA 91107	DELISTED TNK
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**Delisted Storage Tanks**

<b>Facility ID:</b> 19-080-000265	<b>Latitude:</b> 34.151028
<b>Permitting Agency:</b> PASADENA, CITY OF	<b>Longitude:</b> -118.091281
<b>County:</b> Los Angeles	
<b>Original Source:</b> UST	
<b>Record Date:</b> 30-JAN-2017	

<a href="#">53</a>	2 of 12	NW	0.25 / 1,306.32	737.84 / 29	THRIFTY #024 2800 FOOTHILL BLVD E PASADENA CA 91100	LUST
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<b>Global ID:</b> T0603702018	<b>County:</b> LOS ANGELES
<b>Status:</b> COMPLETED - CASE CLOSED	<b>Latitude:</b> 34.1497238
<b>Status Date:</b> 8/7/2006	<b>Longitude:</b> -118.0925835
<b>Case Type:</b> LUST CLEANUP SITE	
<b>Date Source:</b> LUST Cleanup Sites & Military UST Site from GeoTracker Project Search Results Export; LUST Cleanup Sites & Military UST Site from GeoTracker Cleanup Sites Data Download	



Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Facilities Detail**

<b>RB Case No:</b>	911000234	<b>Potential COC:</b>	Gasoline
<b>Local Case No:</b>		<b>How Discovered:</b>	
<b>Begin Date:</b>	12/30/1986	<b>Stop Method:</b>	
<b>Lead Agency:</b>	PASADENA, CITY OF	<b>Stop Description:</b>	
<b>Local Agency:</b>	PASADENA, CITY OF	<b>Case Worker:</b>	JW
<b>CUF Case:</b>	YES	<b>File Location:</b>	
<b>Potential Media of Concern:</b>	Soil		
<b>How Discovered Description:</b>			
<b>Calwater Watershed Name:</b>	Los Angeles River - Raymond - Pasadena (412.31)		
<b>DWR GW Subbasin Name:</b>	Raymond (4-023)		
<b>Disadvantaged Community:</b>			
<b>Calenviroscreen Score:</b>	66-70%		
<b>Site History:</b>			

**LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Regulatory Activity**

<b>Action Type:</b>	Other
<b>Date :</b>	12/30/1986
<b>Action:</b>	Leak Reported

**LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Regulatory Contacts**

<b>Contact Type:</b>	Regional Board Caseworker	<b>Address:</b>	320 W. 4TH ST., SUITE 200
<b>Contact Name:</b>	YUE RONG	<b>Email:</b>	yrong@waterboards.ca.gov
<b>City:</b>	Los Angeles	<b>Phone No:</b>	
<b>Organization Name:</b>	LOS ANGELES RWQCB (REGION 4)		

<b>Contact Type:</b>	Local Agency Caseworker	<b>Address:</b>	199 S Los Robles Ave
<b>Contact Name:</b>	JAMES WECKERLE	<b>Email:</b>	jweckerle@ci.pasadena.ca.us
<b>City:</b>	Pasadena	<b>Phone No:</b>	6267444115
<b>Organization Name:</b>	PASADENA, CITY OF		

**LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Status History**

<b>Status:</b>	Completed - Case Closed
<b>Status Date:</b>	8/7/2006

<b>Status:</b>	Open - Site Assessment
<b>Status Date:</b>	6/2/1988

<b>Status:</b>	Open - Case Begin Date
<b>Status Date:</b>	12/30/1986

**LUST Sites from GeoTracker Search - Regulatory Profile**

<b>Site Facility Name:</b>	THRIFTY #024	<b>Potential COC:</b>	GASOLINE
<b>Site Facility Type:</b>	LUST CLEANUP SITE	<b>Facility Type:</b>	
<b>Cleanup Status:</b>	COMPLETED - CASE CLOSED	<b>Composting Method:</b>	
<b>Project Status:</b>		<b>Address:</b>	2800 FOOTHILL BLVD E
<b>WDR Place Type:</b>		<b>City:</b>	PASADENA
<b>WDR File:</b>		<b>Zip:</b>	91100
<b>WDR Order:</b>		<b>County:</b>	LOS ANGELES
<b>CUF Priority Assig:</b>	C	<b>CUF Claim:</b>	13446
<b>CUF Amount Paid:</b>	\$86,429		
<b>File Location:</b>			
<b>Designated Beneficial Use:</b>	MUN, AGR, IND, PROC		
<b>Project Oversight Agencies:</b>			
<b>Report Link:</b>	<a href="https://geotracker.waterboards.ca.gov/profile_report?global_id=T0603702018">https://geotracker.waterboards.ca.gov/profile_report?global_id=T0603702018</a>		
<b>Cleanup Status Detail:</b>	COMPLETED - CASE CLOSED AS OF 8/7/2006		
<b>Cleanup History Link:</b>	<a href="https://geotracker.waterboards.ca.gov/profile_report_include?global_id=T0603702018&amp;tabname=regulatoryhistory">https://geotracker.waterboards.ca.gov/profile_report_include?global_id=T0603702018&amp;tabname=regulatoryhistory</a>		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Potential Media of Concern:** SOIL  
**User Defined Beneficial Use:**  
**DWR GW Sub Basin:** Raymond (4-023)  
**Calwater Watershed Name:** Los Angeles River - Raymond - Pasadena (412.31)  
**Post Closure Site Management:**  
**Future Land Use:**  
**Cleanup Oversight Agencies:** PASADENA, CITY OF (LEAD)  
CASEWORKER: JAMES WECKERLE  
LOS ANGELES RWQCB (REGION 4) - CASE #: 911000234  
CASEWORKER: YUE RONG  
**Gndwater Monitoring Freque:**  
**Designated Beneficial Use Desc:** Municipal and Domestic Supply, Agricultural Supply, Industrial Service Supply, Industrial Process Supply  
**Site History:**  
No site history available

**LUST Sites from GeoTracker Search - Cleanup Status History**

**Status:** Completed - Case Closed  
**Date :** 8/7/2006  
  
**Status:** Open - Site Assessment  
**Date :** 6/2/1988  
  
**Status:** Open - Case Begin Date  
**Date :** 12/30/1986

**LUST Sites from GeoTracker Search - Regulatory Activities (as of May 29, 2021)**

**Action Type:** Leak Action  
**Action Date:** 12/30/1986  
**Received Issue Date:**  
**Action:** Leak Reported  
**Doc Link:**  
**Title Description Comments:**

**LUST Sites from GeoTracker Search - Documents (as of May 29, 2021)**

<b>Document Type:</b>	Site Documents	<b>Size :</b>	1,727 KB
<b>Document Date:</b>	12/28/2009*	<b>Submitted By:</b>	MARIE GARCIA (CONTRACTOR)
<b>Type:</b>	WELL DESTRUCTION REPORT	<b>Submitted:</b>	
<b>Title:</b>	MONITORING WELL DESTRUCTION REPORT		
<b>Title Link:</b>	<a href="https://geotracker.waterboards.ca.gov/esi/uploads/geo_report/1446951508/T0603702018.PDF">https://geotracker.waterboards.ca.gov/esi/uploads/geo_report/1446951508/T0603702018.PDF</a>		
<b>Document Type:</b>	Site Documents	<b>Size :</b>	1,036 KB
<b>Document Date:</b>	11/5/2009*	<b>Submitted By:</b>	MARIE GARCIA (CONTRACTOR)
<b>Type:</b>	HEALTH & SAFETY PLAN (H&SC)	<b>Submitted:</b>	
<b>Title:</b>	HEALTH & SAFETY PLAN FOR MONITORING WELL ABANDONMENT ACTIVITIES		
<b>Title Link:</b>	<a href="https://geotracker.waterboards.ca.gov/esi/uploads/geo_report/4527978718/T0603702018.PDF">https://geotracker.waterboards.ca.gov/esi/uploads/geo_report/4527978718/T0603702018.PDF</a>		
<b>Document Type:</b>	Site Documents	<b>Size :</b>	79 KB
<b>Document Date:</b>	9/28/2009*	<b>Submitted By:</b>	MARIE GARCIA (CONTRACTOR)
<b>Type:</b>	CORRESPONDENCE	<b>Submitted:</b>	
<b>Title:</b>	UNDERGROUND STORAGE TANK CLOSURE		
<b>Title Link:</b>	<a href="https://geotracker.waterboards.ca.gov/esi/uploads/geo_report/5158891677/T0603702018.PDF">https://geotracker.waterboards.ca.gov/esi/uploads/geo_report/5158891677/T0603702018.PDF</a>		
<b>Document Type:</b>	Site Documents	<b>Size :</b>	38 KB
<b>Document Date:</b>	8/12/2009*	<b>Submitted By:</b>	MARIE GARCIA (CONTRACTOR)
<b>Type:</b>	CORRESPONDENCE	<b>Submitted:</b>	
<b>Title:</b>	NOTICE OF PROPOSED ACTION SUBMITTED TO LOCAL AGENCY		
<b>Title Link:</b>	<a href="https://geotracker.waterboards.ca.gov/esi/uploads/geo_report/6477079927/T0603702018.PDF">https://geotracker.waterboards.ca.gov/esi/uploads/geo_report/6477079927/T0603702018.PDF</a>		
<b>Document Type:</b>	Site Documents	<b>Size :</b>	60 KB

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Document Date:** 8/7/2006\* **Submitted By:** MARIE GARCIA (CONTRACTOR)  
**Type:** CORRESPONDENCE **Submitted:**  
**Title:** INTENT TO ISSUE A CLOSURE LETTER  
**Title Link:** [https://geotracker.waterboards.ca.gov/esi/uploads/geo\\_report/3772142410/T0603702018.PDF](https://geotracker.waterboards.ca.gov/esi/uploads/geo_report/3772142410/T0603702018.PDF)

<a href="#">53</a>	3 of 12	NW	0.25 / 1,306.32	737.84 / 29	2800 E FOOTHILL BLVD PASADENA CA 91107	HMS LA
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**Site No:** 010950  
**Area:** 3J

**Detail Info**

<b>Permit No:</b> 00002394T	<b>Permit Status Code:</b> REM
<b>Permit Cat Desc:</b> Underground Storage Tank	<b>Permit Category:</b> T
<b>Status Code:</b> REM	<b>File No:</b> 010931
<b>Status Desc:</b> Equipment Removed	<b>File Name:</b> CIRCLE K STORES #7871
<b>Permit Status Desc:</b> Equipment Removed	
<b>Permit Type:</b> 0	
<b>Permit Type Desc:</b> Underground Storage Tank Operating Permit	

<a href="#">53</a>	4 of 12	NW	0.25 / 1,306.32	737.84 / 29	ARCO STN 024 2800 E FOOTHILL BLVD PASADENA CA 91107	HHSS
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**County:**  
**Tank Details Microfiche:** <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028d27.pdf>

<a href="#">53</a>	5 of 12	NW	0.25 / 1,306.32	737.84 / 29	TESORO (ARCO) 63024 2800 E FOOTHILL BLVD Pasadena CA 91107	UST
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**Facility ID:** LACoFA0011283 **Latitude:** 34.14968  
**CERS ID:** 10173271 **Longitude:** -118.09263  
**County:** Los Angeles  
**Permitting Agency:** Los Angeles County Fire Department  
**Note:** Information related to facilities can be searched on Geo Tracker Website: <https://geotracker.waterboards.ca.gov/search>  
**Site Facility Type:** PERMITTED UNDERGROUND STORAGE TANK (UST)

<a href="#">53</a>	6 of 12	NW	0.25 / 1,306.32	737.84 / 29	TES300 (USA) 63024 2800 E FOOTHILL PASADENA CA 91107	EMISSIONS
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**2015 Toxic Data**

<b>Facility ID:</b> 171684	<b>COID:</b> LA
<b>Facility SIC Code:</b> 5541	<b>DISN:</b> SOUTH COAST AQMD
<b>CO:</b> 19	<b>CHAPIS:</b>
<b>Air Basin:</b> SC	<b>CERR Code:</b>
<b>District:</b> SC	
<b>TS:</b>	
<b>Health Risk Asmt:</b>	
<b>Non-Cancer Chronic Haz Ind:</b>	
<b>Non-Cancer Acute Haz Ind:</b>	

<a href="#">53</a>	7 of 12	NW	0.25 / 1,306.32	737.84 / 29	SPEEDWAY No. 6354 2800 E FOOTHILL BLVD	CERS TANK
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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PASADENA CA 91107

Site ID: 160319      Latitude: 34.149677  
 Longitude: -118.092628

**Regulated Programs**

El ID: 10173271  
 El Description: Hazardous Waste Generator

El ID: 10173271  
 El Description: Chemical Storage Facilities

El ID: 10173271  
 El Description: Underground Storage Tank

**Violations**

Violation Date: 05/23/2017      Violation Source: CERS  
 Violation Program: UST      Violation Division: Pasadena Fire Department  
 Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(2)  
 Violation Notes:

Returned to compliance on 05/23/2017.

**Violation Description:**

Failure of the line leak detector (LLD) monitoring pressurized piping to meet one or more of the following requirements: Monitor at least hourly. Be capable of detecting a release of 3.0 gallons per hour at 10 p.s.i.g. Restrict or shut off the flow of product through the piping when a leak is detected.

**Violations**

Violation Date: 06/24/2014      Violation Source: CERS  
 Violation Program: HMRRP      Violation Division: Pasadena Fire Department  
 Citation: HSC 6.95 25504(a) - California Health and Safety Code, Chapter 6.95, Section(s) 25504(a)  
 Violation Notes:

Returned to compliance on 07/30/2014.

**Violation Description:**

Failure to complete and/or submit hazardous material inventory forms for all reportable hazardous materials on site.

**Violations**

Violation Date: 02/01/2013      Violation Source: CERS  
 Violation Program: HW      Violation Division: Los Angeles County Fire Department  
 Citation: HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple  
 Violation Notes:

Log into CERS and update

**Violation Description:**

Haz Waste Generator Program - Administration/Documentation - General

**Violations**

Violation Date: 06/24/2014      Violation Source: CERS  
 Violation Program: HMRRP      Violation Division: Pasadena Fire Department

**Citation:** 19 CCR 4 2729.2(a)(3) - California Code of Regulations, Title 19, Chapter 4, Section(s) 2729.2(a)(3)

**Violation Notes:**

Returned to compliance on 07/30/2014.

**Violation Description:**

Failure to complete and/or submit an annotated site map if required by CUPA.

**Violations**

<b>Violation Date:</b>	06/24/2014	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	HMRRP	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	HSC 6.95 25510 - California Health and Safety Code, Chapter 6.95, Section(s) 25510		
<b>Violation Notes:</b>			

Returned to compliance on 07/30/2014.

**Violation Description:**

Failure to update hazardous material inventory within 30 days when one of the following occurs:  
 A 100 percent or more increase in the quantity of a previously disclosed material.  
 Any handling of a previously undisclosed hazardous materials A change of business address, business ownership, or business name.

**Violations**

<b>Violation Date:</b>	06/24/2014	<b>Violation Source:</b>	CERS
<b>Violation Program:</b>	UST	<b>Violation Division:</b>	Pasadena Fire Department
<b>Citation:</b>	HSC 6.7 25291 - California Health and Safety Code, Chapter 6.7, Section(s) 25291		
<b>Violation Notes:</b>			

Returned to compliance on 07/09/2014.

**Violation Description:**

Failure to maintain under-dispenser containment, sumps, and/or other secondary containment in good condition and/or free of debris/liquid.

**Evaluations**

<b>Eval Date:</b>	06/24/2014
<b>Violations Found:</b>	Yes
<b>Eval General Type:</b>	Compliance Evaluation Inspection
<b>Eval Type:</b>	Routine done by local agency
<b>Eval Division:</b>	Pasadena Fire Department
<b>Eval Program:</b>	HMRRP
<b>Eval Source:</b>	CERS
<b>Eval Notes:</b>	

<b>Eval Date:</b>	02/01/2013
<b>Violations Found:</b>	No
<b>Eval General Type:</b>	Compliance Evaluation Inspection
<b>Eval Type:</b>	Routine done by local agency
<b>Eval Division:</b>	Los Angeles County Fire Department
<b>Eval Program:</b>	HW
<b>Eval Source:</b>	CERS
<b>Eval Notes:</b>	

<b>Eval Date:</b>	06/09/2015
<b>Violations Found:</b>	No
<b>Eval General Type:</b>	Compliance Evaluation Inspection
<b>Eval Type:</b>	Routine done by local agency
<b>Eval Division:</b>	Pasadena Fire Department

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Eval Program:</b>		HMRRP				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		06/24/2014				
<b>Violations Found:</b>		No				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Pasadena Fire Department				
<b>Eval Program:</b>		HMRRP				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		05/09/2018				
<b>Violations Found:</b>		No				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Pasadena Fire Department				
<b>Eval Program:</b>		HMRRP				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		05/09/2018				
<b>Violations Found:</b>		No				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Pasadena Fire Department				
<b>Eval Program:</b>		UST				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		06/02/2016				
<b>Violations Found:</b>		No				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Pasadena Fire Department				
<b>Eval Program:</b>		HMRRP				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		06/24/2014				
<b>Violations Found:</b>		Yes				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Pasadena Fire Department				
<b>Eval Program:</b>		UST				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		06/09/2015				
<b>Violations Found:</b>		No				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Pasadena Fire Department				
<b>Eval Program:</b>		UST				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		05/21/2019				
<b>Violations Found:</b>		No				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Pasadena Fire Department				

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Eval Program:</b>		HMRRP				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		06/24/2020				
<b>Violations Found:</b>		No				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Pasadena Fire Department				
<b>Eval Program:</b>		HMRRP				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		05/23/2017				
<b>Violations Found:</b>		No				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Pasadena Fire Department				
<b>Eval Program:</b>		HMRRP				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		06/02/2016				
<b>Violations Found:</b>		No				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Pasadena Fire Department				
<b>Eval Program:</b>		UST				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		05/30/2019				
<b>Violations Found:</b>		No				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Los Angeles County Fire Department				
<b>Eval Program:</b>		HW				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						

Karla Montano, Manager; Note: data in [EVAL Notes] field for some records is truncated from the source.

<b>Eval Date:</b>		05/23/2017				
<b>Violations Found:</b>		Yes				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Pasadena Fire Department				
<b>Eval Program:</b>		UST				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						
<b>Eval Date:</b>		02/01/2013				
<b>Violations Found:</b>		Yes				
<b>Eval General Type:</b>		Compliance Evaluation Inspection				
<b>Eval Type:</b>		Routine done by local agency				
<b>Eval Division:</b>		Los Angeles County Fire Department				
<b>Eval Program:</b>		HW				
<b>Eval Source:</b>		CERS				
<b>Eval Notes:</b>						

Inspected by Z. Songco, HMS II Consent by Luciana Hasse; Note: data in [EVAL Notes] field for some records is truncated from the source.

<b>Eval Date:</b>		05/04/2021				
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<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** HMRRP  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 05/21/2019  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

**Eval Date:** 05/04/2021  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

SOME FIRE CODE VIOLATIONS. NO UST VIOLATIONS AT TIEM OF INSPECTION; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 06/24/2020  
**Violations Found:** No  
**Eval General Type:** Other/Unknown  
**Eval Type:** Other, not routine, done by local agency  
**Eval Division:** Pasadena Fire Department  
**Eval Program:** UST  
**Eval Source:** CERS  
**Eval Notes:**

No on-site inspection. ANNUAL INSPECTION CONDUCTED LATE DUE TO COVID Full UST inspection conducted virtually. All sumps, UDC, piping, leak detection, and other secondary components were visually inspected and site records were also reviewed.; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Eval Date:** 06/22/2016  
**Violations Found:** No  
**Eval General Type:** Compliance Evaluation Inspection  
**Eval Type:** Routine done by local agency  
**Eval Division:** Los Angeles County Fire Department  
**Eval Program:** HW  
**Eval Source:** CERS  
**Eval Notes:**

Victor Rivera; Note: data in [EVAL Notes] field for some records is truncated from the source.

**Affiliations**

**Affil Type Desc:** Property Owner  
**Entity Name:** Orden Adler Partnership  
**Entity Title:**  
**Address:** 13116 IMPERIAL HIGHWAY  
**City:** SANTA FE SPRINGS  
**State:** CA  
**Country:** United States  
**Zip Code:** 90670  
**Phone:** (562) 921-3581



<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Affil Type Desc:</b>					UST Tank Operator	
<b>Entity Name:</b>					KENK USA, INC. (KELLY KHOURY)	
<b>Entity Title:</b>						
<b>Address:</b>					2800 E FOOTHILL BLVD	
<b>City:</b>					PASADENA	
<b>State:</b>					CA	
<b>Country:</b>					United States	
<b>Zip Code:</b>					91107	
<b>Phone:</b>					(818) 426-2416	
<b>Affil Type Desc:</b>					Environmental Contact	
<b>Entity Name:</b>					LANNI DUONG	
<b>Entity Title:</b>						
<b>Address:</b>					ATTN: ENVIRONMENTAL DEPT. – 500 SPEEDWAY DR.	
<b>City:</b>					ENON	
<b>State:</b>					OH	
<b>Country:</b>						
<b>Zip Code:</b>					45323	
<b>Phone:</b>						
<b>Affil Type Desc:</b>					CUPA District	
<b>Entity Name:</b>					Los Angeles County Fire	
<b>Entity Title:</b>						
<b>Address:</b>					5825 Rickenbacker Road	
<b>City:</b>					Commerce	
<b>State:</b>					CA	
<b>Country:</b>						
<b>Zip Code:</b>					90040-3027	
<b>Phone:</b>					(323) 890-4000	
<b>Affil Type Desc:</b>					Legal Owner	
<b>Entity Name:</b>					TRMC RETAIL LLC	
<b>Entity Title:</b>						
<b>Address:</b>					ATTN: ENVIRONMENTAL DEPT. – 500 SPEEDWAY DR.	
<b>City:</b>					ENON	
<b>State:</b>					OH	
<b>Country:</b>					United States	
<b>Zip Code:</b>					45323	
<b>Phone:</b>					(937) 863-7377	
<b>Affil Type Desc:</b>					Parent Corporation	
<b>Entity Name:</b>					Speedway	
<b>Entity Title:</b>						
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						
<b>Phone:</b>						
<b>Affil Type Desc:</b>					UST Tank Owner	
<b>Entity Name:</b>					Orden Adler Partnership	
<b>Entity Title:</b>						
<b>Address:</b>					13116 IMPERIAL HIGHWAY	
<b>City:</b>					SANTA FE SPRINGS	
<b>State:</b>					CA	
<b>Country:</b>					United States	
<b>Zip Code:</b>					90670	
<b>Phone:</b>					(562) 921-3581	
<b>Affil Type Desc:</b>					Operator	
<b>Entity Name:</b>					KENK USA. INC.	
<b>Entity Title:</b>						
<b>Address:</b>						
<b>City:</b>						
<b>State:</b>						
<b>Country:</b>						
<b>Zip Code:</b>						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Phone:** (818) 426-2416  
**Affil Type Desc:** Document Preparer  
**Entity Name:** BELSHIRE ENVIRONMENTAL  
**Entity Title:**  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**  
**Phone:**

**Affil Type Desc:** UST Permit Applicant  
**Entity Name:** BURKE D. ALBELDA  
**Entity Title:** ENVIRONMENTAL COMPLIANCE SUPERVISOR  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**  
**Phone:** (310) 869-4096

**Affil Type Desc:** Identification Signer  
**Entity Name:** TERESA A. MILES  
**Entity Title:** PACIFIC DIVISION ENVIRONMENTAL COMPLIANCE MANAGER  
**Address:**  
**City:**  
**State:**  
**Country:**  
**Zip Code:**  
**Phone:**

**Affil Type Desc:** Facility Mailing Address  
**Entity Name:** Mailing Address  
**Entity Title:**  
**Address:** ATTN: ENVIRONMENTAL DEPT. – 500 SPEEDWAY DR.  
**City:** ENON  
**State:** OH  
**Country:**  
**Zip Code:** 45323  
**Phone:**

**Affil Type Desc:** UST Property Owner Name  
**Entity Name:** Orden Adler Partnership  
**Entity Title:**  
**Address:** 13116 IMPERIAL HIGHWAY  
**City:** SANTA FE SPRINGS  
**State:** CA  
**Country:** United States  
**Zip Code:** 90670  
**Phone:** (562) 921-3581

**Coordinates**

<b>Env Int Type Code:</b>	HWG	<b>Longitude:</b>	-118.092630
<b>Program ID:</b>	10173271	<b>Coord Name:</b>	
<b>Latitude:</b>	34.149680	<b>Ref Point Type Desc:</b>	Center of a facility or station.

<b>53</b>	<b>8 of 12</b>	<b>NW</b>	<b>0.25 / 1,306.32</b>	<b>737.84 / 29</b>	<b>ARCO STN. #024 2800 E. FOOTHILL BLVD. PASADENA CA</b>	<b>HIST TANK</b>
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<b>Owner Name:</b>	THRIFTY OIL CO. #024	<b>No of Containers:</b>	4
<b>Owner Street:</b>	10000 LAKEWOOD BLVD.	<b>County:</b>	LOS ANGELES
<b>Owner City:</b>	DOWNEY	<b>Facility State:</b>	CA
<b>Owner State:</b>	CA	<b>Facility Zip:</b>	91100
<b>Owner Zip:</b>	90240		

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">53</a>	9 of 12	NW	0.25 / 1,306.32	737.84 / 29	TESORO (ARCO) #63024 2800 E FOOTHILL PASADENA CA 91107	EMISSIONS

2016 Toxic Data

Facility ID:	171684	TS:	
Facility SIC Code:	5541	HRA:	
CERR CODE:		CH Index:	
COID:	LA	AH Index:	
CO:	19	Air Basin:	SC
DISN:	SOUTH COAST AQMD	District:	SC
CHAPIS:			

2017 Toxic Data

Facility ID:	171684	COID:	LA
Facility SIC Code:	5541	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2018 Toxic Data

Facility ID:	171684	COID:	LA
Facility SIC Code:	5541	DISN:	SOUTH COAST AQMD
CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
District:	SC		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2019 Toxic Data

CO:	19	CHAPIS:	
Air Basin:	SC	CERR Code:	
Facility ID:	171684	TS:	
District:	SC	Health Risk Asmt:	
Facility SIC Code:	5541	NonCncrChrnichHazInd	
		:	
COID:	LA	NonCncrActeHazInd:	
DISN:	SOUTH COAST AQMD		

<a href="#">53</a>	10 of 12	NW	0.25 / 1,306.32	737.84 / 29	TESORO REFINING & MARKETING COMPANY LLC #63024 2800 E FOOTHILL BLVD PASADENA CA 91107	RCRA NON GEN
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EPA Handler ID:	CAL000373486
Gen Status Universe:	No Report
Contact Name:	BRENDA RAMIREZ
Contact Address:	19100 , RIDGEWOOD PKWY , , SAN ANTONIO , TX, 78259 , US
Contact Phone No and Ext:	210-626-5153

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Contact Email:**  
**Contact Country:** US  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:** Private  
**Receive Date:** 20210602  
**Location Latitude:** 34.149903  
**Location Longitude:** -118.092641

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Furnace Exemption:** No  
**Underground Injection Activity:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20120411  
**Handler Name:** TESORO USA 63024  
**Source Type:** Implementer  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Hazardous Waste Handler Details**

**Sequence No:** 2  
**Receive Date:** 20210203  
**Handler Name:** TESORO REFINING & MARKETING COMPANY LLC #63024  
**Source Type:** Implementer  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20210602  
**Handler Name:** TESORO REFINING & MARKETING COMPANY LLC #63024  
**Source Type:** Deactivation  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified

**Owner/Operator Details**

**Owner/Operator Ind:** Current Owner **Street No:**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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<b>Type:</b>	Other				<b>Street 1:</b>	19100 RIDGEWOOD PKWY
<b>Name:</b>	TESORO REFINING & MARKETING COMPANY				<b>Street 2:</b>	
<b>Date Became Current:</b>					<b>City:</b>	SAN ANTONIO
<b>Date Ended Current:</b>					<b>State:</b>	TX
<b>Phone:</b>	210-626-6153				<b>Country:</b>	
<b>Source Type:</b>	Implementer				<b>Zip Code:</b>	78259-0000
<b>Owner/Operator Ind:</b>	Current Operator				<b>Street No:</b>	
<b>Type:</b>	Other				<b>Street 1:</b>	19100 RIDGEWOOD PKWY
<b>Name:</b>	BRENDA RAMIREZ				<b>Street 2:</b>	
<b>Date Became Current:</b>					<b>City:</b>	SAN ANTONIO
<b>Date Ended Current:</b>					<b>State:</b>	TX
<b>Phone:</b>	210-626-5153				<b>Country:</b>	
<b>Source Type:</b>	Implementer				<b>Zip Code:</b>	78259
<b>Owner/Operator Ind:</b>	Current Operator				<b>Street No:</b>	19100
<b>Type:</b>	Other				<b>Street 1:</b>	RIDGEWOOD PKWY
<b>Name:</b>	TESORO REFINING & MARKETING COMPANY				<b>Street 2:</b>	
<b>Date Became Current:</b>					<b>City:</b>	SAN ANTONIO
<b>Date Ended Current:</b>					<b>State:</b>	TX
<b>Phone:</b>	210-626-5153				<b>Country:</b>	US
<b>Source Type:</b>	Deactivation				<b>Zip Code:</b>	78259
<b>Owner/Operator Ind:</b>	Current Operator				<b>Street No:</b>	500
<b>Type:</b>	Other				<b>Street 1:</b>	SPEEDWAY DR
<b>Name:</b>	TESORO REFINING & MARKETING COMPANY				<b>Street 2:</b>	
<b>Date Became Current:</b>					<b>City:</b>	ENON
<b>Date Ended Current:</b>					<b>State:</b>	OH
<b>Phone:</b>	562-305-8226				<b>Country:</b>	US
<b>Source Type:</b>	Implementer				<b>Zip Code:</b>	45323

**Historical Handler Details**

<b>Receive Dt:</b>	20210203
<b>Generator Code Description:</b>	Not a Generator, Verified
<b>Handler Name:</b>	TESORO REFINING & MARKETING COMPANY LLC #63024
<b>Receive Dt:</b>	20120411
<b>Generator Code Description:</b>	Not a Generator, Verified
<b>Handler Name:</b>	TESORO USA 63024

<a href="#">53</a>	11 of 12	NW	0.25 / 1,306.32	737.84 / 29	TESORO (ARCO) 63024 2800 E FOOTHILL BLVD PASADENA CA 91107	CUPA LA COUNTY
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<b>Facility ID:</b>	FA0011283
<b>CERS ID:</b>	10173271

**Active Facility Details**

<b>PE:</b>	7070
<b>PE:</b>	1001
<b>PE:</b>	7074

**Inactive Facility Details**

<b>PE:</b>	7070
<b>PE:</b>	7074

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">53</a>	12 of 12	NW	0.25 / 1,306.32	737.84 / 29	CIRCLE K 7871 2800 E FOOTHILL BLVD PASADENA CA	UST SWEEPS

<b>C C:</b>	A19-080-10931	<b>D Filename:</b>	SITE01A
<b>BOE:</b>		<b>Page No:</b>	179
<b>Comp:</b>	10931	<b>County:</b>	LOS ANGELES
<b>Status:</b>	ACTIVE	<b>State :</b>	CA
<b>No of Tanks:</b>	7	<b>Zip:</b>	91107
<b>Jurisdic:</b>	CITY OF PASADENA	<b>Latitude:</b>	34.149891
<b>Agency:</b>	FIRE DEPARTMENT - U.S.T.	<b>Longitude:</b>	-118.092571
<b>Phone:</b>		<b>Georesult:</b>	S5HPNTSCZA

Tank Details

<b>Tank ID:</b>	000006	<b>S Contain:</b>	
<b>O Tank ID:</b>		<b>Stg:</b>	W
<b>SWRCB No:</b>	19-080-010931-000006	<b>Storage :</b>	
<b>Removed:</b>		<b>Storag Type:</b>	WASTE
<b>Installed:</b>		<b>P Contain:</b>	
<b>A Date:</b>	06-30-89	<b>Content:</b>	
<b>Capac:</b>		<b>ONA:</b>	
<b>Tank Use:</b>	UNKNOWN	<b>D File Name:</b>	TANK1B

Tank Details

<b>Tank ID:</b>	000007	<b>S Contain:</b>	
<b>O Tank ID:</b>		<b>Stg:</b>	W
<b>SWRCB No:</b>	19-080-010931-000007	<b>Storage :</b>	
<b>Removed:</b>		<b>Storag Type:</b>	WASTE
<b>Installed:</b>		<b>P Contain:</b>	
<b>A Date:</b>	06-30-89	<b>Content:</b>	
<b>Capac:</b>		<b>ONA:</b>	
<b>Tank Use:</b>	UNKNOWN	<b>D File Name:</b>	TANK1B

Tank Details

<b>Tank ID:</b>	000003	<b>S Contain:</b>	
<b>O Tank ID:</b>		<b>Stg:</b>	W
<b>SWRCB No:</b>	19-080-010931-000003	<b>Storage :</b>	
<b>Removed:</b>		<b>Storag Type:</b>	WASTE
<b>Installed:</b>		<b>P Contain:</b>	
<b>A Date:</b>	06-30-89	<b>Content:</b>	
<b>Capac:</b>		<b>ONA:</b>	
<b>Tank Use:</b>	UNKNOWN	<b>D File Name:</b>	TANK1B

Tank Details

<b>Tank ID:</b>	000004	<b>S Contain:</b>	
<b>O Tank ID:</b>		<b>Stg:</b>	W
<b>SWRCB No:</b>	19-080-010931-000004	<b>Storage :</b>	
<b>Removed:</b>		<b>Storag Type:</b>	WASTE
<b>Installed:</b>		<b>P Contain:</b>	
<b>A Date:</b>	06-30-89	<b>Content:</b>	
<b>Capac:</b>		<b>ONA:</b>	
<b>Tank Use:</b>	UNKNOWN	<b>D File Name:</b>	TANK1B

Tank Details

<b>Tank ID:</b>	000001	<b>S Contain:</b>	
<b>O Tank ID:</b>		<b>Stg:</b>	W
<b>SWRCB No:</b>	19-080-010931-000001	<b>Storage :</b>	
<b>Removed:</b>		<b>Storag Type:</b>	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Removed:</b>					<b>Storag Type:</b>	WASTE
<b>Installed:</b>					<b>P Contain:</b>	
<b>A Date:</b>	06-30-89				<b>Content:</b>	
<b>Capac:</b>					<b>ONA:</b>	
<b>Tank Use:</b>	UNKNOWN				<b>D File Name:</b>	TANK1B
<b><u>Tank Details</u></b>						
<b>Tank ID:</b>	000005				<b>S Contain:</b>	
<b>O Tank ID:</b>					<b>Stg:</b>	W
<b>SWRCB No:</b>	19-080-010931-000005				<b>Storage :</b>	
<b>Removed:</b>					<b>Storag Type:</b>	WASTE
<b>Installed:</b>					<b>P Contain:</b>	
<b>A Date:</b>	06-30-89				<b>Content:</b>	
<b>Capac:</b>					<b>ONA:</b>	
<b>Tank Use:</b>	UNKNOWN				<b>D File Name:</b>	TANK1B
<b><u>Tank Details</u></b>						
<b>Tank ID:</b>	000002				<b>S Contain:</b>	
<b>O Tank ID:</b>					<b>Stg:</b>	W
<b>SWRCB No:</b>	19-080-010931-000002				<b>Storage :</b>	
<b>Removed:</b>					<b>Storag Type:</b>	WASTE
<b>Installed:</b>					<b>P Contain:</b>	
<b>A Date:</b>	06-30-89				<b>Content:</b>	
<b>Capac:</b>					<b>ONA:</b>	
<b>Tank Use:</b>	UNKNOWN				<b>D File Name:</b>	TANK1B

**54**      1 of 1      **NNW**      0.25 / 1,310.71      736.34 / 27      **FOOTHILL**  
**2835 E FOOTHILL BLVD**  
**PASADENA CA 91107**      **CUPA LA COUNTY**

**Facility ID:** FA0048064  
**CERS ID:** 10656418

**Active Facility Details**

**PE:** 7070

**55**      1 of 2      **NW**      0.27 / 1,414.27      740.65 / 32      **VARD INC.**  
**PASADENA CA**      **ENVIROSTOR**

**Estor/EPA ID:** 80001153      **Assembly District:** 41  
**Site Code:**      **Senate District:** 25  
**Nat Priority List:** NO      **Permit Renewal Lead:**  
**APN:** NONE SPECIFIED      **Public Partici Spclst:**  
**Census Tract:** 6037462900      **Project Manager:**  
**Site Type:** FUDS      **County:** LOS ANGELES  
**Address Description:**      **Latitude:** 34.15  
**Office:** CLEANUP CYPRESS      **Longitude:** -118.0925  
**Special Program:**      **Acres:** NONE SPECIFIED  
**Funding:** DERA      **Supervisor:** DOUGLAS BAUTISTA  
**Cleanup Status:** INACTIVE - NEEDS EVALUATION AS OF 7/1/2005  
**Cleanup Oversight Agencies:** DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY  
**School District:**  
**Past Use that Caused Contam:** NONE SPECIFIED  
**Potential Media Affected:** NONE SPECIFIED  
**Potential Contamin of Concern:**

NONE SPECIFIED

**Site History:**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Status:** INACTIVE - NEEDS EVALUATION  
**A2 Program Type:** MILITARY EVALUATION  
**CalEnviroScreen Score:** 36-40%  
**Summary Link:** [https://www.envirostor.dtsc.ca.gov/public/profile\\_report?global\\_id=80001153](https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80001153)

**Completed Activities**

**Title:** USACE INPR Summary J0CA745700 4 May 1999  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=80001153&doc\\_id=5011393](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=80001153&doc_id=5011393)  
**Area Name:**  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Inventory Project Report (INPR)  
**Date Completed:** 5/4/1999  
**Comments:**

<a href="#">55</a>	2 of 2	NW	0.27 / 1,414.27	740.65 / 32	VARDS, INC PASADENA CA	FUDS
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**FUDS Property No:** J09CA7457  
**EMS Map Link:** <https://fudsportal.usace.army.mil/ems/ems/inventory/map/map?id=63193>  
**FUDS INST ID:** CA99799FA48300  
**Status:** Properties without projects  
**SDS ID:**  
**NPL Status Code:** Not on the NPL  
**Eligibility:** Ineligible  
**Site Eligib:**  
**Current Owner:**  
**Has Project:** No  
**DOD FUDS Pro:**  
**Project Required:** No  
**No Further Action:**  
**Congressional District:** 27  
**EPA Region:** 09  
**County:** LOS ANGELES  
**Latitude:** 34.15  
**Longitude:** -118.0925  
**Fiscal year:** 2019  
**USACE Division:** SPD  
**USACE District:** Los Angeles District (SPL)  
**Shape Area:**  
**Shape Len:**  
**Centroid Latitude:**  
**Centroid Longitude:**  
**Media ID:**  
**Metadata ID:**  
**Feature Desc:**  
**Property History:** THIS PLANT (PLANCOR S14) WAS CONSTRUCTED IN 1942 BY THE DEFENSE PLANT CORPORATION ON PROPERTY OWNED BY THE U.S. GOVERNMENT. THE PLANT WAS LEASED AND OPERATED BY VARD, INCORPORATED. VARD INC. ALSO ORIGINALLY OWNED THE PROPERTY ADJACENT TO THIS FACILITY

<a href="#">56</a>	1 of 1	ENE	0.28 / 1,461.14	717.15 / 8	NIRF (UNDERSEA CENTER) PASADENA CA	FUDS
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**FUDS Property No:** J09CA1052  
**EMS Map Link:** <https://fudsportal.usace.army.mil/ems/ems/inventory/map/map?id=56394>  
**FUDS INST ID:** CA99799F594700  
**Status:**  
**SDS ID:**  
**NPL Status Code:** Not on the NPL



Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Eligibility:</b>		Eligible				
<b>Site Eligib:</b>						
<b>Current Owner:</b>						
<b>Has Project:</b>		Yes				
<b>DOD FUDS Pro:</b>						
<b>Project Required:</b>		Yes				
<b>No Further Action:</b>						
<b>Congressional District:</b>		27				
<b>EPA Region:</b>		09				
<b>County:</b>		LOS ANGELES				
<b>Latitude:</b>		34.14944444				
<b>Longitude:</b>		-118.08444444				
<b>Fiscal year:</b>		2019				
<b>USACE Division:</b>		SPD				
<b>USACE District:</b>		Los Angeles District (SPL)				
<b>Shape Area:</b>		.00000381				
<b>Shape Len:</b>		.00774512				
<b>Centroid Latitude:</b>						
<b>Centroid Longitude:</b>						
<b>Media ID:</b>						
<b>Metadata ID:</b>						
<b>Feature Desc:</b>						
<b>Property History:</b>		The Naval Information Research Foundation, or Undersea Center, occupied two unconnected parcels of land about 3 miles apart. The properties were acquired by the Office of Scientific Research and Development and transferred to the U.S. Navy in March 1946.				

<a href="#">57</a>	1 of 1	WNW	0.31 / 1,637.67	736.01 / 27	REXFORD INDUSTRIAL LLC 2674 E WALNUT ST PASADENA CA 91107	SML LA
<b>Site ID:</b>		SD0000262				
<b>Case ID:</b>		RO0000361				
<b>Status:</b>						

<a href="#">58</a>	1 of 3	SE	0.32 / 1,705.40	675.69 / -33	KINNELOA AVE PROPERTY 175 S KINNELOA AVE PASADENA CA 91107	VCP
<b>Estor/EPA ID:</b>		19390051				
<b>Site Code:</b>		300767				
<b>Nat Priority List:</b>		NO				
<b>Acres:</b>		1.3 ACRES				
<b>Special Program:</b>		VOLUNTARY CLEANUP PROGRAM				
<b>Funding:</b>		SITE PROPONENT				
<b>Assembly District:</b>		41				
<b>Senate District:</b>		25				
<b>School District:</b>						
<b>APN:</b>		5754-008-905				
<b>Cleanup Status:</b>		CERTIFIED O&M - LAND USE RESTRICTIONS ONLY AS OF 10/9/2001				
<b>Cleanup Oversight Agencies:</b>		DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY				
<b>Site Type:</b>		VOLUNTARY CLEANUP				
<b>Office:</b>		CLEANUP CHATSWORTH				
<b>Past Use that Caused Contam:</b>		AEROSPACE MANUFACTURING/MAINTENANCE, MANUFACTURING - OTHER				
<b>Potential Media Affected:</b>		SOIL				
<b>Potential Contamin of Concern:</b>						

ASBESTOS CONTAINING MATERIALS (ACM)  
 HALOGENATED ORGANIC COMPOUNDS  
 METALS - OTHER INORGANIC SOLID WASTE

**Site History:**  
 From 1920s to 1940s there was unauthorized dumping. In the 1940's various manufacturing operations, which included armor piercing bullets, fiberglass boats, hydraulic mechanisms, scram-rod mechanisms, cooling coils, and airplane fuel tanks. From 1970 it has been a vacant property. Currently it consists of fill material to 35 ft bgs that contains construction debris and scrap metal A Land Use Covenant is on this property for commercial, industrial, or park uses.

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Status:** CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS  
**Program Type:** VOLUNTARY CLEANUP  
**CalEnviroScreen Score:** 51-55%  
**Summary Link:** [https://www.envirostor.dtsc.ca.gov/public/profile\\_report?global\\_id=19390051](https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19390051)

**Land Use Restrictions**

**Site Management Requirements:** ACTIVITIES PROHIBITED WHICH DISTURB THE REMEDY AND MONITORING SYSTEMS WITHOUT APPROVAL  
 DAY CARE CENTER PROHIBITED  
 ELDER CARE CENTER PROHIBITED  
 HOSPITAL USE PROHIBITED  
 LAND USE COVENANT  
 NO EXCAVATION OF CONTAMINATED SOILS WITHOUT AGENCY REVIEW AND APPROVAL  
 NOTIFY AFTER CHANGE OF PROPERTY OWNER  
 PUBLIC OR PRIVATE SCHOOL FOR PERSONS UNDER 21 PROHIBITED  
 RESIDENCE USE PROHIBITED  
**Title:** Deed Restriction / Land Use Covenant  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?cmd=radocuments&global\\_id=19390051&enforcement\\_id=5010568](https://www.envirostor.dtsc.ca.gov/public/final_documents2?cmd=radocuments&global_id=19390051&enforcement_id=5010568)  
**Date Recorded:** 9/13/2001

**Completed Activities**

**Title:** VCA  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19390051&enforcement\\_id=5010570](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&enforcement_id=5010570)  
**Area Name:**  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Standard Voluntary Agreement  
**Date Completed:** 8/27/1999  
**Comments:**

**Title:** 2020-2021 Annual Oversight Cost Estimate  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19390051&enforcement\\_id=60488722](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&enforcement_id=60488722)  
**Area Name:**  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Annual Oversight Cost Estimate  
**Date Completed:** 9/28/2020  
**Comments:**

**Title:** Preliminary Endangerment Assessment Report  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19390051&doc\\_id=5010569](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&doc_id=5010569)  
**Area Name:**  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Preliminary Endangerment Assessment Report  
**Date Completed:** 10/9/2001  
**Comments:** With the recording of a Deed Restriction a No Further Action determination is issued.

**Title:** Cost Recovery for LUC Compliance Monitoring/Inspection  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19390051&enforcement\\_id=60409743](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&enforcement_id=60409743)  
**Area Name:**  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Land Use Restriction - Site Inspection/Visit  
**Date Completed:** 7/16/2020  
**Comments:**

**Title:** Deed Restriction / Land Use Covenant

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19390051&enforcement\\_id=5010568](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&enforcement_id=5010568)  
**Area Name:**  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Land Use Restriction  
**Date Completed:** 9/13/2001  
**Comments:**

**Title:** KInneloa Property LUC Compliance Inspection Report  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19390051&enforcement\\_id=60410801](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&enforcement_id=60410801)  
**Area Name:**  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Land Use Restriction - Site Inspection/Visit  
**Date Completed:** 5/10/2016  
**Comments:** This LUC Inspection was conducted and completed on 5/10/2016.

<a href="#">58</a>	2 of 3	SE	0.32 / 1,705.40	675.69 / -33	<b>KINNELOA AVE PROPERTY 175 S KINNELOA AVE PASADENA CA 91107</b>	LUR
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<b>Estor/EPA ID:</b>	19390051	<b>Permit Renewal Lead:</b>	
<b>Site Code:</b>	300767	<b>Project Manager:</b>	DANIEL PHILO
<b>Nat Priority List:</b>	NO	<b>Supervisor:</b>	JOSE DIAZ
<b>Acres:</b>	1.3 ACRES	<b>Public Partici Spclst:</b>	
<b>Special Program:</b>	VOLUNTARY CLEANUP PROGRAM	<b>Census Tract:</b>	6037463200
<b>Funding:</b>	SITE PROPONENT	<b>County:</b>	LOS ANGELES
<b>Assembly District:</b>	41	<b>Latitude:</b>	34.1435948623725
<b>Senate District:</b>	25	<b>Longitude:</b>	-118.086767792702
<b>School District:</b>			
<b>APN:</b>	5754-008-905		
<b>Cleanup Status:</b>	CERTIFIED O&M - LAND USE RESTRICTIONS ONLY AS OF 10/9/2001		
<b>Cleanup Oversight Agencies:</b>	DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY		
<b>Site Type:</b>	VOLUNTARY CLEANUP		
<b>Office:</b>	CLEANUP CHATSWORTH		
<b>Past Use that Caused Contam:</b>	AEROSPACE MANUFACTURING/MAINTENANCE, MANUFACTURING - OTHER		
<b>Potential Media Affected:</b>	SOIL		
<b>Potential Contamin of Concern:</b>			

ASBESTOS CONTAINING MATERIALS (ACM)  
 HALOGENATED ORGANIC COMPOUNDS  
 METALS - OTHER INORGANIC SOLID WASTE

**Site History:**

From 1920s to 1940s there was unauthorized dumping. In the 1940's various manufacturing operations, which included armor piercing bullets, fiberglass boats, hydraulic mechanisms, scram-rod mechanisms, cooling coils, and airplane fuel tanks. From 1970 it has been a vacant property. Currently it consists of fill material to 35 ft bgs that contains construction debris and scrap metal A Land Use Covenant is on this property for commercial, industrial, or park uses.

**Status:** CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS  
**Program Type:** VOLUNTARY CLEANUP  
**CalEnviroScreen Score:** 51-55%  
**Summary Link:** [https://www.envirostor.dtsc.ca.gov/public/profile\\_report?global\\_id=19390051](https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19390051)

**Land Use Restrictions**

**Site Management Requirements:** ACTIVITIES PROHIBITED WHICH DISTURB THE REMEDY AND MONITORING SYSTEMS WITHOUT APPROVAL  
 DAY CARE CENTER PROHIBITED  
 ELDER CARE CENTER PROHIBITED  
 HOSPITAL USE PROHIBITED  
 LAND USE COVENANT  
 NO EXCAVATION OF CONTAMINATED SOILS WITHOUT AGENCY REVIEW AND APPROVAL  
 NOTIFY AFTER CHANGE OF PROPERTY OWNER

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
					PUBLIC OR PRIVATE SCHOOL FOR PERSONS UNDER 21 PROHIBITED RESIDENCE USE PROHIBITED Deed Restriction / Land Use Covenant <a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?cmd=radocuments&amp;global_id=19390051&amp;enforcement_id=5010568">https://www.envirostor.dtsc.ca.gov/public/final_documents2? cmd=radocuments&amp;global_id=19390051&amp;enforcement_id=5010568</a> 9/13/2001	
<b><u>Completed Activities</u></b>						
					2020-2021 Annual Oversight Cost Estimate <a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=60488722">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=60488722</a>	
<b>Title:</b>						
<b>Title Link:</b>						
<b>Area Name:</b>						
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Annual Oversight Cost Estimate	
<b>Date Completed:</b>					9/28/2020	
<b>Comments:</b>						
<b>Title:</b>					VCA <a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=5010570">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=5010570</a>	
<b>Title Link:</b>						
<b>Area Name:</b>						
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Standard Voluntary Agreement	
<b>Date Completed:</b>					8/27/1999	
<b>Comments:</b>						
<b>Title:</b>					Deed Restriction / Land Use Covenant <a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=5010568">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=5010568</a>	
<b>Title Link:</b>						
<b>Area Name:</b>						
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Land Use Restriction	
<b>Date Completed:</b>					9/13/2001	
<b>Comments:</b>						
<b>Title:</b>					KInneloa Property LUC Compliance Inspection Report <a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=60410801">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=60410801</a>	
<b>Title Link:</b>						
<b>Area Name:</b>						
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Land Use Restriction - Site Inspection/Visit	
<b>Date Completed:</b>					5/10/2016	
<b>Comments:</b>					This LUC Inspection was conducted and completed on 5/10/2016.	
<b>Title:</b>					Cost Recovery for LUC Compliance Monitoring/Inspection <a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=60409743">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=60409743</a>	
<b>Title Link:</b>						
<b>Area Name:</b>						
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Land Use Restriction - Site Inspection/Visit	
<b>Date Completed:</b>					7/16/2020	
<b>Comments:</b>						
<b>Title:</b>					Preliminary Endangerment Assessment Report <a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;doc_id=5010569">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;doc_id=5010569</a>	
<b>Title Link:</b>						
<b>Area Name:</b>						
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Preliminary Endangerment Assessment Report	
<b>Date Completed:</b>					10/9/2001	
<b>Comments:</b>					With the recording of a Deed Restriction a No Further Action determination is issued.	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">58</a>	3 of 3	SE	0.32 / 1,705.40	675.69 / -33	KINNELOA AVE PROPERTY 175 S KINNELOA AVE PASADENA CA 91107	ENVIROSTOR

**Estor/EPA ID:** 19390051  
**Site Code:** 300767  
**Nat Priority List:** NO  
**APN:** 5754-008-905  
**Census Tract:** 6037463200  
**Site Type:** VOLUNTARY CLEANUP  
**Address Description:** 175 S KINNELOA AVE  
**Office:** CLEANUP CHATSWORTH  
**Special Program:** VOLUNTARY CLEANUP PROGRAM  
**Funding:** SITE PROPONENT  
**Cleanup Status:** CERTIFIED O&M - LAND USE RESTRICTIONS ONLY AS OF 10/9/2001  
**Cleanup Oversight Agencies:** DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY  
**School District:**  
**Past Use that Caused Contam:** AEROSPACE MANUFACTURING/MAINTENANCE, MANUFACTURING - OTHER  
**Potential Media Affected:** SOIL  
**Potential Contaminant of Concern:**

ASBESTOS CONTAINING MATERIALS (ACM)  
 HALOGENATED ORGANIC COMPOUNDS  
 METALS - OTHER INORGANIC SOLID WASTE

**Site History:**

From 1920s to 1940s there was unauthorized dumping. In the 1940's various manufacturing operations, which included armor piercing bullets, fiberglass boats, hydraulic mechanisms, scram-rod mechanisms, cooling coils, and airplane fuel tanks. From 1970 it has been a vacant property. Currently it consists of fill material to 35 ft bgs that contains construction debris and scrap metal A Land Use Covenant is on this property for commercial, industrial, or park uses.

**Status:** CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS  
**A2 Program Type:** VOLUNTARY CLEANUP  
**CalEnviroScreen Score:** 51-55%  
**Summary Link:** [https://www.envirostor.dtsc.ca.gov/public/profile\\_report?global\\_id=19390051](https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19390051)

**Land Use Restrictions**

**Site Management Requirements:** ACTIVITIES PROHIBITED WHICH DISTURB THE REMEDY AND MONITORING SYSTEMS WITHOUT APPROVAL  
 DAY CARE CENTER PROHIBITED  
 ELDER CARE CENTER PROHIBITED  
 HOSPITAL USE PROHIBITED  
 LAND USE COVENANT  
 NO EXCAVATION OF CONTAMINATED SOILS WITHOUT AGENCY REVIEW AND APPROVAL  
 NOTIFY AFTER CHANGE OF PROPERTY OWNER  
 PUBLIC OR PRIVATE SCHOOL FOR PERSONS UNDER 21 PROHIBITED  
 RESIDENCE USE PROHIBITED  
**Title:** Deed Restriction / Land Use Covenant  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?cmd=radocuments&global\\_id=19390051&enforcement\\_id=5010568](https://www.envirostor.dtsc.ca.gov/public/final_documents2?cmd=radocuments&global_id=19390051&enforcement_id=5010568)  
**Date Recorded:** 9/13/2001

**Completed Activities**

**Title:** Deed Restriction / Land Use Covenant  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19390051&enforcement\\_id=5010568](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&enforcement_id=5010568)  
**Area Name:**  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Land Use Restriction  
**Date Completed:** 9/13/2001  
**Comments:**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<p><b>Title:</b> Cost Recovery for LUC Compliance Monitoring/Inspection  <b>Title Link:</b> <a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=60409743">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=60409743</a>  <b>Area Name:</b>  <b>Area Link:</b>  <b>Sub Area:</b>  <b>Sub Area Link:</b>  <b>Document Type:</b> Land Use Restriction - Site Inspection/Visit  <b>Date Completed:</b> 7/16/2020  <b>Comments:</b></p>						
<p><b>Title:</b> VCA  <b>Title Link:</b> <a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=5010570">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=5010570</a>  <b>Area Name:</b>  <b>Area Link:</b>  <b>Sub Area:</b>  <b>Sub Area Link:</b>  <b>Document Type:</b> Standard Voluntary Agreement  <b>Date Completed:</b> 8/27/1999  <b>Comments:</b></p>						
<p><b>Title:</b> Preliminary Endangerment Assessment Report  <b>Title Link:</b> <a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;doc_id=5010569">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;doc_id=5010569</a>  <b>Area Name:</b>  <b>Area Link:</b>  <b>Sub Area:</b>  <b>Sub Area Link:</b>  <b>Document Type:</b> Preliminary Endangerment Assessment Report  <b>Date Completed:</b> 10/9/2001  <b>Comments:</b> With the recording of a Deed Restriction a No Further Action determination is issued.</p>						
<p><b>Title:</b> 2020-2021 Annual Oversight Cost Estimate  <b>Title Link:</b> <a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=60488722">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=60488722</a>  <b>Area Name:</b>  <b>Area Link:</b>  <b>Sub Area:</b>  <b>Sub Area Link:</b>  <b>Document Type:</b> Annual Oversight Cost Estimate  <b>Date Completed:</b> 9/28/2020  <b>Comments:</b></p>						
<p><b>Title:</b> Kinneloa Property LUC Compliance Inspection Report  <b>Title Link:</b> <a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=60410801">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19390051&amp;enforcement_id=60410801</a>  <b>Area Name:</b>  <b>Area Link:</b>  <b>Sub Area:</b>  <b>Sub Area Link:</b>  <b>Document Type:</b> Land Use Restriction - Site Inspection/Visit  <b>Date Completed:</b> 5/10/2016  <b>Comments:</b> This LUC Inspection was conducted and completed on 5/10/2016.</p>						

[59](#) 1 of 1 NW 0.35 / 747.76 / TERESITA ANIMAL HOSPITAL DELISTED  
1,825.95 39 2695 E FOOTHILL BLVD HAZ  
PASADENA CA 91107

**Siteid:** 160169  
**Latitude:** 34.150154  
**Longitude:** -118.094749  
**Original Source:** CHAZ  
**Record Date:** 09-JUL-2018

[60](#) 1 of 2 SE 0.35 / 669.99 / Kinneloa Avenue FED  
1,842.33 -39 175 South Kinneloa Avenue BROWNFIELDS  
Pasadena CA 91107

**Acres Property ID:** 11259 **Cleanup Required:** U

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Prprty Size(Acres):</b>	1.3				<b>SFLLP Fact Owship:</b>	-
<b>Radius:</b>	.5				<b>Hrzntl Collct Mthd:</b>	Address Matching-House Number
<b>Type of Funding:</b>	Hazardous				<b>Source Map Scale:</b>	-
<b>Local Property No:</b>	-				<b>Reference Point:</b>	Entrance Point of a Facility or Station
<b>Ownership Entity:</b>	-				<b>Horiz Refer Datum:</b>	North American Datum of 1983
<b>Current Owner:</b>	-				<b>Latitude:</b>	34.1431128
<b>DID Ownrshp Chng:</b>	-				<b>Longitude:</b>	-118.0860328
<b>Cntmnt Fnd Petrol:</b>	-				<b>CInd Up Petroleum:</b>	-
<b>Cntmnt Fnd Asb:</b>	-				<b>CInd Up Asbestos:</b>	-
<b>Cntmnt Fnd Lead:</b>	-				<b>CInd Up Lead:</b>	-
<b>Cntmnt Fnd PAHs:</b>	-				<b>CInd Up PAHs:</b>	-
<b>Cntmnt Fnd PCBs:</b>	-				<b>CInd Up PCBs:</b>	-
<b>Cntmnt Fnd VOCs:</b>	-				<b>CInd Up VOCs:</b>	-
<b>Cntmnt Fnd Selenium:</b>	-				<b>CInd Up Selenium:</b>	-
<b>Cntmnt Fnd Iron:</b>	-				<b>CInd Up Iron:</b>	-
<b>Cntmnt Fnd Arsenic:</b>	-				<b>CInd Up Arsenic:</b>	-
<b>Cntmnt Fnd Cd:</b>	-				<b>CInd Up Cadmium:</b>	-
<b>Cntmnt Fnd Cr:</b>	-				<b>CInd Up Chromium:</b>	-
<b>Cntmnt Fnd Copper:</b>	-				<b>CInd Up Copper:</b>	-
<b>Cntmnt Fnd Mercury:</b>	-				<b>CInd Up Mercury:</b>	-
<b>Cntmnt Fnd Nickel:</b>	-				<b>CInd Up Nickel:</b>	-
<b>Cntmnt Fnd Pesticide:</b>	-				<b>CInd Up Pesticides:</b>	-
<b>Cntmnt Fnd SVOCs:</b>	-				<b>CInd Up SVOCs:</b>	-
<b>Cntmnt Fnd Oth Mtl:</b>	-				<b>CInd Oth Metals:</b>	-
<b>Cntmnt Fnd Other:</b>	-				<b>CInd Up Other:</b>	-
<b>Cntmnt Fnd Unk:</b>	-				<b>CInd Up Unknown:</b>	-
<b>Cntmnt Fnd None:</b>	-				<b>CInd Up None:</b>	-
<b>CInd Up Ctl Sbst:</b>	-				<b>CInd Up Oth Desc:</b>	-
<b>Media Afctd Air:</b>	-				<b>CInd Up Air:</b>	-
<b>Media Afctd Sedi:</b>	-				<b>CInd Up Sediment:</b>	-
<b>Media Afctd Soil:</b>	-				<b>CInd Up Soil:</b>	-
<b>Media Afctd Drnk Wtr:</b>	-				<b>CInd Up Drnk Wtr:</b>	-
<b>Media Afctd Grnd Wtr:</b>	-				<b>CInd Up Grnd Wtr:</b>	-
<b>Media Afctd Surf Wtr:</b>	-				<b>CInd Up Surf Wtr:</b>	-
<b>Media Afctd Bldg Mat:</b>	-				<b>CInd Up Bldg Mats:</b>	-
<b>Media Afctd Ind Air:</b>	-				<b>CInd Up Indoor Air:</b>	-
<b>Media Afctd Unk:</b>	-				<b>CInd Up Unknown:</b>	-
<b>Media Afctd None:</b>	-					
<b>Cntmnt Fnd Ctrl Sbstncs:</b>	-					
<b>Further Action Cleanup:</b>	-					
<b>Enrollment St Tribal Prg:</b>	-					
<b>Institutional Ctrl ICs Req:</b>	U					
<b>IC Catgry Proprietary Ctrls:</b>	-					
<b>IC Catgry Informational Dev:</b>	-					
<b>IC Catgry Govmntal Ctrls:</b>	-					
<b>IC Catgry Enfrc Prmt TIs:</b>	-					
<b>ICs in Place:</b>	-					
<b>Date ICs in Place:</b>	-					
<b>Photographs are Available:</b>	-					
<b>Video is Available:</b>	-					
<b>Cntmnt Fnd Other Descr :</b>	-					
<b>St Tribal Prg ID No:</b>	-					
<b>Description History:</b>	-					
<b>Ready for Reuse Ind:</b>	No					

**Detail Information**

<b>Grant Recipient Nme:</b>	R9 TBA - California (Pre-law Superfund TBA)	<b>Acre/Grnspc Create:</b>	-
<b>Accmplshmnt Count:</b>	Y	<b>Redev Funding Src:</b>	-
<b>Coop Agreement No:</b>	n/a	<b>Redev Funding Amt:</b>	-
<b>Brwnfld Grant Type:</b>	TBA	<b>IC Data Address:</b>	-
<b>Assessment Phase:</b>	Phase II Environmental Assessment	<b>Redev Complete Dt:</b>	-
<b>Assmnt Start Date:</b>	01/31/2001	<b>2010 No Blw Pvrty:</b>	410
<b>Assmnt Complete Dt:</b>	01/31/2001	<b>2010 Below Poverty:</b>	10.99
<b>Assmnt Funding Amt:</b>	174681	<b>2010 Median Income:</b>	4236
<b>Cleanup Start Date:</b>	-	<b>2010 No Low Income:</b>	764
<b>Clnup Complete Dt:</b>	-	<b>2010 Low Income:</b>	20.48

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Acres Cleaned Up:	-				2010 No Vcnt Housng:	80
Cleanup Fnding Src:	-				2010 Vacnt Housng:	5.66
Cleanup Fnding Amt:	-				2010 No Unemployed:	256
Redevmnt Start Dt:	-				2010 Unemployed:	6.86
Clnup / Redev Jobs:	-					
Assmnt Funding Src:		EPA				
Entity Prvde Assmnt Fnds:		US EPA - TBA Funding				
Enty Prvdng Clnup Fnd:	-					
Entity Prvding Redev Funds:	-					
Past Use Grnspc Arces:	-					
Past Use Residential Arces:	-					
Past Use Commercial Arces:	-					
Past Use Industrial Arces:	-					
Past Use Multistory Arces:	-					
Future Use Multistory Arces:	-					
Future Use Greenspace:	-					
Future Use Residential:	-					
Future Use Commercial:	-					
Future Use Industrial:	-					
Acres Cleaned Up:	-					
Cleanup Start Date:	-					
Cleanup Completion Date:	-					
ICS in Place:	-					
Date ICS in Place:	-					
IC Catgry Govmntal Ctrls:	-					
IC Catgry Enfrcmnt Prmt Tools:	-					
Source of Cleanup Funding:	-					
Entity Prvding Cleanup Funds:	-					

[60](#)      2 of 2      SE      0.35 / 1,842.33      669.99 / -39      KINNELOA AVE PROPERTY  
175 SOUTH KINNELOA AVE PASADENA CA 91109      CALSITES

<b>ID No:</b>	19390051	<b>Assembly:</b>	
<b>Status Date:</b>	08/27/1999	<b>Senate:</b>	
<b>NPL:</b>	N	<b>Region:</b>	3
<b>Tier:</b>		<b>Region Name:</b>	BURBANK
<b>Fund:</b>		<b>County Co:</b>	19
<b>Access :</b>		<b>Facility County:</b>	LOS ANGELES
<b>Access Code:</b>	NOT REPORTED	<b>Lat Deg:</b>	0
<b>Cortese:</b>		<b>Lat Min:</b>	0
<b>Hrscore:</b>		<b>Lat Sec:</b>	0
<b>Hrsdate:</b>		<b>Lat Dir:</b>	
<b>Groundwater Contam:</b>		<b>Long Deg:</b>	0
<b>GW Code:</b>	NOT REPORTED	<b>Long Min:</b>	0
<b>No Sources:</b>	0	<b>Long Sec:</b>	0
<b>RWQCB Name:</b>	LOS ANGELES	<b>Long Dir:</b>	
<b>Branch Name:</b>	SOUTHERN CA. - B	<b>LImethod:</b>	
<b>Staff:</b>	RKRUG	<b>LIdesc:</b>	
<b>Senior:</b>	HJECHE		
<b>Status Name:</b>	VOLUNTARY CLEANUP PROGRAM		
<b>Type Name:</b>	VOLUNTARY CLEANUP PROGRAM		
<b>Lead Name:</b>	DEPT OF TOXIC SUBSTANCES CONTROL		
<b>SIC Name:</b>	MISCELLANEOUS MANUFACTURING INDUSTRIES		
<b>Filename:</b>	KINNELOA		
<b>Comments:</b>			

VCA signed on 08/27/99 to provide review and comment on a PEA equivalent risk assessment which will focus on potential for exposure from grading and construction activities for developing site into a parking lot. Additional surface sampling to be conducted to incorporate into this risk assessment. VCA determined to be inaccurate in scope of work. The agreement should be to review PEA equivalent, and then determine if further action is required. If so, then go thru a RI and RAW process. Further action required.

**Background:**

1920's - Unauthorized dumping of scrap metal and construction debris found onsite up to 30 ft bgs. 1940's - Various manufacturing operations. These include: armor piercing bullets, fiberglass boats, hydraulic mechanisms, scam-rod mechanisms, cooling coils, and airplane fuel tanks. 1970 - Vacant property



Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">61</a>	1 of 1	E	0.37 / 1,937.67	694.46 / -14	JIM RICKMAN MOTORS 3240 E COLORADO BLVD PASADENA CA 91107	DELISTED HAZ
<b>Siteid:</b>		126162				
<b>Latitude:</b>		34.145920				
<b>Longitude:</b>		-118.083725				
<b>Original Source:</b>		CHAZ				
<b>Record Date:</b>		20-OCT-2017				

<a href="#">62</a>	1 of 8	ENE	0.37 / 1,957.82	723.94 / 15	NAVAL INFORMATION RESEARCH FOUNDATION 3202 E FOOTHILL BLVD PASADENA CA 91107	DELISTED ENV5
<b>Estor/EPA ID:</b>		19970020				
<b>Site Code:</b>		301622				
<b>Status:</b>						
<b>Facility Type:</b>						
<b>Program Type:</b>						
<b>Program Type 2:</b>						
<b>CalEnviro Score:</b>						
<b>Nat Priority List:</b>		NO				
<b>Acres:</b>		9.15 ACRES				
<b>Special Program:</b>		PROSPECTIVE PURCHASER PROGRAM				
<b>Funding:</b>		DERA				
<b>APN:</b>		NONE SPECIFIED				
<b>Cleanup Status:</b>		ACTIVE AS OF 10/14/2015				
<b>Cleanup Oversight Agencies:</b>		DTSC - LEAD AGENCY;DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY;RWQCB 4 - LOS ANGELES				
<b>Site Type:</b>		FUDS				
<b>Office:</b>		CLEANUP CYPRESS				
<b>Past Use that Caused Contam:</b>		FUEL - VEHICLE STORAGE/ REFUELING, RESEARCH - OTHER, RESEARCH - WEAPONS				
<b>Potential Media Affected:</b>		SOIL				
<b>Summary Link:</b>						
<b>Original Source:</b>		RESP				
<b>Record Date:</b>		11-MAR-2019				

<a href="#">62</a>	2 of 8	ENE	0.37 / 1,957.82	723.94 / 15	Naval Information Research Foundation - Naval Information Research Foundation (J09CA105200) 3202 E. Foothill Blvd Pasadena CA 91107	CLEANUP SITES
<b>Global ID:</b>		DOD100348800				
<b>Status:</b>		Open - Inactive				
<b>Status Date:</b>		5/20/2010				
<b>Site Facility Type:</b>		Military Cleanup Site				
<b>Data Source:</b>		Cleanup Sites from GeoTracker Cleanup Sites Data Download				

**Cleanup Sites from GeoTracker Cleanup Sites Data Download - Facilities Detail**

<b>RB Case No:</b>						
<b>Local Case No:</b>		19970020				
<b>Begin Date:</b>						
<b>File Location:</b>						
<b>Lead Agency:</b>		DEPARTMENT OF TOXIC SUBSTANCES CONTROL				
<b>Local Agency:</b>		DEPARTMENT OF TOXIC SUBSTANCES CONTROL				
<b>Potential COC:</b>						
<b>Potential Media of Concern:</b>						
<b>Stop Method:</b>						
<b>CUF Case:</b>		NO				
<b>Case Worker:</b>						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**How Discovered:**  
**How Discovered Description:**  
**Stop Description:**  
**CalWater Watershed Name:** Los Angeles River - Raymond - Pasadena (412.31)  
**DWR GW Subbasin Name:** Raymond (4-023)  
**Disadvantaged Community:**  
**CalEnviroScreen Score:** 36-40%  
**Site History:**

**Cleanup Sites from GeoTracker Cleanup Sites Data Download - Status History**

**Status:** Open - Inactive  
**Status Date:** 2010-05-20 00:00:00

**Cleanup Program Sites from GeoTracker Search - Regulatory Profile (as of May 29, 2021)**

**Project Status:**  
**Cuf Claim No:**  
**CUF Priority Assign:**  
**CUF Amount Paid:**  
**Composting Method:**  
**File Location:**  
**User Defined Beneficial Use:**  
**Designated Beneficial Use:** MUN, AGR, IND, PROC  
**Designated Beneficial Use Desc:** Municipal and Domestic Supply, Agricultural Supply, Industrial Service Supply, Industrial Process Supply  
**Project Oversight Agencies:**  
**Report Link:** [https://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=DOD100348800](https://geotracker.waterboards.ca.gov/profile_report?global_id=DOD100348800)  
**Cleanup Status Detail:** OPEN - INACTIVE AS OF 5/20/2010  
**Potential COC:** NONE SPECIFIED  
**Potential Media of Concern:** NONE SPECIFIED  
**Groundwater Monitoring**  
**Frequen:**  
**DWR GW Sub Basin:** Raymond (4-023)  
**CalWater Watershed Name:** Los Angeles River - Raymond - Pasadena (412.31)  
**Post Closure Site Management:**  
**Future Land Use:**  
**Cleanup Oversight Agencies:** DEPARTMENT OF TOXIC SUBSTANCES CONTROL (LEAD) - CASE #: 19970020  
 LOS ANGELES RWQCB (REGION 4)  
**Cleanup History Link:** [https://geotracker.waterboards.ca.gov/profile\\_report\\_include?global\\_id=DOD100348800&tabname=regulatoryhistory](https://geotracker.waterboards.ca.gov/profile_report_include?global_id=DOD100348800&tabname=regulatoryhistory)  
**Site History:**  
 No site history available

**Sites from GeoTracker Search - Cleanup Status History (as of May 29, 2021)**

**Status:** Open - Inactive  
**Date:** 5/20/2010

<a href="#">62</a>	3 of 8	ENE	0.37 / 1,957.82	723.94 / 15	<b>Naval Information Research            Foundation - Naval Information            Research Foundation            (J09CA105200 3202 E. Foothill            Blvd            Pasadena CA 91107</b>	<b>CLEANUP SITES</b>
<b>Global ID:</b>	T0603784808			<b>Latitude:</b>	34.148914	
<b>Status:</b>	Open - Inactive			<b>Longitude:</b>	-118.084248	
<b>Status Date:</b>	5/20/2010			<b>County:</b>	Los Angeles	
<b>Site Facility Type:</b>	Military Cleanup Site					
<b>Data Source:</b>	Cleanup Sites from GeoTracker Cleanup Sites Data Download					

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Cleanup Sites from GeoTracker Cleanup Sites Data Download - Facilities Detail**

**RB Case No:**  
**Local Case No:** 19970020  
**Begin Date:** 9/11/2003  
**File Location:**  
**Lead Agency:** DEPARTMENT OF TOXIC SUBSTANCES CONTROL  
**Local Agency:** DEPARTMENT OF TOXIC SUBSTANCES CONTROL  
**Potential COC:**  
**Potential Media of Concern:**  
**How Discovered:**  
**How Discovered Description:**  
**Stop Description:**  
**CalWater Watershed Name:** Los Angeles River - Raymond - Pasadena (412.31)  
**DWR GW Subbasin Name:** Raymond (4-023)  
**Disadvantaged Community:**  
**CalEnviroScreen Score:** 36-40%  
**Site History:**

**Stop Method:**  
**CUF Case:** NO  
**Case Worker:**

**Cleanup Sites from GeoTracker Cleanup Sites Data Download - Regulatory Activity**

**Action Type:** RESPONSE  
**Date:** 2003-11-30 00:00:00  
**Action:** Other Report / Document

**Action Type:** ENFORCEMENT  
**Date:** 2003-09-11 00:00:00  
**Action:** \* No Action

**Cleanup Sites from GeoTracker Cleanup Sites Data Download - Status History**

**Status:** Open - Inactive  
**Status Date:** 2010-05-20 00:00:00

**Status:** Open  
**Status Date:** 2003-09-11 00:00:00

**Status:** Open - Case Begin Date  
**Status Date:** 2003-09-11 00:00:00

**Cleanup Program Sites from GeoTracker Search - Regulatory Profile (as of May 29, 2021)**

**Project Status:**  
**Cuf Claim No:**  
**CUF Priority Assign:**  
**CUF Amount Paid:**  
**Composting Method:**  
**File Location:**  
**User Defined Beneficial Use:**  
**Designated Beneficial Use:** MUN, AGR, IND, PROC  
**Designated Beneficial Use Desc:** Municipal and Domestic Supply, Agricultural Supply, Industrial Service Supply, Industrial Process Supply  
**Project Oversight Agencies:**  
**Report Link:** [https://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=T0603784808](https://geotracker.waterboards.ca.gov/profile_report?global_id=T0603784808)  
**Cleanup Status Detail:** OPEN - INACTIVE AS OF 5/20/2010  
**Potential COC:** NONE SPECIFIED  
**Potential Media of Concern:** NONE SPECIFIED  
**Groundwater Monitoring**  
**Frequen:**  
**DWR GW Sub Basin:** Raymond (4-023)  
**CalWater Watershed Name:** Los Angeles River - Raymond - Pasadena (412.31)  
**Post Closure Site Management:**  
**Future Land Use:**  
**Cleanup Oversight Agencies:** DEPARTMENT OF TOXIC SUBSTANCES CONTROL (LEAD) - CASE #: 19970020  
 LOS ANGELES RWQCB (REGION 4)

**Facility Type:**  
**WDR Place Type:**  
**Wdr File No:**  
**Wdr Order No:**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Cleanup History Link:** [https://geotracker.waterboards.ca.gov/profile\\_report\\_include?global\\_id=T0603784808&tabname=regulatoryhistory](https://geotracker.waterboards.ca.gov/profile_report_include?global_id=T0603784808&tabname=regulatoryhistory)  
**Site History:**

No site history available

**Sites from GeoTracker Search - Regulatory Activities (as of May 29, 2021)**

**Action Type:** Response Requested - Other  
**Action Date:** 11/30/2003  
**Received Issue Date:**  
**Action:** Other Report / Document  
**Doc Link:**  
**Title Description Comments:**

Additional Information Report - source area evaluation

**Action Type:** Enforcement - Other  
**Action Date:** 9/11/2003  
**Received Issue Date:** 9/11/2003  
**Action:** \* No Action  
**Doc Link:**  
**Title Description Comments:**

Emergent Chemical/Perchlorate Letter

**Sites from GeoTracker Search - Cleanup Status History (as of May 29, 2021)**

**Status:** Open - Inactive  
**Date:** 5/20/2010  
**Status:** Open - Case Begin Date  
**Date:** 9/11/2003  
**Status:** Open  
**Date:** 9/11/2003

<a href="#">62</a>	4 of 8	ENE	0.37 / 1,957.82	723.94 / 15	NAVAL INFORMATION RESEARCH FOUNDATION 3202 E FOOTHILL BLVD PASADENA CA 91107	ENVIROSTOR
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<b>Estor/EPA ID:</b>	19970020	<b>Assembly District:</b>	41
<b>Site Code:</b>	301622, 300702, 301335, 301355	<b>Senate District:</b>	25
<b>Nat Priority List:</b>	NO	<b>Permit Renewal Lead:</b>	
<b>APN:</b>	NONE SPECIFIED	<b>Public Partici Spclst:</b>	ERGLAE GOMEZ
<b>Census Tract:</b>	6037462900	<b>Project Manager:</b>	NICHOLAS TA
<b>Site Type:</b>	VOLUNTARY CLEANUP	<b>County:</b>	LOS ANGELES
<b>Address Description:</b>	3202 E FOOTHILL BLVD	<b>Latitude:</b>	34.1492206169304
<b>Office:</b>	CLEANUP CYPRESS	<b>Longitude:</b>	-118.084911830585
<b>Special Program:</b>	PROSPECTIVE PURCHASER PROGRAM	<b>Acres:</b>	9.15 ACRES
<b>Funding:</b>	DERA	<b>Supervisor:</b>	PATRICK HSIEH
<b>Cleanup Status:</b>	ACTIVE AS OF 10/14/2015		
<b>Cleanup Oversight Agencies:</b>	DTSC - LEAD AGENCY;DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY;RWQCB 4 - LOS ANGELES		
<b>School District:</b>			
<b>Past Use that Caused Contam:</b>	FUEL - VEHICLE STORAGE/ REFUELING, RESEARCH - OTHER, RESEARCH - WEAPONS		
<b>Potential Media Affected:</b>	SOIL		
<b>Potential Contamin of Concern:</b>			

ARSENIC  
DIOXIN (AS 2,3,7,8-TCDD TEQ)  
PETROLEUM  
POLYCHLORINATED BIPHENYLS (PCBS)  
POLYNUCLEAR AROMATIC HYDROCARBONS (PAHS)  
VOLATILE ORGANICS (8260B VOCS)

**Site History:**

Background. The Site was originally developed with a lumber mill, furniture factory and private residences between 1928-1943. Caltech purchased the property and used it as facility for rocket and torpedo R&D until 1945. It ceded the site to the Navy in 1945, which continued with the torpedo and missile R&D until 1974. Industrial operations at the property included mechanical and fabrication shops, an incinerator, carpenter and electrical shops, paint shop and foundry. There was also a gasoline dispenser and associated USTs, paint and chemical storage areas, and a vehicle maintenance shop. The current owner, Space Bank LTD, purchased the property in 1978 from The General Services Administration. It converted the property into a mini storage facility, light industrial workshops and office space using existing Navy buildings.

Regulatory Involvement. In Dec 2004, DTSC issued an Imminent and Substantial Endangerment Determination and Remedial Action Order to the Army Corps of Engineers (ACOE) based on the results of various environmental investigations. DTSC then rescinded the order and entered a formal Dispute Resolution (DR) with the ACOE based on DSMOA requirement. Unable to reach a resolution with the ACOE after 6 years, DTSC formally revoked the DR process in Dec 2010, and resumed enforcement action.

Redevelopment . In 2007, Pasadena Gateway Inc. (PGI) signed a purchase agreement with Space Bank to redevelop the site into office buildings. The project was put on hold due to the 2008 economic downturn. In June 2014, DTSC entered a consent agreement with Space Bank, which specified that PGI would perform response actions with DTSC oversight. PGI signed an amended PPA with DTSC in Oct 2017 with specific stipulations for environmental cleanup including the development of a Remedial Investigation and Feasibility Study (RI/FS), Removal Action Workplan (RAW), performing the removal action and installation of groundwater wells along with 4 quarters of sampling for the preliminary groundwater investigation. PGI changed the redevelopment plan from office building to mixed-use complex. The City of Pasadena completed the Sustainable Community Environmental Assessment (the SCEA is a streamlined CEQA-analysis process) and certified the document in February 2018. The City approved the rezoning of the property from industrial to mixed-use in June 2018. One of the issues identified in the SCEA as a concern was hazardous/hazardous material. The SCEA cited the Draft Final RAW as the plan to mitigate site contamination.

**Site Investigation/Remedial Investigation and Feasibility Study**

Over 22 site assessments and investigation have been performed since 1978. The Final Remedial Investigation and Feasibility Study (Ninyo & Moore Nov 3, 2017) concluded the following;

1. Soil: The primary COCs in the soil are PCE and heavy metals in four hot spots, and TPH along with heavy metals (Pb, Hg and As) in the storm drain and in sediment of seven storm water seepage pits. PCBs, dioxin, pesticides, NDMA and perchlorate were not detected in any of the soil samples. A radiological survey was performed with no detection. Hexavalent chromium was detected uniformly throughout the site (mean of 0.61 mg/kg and a maximum concentration of 1.2 mg/kg, which exceeds the May 2016 rRSL of 0.3 mg/kg) with little variation between 5 ft bgs to 150 ft bgs. However, it was determined to be naturally occurring based on regional geology.
2. Soil Gas Survey indicated higher level of PCE, TCE and carbon tetrachloride throughout the property. Higher concentrations were located toward southeast portion of property with maximum value of PCE at 342 ug/L in 2007 (last sampling event). Three locations were found with VOCs above Site Soil gas screening levels. These locations will be excavated and removed as part of the removal action.
3. Groundwater investigation has not been performed. Groundwater is approximately 300 ft bgs based on the 3 municipal wells within one-mile radius of site.

Draft Final Removal Action Workplan (RAW). PGI developed the RAW based on the signed PPA. The RAW proposed a phase-approach which would include removing soil and soil vapor source and then initiating the groundwater investigation program. Soil confirmation sampling will be performed to ensure cleanup levels conformed to the RAW, and a site-wide soil gas survey will also be performed after removal action. The results of the confirmation sampling and the soil gas test will be used to recalculate the human health risk assessment. The RAW also requires the developer to install 4 groundwater wells on site and perform 4 quarterly groundwater sampling events to provide DTSC with groundwater information.

**Status:** ACTIVE  
**A2 Program Type:** VOLUNTARY CLEANUP  
**CalEnviroScreen Score:** 36-40%  
**Summary Link:** [https://www.envirostor.dtsc.ca.gov/public/profile\\_report?global\\_id=19970020](https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020)

**Currently Scheduled Activities**

**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Supplemental Site Investigation Report  
**Due Date:** 3/11/2021  
**Revised Date:**

**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Removal Action Completion Report  
**Due Date:** 8/27/2020  
**Revised Date:**

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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**Future Activities**

**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Certification  
**Due Date:** 2023

**Completed Activities**

**Title:** Soil Gas Cleanup Goals Calculation  
**Title Link:**  
**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Technical Report  
**Date Completed:** 11/8/2019  
**Comments:**

**Title:** CEQA Notice of Determination Pasadena Gateway  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19970020&doc\\_id=60454330](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&doc_id=60454330)  
**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Reuse NEPA  
**Date Completed:** 8/9/2019  
**Comments:**

**Title:** Public Comment Period Extension  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19970020&doc\\_id=60459083](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&doc_id=60459083)  
**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Public Notice  
**Date Completed:** 4/9/2019  
**Comments:**

**Title:** Fact Sheet for Space Bank Consent Decree  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19970020&doc\\_id=60342427](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&doc_id=60342427)  
**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Fact Sheets  
**Date Completed:** 1/15/2014  
**Comments:**

**Title:** Prepare and conduct dispute resolution  
**Title Link:**  
**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Other Report  
**Date Completed:** 12/13/2010  
**Comments:** Dispute resolution ended.

**Title:** Tenant History Report  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19970020&doc\\_id=60311396](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&doc_id=60311396)  
**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**

<i>Map Key</i>	<i>Number of Records</i>	<i>Direction</i>	<i>Distance (mi/ft)</i>	<i>Elev/Diff (ft)</i>	<i>Site</i>	<i>DB</i>
<b>Document Type:</b>		Other Report				
<b>Date Completed:</b>		7/3/2008				
<b>Comments:</b>						
<b>Title:</b>		Community Update March 2019				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60458344">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60458344</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Public Notice				
<b>Date Completed:</b>		3/8/2019				
<b>Comments:</b>		Community Update March 2019				
<b>Title:</b>		Remedial Investigation/ Feasibility Study				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60406079">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60406079</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Remedial Investigation / Feasibility Study				
<b>Date Completed:</b>		12/14/2017				
<b>Comments:</b>						
<b>Title:</b>		Filed work sampling at the Kinaloa Property				
<b>Title Link:</b>						
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Fieldwork				
<b>Date Completed:</b>		5/18/2017				
<b>Comments:</b>		Field work was completed.				
<b>Title:</b>		2016.2017 Annual Oversight Cost Estimate				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60420163">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60420163</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Annual Oversight Cost Estimate				
<b>Date Completed:</b>		11/15/2016				
<b>Comments:</b>		Cost Estimate letter was submitted on November 15, 2016				
<b>Title:</b>		Work Notice for Soil and Soil Vapor Sampling				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60454823">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60454823</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Work Notice				
<b>Date Completed:</b>		10/15/2007				
<b>Comments:</b>		Work notice for soil and soil vapor sampling as approved in the "Addendum to Secor Work Plan Dated March 29, 2006-Revised, Space Bank Mini Storage."				
<b>Title:</b>		Risk Assessment Report				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60406088">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60406088</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Risk Assessment Report				
<b>Date Completed:</b>		12/14/2017				
<b>Comments:</b>						
<b>Title:</b>		Site visit with Neal Holdrige				
<b>Title Link:</b>						
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Fieldwork				
<b>Date Completed:</b>		1/11/2017				
<b>Comments:</b>		DTSC staff conducted a site visit.				
<b>Title:</b>						
<b>Title Link:</b>						
<b>Area Name:</b>		Supplemental Investigation work plan for RDX/TNT				
<b>Area Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60488479">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60488479</a>				
<b>Sub Area:</b>		PROJECT WIDE				
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Supplemental Site Investigation Tech Memo				
<b>Date Completed:</b>		9/26/2019				
<b>Comments:</b>						
<b>Title:</b>						
<b>Title Link:</b>						
<b>Area Name:</b>		Community Profile				
<b>Area Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60406117">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60406117</a>				
<b>Sub Area:</b>		PROJECT WIDE				
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Community Profile				
<b>Date Completed:</b>		9/29/2018				
<b>Comments:</b>		Community Survey completed in Sept 2018.				
<b>Title:</b>						
<b>Title Link:</b>						
<b>Area Name:</b>		301622 - Pasadena Gateway RA				
<b>Area Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60401925">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60401925</a>				
<b>Sub Area:</b>		Trammel Crow				
<b>Sub Area Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True">https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True</a>				
<b>Document Type:</b>		Community Profile				
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<b>Comments:</b>		Community Survey completed in Sept 2018.				
<b>Title:</b>						
<b>Title Link:</b>						
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<b>Sub Area:</b>		Trammel Crow				
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<b>Comments:</b>		Fully executed contract				
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<b>Title Link:</b>						
<b>Area Name:</b>		Prospective Purchaser Agreement				
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<b>Title:</b>						
<b>Title Link:</b>						
<b>Area Name:</b>		Public Comments on the Proposed Removal Action Work Plan				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
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<b>Date Completed:</b>		6/21/1999				
<b>Comments:</b>						



<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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<b>Area Name:</b>					PROJECT WIDE	
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<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
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<b>Comments:</b>						
<b>Title:</b>					Health And Safety Plan	
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<b>Sub Area Link:</b>						
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<b>Comments:</b>						
<b>Title:</b>					Community Update	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60458340">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60458340</a>	
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<b>Sub Area Link:</b>						
<b>Document Type:</b>					Public Notice	
<b>Date Completed:</b>					3/8/2019	
<b>Comments:</b>					Public Notice for Project Update distributed on March 8, 2019	
<b>Title:</b>					CEQA- Statement of Findings	
<b>Title Link:</b>						
<b>Area Name:</b>					PROJECT WIDE	
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Environmental Assessment	
<b>Date Completed:</b>					1/30/2019	
<b>Comments:</b>					DTSC completed the Statement of Findings and posted on website on Mar 8, 2019 for public comment period.	
<b>Title:</b>					Ammend the Agreement and Covenant Not to Sue	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60406047">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60406047</a>	
<b>Area Name:</b>					Trammel Crow	
<b>Area Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True">https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True</a>	
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<b>Date Completed:</b>					12/19/2017	
<b>Comments:</b>					Prospective Purchaser Agreement was executed.	
<b>Title:</b>					Public Notice for the Space Bank Consent Decree	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60342425">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60342425</a>	
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<b>Sub Area Link:</b>						
<b>Document Type:</b>					Public Notice	
<b>Date Completed:</b>					1/15/2014	
<b>Comments:</b>						
<b>Title:</b>					Quality Assurance/ Quality Control Plan	
<b>Title Link:</b>						
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<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Quality Assurance Workplan	
<b>Date Completed:</b>					8/5/2019	
<b>Comments:</b>						

<i>Map Key</i>	<i>Number of Records</i>	<i>Direction</i>	<i>Distance (mi/ft)</i>	<i>Elev/Diff (ft)</i>	<i>Site</i>	<i>DB</i>
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<b>Sub Area Link:</b>						
<b>Document Type:</b>					Removal Action Workplan	
<b>Date Completed:</b>					8/5/2019	
<b>Comments:</b>						
<b>Title:</b>					Pasadena Public Meeting Presentation	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60459123">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60459123</a>	
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<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Fact Sheets	
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<b>Comments:</b>						
<b>Title:</b>					Notice of 30-day Public Comment Period	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60456700">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60456700</a>	
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<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
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<b>Date Completed:</b>					3/8/2019	
<b>Comments:</b>					Notice of 30 day Public Comment Period	
<b>Title:</b>					Space Bank Consent Decree (Revised 2013)	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60348277">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60348277</a>	
<b>Area Name:</b>					PROJECT WIDE	
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Consent Agreement	
<b>Date Completed:</b>					6/27/2014	
<b>Comments:</b>						
<b>Title:</b>					Addendum to Secor work plan	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=5012302">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=5012302</a>	
<b>Area Name:</b>					Trammel Crow	
<b>Area Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True">https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True</a>	
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Remedial Investigation / Feasibility Study	
<b>Date Completed:</b>					10/10/2008	
<b>Comments:</b>					Work Plan was approved by DTSC on 9/6/2007	
<b>Title:</b>					Preliminary Endangerment Assessment Report	
<b>Title Link:</b>						
<b>Area Name:</b>					PROJECT WIDE	
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Preliminary Endangerment Assessment Report	
<b>Date Completed:</b>					8/27/2002	
<b>Comments:</b>					PEA - WHOLE: In August 1998, the Army Corp of Engineers conducted a Preliminary Assessment/Site Inspection (PA/SI) at certain locations throughout the property to characterize the site. A second field investigation to augment the PA/SI was performed by Science Applications International Corporation (SAIC) in November 2001 to characterize the soil and sediment contamination at additional locations on the site and further characterize some locations previously sampled in 1998. The US Army Corps of Engineers (ACOE) submitted a draft PA/SI report to DTSC. However, ACOE has chosen not to submit a final PA/SI report due to the determination that NIRF is a PRP site and suspended all CERCLA response action at the site until an ACOE PRP search is completed. The result of the risk characterization, using data gathered from the draft PA/SI report, which constitutes the equivalent of a Preliminary Endangerment Assessment, shows that the level of contaminants at the site poses an unacceptable	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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excess cancer risk of 4.4 x 10<sup>-4</sup> due to arsenic, lead, mercury, thallium, SVOCs, and other petroleum hydrocarbon. Based on this result, further action is required at the site.

<a href="#">62</a>	5 of 8	ENE	0.37 / 1,957.82	723.94 / 15	NAVAL INFORMATION RESEARCH FOUNDATION 3202 E FOOTHILL BLVD PASADENA CA 91107	VCP
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<b>Estor/EPA ID:</b>	19970020	<b>Permit Renewal Lead:</b>	
<b>Site Code:</b>	301622, 300702, 301335, 301355	<b>Project Manager:</b>	NICHOLAS TA
<b>Nat Priority List:</b>	NO	<b>Supervisor:</b>	PATRICK HSIEH
<b>Acres:</b>	9.15 ACRES	<b>Public Partici Spclst:</b>	ERGLAE GOMEZ
<b>Special Program:</b>	PROSPECTIVE PURCHASER PROGRAM	<b>Census Tract:</b>	6037462900
<b>Funding:</b>	DERA	<b>County:</b>	LOS ANGELES
<b>Assembly District:</b>	41	<b>Latitude:</b>	34.1492206169304
<b>Senate District:</b>	25	<b>Longitude:</b>	-118.084911830585
<b>School District:</b>			
<b>APN:</b>	NONE SPECIFIED		
<b>Cleanup Status:</b>	ACTIVE AS OF 10/14/2015		
<b>Cleanup Oversight Agencies:</b>	DTSC - LEAD AGENCY;DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY;RWQCB 4 - LOS ANGELES		
<b>Site Type:</b>	VOLUNTARY CLEANUP		
<b>Office:</b>	CLEANUP CYPRESS		
<b>Past Use that Caused Contam:</b>	FUEL - VEHICLE STORAGE/ REFUELING, RESEARCH - OTHER, RESEARCH - WEAPONS		
<b>Potential Media Affected:</b>	SOIL		
<b>Potential Contamin of Concern:</b>			

ARSENIC  
DIOXIN (AS 2,3,7,8-TCDD TEQ)  
PETROLEUM  
POLYCHLORINATED BIPHENYLS (PCBS)  
POLYNUCLEAR AROMATIC HYDROCARBONS (PAHS)  
VOLATILE ORGANICS (8260B VOCS)

#### Site History:

Background. The Site was originally developed with a lumber mill, furniture factory and private residences between 1928-1943. Caltech purchased the property and used it as facility for rocket and torpedo R&D until 1945. It ceded the site to the Navy in 1945, which continued with the torpedo and missile R&D until 1974. Industrial operations at the property included mechanical and fabrication shops, an incinerator, carpenter and electrical shops, paint shop and foundry. There was also a gasoline dispenser and associated USTs, paint and chemical storage areas, and a vehicle maintenance shop. The current owner, Space Bank LTD, purchased the property in 1978 from The General Services Administration. It converted the property into a mini storage facility, light industrial workshops and office space using existing Navy buildings.

Regulatory Involvement. In Dec 2004, DTSC issued an Imminent and Substantial Endangerment Determination and Remedial Action Order to the Army Corps of Engineers (ACOE) based on the results of various environmental investigations. DTSC then rescinded the order and entered a formal Dispute Resolution (DR) with the ACOE based on DSMOA requirement. Unable to reach a resolution with the ACOE after 6 years, DTSC formally revoked the DR process in Dec 2010, and resumed enforcement action.

Redevelopment . In 2007, Pasadena Gateway Inc. (PGI) signed a purchase agreement with Space Bank to redevelop the site into office buildings. The project was put on hold due to the 2008 economic downturn. In June 2014, DTSC entered a consent agreement with Space Bank, which specified that PGI would perform response actions with DTSC oversight. PGI signed an amended PPA with DTSC in Oct 2017 with specific stipulations for environmental cleanup including the development of an Remedial Investigation and Feasibility Study (RI/FS), Removal Action Workplan (RAW), performing the removal action and installation of groundwater wells along with 4 quarters of sampling for the preliminary groundwater investigation. PGI changed the redevelopment plan from office building to mixed-use complex. The City of Pasadena completed the Sustainable Community Environmental Assessment (the SCEA is a streamlined CEQA-analysis process) and certified the document in February 2018. The City approved the rezoning of the property from industrial to mixed-use in June 2018. One of the issues identified in the SCEA as a concern was hazardous/hazardous material. The SCEA cited the Draft Final RAW as the plan to mitigate site contamination.

#### Site Investigation/Remedial Investigation and Feasibility Study

Over 22 site assessments and investigation have been performed since 1978. The Final Remedial Investigation and Feasibility Study (Ninyo & Moore Nov 3, 2017) concluded the following;

1. Soil: The primary COCs in the soil are PCE and heavy metals in four hot spots, and TPH along with heavy metals (Pb, Hg and As) in the storm drain and in sediment of seven storm water seepage pits. PCBs, dioxin, pesticides, NDMA and perchlorate were not detected in any of the soil samples. A radiological survey was performed with no detection. Hexavalent chromium was detected uniformly throughout the site (mean of 0.61 mg/kg and a maximum concentration of 1.2 mg/kg, which exceeds the May 2016 rRSL of 0.3 mg/kg) with little variation between 5 ft bgs to 150 ft bgs. However, it was determined to be naturally occurring based on regional geology.
2. Soil Gas Survey indicated higher level of PCE, TCE and carbon tetrachloride throughout the property. Higher concentrations were located toward southeast portion of property with maximum value of PCE at 342 ug/L in 2007 (last sampling event). Three locations were found with VOCs above Site Soil gas screening levels. These locations will be excavated and removed as part of the removal action.
3. Groundwater investigation has not been performed. Groundwater is approximately 300 ft bgs based on the 3 municipal wells within one-mile radius of site.

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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Draft Final Removal Action Workplan (RAW). PGI developed the RAW based on the signed PPA. The RAW proposed a phase-approach which would include removing soil and soil vapor source and then initiating the groundwater investigation program. Soil confirmation sampling will be performed to ensure cleanup levels conformed to the RAW, and a site-wide soil gas survey will also be performed after removal action. The results of the confirmation sampling and the soil gas test will be used to recalculate the human health risk assessment. The RAW also requires the developer to install 4 groundwater wells on site and perform 4 quarterly groundwater sampling events to provide DTSC with groundwater information.

**Status:** ACTIVE  
**Program Type:** VOLUNTARY CLEANUP  
**CalEnviroScreen Score:** 36-40%  
**Summary Link:** [https://www.envirostor.dtsc.ca.gov/public/profile\\_report?global\\_id=19970020](https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020)

**Currently Scheduled Activities**

**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Supplemental Site Investigation Report  
**Due Date:** 3/11/2021  
**Revised Date:**

**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Removal Action Completion Report  
**Due Date:** 8/27/2020  
**Revised Date:**

**Future Activities**

**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Certification  
**Due Date:** 2023

**Completed Activities**

**Title:** Quality Assurance/ Quality Control Plan  
**Title Link:**  
**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Quality Assurance Workplan  
**Date Completed:** 8/5/2019  
**Comments:**

**Title:** Pasadena Public Meeting Presentation  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19970020&doc\\_id=60459123](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&doc_id=60459123)  
**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**  
**Sub Area Link:**  
**Document Type:** Fact Sheets  
**Date Completed:** 4/11/2019  
**Comments:**

**Title:** Public Comment Period Extension  
**Title Link:** [https://www.envirostor.dtsc.ca.gov/public/final\\_documents2?global\\_id=19970020&doc\\_id=60459083](https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&doc_id=60459083)  
**Area Name:** PROJECT WIDE  
**Area Link:**  
**Sub Area:**

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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<b>Comments:</b>						
<b>Title:</b>		Health And Safety Plan				
<b>Title Link:</b>						
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Health & Safety Plan				
<b>Date Completed:</b>		8/5/2019				
<b>Comments:</b>						
<b>Title:</b>		Preliminary Endangerment Assessment Report				
<b>Title Link:</b>						
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<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Preliminary Endangerment Assessment Report				
<b>Date Completed:</b>		8/27/2002				
<b>Comments:</b>		PEA - WHOLE: In August 1998, the Army Corp of Engineers conducted a Preliminary Assessment/Site Inspection (PA/SI) at certain locations throughout the property to characterize the site. A second field investigation to augment the PA/SI was performed by Science Applications International Corporation (SAIC) in November 2001 to characterize the soil and sediment contamination at additional locations on the site and further characterize some locations previously sampled in 1998. The US Army Corps of Engineers (ACOE) submitted a draft PA/SI report to DTSC. However, ACOE has chosen not to submit a final PA/SI report due to the determination that NIRF is a PRP site and suspended all CERCLA response action at the site until an ACOE PRP search is completed . The result of the risk characterization, using data gathered from the draft PA/SI report, which constitutes the equivalent of a Preliminary Endangerment Assessment, shows that the level of contaminants at the site poses an unacceptable excess cancer risk of 4.4 x 10 <sup>-4</sup> due to arsenic, lead, mercury, thallium, SVOCs, and other petroleum hydrocarbon. Based on this result, further action is required at the site.				
<b>Title:</b>		Removal Action Workplan				
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<b>Comments:</b>						
<b>Title:</b>		Notice of 30-day Public Comment Period				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60456700">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60456700</a>				
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<b>Sub Area Link:</b>						
<b>Document Type:</b>		Public Notice				
<b>Date Completed:</b>		3/8/2019				
<b>Comments:</b>		Notice of 30 day Public Comment Period				
<b>Title:</b>		Addendum to Secor work plan				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=5012302">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=5012302</a>				
<b>Area Name:</b>		Trammel Crow				
<b>Area Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True">https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True</a>				
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Remedial Investigation / Feasibility Study				
<b>Date Completed:</b>		10/10/2008				
<b>Comments:</b>		Work Plan was approved by DTSC on 9/6/2007				
<b>Title:</b>		Fact Sheet for Space Bank Consent Decree				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60342427">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60342427</a>				
<b>Area Name:</b>		PROJECT WIDE				

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Fact Sheets				
<b>Date Completed:</b>		1/15/2014				
<b>Comments:</b>						
<b>Title:</b>		Environmental Summary Report				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60311404">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60311404</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Other Report				
<b>Date Completed:</b>		5/22/2007				
<b>Comments:</b>						
<b>Title:</b>		Prepare and conduct dispute resolution				
<b>Title Link:</b>						
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Other Report				
<b>Date Completed:</b>		12/13/2010				
<b>Comments:</b>		Dispute resolution ended.				
<b>Title:</b>		CEQA- Statement of Findings				
<b>Title Link:</b>						
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Environmental Assessment				
<b>Date Completed:</b>		1/30/2019				
<b>Comments:</b>		DTSC completed the Statement of Findings and posted on website on Mar 8, 2019 for public comment period.				
<b>Title:</b>		Site visit with Neal Holdrige				
<b>Title Link:</b>						
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Fieldwork				
<b>Date Completed:</b>		1/11/2017				
<b>Comments:</b>		DTSC staff conducted a site visit.				
<b>Title:</b>		CEQA Notice of Determination Pasadena Gateway				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60454330">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60454330</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Reuse NEPA				
<b>Date Completed:</b>		8/9/2019				
<b>Comments:</b>						
<b>Title:</b>		Filed work sampling at the Kinaloa Property				
<b>Title Link:</b>						
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Fieldwork				
<b>Date Completed:</b>		5/18/2017				
<b>Comments:</b>		Field work was completed.				
<b>Title:</b>		Space Bank Consent Decree (Revised 2013)				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60348277">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60348277</a>				

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Consent Agreement				
<b>Date Completed:</b>		6/27/2014				
<b>Comments:</b>						
<b>Title:</b>		Tenant History Report				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60311396">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60311396</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Other Report				
<b>Date Completed:</b>		7/3/2008				
<b>Comments:</b>						
<b>Title:</b>		301622 - Pasadena Gateway RA				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60401925">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60401925</a>				
<b>Area Name:</b>		Trammel Crow				
<b>Area Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True">https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True</a>				
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Reimbursement Agreement				
<b>Date Completed:</b>		5/16/2016				
<b>Comments:</b>		Fully executed contract				
<b>Title:</b>		Community Update				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60458340">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60458340</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Public Notice				
<b>Date Completed:</b>		3/8/2019				
<b>Comments:</b>		Public Notice for Project Update distributed on March 8, 2019				
<b>Title:</b>		Public Notice for the Space Bank Consent Decree				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60342425">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60342425</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Public Notice				
<b>Date Completed:</b>		1/15/2014				
<b>Comments:</b>						
<b>Title:</b>		2016.2017 Annual Oversight Cost Estimate				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60420163">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60420163</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Annual Oversight Cost Estimate				
<b>Date Completed:</b>		11/15/2016				
<b>Comments:</b>		Cost Estimate letter was submitted on November 15, 2016				
<b>Title:</b>		Prospective Purchaser Agreement				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60259002">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60259002</a>				
<b>Area Name:</b>		Trammel Crow				
<b>Area Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True">https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True</a>				
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Prospective Purchaser Agreement				
<b>Date Completed:</b>		11/15/2011				
<b>Comments:</b>						

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
<b>Title:</b>					Remedial Investigation/ Feasibility Study	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60406079">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60406079</a>	
<b>Area Name:</b>					PROJECT WIDE	
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Remedial Investigation / Feasibility Study	
<b>Date Completed:</b>					12/14/2017	
<b>Comments:</b>						
<b>Title:</b>					Phase I Environmental Site Assessment Report	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60311402">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60311402</a>	
<b>Area Name:</b>					PROJECT WIDE	
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Other Report	
<b>Date Completed:</b>					6/21/1999	
<b>Comments:</b>						
<b>Title:</b>					Soil Gas Cleanup Goals Calculation	
<b>Title Link:</b>						
<b>Area Name:</b>					PROJECT WIDE	
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Technical Report	
<b>Date Completed:</b>					11/8/2019	
<b>Comments:</b>						
<b>Title:</b>					Community Update March 2019	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60458344">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60458344</a>	
<b>Area Name:</b>					PROJECT WIDE	
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Public Notice	
<b>Date Completed:</b>					3/8/2019	
<b>Comments:</b>					Community Update March 2019	
<b>Title:</b>					Work Notice for Soil and Soil Vapor Sampling	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60454823">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60454823</a>	
<b>Area Name:</b>					PROJECT WIDE	
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Work Notice	
<b>Date Completed:</b>					10/15/2007	
<b>Comments:</b>					Work notice for soil and soil vapor sampling as approved in the "Addendum to Secor Work Plan Dated March 29, 2006-Revised, Space Bank Mini Storage."	
<b>Title:</b>					Public Comments on the Proposed Removal Action Work Plan	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60472141">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60472141</a>	
<b>Area Name:</b>					PROJECT WIDE	
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Community Profile	
<b>Date Completed:</b>					11/22/2019	
<b>Comments:</b>						
<b>Title:</b>					Community Profile	
<b>Title Link:</b>					<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60406117">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60406117</a>	
<b>Area Name:</b>					PROJECT WIDE	
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>					Community Profile	



Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Date Completed:</b>		9/29/2018				
<b>Comments:</b>		Community Survey completed in Sept 2018.				
<b>Title:</b>		Risk Assessment Report				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60406088">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60406088</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Risk Assessment Report				
<b>Date Completed:</b>		12/14/2017				
<b>Comments:</b>						
<b>Title:</b>		Supplemental Investigation work plan for RDX/TNT				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60488479">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;doc_id=60488479</a>				
<b>Area Name:</b>		PROJECT WIDE				
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Supplemental Site Investigation Tech Memo				
<b>Date Completed:</b>		9/26/2019				
<b>Comments:</b>						
<b>Title:</b>		Ammend the Agreement and Covenant Not to Sue				
<b>Title Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60406047">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=19970020&amp;enforcement_id=60406047</a>				
<b>Area Name:</b>		Trammel Crow				
<b>Area Link:</b>		<a href="https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True">https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19970020&amp;ou_id=3000539&amp;hideside=True&amp;printerfriendly=True</a>				
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>		Prospective Purchaser Agreement				
<b>Date Completed:</b>		12/19/2017				
<b>Comments:</b>		Prospective Purchaser Agreement was executed.				

<a href="#">62</a>	6 of 8	ENE	0.37 / 1,957.82	723.94 / 15	Naval Information Research Foundation - DOD - NIRF 3202 EAST FOOTHILL BOULEVARD PASADENA CA 91107	DELISTED LST
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**Delisted Delisted Leaking Storage Tanks**

<b>Global ID:</b>	SL0603718407	<b>County:</b>	Los Angeles
<b>Status:</b>	Open - Site Assessment	<b>Latitude:</b>	34.148914
<b>Status Date:</b>	1/27/2009	<b>Longitude:</b>	-118.084248
<b>Case Type:</b>	Military UST Site		
<b>Date Source:</b>	LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download		

<a href="#">62</a>	7 of 8	ENE	0.37 / 1,957.82	723.94 / 15	Naval Information Research Foundation 3202 E FOOTHILL BLVD PASADENA CA 91107	CALSITES
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<b>ID No:</b>	19970020	<b>Assembly:</b>	44
<b>Status Date:</b>	07/14/1999	<b>Senate:</b>	21
<b>NPL:</b>	N	<b>Region:</b>	3
<b>Tier:</b>		<b>Region Name:</b>	GLENDALE
<b>Fund:</b>		<b>County Co:</b>	19
<b>Access :</b>		<b>Facility County:</b>	LOS ANGELES
<b>Access Code:</b>	NOT REPORTED	<b>Lat Deg:</b>	0
<b>Cortese:</b>		<b>Lat Min:</b>	0
<b>Hrscore:</b>		<b>Lat Sec:</b>	0
<b>Hrsdate:</b>		<b>Lat Dir:</b>	
<b>Groundwater Contam:</b>		<b>Long Deg:</b>	0
<b>GW Code:</b>	NOT REPORTED	<b>Long Min:</b>	0

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>No Sources:</b>	0				<b>Long Sec:</b> 0	
<b>RWQCB Name:</b>	LOS ANGELES				<b>Long Dir:</b>	
<b>Branch Name:</b>	OMF-SOUTHERN CALIF				<b>LImethod:</b>	
<b>Staff:</b>	DBAUTIST				<b>LIdesc:</b>	
<b>Senior:</b>						
<b>Status Name:</b>	ANNUAL WORKPLAN - ACTIVE SITE					
<b>Type Name:</b>	OPEN MILITARY BASE					
<b>Lead Name:</b>	DEPT OF TOXIC SUBSTANCES CONTROL					
<b>SIC Name:</b>	NATIONAL SECURITY/INTERNATIONAL AFFAIRS					
<b>Filename:</b>	NIRF - UNDER SEA					
<b>Comments:</b>						

PEA - WHOLE: In August 1998, the Army Corp of Engineers conducted a Preliminary Assessment/Site Inspection (PA/SI) at certain locations throughout the property to characterize the site. A second field investigation to augment the PA/SI was performed by Science Applications International Corporation (SAIC) in November 2001 to characterize the soil and sediment contamination at additional locations on the site and further characterize some locations previously sampled in 1998. The US Army Corps of Engineers (ACOE) submitted a draft PA/SI report to DTSC. However, ACOE has chosen not to submit a final PA/SI report due to the determination that NIRF is a PRP site and suspended all CERCLA response action at the site until an ACOE PRP search is completed. The result of the risk characterization, using data gathered from the draft PA/SI report, which constitutes the equivalent of a Preliminary Endangerment Assessment, shows that the level of contaminants at the site poses an unacceptable excess cancer risk of 4.4 x 10<sup>-4</sup> due to arsenic, lead, mercury, thallium, SVOCs, and other petroleum hydrocarbon. Based on this result, further action is required at the site.

#### Background:

The facility is a formerly used defense site located in Pasadena that was used for testing and scientific work involving classified materials, torpedoes, and other weapons. The current owner is Space Bank, Ltd. That uses the site and buildings for rental space storage and workspace for commercial workshops. Contaminants of concern at the site include metals, PCB, petroleum and hydrocarbons.

<a href="#">62</a>	8 of 8	ENE	0.37 / 1,957.82	723.94 / 15	Naval Information Research Foundation - DOD - NIRF 3202 EAST FOOTHILL BOULEVARD PASADENA CA 91107	CLEANUP SITES
<b>Global ID:</b>	SL0603718407			<b>Latitude:</b>	34.148914	
<b>Status:</b>	Open - Site Assessment			<b>Longitude:</b>	-118.084248	
<b>Status Date:</b>	3/30/2021			<b>County:</b>	Los Angeles	
<b>Site Facility Type:</b>	Military Cleanup Site					
<b>Data Source:</b>	Cleanup Sites from GeoTracker Cleanup Sites Data Download					

#### Cleanup Sites from GeoTracker Cleanup Sites Data Download - Facilities Detail

<b>RB Case No:</b>		<b>Stop Method:</b>	Change Operating Procedures
<b>Local Case No:</b>	19970020	<b>CUF Case:</b>	NO
<b>Begin Date:</b>	1/1/1999	<b>Case Worker:</b>	DB
<b>File Location:</b>	Regional Board		
<b>Lead Agency:</b>	DEPARTMENT OF TOXIC SUBSTANCES CONTROL		
<b>Local Agency:</b>	DEPARTMENT OF TOXIC SUBSTANCES CONTROL		
<b>Potential COC:</b>	Acetone, Benzene, Other Chlorinated Hydrocarbons, Tetrachloroethylene (PCE), Trichloroethylene (TCE), Dioxin / Furans, Polychlorinated biphenyls (PCBs), Lead, Mercury (elemental), Other Metal, Diesel, Gasoline, Waste Oil / Motor / Hydraulic / Lubricating		
<b>Potential Media of Concern:</b>	Aquifer used for drinking water supply, Soil, Soil Vapor		
<b>How Discovered:</b>			
<b>How Discovered Description:</b>			
<b>Stop Description:</b>			
<b>CalWater Watershed Name:</b>	Los Angeles River - Raymond - Pasadena (412.31)		
<b>DWR GW Subbasin Name:</b>	Raymond (4-023)		
<b>Disadvantaged Community:</b>			
<b>CalEnviroScreen Score:</b>	36-40%		
<b>Site History:</b>			

The Site is currently owned by Space Bank, Ltd. From at least 1928 to the 1950s, the western portion of the Site was occupied by several residences and a church. The remaining area of the site was developed from at least 1928 to the 1940s with a furniture factory and stone works. In 1943, California Institute of Technology ("Caltech") initially leased and then acquired the Site from its owners. Between 1943 and 1945, Caltech developed the property, which became known as the Foothill Plant, as part of its wartime work for the United States Navy ("Navy"). Between 1945 and 1946, the Navy acquired the entire Foothill Plant from Caltech plus an additional 2.9 acres to the west in part through condemnation and in part by direct purchase. Construction

<b>Map Key</b>	<b>Number of Records</b>	<b>Direction</b>	<b>Distance (mi/ft)</b>	<b>Elev/Diff (ft)</b>	<b>Site</b>	<b>DB</b>
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of Interstate 210 during the early 1970s resulted in a reconfiguration of the Site to its present dimensions. From 1945 to 1974, the Site was owned by the Navy and operated under various management and names including Naval Ordnance Testing Stations Pasadena Annex ("NOTSPA"), Naval Undersea Research and Development Center ("NURD"), Naval Undersea Center ("NUC") and Naval Institute Research Foundation ("NIRF"). Navy used the Site for testing and scientific work involving classified materials, torpedoes, and other weapon systems. By 1952, the Site had been developed by the Navy with multiple buildings including testing laboratories, machine shops, a foundry, storage buildings (including one for classified materials), a transportation building, offices and utility centers. In addition to the research, development and testing, other operations at the Site included material/metal forming and fabrication type operations such as machine shops, foundries and paint shops (including paint and chemical storage) and assembly rooms. Beginning in the early 1950s, an underground system of catch basins, seepage pits, and associated piping was installed by the Navy to allow storm water and surface debris to drain into the catch basins, which was then conveyed below grade by a series of pipes that emptied into the seepage pits. The seepage pits were intended to adsorb all or most of the storm water generated at the Site by collecting and draining it to the subsurface. Navy operations ceased in 1974, and from 1974 to 1978, Site ownership was transferred by the Navy to the U.S. General Service Administration ("GSA"). On June 7, 1978, Space Bank acquired the Site from GSA. Space Bank accepted the Site, took occupancy and developed the Site as a private/self storage facility with some space allocated to small commercial workshops and the large office building (Building 30) occupied by commercial tenants. Space Bank essentially undertook no demolition or modifications to any of the existing buildings or the underground system of catch basins, seepage pits and associated piping that had been installed by the Navy and did not undertake material new construction or Site improvement.

**Cleanup Sites from GeoTracker Cleanup Sites Data Download - Regulatory Activity**

**Action Type:** RESPONSE  
**Date:** 2011-11-16 00:00:00  
**Action:** Record of Decision

**Action Type:** Other  
**Date:** 1945-01-02 00:00:00  
**Action:** Leak Reported

**Cleanup Sites from GeoTracker Cleanup Sites Data Download - Status History**

**Status:** Open - Site Assessment  
**Status Date:** 2021-03-30 00:00:00

**Status:** Open - Inactive  
**Status Date:** 2009-01-27 00:00:00

**Status:** Open - Site Assessment  
**Status Date:** 2009-01-27 00:00:00

**Status:** Open - Case Begin Date  
**Status Date:** 1999-01-01 00:00:00

**Cleanup Program Sites from GeoTracker Search - Regulatory Profile (as of May 29, 2021)**

<b>Project Status:</b>		<b>Facility Type:</b>	
<b>Cuf Claim No:</b>		<b>WDR Place Type:</b>	
<b>CUF Priority Assign:</b>		<b>Wdr File No:</b>	
<b>CUF Amount Paid:</b>		<b>Wdr Order No:</b>	
<b>Composting Method:</b>			
<b>File Location:</b>	REGIONAL BOARD		
<b>User Defined Beneficial Use:</b>			
<b>Designated Beneficial Use:</b>	MUN, AGR, IND, PROC		
<b>Designated Beneficial Use Desc:</b>	Municipal and Domestic Supply, Agricultural Supply, Industrial Service Supply, Industrial Process Supply		
<b>Project Oversight Agencies:</b>			
<b>Report Link:</b>	<a href="https://geotracker.waterboards.ca.gov/profile_report?global_id=SL0603718407">https://geotracker.waterboards.ca.gov/profile_report?global_id=SL0603718407</a>		
<b>Cleanup Status Detail:</b>	OPEN - SITE ASSESSMENT AS OF 3/30/2021		
<b>Potential COC:</b>	ACETONE, BENZENE, DIESEL, DIOXIN / FURANS, GASOLINE, LEAD, MERCURY (ELEMENTAL), OTHER CHLORINATED HYDROCARBONS, OTHER METAL, POLYCHLORINATED BIPHENYLS (PCBS), TETRACHLOROETHYLENE (PCE), TRICHLOROETHYLENE (TCE), WASTE OIL / MOTOR / HYDRAULIC / LUBRICATING		
<b>Potential Media of Concern:</b>	AQUIFER USED FOR DRINKING WATER SUPPLY, SOIL, SOIL VAPOR		
<b>Groundwater Monitoring Frequen:</b>			
<b>DWR GW Sub Basin:</b>	Raymond (4-023)		
<b>CalWater Watershed Name:</b>	Los Angeles River - Raymond - Pasadena (412.31)		
<b>Post Closure Site Management:</b>			
<b>Future Land Use:</b>			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Cleanup Oversight Agencies:** DEPARTMENT OF TOXIC SUBSTANCES CONTROL (LEAD) - CASE #: 19970020  
 LOS ANGELES RWQCB (REGION 4)  
 LOS ANGELES RWQCB (REGION 4)

**Cleanup History Link:** [https://geotracker.waterboards.ca.gov/profile\\_report\\_include?global\\_id=SL0603718407&tabname=regulatoryhistory](https://geotracker.waterboards.ca.gov/profile_report_include?global_id=SL0603718407&tabname=regulatoryhistory)

**Site History:**

The Site is currently owned by Space Bank, Ltd. From at least 1928 to the 1950s, the western portion of the Site was occupied by several residences and a church. The remaining area of the site was developed from at least 1928 to the 1940s with a furniture factory and stone works. In 1943, California Institute of Technology ("Caltech") initially leased and then acquired the Site from its owners. Between 1943 and 1945, Caltech developed the property, which became known as the Foothill Plant, as part of its wartime work for the United States Navy ("Navy"). Between 1945 and 1946, the Navy acquired the entire Foothill Plant from Caltech plus an additional 2.9 acres to the west in part through condemnation and in part by direct purchase. Construction of Interstate 210 during the early 1970s resulted in a reconfiguration of the Site to its present dimensions.

From 1945 to 1974, the Site was owned by the Navy and operated under various management and names including Naval Ordnance Testing Stations Pasadena Annex ("NOTSPA"), Naval Undersea Research and Development Center ("NURD"), Naval Undersea Center ("NUC") and Naval Institute Research Foundation ("NIRF"). Navy used the Site for testing and scientific work involving classified materials, torpedoes, and other weapon systems. By 1952, the Site had been developed by the Navy with multiple buildings including testing laboratories, machine shops, a foundry, storage buildings (including one for classified materials), a transportation building, offices and utility centers. In addition to the research, development and testing, other operations at the Site included material/metal forming and fabrication type operations such as machine shops, foundries and paint shops (including paint and chemical storage) and assembly rooms. Beginning in the early 1950s, an underground system of catch basins, seepage pits, and associated piping was installed by the Navy to allow storm water and surface debris to drain into the catch basins, which was then conveyed below grade by a series of pipes that emptied into the seepage pits. The seepage pits were intended to adsorb all or most of the storm water generated at the Site by collecting and draining it to the subsurface.

Navy operations ceased in 1974, and from 1974 to 1978, Site ownership was transferred by the Navy to the U.S. General Service Administration ("GSA"). On June 7, 1978, Space Bank acquired the Site from GSA. Space Bank accepted the Site, took occupancy and developed the Site as a private/self storage facility with some space allocated to small commercial workshops and the large office building (Building 30) occupied by commercial tenants. Space Bank essentially undertook no demolition or modifications to any of the existing buildings or the underground system of catch basins, seepage pits and associated piping that had been installed by the Navy and did not undertake material new construction or Site improvement.

**Sites from GeoTracker Search - Regulatory Activities (as of May 29, 2021)**

**Action Type:** Response Requested - Reports  
**Action Date:** 11/16/2011  
**Received Issue Date:** 11/16/2011  
**Action:** Record of Decision  
**Doc Link:** [https://geotracker.waterboards.ca.gov/view\\_documents\\_all?global\\_id=SL0603718407&doc\\_id=5728060](https://geotracker.waterboards.ca.gov/view_documents_all?global_id=SL0603718407&doc_id=5728060)  
**Title Description Comments:**

Pasadena Gateway PPA Agreement

**Action Type:** Leak Action  
**Action Date:** 1/2/1945  
**Received Issue Date:**  
**Action:** Leak Reported  
**Doc Link:**  
**Title Description Comments:**

**Sites from GeoTracker Search - Documents (as of May 29, 2021)**

**Document Type:** Site Documents  
**Document Date:** 11/16/2011  
**Submitted:**  
**Submitted By:** ANN LIN (REGULATOR)  
**Size :**  
**Title:** PASADENA GATEWAY PPA AGREEMENT  
**Title Link:** [https://geotracker.waterboards.ca.gov/view\\_documents?global\\_id=SL0603718407&document\\_id=5728060](https://geotracker.waterboards.ca.gov/view_documents?global_id=SL0603718407&document_id=5728060)  
**Type:** RECORD OF DECISION

**Document Type:** Site Documents  
**Document Date:** 12/1/2006  
**Submitted:**  
**Submitted By:** (REGULATOR)  
**Size :** 971 KB  
**Title:** COMMENT LETTER ON AUGUST 2006 DRAFT FINAL FOCUSED SITE INVESTIGATION 102306  
**Title Link:** [https://geotracker.waterboards.ca.gov/site\\_documents/9441273331/1034%20Comment%20Letter%20on%20August%202006%20Draft%20Final%20Focused%20Site%20Investigation%20102306%2Epdf](https://geotracker.waterboards.ca.gov/site_documents/9441273331/1034%20Comment%20Letter%20on%20August%202006%20Draft%20Final%20Focused%20Site%20Investigation%20102306%2Epdf)  
**Type:** LETTER

**Document Type:** Site Documents  
**Submitted:**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Document Date:</b>	7/21/2006				<b>Submitted By:</b>	(REGULATOR)
<b>Size :</b>	2,779 KB					
<b>Title:</b>	SLIC OVERSIGHT LETTER 033006					
<b>Title Link:</b>	https://geotracker.waterboards.ca.gov/site_documents/5579716324/1034%20SLIC%20Oversight%20Letter%20033006%2Epdf					
<b>Type:</b>	LETTER					
<b>Document Type:</b>	Site Documents				<b>Submitted:</b>	
<b>Document Date:</b>	7/21/2006				<b>Submitted By:</b>	(REGULATOR)
<b>Size :</b>	490 KB					
<b>Title:</b>	COMMENTS FOR DRAFT SITE-SPECIFIC WORKPLAN DATE MARCH 2006 032306					
<b>Title Link:</b>	https://geotracker.waterboards.ca.gov/site_documents/5509109318/1034%20Comments%20for%20Draft%20Site%2DSpecific%20Workplan%20date%20March%202006%20032306%2Epdf					
<b>Type:</b>	LETTER					
<b>Document Type:</b>	Site Documents				<b>Submitted:</b>	
<b>Document Date:</b>	6/13/2006				<b>Submitted By:</b>	(REGULATOR)
<b>Size :</b>	2,222 KB					
<b>Title:</b>	SLIC COST RECOVERY LETTER 5/8/06					
<b>Title Link:</b>	https://geotracker.waterboards.ca.gov/site_documents/3756809830/1034%20SLIC%20Cost%20Recovery%20Letter%20050806%2Epdf					
<b>Type:</b>	LETTER					
<b>Document Type:</b>	Site Documents				<b>Submitted:</b>	
<b>Document Date:</b>	6/13/2006				<b>Submitted By:</b>	(REGULATOR)
<b>Size :</b>	538 KB					
<b>Title:</b>	COMMENTS ON WORKPLAN DATED MARCH 24, 2006 05/02/06					
<b>Title Link:</b>	https://geotracker.waterboards.ca.gov/site_documents/5060200333/1034%20Comments%20on%20Workplan%20dated%20March%2024%2C%202006%20050206%2Epdf					
<b>Type:</b>	LETTER					
<b>Document Type:</b>	Site Documents				<b>Submitted:</b>	
<b>Document Date:</b>	12/27/2005				<b>Submitted By:</b>	ADRIANA RODRIGUEZ (REGULATOR)
<b>Size :</b>	33 KB					
<b>Title:</b>	1034 COMMENT LETTER FOR AUG 2005 NIRF DRAFT FINAL PEA 092605					
<b>Title Link:</b>	https://geotracker.waterboards.ca.gov/site_documents/2222019791/1034%20Comment%20letter%20for%20August%202005%20NIRF%20Draft%20Final%20PEA%20092605%2Epdf					
<b>Type:</b>						

**Sites from GeoTracker Search - Cleanup Status History (as of May 29, 2021)**

<b>Status:</b>	Open - Site Assessment
<b>Date:</b>	3/30/2021
<b>Status:</b>	Open - Inactive
<b>Date:</b>	1/27/2009
<b>Status:</b>	Open - Site Assessment
<b>Date:</b>	1/27/2009
<b>Status:</b>	Open - Case Begin Date
<b>Date:</b>	1/1/1999

<a href="#">63</a>	1 of 1	<b>WNW</b>	<b>0.37 / 1,978.19</b>	<b>749.60 / 41</b>	<b>Ranchero Mexican Restaurant 2663 E FOOTHILL BLVD PASADENA CA 91107</b>	<b>DELISTED HAZ</b>
<b>Siteid:</b>	146477					
<b>Latitude:</b>	34.149913					
<b>Longitude:</b>	-118.095211					
<b>Original Source:</b>	CHAZ					
<b>Record Date:</b>	04-JAN-2018					
<a href="#">64</a>	1 of 1	<b>ENE</b>	<b>0.38 / 1,983.92</b>	<b>717.55 / 9</b>	<b>NIRF (UNDERSEA CENTER) (J09CA1052)</b>	<b>ENVIROSTOR</b>

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
					<b>**DUPLICATE** SEE NAVAL INFORMATION RESEARCH FOUNDATION SITE #300702 (19970020) PASADENA CA 91105</b>	
<b>Estor/EPA ID:</b>	80000707				<b>Assembly District:</b> 41	
<b>Site Code:</b>					<b>Senate District:</b> 25	
<b>Nat Priority List:</b>	NO				<b>Permit Renewal Lead:</b>	
<b>APN:</b>	NONE SPECIFIED				<b>Public Partici Spclst:</b>	
<b>Census Tract:</b>	6037462900				<b>Project Manager:</b>	
<b>Site Type:</b>	FUDS				<b>County:</b> LOS ANGELES	
<b>Address Description:</b>	<b>**DUPLICATE** SEE NAVAL INFORMATION RESEARCH FOUNDATION SITE #300702 (19970020)</b>				<b>Latitude:</b> 34.1494444444444	
<b>Office:</b>	CLEANUP CYPRESS				<b>Longitude:</b> -118.0844444444444	
<b>Special Program:</b>					<b>Acres:</b> 9 ACRES	
<b>Funding:</b>	DERA				<b>Supervisor:</b> DOUGLAS BAUTISTA	
<b>Cleanup Status:</b>	INACTIVE - NEEDS EVALUATION AS OF 9/1/2016					
<b>Cleanup Oversight Agencies:</b>	DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY					
<b>School District:</b>						
<b>Past Use that Caused Contam:</b>	NONE SPECIFIED					
<b>Potential Media Affected:</b>	NONE SPECIFIED					
<b>Potential Contamin of Concern:</b>						
	NONE SPECIFIED					
<b>Site History:</b>						
	Duplicate site entry. See Envirostor entry name of: NAVAL INFORMATION RESEARCH FOUNDATION					
	FROM THE CORPS PUBLIC GIS SYSTEM: Property Description - This site consists of two parcels of land in Pasadena, California. Parcel No. 1, at 3202 E. Foothill Boulevard (8.09 acres) and Parcel No. 2, at 1030 E. Green Street (0.44 acres) are located about 3 miles apart. The transfer of the two parcels to the Navy was for the purpose of constructing the Undersea Center for Naval Information Research Foundation (NIRF). The Undersea Center was a research and testing facility. Most of the original buildings are still in existence on Parcel No. 1, and there is a two-story building on Parcel No. 2.					
	Property History - The Naval Information Research Foundation, or Undersea Center, occupied two unconnected parcels of land about 3 miles apart. The properties were acquired by the Office of Scientific Research and Development and transferred to the U.S. Navy in March 1946. The original 8.09 acres was increased to 9.33 acres by an addition in exchange for a grant of easement for construction of California State Freeway 210 in the early 1970s. The smaller parcel (Parcel No. 2) has a two-story building, which was damaged by earthquakes prior to the Navy declaring it an excess. In 1987, the site was transferred to GSA. The status of the sale of Parcel No. 2, which had been pending since January 1993, is unchanged as of 27 April 1994. Parcel No. 1 was declared excess by the Navy and transferred to GSA for sale in 1974. The property was sold to Space Bank Limited in 1978. The acreage sold was approximately 9.15 acres. The remaining 0.18 acres was returned to the State for a public street right-of-way. Currently, the same company rents most of the original buildings for storage space and for other commercial business.					
<b>Status:</b>	INACTIVE - NEEDS EVALUATION					
<b>A2 Program Type:</b>	MILITARY EVALUATION					
<b>CalEnviroScreen Score:</b>	36-40%					
<b>Summary Link:</b>	<a href="https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80000707">https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80000707</a>					
<b>Completed Activities</b>						
<b>Title:</b>	USACE INPR Summary					
<b>Title Link:</b>	<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=80000707&amp;doc_id=60459294">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=80000707&amp;doc_id=60459294</a>					
<b>Area Name:</b>						
<b>Area Link:</b>						
<b>Sub Area:</b>						
<b>Sub Area Link:</b>						
<b>Document Type:</b>	Inventory Project Report (INPR)					
<b>Date Completed:</b>	4/29/1994					
<b>Comments:</b>						

<a href="#">65</a>	1 of 1	SW	0.38 / 1,991.66	693.25 / -16	REGINA&THOMAS PAROLA MEYERS 2740 E DEL MAR BLVD PASADENA CA 91107	RCRA TSD
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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**EPA Handler ID:** CAC003007746  
**Gen Status Universe:** No Report  
**Contact Name:** REGINA&THOMAS PAROLA MEYERS  
**Contact Address:** 2740 E DEL MAR BLVD , , PASADENA , CA, 91107 ,  
**Contact Phone No and Ext:** 626-233-6117  
**Contact Email:** MICAELAB@JCEENVIRONMENTALINC.COM  
**Contact Country:**  
**Land Type:**  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Receive Date:** 20190328  
**Location Latitude:** 34.142111  
**Location Longitude:** -118.093759

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Smelting, Melting and Refining:** No  
**Underground Injection Control:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20190328  
**Handler Name:** REGINA&THOMAS PAROLA MEYERS  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified  
**Source Type:** Implementer

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Owner	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 2740 E DEL MAR BLVD
<b>Name:</b> REGINA&THOMAS PAROLA MEYERS	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> PASADENA
<b>Date Ended Current:</b>	<b>State:</b> CA
<b>Phone:</b> 626-233-6117	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 91107

<b>Owner/Operator Ind:</b> Current Operator	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 2740 E DEL MAR BLVD
<b>Name:</b> REGINA&THOMAS PAROLA MEYERS	<b>Street 2:</b>
<b>Date Became Current:</b>	<b>City:</b> PASADENA
<b>Date Ended Current:</b>	<b>State:</b> CA
<b>Phone:</b> 626-233-6117	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 91107

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<a href="#">66</a>	1 of 1	WNW	0.44 / 2,339.87	757.72 / 49	FINISHMASTER BRANCH # 209 2591 E FOOTHILL BLVD PASADENA CA 91107-0000	RCRA TSD

**EPA Handler ID:** CAL000170301  
**Gen Status Universe:** No Report  
**Contact Name:** ALEX WADLE  
**Contact Address:** 1380 FOREST PARK CIRCLE , SUITE 140 , LAFAYETTE , CO, 80026 ,  
**Contact Phone No and Ext:** 720-257-7296  
**Contact Email:** AWADLE@KPAONLINE.COM  
**Contact Country:**  
**Land Type:**  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Receive Date:** 19980501  
**Location Latitude:** 34.150077  
**Location Longitude:** -118.096812

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Smelting, Melting and Refining:** No  
**Underground Injection Control:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 19980501  
**Handler Name:** FINISHMASTER BRANCH # 209  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified  
**Source Type:** Implementer

**Owner/Operator Details**

<b>Owner/Operator Ind:</b> Current Operator	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 1380 FOREST PARK CIRCLE
<b>Name:</b> ALEX WADLE	<b>Street 2:</b> SUITE 140
<b>Date Became Current:</b>	<b>City:</b> LAFAYETTE
<b>Date Ended Current:</b>	<b>State:</b> CO
<b>Phone:</b> 720-257-7296	<b>Country:</b>
<b>Source Type:</b> Implementer	<b>Zip Code:</b> 80026

<b>Owner/Operator Ind:</b> Current Owner	<b>Street No:</b>
<b>Type:</b> Other	<b>Street 1:</b> 115 WEST WASHINGTON STREET
<b>Name:</b> FINISHMASTER INC	<b>Street 2:</b> SUITE 700 SOUTH



Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Date Became Current:</b>				<b>City:</b>	INDIANAPOLIS	
<b>Date Ended Current:</b>				<b>State:</b>	IN	
<b>Phone:</b>	317-263-2014			<b>Country:</b>		
<b>Source Type:</b>	Implementer			<b>Zip Code:</b>	46204-0000	

[67](#) 1 of 1 SW 0.45 / 2,390.37 690.22 / -19 MOBIL #17-HNL 284 SAN GABRIEL BLVD S LOS ANGELES CA 91776 LUST

**Global ID:** T0603704810 **County:** LOS ANGELES  
**Status:** COMPLETED - CASE CLOSED **Latitude:** 34.0994578  
**Status Date:** 11/19/2001 **Longitude:** -118.0907893  
**Case Type:** LUST CLEANUP SITE  
**Date Source:** LUST Cleanup Sites & Military UST Site from GeoTracker Project Search Results Export; LUST Cleanup Sites & Military UST Site from GeoTracker Cleanup Sites Data Download

**LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Facilities Detail**

**RB Case No:** R-09401 **Potential COC:** Waste Oil / Motor / Hydraulic / Lubricating  
**Local Case No:** **How Discovered:** Tank Tightness Test  
**Begin Date:** 6/16/1986 **Stop Method:**  
**Lead Agency:** LOS ANGELES COUNTY **Stop Description:**  
**Local Agency:** LOS ANGELES COUNTY **Case Worker:** JOA  
**CUF Case:** NO **File Location:**  
**Potential Media of Concern:** Soil  
**How Discovered Description:**  
**Calwater Watershed Name:** Los Angeles River - Raymond - Pasadena (412.31)  
**DWR GW Subbasin Name:** San Gabriel Valley (4-013)  
**Disadvantaged Community:**  
**Calenviroscreen Score:** 61-65%  
**Site History:**

**LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Regulatory Activity**

**Action Type:** Other  
**Date :** 6/18/1986  
**Action:** Leak Reported

**Action Type:** Other  
**Date :** 6/16/1986  
**Action:** Leak Discovery

**Action Type:** Other  
**Date :** 6/16/1986  
**Action:** Leak Stopped

**LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Regulatory Contacts**

**Contact Type:** Regional Board Caseworker **Address:** 320 W. 4TH ST., SUITE 200  
**Contact Name:** YUE RONG **Email:** yrong@waterboards.ca.gov  
**City:** Los Angeles **Phone No:**  
**Organization Name:** LOS ANGELES RWQCB (REGION 4)

**Contact Type:** Local Agency Caseworker **Address:** 900 S FREMONT AVE  
**Contact Name:** JOHN AWUJO **Email:** jawujo@dpw.lacounty.gov  
**City:** ALHAMBRA **Phone No:** 6264583507  
**Organization Name:** LOS ANGELES COUNTY

**LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Status History**

**Status:** Completed - Case Closed  
**Status Date:** 11/19/2001

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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Status: Open - Site Assessment  
 Status Date: 6/18/1986

Status: Open - Case Begin Date  
 Status Date: 6/16/1986

**LUST Sites from GeoTracker Search - Regulatory Profile**

<b>Site Facility Name:</b>	MOBIL #17-HNL	<b>Potential COC:</b>	WASTE OIL / MOTOR / HYDRAULIC / LUBRICATING
<b>Site Facility Type:</b>	LUST CLEANUP SITE	<b>Facility Type:</b>	
<b>Cleanup Status:</b>	COMPLETED - CASE CLOSED	<b>Composting Method:</b>	
<b>Project Status:</b>		<b>Address:</b>	284 SAN GABRIEL BLVD S
<b>WDR Place Type:</b>		<b>City:</b>	LOS ANGELES
<b>WDR File:</b>		<b>Zip:</b>	91776
<b>WDR Order:</b>		<b>County:</b>	LOS ANGELES
<b>CUF Priority Assig:</b>		<b>CUF Claim:</b>	
<b>CUF Amount Paid:</b>			
<b>File Location:</b>			
<b>Designated Beneficial Use:</b>	MUN, AGR, IND, PROC		
<b>Project Oversight Agencies:</b>			
<b>Report Link:</b>	<a href="https://geotracker.waterboards.ca.gov/profile_report?global_id=T0603704810">https://geotracker.waterboards.ca.gov/profile_report?global_id=T0603704810</a>		
<b>Cleanup Status Detail:</b>	COMPLETED - CASE CLOSED AS OF 11/19/2001		
<b>Cleanup History Link:</b>	<a href="https://geotracker.waterboards.ca.gov/profile_report_include?global_id=T0603704810&amp;tabname=regulatoryhistory">https://geotracker.waterboards.ca.gov/profile_report_include?global_id=T0603704810&amp;tabname=regulatoryhistory</a>		
<b>Potential Media of Concern:</b>	SOIL		
<b>User Defined Beneficial Use:</b>			
<b>DWR GW Sub Basin:</b>	San Gabriel Valley (4-013)		
<b>Calwater Watershed Name:</b>	Los Angeles River - Raymond - Pasadena (412.31)		
<b>Post Closure Site Management:</b>			
<b>Future Land Use:</b>			
<b>Cleanup Oversight Agencies:</b>	LOS ANGELES COUNTY (LEAD) CASEWORKER: JOHN AWUJO LOS ANGELES RWQCB (REGION 4) - CASE #: R-09401 CASEWORKER: YUE RONG		
<b>Gndwater Monitoring Freque:</b>			
<b>Designated Beneficial Use Desc:</b>	Municipal and Domestic Supply, Agricultural Supply, Industrial Service Supply, Industrial Process Supply		
<b>Site History:</b>			

No site history available

**LUST Sites from GeoTracker Search - Cleanup Status History**

Status: Completed - Case Closed  
 Date : 11/19/2001

Status: Open - Site Assessment  
 Date : 6/18/1986

Status: Open - Case Begin Date  
 Date : 6/16/1986

**LUST Sites from GeoTracker Search - Regulatory Activities (as of May 29, 2021)**

**Action Type:** Leak Action  
**Action Date:** 6/18/1986  
**Received Issue Date:**  
**Action:** Leak Reported  
**Doc Link:**  
**Title Description Comments:**

**Action Type:** Leak Action  
**Action Date:** 6/16/1986  
**Received Issue Date:**

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
<b>Action:</b>		Leak Discovery				
<b>Doc Link:</b>						
<b>Title Description Comments:</b>						
<b>Action Type:</b>		Leak Action				
<b>Action Date:</b>		6/16/1986				
<b>Received Issue Date:</b>						
<b>Action:</b>		Leak Stopped				
<b>Doc Link:</b>						
<b>Title Description Comments:</b>						

<a href="#">68</a>	1 of 1	W	0.46 / 2,439.27	743.00 / 34	ION MEDIA OF LOS ANGELES, INC. 2531 NINA STREET PASADENA CA 91107	RCRA TSD
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**EPA Handler ID:** CAC003015563  
**Gen Status Universe:** No Report  
**Contact Name:** MARTY SHOSTROM  
**Contact Address:** 2531 NINA STREET , , PASADENA , CA, 91107 ,  
**Contact Phone No and Ext:** 626-793-7902  
**Contact Email:** MARTINSHOSTROM@IONMEDIA.COM  
**Contact Country:**  
**Land Type:**  
**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Receive Date:** 20190517  
**Location Latitude:** 34.147047  
**Location Longitude:** -118.098151

**Violation/Evaluation Summary**

**Note:** NO RECORDS: As of Jun 2021, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner Exemption:** No  
**Smelting, Melting and Refining:** No  
**Underground Injection Control:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 20190517  
**Handler Name:** ION MEDIA OF LOS ANGELES, INC.  
**Federal Waste Generator Code:** N  
**Generator Code Description:** Not a Generator, Verified  
**Source Type:** Implementer

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Other	<b>Street 1:</b>	10 PRESIDENTIAL WAY
<b>Name:</b>	AMERICAN TOWER CORP	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	WOBURN
<b>Date Ended Current:</b>		<b>State:</b>	MA
<b>Phone:</b>	781-428-7222	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	01801

<b>Owner/Operator Ind:</b>	Current Operator	<b>Street No:</b>	
<b>Type:</b>	Other	<b>Street 1:</b>	2531 NINA STREET
<b>Name:</b>	MARTY SHOSTROM	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	PASADENA
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>	626-793-7902	<b>Country:</b>	
<b>Source Type:</b>	Implementer	<b>Zip Code:</b>	91107

<a href="#">69</a>	1 of 1	<b>ENE</b>	<b>0.48 / 2,534.87</b>	<b>715.82 / 7</b>	<b>TOSCO S.S. #2248 3275 FOOTHILL BLVD E PASADENA CA 91107</b>	<b>LUST</b>
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<b>Global ID:</b>	T0603702032	<b>County:</b>	LOS ANGELES
<b>Status:</b>	COMPLETED - CASE CLOSED	<b>Latitude:</b>	34.150338
<b>Status Date:</b>	8/7/2006	<b>Longitude:</b>	-118.082855
<b>Case Type:</b>	LUST CLEANUP SITE		
<b>Date Source:</b>	LUST Cleanup Sites & Military UST Site from GeoTracker Project Search Results Export; LUST Cleanup Sites & Military UST Site from GeoTracker Cleanup Sites Data Download		

**LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Facilities Detail**

<b>RB Case No:</b>	911070025	<b>Potential COC:</b>	Gasoline
<b>Local Case No:</b>		<b>How Discovered:</b>	Subsurface Monitoring
<b>Begin Date:</b>	9/7/1997	<b>Stop Method:</b>	
<b>Lead Agency:</b>	PASADENA, CITY OF	<b>Stop Description:</b>	
<b>Local Agency:</b>	PASADENA, CITY OF	<b>Case Worker:</b>	JW
<b>CUF Case:</b>	NO	<b>File Location:</b>	
<b>Potential Media of Concern:</b>	Soil		
<b>How Discovered Description:</b>			
<b>Calwater Watershed Name:</b>	Los Angeles River - Raymond - Pasadena (412.31)		
<b>DWR GW Subbasin Name:</b>	Raymond (4-023)		
<b>Disadvantaged Community:</b>			
<b>Calenviroscreen Score:</b>	66-70%		
<b>Site History:</b>			

**LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Regulatory Activity**

<b>Action Type:</b>	Other
<b>Date :</b>	9/7/1997
<b>Action:</b>	Leak Reported
<b>Action Type:</b>	Other
<b>Date :</b>	9/7/1997
<b>Action:</b>	Leak Discovery

**LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Regulatory Contacts**

<b>Contact Type:</b>	Local Agency Caseworker	<b>Address:</b>	199 S Los Robles Ave
<b>Contact Name:</b>	JAMES WECKERLE	<b>Email:</b>	jweckerle@ci.pasadena.ca.us
<b>City:</b>	Pasadena	<b>Phone No:</b>	6267444115
<b>Organization Name:</b>	PASADENA, CITY OF		
<b>Contact Type:</b>	Regional Board Caseworker	<b>Address:</b>	320 W. 4TH ST., SUITE 200

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Contact Name:** YUE RONG **Email:** yrong@waterboards.ca.gov  
**City:** Los Angeles **Phone No:**  
**Organization Name:** LOS ANGELES RWQCB (REGION 4)

**LUST Cleanup Sites from GeoTracker Cleanup Sites Data Download - Status History**

**Status:** Completed - Case Closed  
**Status Date:** 8/7/2006  
  
**Status:** Open - Site Assessment  
**Status Date:** 2/4/1998  
  
**Status:** Open - Case Begin Date  
**Status Date:** 9/7/1997  
  
**Status:** Open - Site Assessment  
**Status Date:** 9/7/1997

**LUST Sites from GeoTracker Search - Regulatory Profile**

<b>Site Facility Name:</b>	TOSCO S.S. #2248	<b>Potential COC:</b>	GASOLINE
<b>Site Facility Type:</b>	LUST CLEANUP SITE	<b>Facility Type:</b>	
<b>Cleanup Status:</b>	COMPLETED - CASE CLOSED	<b>Composting Method:</b>	
<b>Project Status:</b>		<b>Address:</b>	3275 FOOTHILL BLVD E
<b>WDR Place Type:</b>		<b>City:</b>	PASADENA
<b>WDR File:</b>		<b>Zip:</b>	91107
<b>WDR Order:</b>		<b>County:</b>	LOS ANGELES
<b>CUF Priority Assig:</b>		<b>CUF Claim:</b>	
<b>CUF Amount Paid:</b>			
<b>File Location:</b>			
<b>Designated Beneficial Use:</b>	MUN, AGR, IND, PROC		
<b>Project Oversight Agencies:</b>			
<b>Report Link:</b>	<a href="https://geotracker.waterboards.ca.gov/profile_report?global_id=T0603702032">https://geotracker.waterboards.ca.gov/profile_report?global_id=T0603702032</a>		
<b>Cleanup Status Detail:</b>	COMPLETED - CASE CLOSED AS OF 8/7/2006		
<b>Cleanup History Link:</b>	<a href="https://geotracker.waterboards.ca.gov/profile_report_include?global_id=T0603702032&amp;tabname=regulatoryhistory">https://geotracker.waterboards.ca.gov/profile_report_include?global_id=T0603702032&amp;tabname=regulatoryhistory</a>		
<b>Potential Media of Concern:</b>	SOIL		
<b>User Defined Beneficial Use:</b>			
<b>DWR GW Sub Basin:</b>	Raymond (4-023)		
<b>Calwater Watershed Name:</b>	Los Angeles River - Raymond - Pasadena (412.31)		
<b>Post Closure Site Management:</b>			
<b>Future Land Use:</b>			
<b>Cleanup Oversight Agencies:</b>	PASADENA, CITY OF (LEAD) CASEWORKER: JAMES WECKERLE LOS ANGELES RWQCB (REGION 4) - CASE #: 911070025 CASEWORKER: YUE RONG		
<b>Gndwater Monitoring Freque:</b>			
<b>Designated Beneficial Use Desc:</b>	Municipal and Domestic Supply, Agricultural Supply, Industrial Service Supply, Industrial Process Supply		
<b>Site History:</b>			

No site history available

**LUST Sites from GeoTracker Search - Cleanup Status History**

**Status:** Completed - Case Closed  
**Date :** 8/7/2006  
  
**Status:** Open - Site Assessment  
**Date :** 2/4/1998  
  
**Status:** Open - Case Begin Date  
**Date :** 9/7/1997  
  
**Status:** Open - Site Assessment  
**Date :** 9/7/1997

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**LUST Sites from GeoTracker Search - Regulatory Activities (as of May 29, 2021)**

**Action Type:** Leak Action  
**Action Date:** 9/7/1997  
**Received Issue Date:**  
**Action:** Leak Discovery  
**Doc Link:**  
**Title Description Comments:**

**Action Type:** Leak Action  
**Action Date:** 9/7/1997  
**Received Issue Date:**  
**Action:** Leak Reported  
**Doc Link:**  
**Title Description Comments:**

**LUST Sites from GeoTracker Search - Site Maps (as of May 29, 2021)**

**Title:** GEO\_MAP  
**Link:** https://geotracker.waterboards.ca.gov/esi/uploads/geo\_map/3716886222/T0603702032.pdf  
**Size :** 875 KB  
**Submitted By:** ASTRED RAMIREZ (CONTRACTOR)  
**Submitted:** 9/4/2002\*

**LUST Sites from GeoTracker Search - Documents (as of May 29, 2021)**

**Document Type:** Site Documents **Size :** 3,641 KB  
**Document Date:** 12/27/2005\* **Submitted By:** ASTRED RAMIREZ (CONTRACTOR)  
**Type:** CORRESPONDENCE - CLOSURE RELATED **Submitted:**  
**Title:** REQUEST FOR CLOSURE (4-13-05)  
**Title Link:** https://geotracker.waterboards.ca.gov/esi/uploads/geo\_report/3911559879/T0603702032.PDF

<a href="#">70</a>	1 of 1	<b>NNE</b>	<b>0.49 / 2,584.55</b>	<b>746.14 / 37</b>	<b>CA</b>	<b>PFAS GW</b>
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**Well ID:** 1910124-045  
**Latitude:** 34.153392  
**Longitude:** -118.08733  
**Data Source(s):** Perfluorooctanoic Acid; 4,8-Dioxa-3H-perfluorononanoic acid; Perfluorobutanesulfonic acid; Perfluorododecanoic acid; Perfluorohexanoic acid; Perfluoroheptanoic acid; Perfluorohexanesulfonic acid; Perfluorononanoic acid; Perfluorooctadecanoic acid; Perfluorotetradecanoic acid; Perfluorotridecanoic acid; Perfluoroundecanoic acid

**Perfluorooctanoic Acid**

<b>Chemical:</b> PFOA	<b>RL:</b> UNK
<b>Results:</b> 2	<b>Top of Screen (ft):</b> 380
<b>Date :</b> 04/21/2020	<b>Screen Length (ft):</b> 245
<b>Units:</b> NG/L	<b>Source:</b> DHS
<b>Qualifer:</b> <	<b>Source Name:</b> 1910124-045
<b>Well Type:</b> MUNICIPAL	<b>Other Names:</b> TWOMBLY WELL (WELL 58)
<b>Well Depth (ft):</b>	

**4,8-Dioxa-3H-perfluorononanoic acid**

<b>Chemical:</b> ADONA	<b>RL:</b> UNK
<b>Results:</b> 2	<b>Top of Screen (ft):</b> 380
<b>Date :</b> 04/21/2020	<b>Screen Length (ft):</b> 245
<b>Units:</b> NG/L	<b>Source:</b> DHS
<b>Qualifer:</b> <	<b>Source Name:</b> 1910124-045

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
Well Type:	MUNICIPAL				Other Names:	TWOMBLY WELL (WELL 58)
Well Depth (ft):						
<b><u>Perfluorobutanesulfonic acid</u></b>						
Chemical:	PFBSA				RL:	UNK
Results:	2				Top of Screen (ft):	380
Date :	04/21/2020				Screen Length (ft):	245
Units:	NG/L				Source:	DHS
Qualifer:	<				Source Name:	1910124-045
Well Type:	MUNICIPAL				Other Names:	TWOMBLY WELL (WELL 58)
Well Depth (ft):						
<b><u>Perfluorododecanoic acid</u></b>						
Chemical:	PFDOA				RL:	UNK
Results:	2				Top of Screen (ft):	380
Date :	04/21/2020				Screen Length (ft):	245
Units:	NG/L				Source:	DHS
Qualifer:	<				Source Name:	1910124-045
Well Type:	MUNICIPAL				Other Names:	TWOMBLY WELL (WELL 58)
Well Depth (ft):						
<b><u>Perfluorohexanoic acid</u></b>						
Chemical:	PFHA				RL:	UNK
Results:	2				Top of Screen (ft):	380
Date :	04/21/2020				Screen Length (ft):	245
Units:	NG/L				Source:	DHS
Qualifer:	<				Source Name:	1910124-045
Well Type:	MUNICIPAL				Other Names:	TWOMBLY WELL (WELL 58)
Well Depth (ft):						
<b><u>Perfluoroheptanoic acid</u></b>						
Chemical:	PFHPA				RL:	UNK
Results:	2				Top of Screen (ft):	380
Date :	04/21/2020				Screen Length (ft):	245
Units:	NG/L				Source:	DHS
Qualifer:	<				Source Name:	1910124-045
Well Type:	MUNICIPAL				Other Names:	TWOMBLY WELL (WELL 58)
Well Depth (ft):						
<b><u>Perfluorohexanesulfonic acid</u></b>						
Chemical:	PFHXSA				RL:	UNK
Results:	2				Top of Screen (ft):	380
Date :	04/21/2020				Screen Length (ft):	245
Units:	NG/L				Source:	DHS
Qualifer:	<				Source Name:	1910124-045
Well Type:	MUNICIPAL				Other Names:	TWOMBLY WELL (WELL 58)
Well Depth (ft):						
<b><u>Perfluorononanoic acid</u></b>						
Chemical:	PFNA				RL:	UNK
Results:	2				Top of Screen (ft):	380
Date :	04/21/2020				Screen Length (ft):	245
Units:	NG/L				Source:	DHS
Qualifer:	<				Source Name:	1910124-045
Well Type:	MUNICIPAL				Other Names:	TWOMBLY WELL (WELL 58)
Well Depth (ft):						

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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**Perfluorooctadecanoic acid**

<b>Chemical:</b>	PFNDCA	<b>RL:</b>	UNK
<b>Results:</b>	2	<b>Top of Screen (ft):</b>	380
<b>Date :</b>	04/21/2020	<b>Screen Length (ft):</b>	245
<b>Units:</b>	NG/L	<b>Source:</b>	DHS
<b>Qualifer:</b>	<	<b>Source Name:</b>	1910124-045
<b>Well Type:</b>	MUNICIPAL	<b>Other Names:</b>	TWOMBLY WELL (WELL 58)
<b>Well Depth (ft):</b>			

**Perfluorotetradecanoic acid**

<b>Chemical:</b>	PFTEDA	<b>RL:</b>	UNK
<b>Results:</b>	2	<b>Top of Screen (ft):</b>	380
<b>Date :</b>	04/21/2020	<b>Screen Length (ft):</b>	245
<b>Units:</b>	NG/L	<b>Source:</b>	DHS
<b>Qualifer:</b>	<	<b>Source Name:</b>	1910124-045
<b>Well Type:</b>	MUNICIPAL	<b>Other Names:</b>	TWOMBLY WELL (WELL 58)
<b>Well Depth (ft):</b>			

**Perfluorotridecanoic acid**

<b>Chemical:</b>	PFTRIDA	<b>RL:</b>	UNK
<b>Results:</b>	2	<b>Top of Screen (ft):</b>	380
<b>Date :</b>	04/21/2020	<b>Screen Length (ft):</b>	245
<b>Units:</b>	NG/L	<b>Source:</b>	DHS
<b>Qualifer:</b>	<	<b>Source Name:</b>	1910124-045
<b>Well Type:</b>	MUNICIPAL	<b>Other Names:</b>	TWOMBLY WELL (WELL 58)
<b>Well Depth (ft):</b>			

**Perfluoroundecanoic acid**

<b>Chemical:</b>	PFUNDCA	<b>RL:</b>	UNK
<b>Results:</b>	2	<b>Top of Screen (ft):</b>	380
<b>Date :</b>	04/21/2020	<b>Screen Length (ft):</b>	245
<b>Units:</b>	NG/L	<b>Source:</b>	DHS
<b>Qualifer:</b>	<	<b>Source Name:</b>	1910124-045
<b>Well Type:</b>	MUNICIPAL	<b>Other Names:</b>	TWOMBLY WELL (WELL 58)
<b>Well Depth (ft):</b>			

<a href="#">71</a>	1 of 1	W	0.49 / 2,597.93	747.67 / 39	MILLER'S SPORTS & IMPORTS 80 N ALTADENA DR PASADENA CA 91107	DELISTED HAZ
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**Siteid:** 135335  
**Latitude:** 34.147575  
**Longitude:** -118.098297  
**Original Source:** CHAZ  
**Record Date:** 09-JUL-2018

<a href="#">72</a>	1 of 4	W	0.75 / 3,958.92	747.97 / 39	1 50 MOST CLEANERS 2308 E COLORADO BLVD PASADENA CA 91107	RCRA CORRACTS
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**EPA Handler ID:** CAD983612367  
**Gen Status Universe:** Small Quantity Generator  
**Contact Name:** HANG BA MAI  
**Contact Address:** 2308 E COLORADO BLVD , , PASADENA , CA, 91107 , US  
**Contact Phone No and Ext:** 818-449-7134  
**Contact Email:**  
**Contact Country:** US



**County Name:** LOS ANGELES  
**EPA Region:** 09  
**Land Type:** Private  
**Receive Date:** 19911021  
**Location Latitude:** 34.146051  
**Location Longitude:** -118.102693

**Event/Area Details**

**Area Name:** ENTIRE SITE  
**Event Code:** CA600SR  
**Corrective Action Event Descr:** STABILIZATION/INTERIM MEASURES DECISION-PRIMARY MEAS IS SOURCE REMOVL &/OR TRT  
**Actual Date of Event:** 20000630  
**Orig Sched Event Date:**  
**New Sched Event Date:**  
**Best Date:** 20000630  
**Groundwater Release Indicator:**  
**Soil Release Indicator:**  
**Air Release Indicator:**  
**Surface Waste Release Ind:**  
**Event Responsible Agency:** S

**Violation/Evaluation Summary**

**Note:** NO VIOLATIONS: All of the compliance records associated with this facility (EPA ID) indicate NO VIOLATIONS; Compliance Monitoring and Enforcement table dated Jun, 2021.

**Evaluation Details**

**Evaluation Start Date:** 19980728  
**Evaluation Type Description:** COMPLIANCE ASSISTANCE VISIT  
**Violation Short Description:**  
**Return to Compliance Date:**  
**Evaluation Agency:** EPA

**Handler Summary**

**Importer Activity:** No  
**Mixed Waste Generator:** No  
**Transporter Activity:** No  
**Transfer Facility:** No  
**Onsite Burner:** No  
**Smelting, Melting and Refining:** No  
**Underground Injection Control:** No  
**Commercial TSD:** No  
**Used Oil Transporter:** No  
**Used Oil Transfer Facility:** No  
**Used Oil Processor:** No  
**Used Oil Refiner:** No  
**Used Oil Burner:** No  
**Used Oil Market Burner:** No  
**Used Oil Spec Marketer:** No

**Hazardous Waste Handler Details**

**Sequence No:** 1  
**Receive Date:** 19911021  
**Handler Name:** 1 50 MOST CLEANERS  
**Federal Waste Generator Code:** 2  
**Generator Code Description:** Small Quantity Generator  
**Source Type:** Notification

**Waste Code Details**

<b>Hazardous Waste Code:</b>	D000
<b>Waste Code Description:</b>	DESCRIPTION
<b>Hazardous Waste Code:</b>	D001
<b>Waste Code Description:</b>	IGNITABLE WASTE
<b>Hazardous Waste Code:</b>	D004
<b>Waste Code Description:</b>	ARSENIC
<b>Hazardous Waste Code:</b>	D007
<b>Waste Code Description:</b>	CHROMIUM
<b>Hazardous Waste Code:</b>	D008
<b>Waste Code Description:</b>	LEAD
<b>Hazardous Waste Code:</b>	D009
<b>Waste Code Description:</b>	MERCURY
<b>Hazardous Waste Code:</b>	D018
<b>Waste Code Description:</b>	BENZENE
<b>Hazardous Waste Code:</b>	D039
<b>Waste Code Description:</b>	TETRACHLOROETHYLENE
<b>Hazardous Waste Code:</b>	D040
<b>Waste Code Description:</b>	TRICHLOROETHYLENE
<b>Hazardous Waste Code:</b>	F002
<b>Waste Code Description:</b>	THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
<b>Hazardous Waste Code:</b>	F003
<b>Waste Code Description:</b>	THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
<b>Hazardous Waste Code:</b>	F007
<b>Waste Code Description:</b>	SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.
<b>Hazardous Waste Code:</b>	U122
<b>Waste Code Description:</b>	FORMALDEHYDE

**Owner/Operator Details**

<b>Owner/Operator Ind:</b>	Current Owner	<b>Street No:</b>	
<b>Type:</b>	Private	<b>Street 1:</b>	2308 E COLORADO BLVD
<b>Name:</b>	HANG BA MAI	<b>Street 2:</b>	
<b>Date Became Current:</b>		<b>City:</b>	PASADENA
<b>Date Ended Current:</b>		<b>State:</b>	CA
<b>Phone:</b>	818-449-7134	<b>Country:</b>	
<b>Source Type:</b>	Notification	<b>Zip Code:</b>	91107

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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<b>Estor/EPA ID:</b>	80001503				<b>Assembly District:</b>	41
<b>Site Code:</b>					<b>Senate District:</b>	25
<b>Nat Priority List:</b>	NO				<b>Permit Renewal Lead:</b>	
<b>APN:</b>	NONE SPECIFIED				<b>Public Partici Spclst:</b>	
<b>Census Tract:</b>	6037463400				<b>Project Manager:</b>	CHAND SULTANA
<b>Site Type:</b>	CORRECTIVE ACTION				<b>County:</b>	LOS ANGELES
<b>Address Description:</b>	2308 E COLORADO BLVD				<b>Latitude:</b>	34.145883
<b>Office:</b>	CLEANUP CHATSWORTH				<b>Longitude:</b>	-118.102852
<b>Special Program:</b>					<b>Acres:</b>	0.5 ACRES
<b>Funding:</b>					<b>Supervisor:</b>	ALLAN PLAZA
<b>Cleanup Status:</b>		NO ACTION REQUIRED AS OF 2/2/2011				
<b>Cleanup Oversight Agencies:</b>		DTSC - SITE CLEANUP PROGRAM				
<b>School District:</b>						
<b>Past Use that Caused Contam:</b>	NONE					
<b>Potential Media Affected:</b>	NO MEDIA AFFECTED					
<b>Potential Contamin of Concern:</b>						

NO CONTAMINANTS FOUND

**Site History:**

1 50 MOST CLEANERS  
2308 E. Colorado Blvd.  
Pasadena, CA 91107  
EPA ID: CAD983612367

The site was on EPA RCRA-Info and DTSC Envirostor data bases. The EPA data base shows the presence of 4 units, 2 container storage units (SO1) and 2 tank storage units (TO1). The facility lost interim status and received a clean closure on 10/21/98 by DTSC? Voluntary Cleanup Action? EPA Notification of Regulation Waste Activity filed on 10-21-1991(Hang Ba Ma, owner at that time. Business Name \$ 1.50 MOST CLEANERS No other records, no HW Permit Application, A or B at EPA record office, Checked with EPA RCRA Record Office (Quinn, 415-947-4596) on 02-25-2010.

<b>Status:</b>	NO ACTION REQUIRED
<b>A2 Program Type:</b>	CORRECTIVE ACTION
<b>CalEnviroScreen Score:</b>	36-40%
<b>Summary Link:</b>	<a href="https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80001503">https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80001503</a>

**Completed Activities**

<b>Title:</b>	FAST Review Checklist
<b>Title Link:</b>	<a href="https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=80001503&amp;doc_id=6029269">https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=80001503&amp;doc_id=6029269</a>
<b>Area Name:</b>	PROJECT WIDE
<b>Area Link:</b>	
<b>Sub Area:</b>	
<b>Sub Area Link:</b>	
<b>Document Type:</b>	Other Report
<b>Date Completed:</b>	1/19/2010
<b>Comments:</b>	

<b>Title:</b>	STABILIZATION MEASURES IMPLEMENTED-PRIMARY MEAS IS SOURCE REMOVL &/OR TRT (CA600SR)
<b>Title Link:</b>	
<b>Area Name:</b>	
<b>Area Link:</b>	
<b>Sub Area:</b>	ENTIRE SITE
<b>Sub Area Link:</b>	<a href="https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80001503&amp;site_id=2008367">https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80001503&amp;site_id=2008367</a>
<b>Document Type:</b>	Interim Measures Workplan
<b>Date Completed:</b>	6/30/2000
<b>Comments:</b>	

[72](#)

3 of 4

W

0.75 /  
3,958.92

747.97 /  
39

1 50 MOST CLEANERS  
2308 E COLORADO BLVD  
PASADENA CA 911070000

ENVIROSTOR

<b>Estor/EPA ID:</b>	CAD983612367
<b>Site Code:</b>	
<b>Nat Priority List:</b>	
<b>APN:</b>	

<b>Assembly District:</b>	41
<b>Senate District:</b>	25
<b>Permit Renewal Lead:</b>	
<b>Public Partici Spclst:</b>	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
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<b>Census Tract:</b>	6037463400				<b>Project Manager:</b>	
<b>Site Type:</b>	CLOSED				<b>County:</b>	LOS ANGELES
<b>Address Description:</b>	2308 E COLORADO BLVD				<b>Latitude:</b>	34.145883
<b>Office:</b>					<b>Longitude:</b>	-118.102852
<b>Special Program:</b>					<b>Acres:</b>	
<b>Funding:</b>					<b>Supervisor:</b>	
<b>Cleanup Status:</b>						
<b>Cleanup Oversight Agencies:</b>						
<b>School District:</b>						
<b>Past Use that Caused Contam:</b>						
<b>Potential Media Affected:</b>						
<b>Potential Contamin of Concern:</b>						
<b>Site History:</b>						
<b>Status:</b>	CLOSED					
<b>A2 Program Type:</b>	HAZ WASTE - RCRA					
<b>CalEnviroScreen Score:</b>	36-40%					
<b>Summary Link:</b>	<a href="https://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAD983612367">https://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAD983612367</a>					

<a href="#">72</a>	4 of 4	W	0.75 / 3,958.92	747.97 / 39	1 50 MOST CLEANERS 2308 E COLORADO BLVD PASADENA CA 911070000	HWP
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<b>Estor/EPA ID:</b>	CAD983612367				<b>Permit Renewal Lead:</b>	
<b>Site Code:</b>					<b>Project Manager:</b>	
<b>Nat Priority List:</b>					<b>Supervisor:</b>	
<b>Acres:</b>					<b>Public Partici Spclst:</b>	
<b>Special Program:</b>					<b>Census Tract:</b>	6037463400
<b>Funding:</b>					<b>County:</b>	LOS ANGELES
<b>Assembly District:</b>	41				<b>Latitude:</b>	34.145883
<b>Senate District:</b>	25				<b>Longitude:</b>	-118.102852
<b>School District:</b>						
<b>APN:</b>						
<b>Cleanup Status:</b>						
<b>Cleanup Oversight Agencies:</b>						
<b>Site Type:</b>	CLOSED					
<b>Office:</b>						
<b>Past Use that Caused Contam:</b>						
<b>Potential Media Affected:</b>						
<b>Potential Contamin of Concern:</b>						
<b>Site History:</b>						
<b>Status:</b>	CLOSED					
<b>Program Type:</b>	HAZ WASTE - RCRA					
<b>CalEnviroScreen Score:</b>	36-40%					
<b>Summary Link:</b>	<a href="https://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAD983612367">https://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAD983612367</a>					

# Unplottable Summary

Total: 1 Unplottable sites

DB	Company Name/Site Name	Address	City	Zip	ERIS ID
CUPA LA COUNTY	AWAKUNI AUTOMOTIVE SERVICES	49 NINA ST	PASADENA CA	91107	877508296

# Unplottable Report

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**Site:** AWAKUNI AUTOMOTIVE SERVICES  
49 NINA ST PASADENA CA 91107

CUPA LA COUNTY

**Facility ID:** FA0040016  
**CERS ID:** 0

**Inactive Facility Details**

**PE:** 1001

# Appendix: Database Descriptions

*Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13, Section 8.1.8 Sources of Standard Source Information:*

*"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."*

## Standard Environmental Record Sources

### Federal

#### Formerly Utilized Sites Remedial Action Program:

[DOE FUSRAP](#)

The U.S. Department of Energy (DOE) established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from the Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations. The DOE Office of Legacy Management (LM) established long-term surveillance and maintenance (LTS&M) requirements for remediated FUSRAP sites. DOE evaluates the final site conditions of a remediated site on the basis of risk for different future uses. DOE then confirms that LTS&M requirements will maintain protectiveness.

**Government Publication Date: Mar 4, 2017**

#### National Priority List:

[NPL](#)

National Priorities List (Superfund)-NPL: EPA's (United States Environmental Protection Agency) list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action.

**Government Publication Date: Aug 25, 2021**

#### National Priority List - Proposed:

[PROPOSED NPL](#)

Includes sites proposed (by the EPA, the state, or concerned citizens) for addition to the NPL due to contamination by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.

**Government Publication Date: Aug 25, 2021**

#### Deleted NPL:

[DELETED NPL](#)

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.

**Government Publication Date: Aug 25, 2021**

#### SEMS List 8R Active Site Inventory:

[SEMS](#)

The Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted.

**Government Publication Date: Jul 29, 2021**

#### SEMS List 8R Archive Sites:

[SEMS ARCHIVE](#)

The Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time.

**Government Publication Date: Jul 29, 2021**

**Inventory of Open Dumps, June 1985:**

ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

**Government Publication Date: Jun 1985**

**Comprehensive Environmental Response, Compensation and Liability Information System -**

CERCLIS

**CERCLIS:**

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

**Government Publication Date: Oct 25, 2013**

**EPA Report on the Status of Open Dumps on Indian Lands:**

IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

**Government Publication Date: Dec 31, 1998**

**CERCLIS - No Further Remedial Action Planned:**

CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means 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). 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.

**Government Publication Date: Oct 25, 2013**

**CERCLIS Liens:**

CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA).

**Government Publication Date: Jan 30, 2014**

**RCRA CORRACTS-Corrective Action:**

RCRA CORRACTS

RCRA Info 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. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

**Government Publication Date: Jun 14, 2021**

**RCRA non-CORRACTS TSD Facilities:**

RCRA TSD

RCRA Info 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. This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

**Government Publication Date: Jun 14, 2021**

**RCRA Generator List:**

RCRA LQG

RCRA Info 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. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste.

**Government Publication Date: Jun 14, 2021**



**RCRA Small Quantity Generators List:**

[RCRA SQG](#)

RCRA Info is the 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. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

**Government Publication Date: Jun 14, 2021**

**RCRA Very Small Quantity Generators List:**

[RCRA VSQG](#)

RCRA Info is the 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. A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Very Small Quantity Generators (VSQG) generate 100 kilograms or less per month of hazardous waste, or one kilogram or less per month of acutely hazardous waste. Additionally, VSQG may not accumulate more than 1,000 kilograms of hazardous waste at any time.

**Government Publication Date: Jun 14, 2021**

**RCRA Non-Generators:**

[RCRA NON GEN](#)

RCRA Info 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. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

**Government Publication Date: Jun 14, 2021**

**Federal Engineering Controls-ECs:**

[FED ENG](#)

Engineering controls (ECs) encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. This database is made available by the United States Environmental Protection Agency (EPA).

**Government Publication Date: Feb 23, 2021**

**Federal Institutional Controls- ICs:**

[FED INST](#)

Institutional controls are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's (United States Environmental Protection Agency) expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site.

**Government Publication Date: Feb 23, 2021**

**Land Use Control Information System:**

[LUCIS](#)

The LUCIS database is maintained by the U.S. Department of the Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

**Government Publication Date: Sep 1, 2006**

**Emergency Response Notification System:**

[ERNS 1982 TO 1986](#)

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

**Government Publication Date: 1982-1986**

**Emergency Response Notification System:**

[ERNS 1987 TO 1989](#)

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

**Government Publication Date: 1987-1989**

**Emergency Response Notification System:**

[ERNS](#)

Database of oil and hazardous substances spill reports made available by the United States Coast Guard National Response Center (NRC). The NRC fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. These data contain initial incident data that has not been validated or investigated by a federal/state response agency.

**Government Publication Date: Jul 26, 2021**

**The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database:**

[FED BROWNFIELDS](#)

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This database is made available by the United States Environmental Protection Agency (EPA).

**Government Publication Date: Aug 20, 2021**

**FEMA Underground Storage Tank Listing:**

[FEMA UST](#)

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

**Government Publication Date: Dec 31, 2017**

**Facility Response Plan:**

[FRP](#)

List of facilities that have submitted Facility Response Plans (FRP) to EPA. Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit Facility Response Plans (FRPs). Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments.

**Government Publication Date: Dec 2, 2020**

**Historical Gas Stations:**

[HIST GAS STATIONS](#)

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

**Government Publication Date: Jul 1, 1930**

**Petroleum Refineries:**

[REFN](#)

List of petroleum refineries from the U.S. Energy Information Administration (EIA) Refinery Capacity Report. Includes operating and idle petroleum refineries (including new refineries under construction) and refineries shut down during the previous year located in the 50 States, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, and other U.S. possessions. Survey locations adjusted using public data.

**Government Publication Date: Jul 10, 2020**

**Petroleum Product and Crude Oil Rail Terminals:**

[BULK TERMINAL](#)

List of petroleum product and crude oil rail terminals made available by the U.S. Energy Information Administration (EIA). Includes operable bulk petroleum product terminals located in the 50 States and the District of Columbia with a total bulk shell storage capacity of 50,000 barrels or more, and/or the ability to receive volumes from tanker, barge, or pipeline; also rail terminals handling the loading and unloading of crude oil that were active between 2017 and 2018. Petroleum product terminals comes from the EIA-815 Bulk Terminal and Blender Report, which includes working, shell in operation, and shell idle for several major product groupings. Survey locations adjusted using public data.

**Government Publication Date: Apr 28, 2020**

**LIEN on Property:**

[SEMS LIEN](#)

The EPA Superfund Enterprise Management System (SEMS) provides LIEN information on properties under the EPA Superfund Program.

**Government Publication Date: Jul 29, 2021**

**Superfund Decision Documents:**

[SUPERFUND ROD](#)

This database contains a listing of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD), along with other associated memos and files. This information is maintained and made available by the US EPA (Environmental Protection Agency).

**Government Publication Date: Jun 28, 2021**

**State**

**State Response Sites:**

[RESPONSE](#)

A list of identified confirmed release sites where the Department of Toxic Substances Control (DTSC) is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk. This database is state equivalent NPL.

**Government Publication Date: Jun 14, 2021**

**EnviroStor Database:**

[ENVIROSTOR](#)

The EnviroStor Data Management System is made available by the Department of Toxic Substances Control (DTSC). Includes Corrective Action sites, Tiered Permit sites, Historical Sites and Evaluation/Investigation sites. This database is state equivalent CERCLIS.

**Government Publication Date: Jun 14, 2021**

**Delisted State Response Sites:**

[DELISTED ENVS](#)

Sites removed from the list of State Response Sites made available by the EnviroStor Data Management System, Department of Toxic Substances Control (DTSC).

**Government Publication Date: Jun 14, 2021**

**Solid Waste Information System (SWIS):**

[SWF/LF](#)

The Solid Waste Information System (SWIS) database made available by the Department of Resources Recycling and Recovery (CalRecycle) contains information on solid waste facilities, operations, and disposal sites throughout the State of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites.

**Government Publication Date: Jul 20, 2021**

**Solid Waste Disposal Sites with Waste Constituents Above Hazardous Waste Levels:**

[SWRCB SWF](#)

This is a list of solid waste disposal sites identified by California State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit.

**Government Publication Date: Sep 20, 2006**

**EnviroStor Hazardous Waste Facilities:**

[HWP](#)

A list of hazardous waste facilities including permitted, post-closure and historical facilities found in the Department of Toxic Substances Control (DTSC) EnviroStor database.

**Government Publication Date: Jun 14, 2021**

**Sites Listed in the Solid Waste Assessment Test (SWAT) Program Report:**

[SWAT](#)

In a 1993 Memorandum of Understanding, the State Water Resources Control Board (SWRCB) agreed to submit a comprehensive report on the Solid Waste Assessment Test (SWAT) Program to the California Integrated Waste Management Board (CIWMB). This report summarizes the work completed to date on the SWAT Program, and addresses both the impacts that leakage from solid waste disposal sites (SWDS) may have upon waters of the State and the actions taken to address such leakage.

**Government Publication Date: Dec 31, 1995**

**Construction and Demolition Debris Recyclers:**

[C&D DEBRIS RECY](#)

This listing of Construction and Demolition Debris Recyclers is maintained by the California Intergrated Waste Management Board-common C&D materials include lumber, drywall, metals, masonry (brick, concrete, etc.), carpet, plastic, pipe, rocks, dirt, paper, cardboard, or green waste related to land development.

**Government Publication Date: Jun 20, 2018**

**Recycling Centers:**

[RECYCLING](#)

This list of Certified Recycling Centers that are operating under the state of California's Beverage Container Recycling Program is maintained by the California Department of Resources Recycling and Recovery.

**Government Publication Date: Nov 2, 2020**

**Listing of Certified Processors:**

[PROCESSORS](#)

This list of Certified Processors that are operating under the state of California's Beverage Container Recycling Program is maintained by the California Department of Resources Recycling and Recovery.

**Government Publication Date: Oct 27, 2020**

**Listing of Certified Dropoff, Collection, and Community Service Programs:**

[CONTAINER RECY](#)

This list of Certified Dropoff, Collection, and Community Service Programs (non-buyback) operating under the state of California's Beverage Container Recycling Program is maintained by the California Department of Resources Recycling and Recovery.

**Government Publication Date: Dec 16, 2020**

**Land Disposal Sites:**

[LDS](#)

Land Disposal Sites in GeoTracker, the State Water Resources Control Board (SWRCB)'s data management system. The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units. Waste management units include waste piles, surface impoundments, and landfills.

Government Publication Date: Jun 22, 2021

**Leaking Underground Fuel Tank Reports:**

LUST

List of Leaking Underground Storage Tanks within the Cleanup Sites data in GeoTracker database. GeoTracker is the State Water Resources Control Board's (SWRCB) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense and Site Cleanup Program) as well as permitted facilities such as operating Underground Storage Tanks. The Leak Prevention Program that overlooks LUST sites is the SWRCB in California's Environmental Protection Agency.

Government Publication Date: Jun 22, 2021

**Delisted Leaking Storage Tanks:**

DELISTED LST

List of Leaking Underground Storage Tanks (LUST) cleanup sites removed from GeoTracker, the State Water Resources Control Board (SWRCB)'s database system, as well as sites removed from the SWRCB's list of UST Case closures.

Government Publication Date: Jun 22, 2021

**Permitted Underground Storage Tank (UST) in GeoTracker:**

UST

List of Permitted Underground Storage Tank (UST) sites made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA).

Government Publication Date: Jul 25, 2021

**Proposed Closure of Underground Storage Tank Cases:**

UST CLOSURE

List of UST cases that are being considered for closure by either the California Environmental Protection Agency, State Water Resources Control Board or the Executive Director that have been posted for a 60-day public comment period.

Government Publication Date: May 5, 2021

**Historical Hazardous Substance Storage Information Database:**

HHSS

The Historical Hazardous Substance Storage database contains information collected in the 1980s from facilities that stored hazardous substances. The information was originally collected on paper forms, was later transferred to microfiche, and recently indexed as a searchable database. When using this database, please be aware that it is based upon self-reported information submitted by facilities which has not been independently verified. It is unlikely that every facility responded to the survey and the database should not be expected to be a complete inventory of all facilities that were operating at that time. This database is maintained by the California State Water Resources Control Board's (SWRCB) Geotracker.

Government Publication Date: Aug 27, 2015

**Statewide Environmental Evaluation and Planning System:**

UST SWEEPS

The Statewide Environmental Evaluation and Planning System (SWEEPS) is a historical listing of active and inactive underground storage tanks made available by the California State Water Resources Control Board (SWRCB).

Government Publication Date: Oct 1, 1994

**Aboveground Storage Tanks:**

AST

A statewide list from 2009 of aboveground storage tanks (ASTs) made available by the Cal FIRE Office of the State Fire Marshal (OSFM). This list is no longer maintained or updated by the Cal FIRE OSFM.

Government Publication Date: Aug 31, 2009

**SWRCB Historical Aboveground Storage Tanks:**

AST SWRCB

A list of aboveground storage tanks made available by the California State Water Resources Control Board (SWRCB). Effective January 1, 2008, the Certified Unified Program Agencies (CUPAs) are vested with the responsibility and authority to implement the Aboveground Petroleum Storage Act (APSA).

Government Publication Date: Dec 1, 2007

**Oil and Gas Facility Tanks:**

TANK OIL GAS

Locations of oil and gas tanks that fall under the jurisdiction of the Geologic Energy Management Division of the California Department of Conservation (CalGEM) (CCR 1760). CalGEM was formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR).

Government Publication Date: Sep 13, 2021

**Delisted Storage Tanks:**

DELISTED TNK

This database contains a list of storage tank sites that were removed by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA) and the Cal FIRE Office of State Fire Marshal (OSFM).

Government Publication Date: Sep 13, 2021

**California Environmental Reporting System (CERS) Tanks:**

[CERS TANK](#)

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

**Government Publication Date: Sep 24, 2021**

**Delisted California Environmental Reporting System (CERS) Tanks:**

[DELISTED CTNK](#)

This database contains a list of Aboveground Petroleum Storage and Underground Storage Tank sites that were removed from in the California Environmental Protection Agency (CalEPA) Regulated Site Portal.

**Government Publication Date: Sep 24, 2021**

**Historical Hazardous Substance Storage Container Information - Facility Summary:**

[HIST TANK](#)

The State Water Resources Control Board maintained the Hazardous Substance Storage Containers listing and inventory in th 1980s. This facility summary lists historic tank sites where the following container types were present: farm motor vehicle fuel tanks; waste tanks; sumps; pits, ponds, lagoons, and others; and all other product tanks. This set, published in May 1988, lists facility and owner information, as well as the number of containers. This data is historic and will not be updated.

**Government Publication Date: May 27, 1988**

**Site Mitigation and Brownfields Reuse Program Facility Sites with Land Use Restrictions:**

[LUR](#)

The Department of Toxic Substances Control (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 land use restrictions that are active. Some sites have multiple land use restrictions.

**Government Publication Date: Jun 14, 2021**

**CALSITES Database:**

[CALSITES](#)

This historical database was maintained by the Department of Toxic Substance Control (DTSC) for more than a decade. CALSITES contains information on Brownfield properties with confirmed or potential hazardous contamination. In 2006, DTSC introduced EnviroStor as the latest Brownfields site database.

**Government Publication Date: May 1, 2004**

**Hazardous Waste Management Program Facility Sites with Deed / Land Use Restrictions:**

[HLUR](#)

The Department of Toxic Substances Control (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.

**Government Publication Date: Feb 18, 2021**

**Deed Restrictions and Land Use Restrictions:**

[DEED](#)

List of Deed Restrictions, Land Use Restrictions and Covenants in GeoTracker made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency. A deed restriction (land use covenant) may be required to facilitate the remediation of past environmental contamination and to protect human health and the environment by reducing the risk of exposure to residual hazardous materials.

**Government Publication Date: Jun 22, 2021**

**Voluntary Cleanup Program:**

[VCP](#)

List of sites in the Voluntary Cleanup Program made available by the Department of Toxic Substances and Control (DTSC). The Voluntary Cleanup Program was designed to respond to lower priority sites. Under the Voluntary Cleanup Program, DTSC enters site-specific agreements with project proponents for DTSC oversight of site assessment, investigation, and/or removal or remediation activities, and the project proponents agree to pay DTSC's reasonable costs for those services.

**Government Publication Date: Jun 14, 2021**

**GeoTracker Cleanup Program Sites:**

[CLEANUP SITES](#)

A list of Cleanup Program sites in the state of California made available by The State Water Resources Control Board (SWRCB) of the California Environmental Protection Agency (EPA). SWRCB tracks leaking underground storage tank cleanups as well as other water board cleanups.

**Government Publication Date: Jun 22, 2021**

**Delisted County Records:**

[DELISTED COUNTY](#)

Records removed from county or CUPA databases. Records may be removed from the county lists made available by the respective county departments because they are inactive, or because they have been deemed to be below reportable thresholds.

## **Tribal**

**Leaking Underground Storage Tanks (LUSTs) on Indian Lands:**  
LUSTs on Tribal/Indian Lands in Region 9, which includes California.  
Government Publication Date: Apr 8, 2020

INDIAN LUST

**Underground Storage Tanks (USTs) on Indian Lands:**  
USTs on Tribal/Indian Lands in Region 9, which includes California.  
Government Publication Date: Apr 8, 2020

INDIAN UST

**Delisted Tribal Leaking Storage Tanks:**  
Leaking Underground Storage Tank facilities which have been removed from the Regional Tribal LUST lists made available by the EPA.  
Government Publication Date: Apr 14, 2020

DELISTED ILST

**Delisted Tribal Underground Storage Tanks:**  
Underground Storage Tank facilities which have been removed from the Regional Tribal UST lists made available by the EPA.  
Government Publication Date: Apr 14, 2020

DELISTED IUST

## **County**

**Los Angeles County - Site Mitigation List:**  
A Site Mitigation List in the County of Los Angeles. The list is made available by Los Angeles County Fire Department. Site mitigation is handled by the Site Mitigation Unit (SMU) which facilitates completion of site clean-up projects of contaminated sites in an expeditious manner in all cities of the Los Angeles County except El Segundo, Glendale, Long Beach, Santa Fe Springs, and Vernon.  
Government Publication Date: Mar 2, 2021

SML LA

**Los Angeles County - Solid Waste Sites:**  
List of permitted solid waste facilities, closed landfills, historical dumpsites and other solid waste sites in Los Angeles County, made available by the Department of Public Works in Los Angeles County.  
Government Publication Date: Jun 18, 2021

SWF LA COUNTY

**Los Angeles County - CUPA Program Records:**  
A list of inspection and enforcement records for active and inactive CUPA Program facilities, made available by the Health Hazardous Materials Division (HHMD) of the County of Los Angeles Fire Department. Includes Hazardous Materials Business Plan (HMBP), California Accidental Release Prevention Plan (CalARP), Hazardous Waste Generator (HWG), and the Aboveground Petroleum Storage Act Programs (APSA). Inactive programs include facilities that are out of business or no longer regulated by the HHMD.  
Government Publication Date: Mar 25, 2020

CUPA LA COUNTY

**Los Angeles County - HMS List:**  
List of sites in the Los Angeles County Department of Public Works Hazardous Materials System (HMS) Database which have or have had permits for Industrial Waste, Underground Storage Tanks, or Stormwater in the county of Los Angeles.  
Government Publication Date: Nov 5, 2020

HMS LA

**Los Angeles County - Santa Fe Springs Underground Storage Tank:**  
A list of registered active Underground Storage Tanks (USTs) in the City of Santa Fe Springs. This list is made available by Santa Fe Springs Department of Fire-Rescue.  
Government Publication Date: Jul 19, 2021

UST SANTAFESP

**Los Angeles County - Long Beach UST List:**  
List of registered Underground Storage Tanks (USTs) in the City of Long Beach, Los Angeles County, made available by the Long Beach Certified Unified Program Agency (CUPA). The Long Beach CUPA operates under oversight shared by the Long Beach Fire Department and Health Department.  
Government Publication Date: Jul 9, 2018

UST LONGB

**Los Angeles County - Burbank City CUPA List:**

[CUPA BURBANK](#)

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in the City of Burbank. This list is made available by the City of Burbank Fire Department.

**Government Publication Date: Aug 21, 2019**

**Los Angeles County - El Segundo City Underground Storage Tanks List:**

[UST ELSEGUNDO](#)

List of registered Underground Storage Tanks (USTs) in the City of El Segundo of Los Angeles County, made available by El Segundo City Fire Department.

**Government Publication Date: Jan 17, 2017**

**Los Angeles County - Santa Monica City Underground Storage Tank List:**

[UST SANTA MONICA](#)

A list of registered active Underground Storage Tanks (USTs) in the City of Santa Monica made available by Santa Monica Fire Prevention Division.

**Government Publication Date: Dec 3, 2020**

**Los Angeles County - Santa Monica City Aboveground Storage Tank List:**

[AST SANTAMON](#)

List of registered Aboveground Storage Tanks (ASTs) made available by the Santa Monica Fire Department in the City of Santa Monica of Los Angeles County, California.

**Government Publication Date: Dec 3, 2020**

**Los Angeles County - Santa Monica City CUPA Facilities List:**

[CUPA SANTAMON](#)

The Santa Monica Fire Department's office maintains a list of CUPA Facilities located in Santa Monica city.

**Government Publication Date: Dec 3, 2020**

**Los Angeles County - Torrance City Underground Storage Tanks:**

[UST TORRANCE](#)

A list of registered Underground Storage Tank (UST) sites in Torrance City of Los Angeles County. This list is made available by Torrance City Office of Clerk.

**Government Publication Date: Feb 2, 2021**

**Los Angeles County - Vernon City UST List:**

[UST VERNON](#)

A list of Underground Storage Tanks (UST) in Vernon City provided by the Vernon City Fire Department.

**Government Publication Date: Jun 7, 2021**

**Los Angeles County - Vernon City CUPA List:**

[CUPA VERNON](#)

The Vernon City Fire Department's office maintains a list of CUPA Facilities located in Vernon city.

**Government Publication Date: Jun 3, 2021**

**Los Angeles County - City of Los Angeles UST List:**

[UST LA CITY](#)

A list of active and inactive underground storage tank facilities made available by the Los Angeles Fire Department CUPA.

**Government Publication Date: Jun 1, 2019**

**Los Angeles County - City of Los Angeles AST List:**

[AST LA CITY](#)

A list of active and inactive above ground petroleum storage tanks made available by the Los Angeles Fire Department CUPA.

**Government Publication Date: Jun 1, 2019**

**Los Angeles County - City of Los Angeles Hazardous Materials Facilities:**

[HAZMAT LA CITY](#)

A list of active and inactive hazardous materials facilities made available by the Los Angeles Fire Department CUPA.

**Government Publication Date: Jun 1, 2019**

***Additional Environmental Record Sources***

**Federal**

**PFOA/PFOS Contaminated Sites:**

[PFAS NPL](#)

List of sites where PFOA or PFOS contaminants have been found in drinking water or soil. Made available by the Federal Environmental Protection Agency (EPA).

**Government Publication Date: Sep 17, 2021**

**Facility Registry Service/Facility Index:**

[FINDS/FRS](#)

The Facility Registry Service (FRS) is a centrally managed database that identifies facilities, sites, or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, and data collected from EPA's Central Data Exchange registrations and data management personnel. This list is made available by the Environmental Protection Agency (US EPA).

**Government Publication Date: Nov 2, 2020**

**Toxics Release Inventory (TRI) Program:**

[TRIS](#)

The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment.

**Government Publication Date: Aug 24, 2021**

**Perfluorinated Alkyl Substances (PFAS) Releases:**

[PFAS TRI](#)

List of Toxics Release Inventory (TRI) facilities at which the reported chemical is a Per- or polyfluorinated alkyl substance (PFAS) included in the Environmental Protection Agency (EPA)'s consolidated PFAS Master List of PFAS Substances. The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment.

**Government Publication Date: Aug 24, 2021**

**Perfluorinated Alkyl Substances (PFAS) Water Quality:**

[PFAS WATER](#)

The Water Quality Portal (WQP) is a cooperative service sponsored by the United States Geological Survey (USGS), the Environmental Protection Agency (EPA), and the National Water Quality Monitoring Council (NWQMC). This listing includes records from the Water Quality Portal where the characteristic (environmental measurement) is in the Environmental Protection Agency (EPA)'s consolidated PFAS Master List of PFAS Substances.

**Government Publication Date: Jul 20, 2020**

**Hazardous Materials Information Reporting System:**

[HMIRS](#)

US DOT - Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) Incidents Reports Database taken from Hazmat Intelligence Portal, U.S. Department of Transportation.

**Government Publication Date: Sep 1, 2020**

**National Clandestine Drug Labs:**

[NCDL](#)

The U.S. Department of Justice ("the Department") provides this data 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.

**Government Publication Date: Oct 5, 2020**

**Toxic Substances Control Act:**

[TSCA](#)

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI).

**Government Publication Date: Apr 11, 2019**

**Hist TSCA:**

[HIST TSCA](#)

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

**Government Publication Date: Dec 31, 2006**



**FTTS Administrative Case Listing:**

[FTTS ADMIN](#)

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

**Government Publication Date: Jan 19, 2007**

**FTTS Inspection Case Listing:**

[FTTS INSP](#)

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

**Government Publication Date: Jan 19, 2007**

**Potentially Responsible Parties List:**

[PRP](#)

Early in the cleanup process, the Environmental Protection Agency (EPA) conducts a search to find the potentially responsible parties (PRPs). EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site.

**Government Publication Date: Jun 25, 2021**

**State Coalition for Remediation of Drycleaners Listing:**

[SCRD DRYCLEANER](#)

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

**Government Publication Date: Nov 08, 2017**

**Integrated Compliance Information System (ICIS):**

[ICIS](#)

The Integrated Compliance Information System (ICIS) is a system that provides information for the Federal Enforcement and Compliance (FE&C) and the National Pollutant Discharge Elimination System (NPDES) programs. The FE&C component supports the Environmental Protection Agency's (EPA) Civil Enforcement and Compliance program activities. These activities include Compliance Assistance, Compliance Monitoring and Enforcement. The NPDES program supports tracking of NPDES permits, limits, discharge monitoring data and other program reports.

**Government Publication Date: Jun 14, 2021**

**Drycleaner Facilities:**

[FED DRYCLEANERS](#)

A list of drycleaner facilities from Enforcement and Compliance History Online (ECHO) online search. The Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.

**Government Publication Date: May 5, 2021**

**Delisted Drycleaner Facilities:**

[DELISTED FED DRY](#)

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).

**Government Publication Date: May 5, 2021**

**Formerly Used Defense Sites:**

[FUDS](#)

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DoD) is responsible for an environmental restoration. This list is published by the U.S. Army Corps of Engineers.

**Government Publication Date: May 26, 2021**

**Former Military Nike Missile Sites:**

[FORMER NIKE](#)

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material a disposed of and procedures for disposal are not documented in published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites. During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

**Government Publication Date: Dec 2, 1984**

**PHMSA Pipeline Safety Flagged Incidents:**

[PIPELINE INCIDENT](#)

A list of flagged pipeline incidents made available by the U.S. Department of Transportation (US DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA). PHMSA regulations require incident and accident reports for five different pipeline system types.

**Government Publication Date:** Jul 7, 2020

**Material Licensing Tracking System (MLTS):**

[MLTS](#)

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.

**Government Publication Date:** May 11, 2021

**Historic Material Licensing Tracking System (MLTS) sites:**

[HIST MLTS](#)

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.

**Government Publication Date:** Jan 31, 2010

**Mines Master Index File:**

[MINES](#)

The Master Index File (MIF) contains mine identification numbers issued by the Department of Labor Mine Safety and Health Administration (MSHA) for mines active or opened since 1971. Note that addresses may or may not correspond with the physical location of the mine itself.

**Government Publication Date:** Nov 3, 2020

**Surface Mining Control and Reclamation Act Sites:**

[SMCRA](#)

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by the Office of Surface Mining Reclamation and Enforcement (OSMRE) to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of Abandoned Mine Land (AML) impacts, as well as information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

**Government Publication Date:** Dec 18, 2020

**Mineral Resource Data System:**

[MRDS](#)

The Mineral Resource Data System (MRDS) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS. The USGS has ceased systematic updates of the MRDS database with their focus more recently on deposits of critical minerals while providing a well-documented baseline of historical mine locations from USGS topographic maps.

**Government Publication Date:** Mar 15, 2006

**Uranium Mill Tailings Radiation Control Act Sites:**

[URANIUM](#)

The Legacy Management Office of the Department of Energy (DOE) manages radioactive and chemical waste, environmental contamination, and hazardous material at over 100 sites across the U.S. The L.M. Office manages this database of sites registered under the Uranium Mill Tailings Control Act (UMTRCA).

**Government Publication Date:** Mar 4, 2017

**Alternative Fueling Stations:**

[ALT FUELS](#)

List of alternative fueling stations made available by the US Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Biodiesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE). The National Renewable Energy Laboratory (NREL) obtains information about new stations from trade media, Clean Cities coordinators, a Submit New Station form on the Station Locator website, and through collaborating with infrastructure equipment and fuel providers, original equipment manufacturers (OEMs), and industry groups.

**Government Publication Date:** Jul 12, 2021

**Registered Pesticide Establishments:**

[SSTS](#)

List of active EPA-registered foreign and domestic pesticide-producing and device-producing establishments based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that facilities producing pesticides, active ingredients, or devices be registered. The list of establishments is made available by the EPA.

**Government Publication Date:** Apr 13, 2021

**Polychlorinated Biphenyl (PCB) Notifiers:**

[PCB](#)

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.

**Government Publication Date: Nov 19, 2020**

**State**

**Dry Cleaning Facilities:**

[DRYCLEANERS](#)

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial, linen supply, commercial laundry, dry cleaning and pressing machines - Coin Operated Laundry and Dry Cleaning. This is provided by the Department of Toxic Substance Control.

**Government Publication Date: Aug 27, 2021**

**Delisted Drycleaners:**

[DELISTED DRYCLEANERS](#)

Sites removed from the list of drycleaner related facilities that have EPA ID numbers, made available by the California Department of Toxic Substance Control.

**Government Publication Date: Aug 27, 2021**

**Non-Toxic Dry Cleaning Incentive Program:**

[DRYC GRANT](#)

A list of grant recipients of the Non-Toxic Dry Cleaning Incentive Program made available by the California Air Resources Board (CARB). The program provides grants to eligible dry cleaning businesses to assist them in transitioning away from PERC machines to alternative non-toxic and non-smog forming technologies.

**Government Publication Date: Feb 28, 2018**

**Per- and Polyfluoroalkyl Substances (PFAS):**

[PFAS](#)

List of sites from the State Water Resources Control Board (SWRCB)'s GeoTracker at which one or more of the potential contaminants of concern are in the PFAS Master List of PFAS Substances made available by the Environmental Protection Agency (US EPA).

**Government Publication Date: Jun 22, 2021**

**PFOA/PFOS Groundwater:**

[PFAS GW](#)

A list of water wells from the Groundwater Ambient Monitoring and Assessment Program (GAMA) Groundwater Information System with the groundwater chemical perfluorooctanoic acid (PFOA) (NL = 0.014 UG/L) or perfluorooctanoic sulfonate (PFOS) (NL = 0.013 UG/L). The GAMA Groundwater Information System search is made available by California Water Boards.

**Government Publication Date: Oct 22, 2020**

**Hazardous Waste and Substances Site List - Site Cleanup:**

[HWSS CLEANUP](#)

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. This list is published by California Department of Toxic Substance Control.

**Government Publication Date: May 20, 2021**

**List of Hazardous Waste Facilities Subject to Corrective Action:**

[DTSC HWF](#)

This is a list of hazardous waste facilities identified in Health and Safety Code (HSC) § 25187.5. These facilities are those where Department of Toxic Substances Control (DTSC) has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.

**Government Publication Date: Jul 18, 2016**

**EnviroStor Inspection, Compliance, and Enforcement:**

[INSP COMP ENF](#)

A list of permitted facilities with inspections and enforcements tracked in the Department of Toxic Substance Control (DTSC) EnviroStor.

**Government Publication Date: Apr 29, 2021**

**School Property Evaluation Program Sites:**

[SCH](#)

A list of sites registered with The Department of Toxic Substances Control (DTSC) School Property Evaluation and Cleanup (SPEC) Division. SPEC is responsible for assessing, investigating and cleaning up proposed school sites. The Division ensures that selected properties are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school.

**Government Publication Date: Jun 14, 2021**

**California Hazardous Material Incident Report System (CHMIRS):**

[CHMIRS](#)

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS). This list has been made available by the California Office of Emergency Services (OES).

**Government Publication Date: Aug 1, 2021**

**Historical California Hazardous Material Incident Report System (CHMIRS):**

[HIST CHMIRS](#)

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS) prior to 1993. This list has been made available by the California Office of Emergency Services (OES).

**Government Publication Date: Jan 1, 1993**

**Hazardous Waste Manifest Data:**

[HAZNET](#)

A list of hazardous waste manifests received each year by Department of Toxic Substances Control (DTSC). The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

**Government Publication Date: Oct 24, 2016**

**Historical Hazardous Waste Manifest Data:**

[HIST MANIFEST](#)

A list of historic hazardous waste manifests received by the Department of Toxic Substances Control (DTSC) from year the 1980 to 1992. The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

**Government Publication Date: Dec 31, 1992**

**DTSC Registered Hazardous Waste Transporters:**

[HW TRANSPORT](#)

The California Department of Toxic Substances Control (DTSC) maintains this list of Registered Hazardous Waste Transporters.

**Government Publication Date: Oct 19, 2020**

**Registered Waste Tire Haulers:**

[WASTE TIRE](#)

This list of registered waste tire haulers is maintained by the California Department of Resources Recycling and Recovery.

**Government Publication Date: Dec 16, 2020**

**California Medical Waste Management Program Facility List:**

[MEDICAL WASTE](#)

This list of Medical Waste Management Program Facilities is maintained by the California Department of Public Health. The Medical Waste Management Program (MWMP) regulates the generation, handling, storage, treatment, and disposal of medical waste by providing oversight for the implementation of the Medical Waste Management Act (MWMA). The MWMP permits and inspects all medical waste off-site treatment facilities, medical waste transporters, and medical waste transfer stations. This list contains transporters, treatment, and transfer facilities.

**Government Publication Date: Dec 31, 2020**

**Historical Cortese List:**

[HIST CORTESE](#)

List of sites which were once included on the Cortese list. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements for providing information about the location of hazardous sites.

**Government Publication Date: Nov 13, 2008**

**Cease and Desist Orders and Cleanup and Abatement Orders:**

[CDO/CAO](#)

The California Environment Protection Agency "Cortese List" of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO). This list contains many CDOs and CAOs that do NOT concern the discharge of wastes that are hazardous materials. Many of the listed orders concern, as examples, discharges of domestic sewage, food processing wastes, or sediment that do not contain hazardous materials, but the Water Boards' database does not distinguish between these types of orders.

**Government Publication Date: Jul 19, 2020**

**California Environmental Reporting System (CERS) Hazardous Waste Sites:**

[CERS HAZ](#)

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

**Government Publication Date: Sep 24, 2021**

**Delisted Environmental Reporting System (CERS) Hazardous Waste Sites:**

**DELISTED HAZ**

This database contains a list of sites that were removed from the California Environmental Protection Agency (CalEPA) in the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator.

**Government Publication Date: Nov 29, 2018**

**Sites in GeoTracker:**

**GEOTRACKER**

GeoTracker is the State Water Resource Control Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. This is a list of sites in GeoTracker that aren't otherwise categorized as LUST, Land Disposal Sites (LDS), Cleanup Sites, or sites having Waste Discharge Requirements (WDR). This listing includes program types such as Underground Injection Control (UIC), Confined Animal Facilities (CAF), Irrigated Lands Regulatory Program, plans, and non-case information.

**Government Publication Date: Jun 22, 2021**

**Mines Listing:**

**MINE**

This list includes mine site locations extracted from the Mines Online database, maintained by the California Department of Conservation. Mines Online (MOL) is an interactive web map designed with GIS features that provide information such as the mine name, mine status, commodity sold, location, and other mine specific data. Please note: Mine location information is provided to assist experts in determining the location of mine operators in accordance with California Civil Code section 1103.4 and reflects information reported by mine operators in annual reports provided under Public Resources Code section 2207. While the Division of Mine Reclamation (DMR) attempts to populate MOL with accurate location information, the DMR cannot guarantee the accuracy of operator reported location information.

**Government Publication Date: Jan 12, 2021**

**Recorded Environmental Cleanup Liens:**

**LIEN**

The California Department of Toxic Substance Control (DTSC) maintains this list of liens placed upon real properties. A lien is utilized by the DTSC to obtain reimbursement from responsible parties for costs associated with the remediation of contaminated properties.

**Government Publication Date: Nov 16, 2020**

**Waste Discharge Requirements:**

**WASTE DISCHG**

List of sites in California State Water Resources Control Board (SWRCB) Waste Discharge Requirements (WDRs) Program in California, made available by the SWRCB via GeoTracker. The WDR program regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

**Government Publication Date: Jun 22, 2021**

**Toxic Pollutant Emissions Facilities:**

**EMISSIONS**

A list of criteria and toxic pollutant emissions data for facilities in California made available by the California Environmental Protection Agency - Air Resources Board (ARB). Risk data may be based on previous inventory submittals. The toxics data are submitted to the ARB by the local air districts as requirement of the Air Toxics "Hot Spots" Program. This program requires emission inventory updates every four years.

**Government Publication Date: Dec 31, 2019**

**Clandestine Drug Lab Sites:**

**CDL**

The Department of Toxic Substances Control (DTSC) maintains a listing of drug lab sites. DTSC is responsible for removal and disposal of hazardous substances discovered by law enforcement officials while investigating illegal/ clandestine drug laboratories.

**Government Publication Date: Jan 19, 2021**

**Tribal**

**No Tribal additional environmental record sources available for this State.**

**County**

**Los Angeles County - Santa Monica City Hazardous Materials Facilities:**

[HAZMAT SANTAMON](#)

A list of Hazardous Materials Facilities in the City of Santa Monica, Los Angeles county. This list is made available by Santa Monica Fire Prevention Division which has been designated as the CUPA for the City.

**Government Publication Date: Mar 12, 2020**

**Los Angeles County - Santa Monica City Hazardous Waste Facilities:**

[HAZ WST SANTAMON](#)

A list of Hazardous Waste Facilities in Los Angeles County, City of Santa Monica. This list is made available by Santa Monica Fire Prevention Division.

**Government Publication Date: Dec 3, 2020**

# Definitions

**Database Descriptions:** This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

**Detail Report:** This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

**Distance:** The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

**Direction:** The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

**Elevation:** The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

**Executive Summary:** This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

**Map Key:** The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

**Unplottables:** These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

Geotechnical, Environmental & Construction Materials Consultants



**GILES**  
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**Appendix D.2:  
Limited Phase II Investigation**

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# Limited Phase II Environmental Site Assessment

**Rusnak Porsche  
Parcel No. 5748-036-029  
2915 East Colorado Boulevard  
Pasadena, California**

**Prepared For:**

**Rusnak Group  
Pasadena, California**

**March 24, 2022  
Project No. 2E-2202004**



**GILES**  
ENGINEERING ASSOCIATES, INC.



# GILES

ENGINEERING ASSOCIATES, INC.

GEOTECHNICAL, ENVIRONMENTAL & CONSTRUCTION MATERIALS CONSULTANTS

- Atlanta, GA
- Dallas, TX
- Los Angeles, CA
- Manassas, VA
- Milwaukee, WI

March 24, 2022

Rusnak Group  
337 W. Colorado Boulevard  
Pasadena, CA 91105

Attention: Mr. John Beed  
Chief Financial Officer

Subject: Limited Phase II Environmental Site Assessment  
Rusnak Porsche  
Parcel No. 5748-036-029  
2915 E. Colorado Boulevard  
Pasadena, California  
Project No. 2E-2202004

Dear Mr. Beed:

In accordance with your request and subsequent authorization, Giles Engineering Associates, Inc. (Giles) has completed a Limited Phase II Environmental Site Assessment (ESA) for a portion of the above referenced property (Site). The general location of the Site is shown on Figure 1. *Important Information Regarding This Geoenvironmental Report* is included in Attachment A.

### **Location and Setting**

The investigative activities described in this report were conducted on the southwest and south-central portions of the Site located at 2915 E. Colorado Boulevard, in the City of Pasadena, Los Angeles County, California. The Site (Parcel No. 5748-036-029) currently consists of a parking lot. For the adjoining car dealership to the east. The adjoining dealership to the east includes a parking lot and a large showroom and automotive service facility with roof-top parking. The adjoining property to the north is occupied by several industrial buildings, a vacant space that appears to be used for gardening, a garage, and other vacant lots/parking areas. The E Colorado Boulevard right-of-way (ROW) adjoins the Site to the south, and the N Sunnyslope ROW adjoins the Site to the west. The topography of the Site slopes slightly to the south.

The Site is in a mixed commercial setting and surrounding sites include:

Northwest, North: East Walnut Street, Home Depot

Northeast: East Walnut Street, Home Depot

East: Ganahl Lumber

Southeast: East Colorado Boulevard, El Nido Plaza, and The District Plaza

South: East Colorado Boulevard, Poly Language Institute, Office Building, and residences

Southwest: Intersection of North Sunnyslope Avenue and East Colorado Boulevard, KFC, Personal Auto Group, and Ace Motel

West: North Sunnyslope Avenue, Multi-Tenant Retail, Super 8 hotel, Essence Linen, KIS Consultant, residences, and Advanced Technology Company

### **Project History**

Giles performed a Phase I ESA for the Site in October 2021. The results of this study are presented in the Giles report titled: *Phase I Environmental Site Assessment, Rusnak Porsche, 2915 E. Colorado Boulevard, Pasadena, California (Project No. 2E-2110004)*. The Site is currently operated part of a parking lot for an active car dealership at the time that the Phase I ESA was completed.

The Phase I ESA identified evidence of the following recognized environmental conditions (RECs) associated with the Site:

- A potential for soil gas impacts to be present on Site from a gasoline filling station located 85 feet west of the Site west of the N. Sunnyslope Avenue right-of-way (ROW).

Based on the findings and conclusions of this assessment, additional environmental investigation of the subject property was considered warranted at this time. A Limited Phase II was recommended to assess the potential impacts to the soil gas of the subject property from the recognized environmental conditions.

### **Scope of Services**

The following services were performed by Giles during the limited Phase II ESA. Field activities were completed on February 24, 2022.

- Prepared a sampling plan to facilitate the collection soil gas samples. Groundwater samples were not collected due to the depth to the water table at approximately 150 feet below ground surface.
- Coordinated the clearing of public utilities with a public utility locator. In addition, a private utility locator was retained to identify private utilities.
- Two borings were completed 6 feet below ground surface (bgs) near in the southwest corner of the property on the west property line, across from the former Chevron gas station. The boring locations are shown of the attached Figure 2.
- Installed two (2) temporary soil gas probes in the 6-foot direct-push soil borings to facilitate soil gas collection from the southwestern property line (former gas station). The soil gas probes were constructed in the open 6-foot boreholes and the filter screen implants will be backfilled one foot of clean sand, topped by five feet of hydrated bentonite clay.



- Collected two soil gas samples and submitted them to a State of California-certified analytical laboratory for analysis of VOCs utilizing US EPA Method TO-15. The soil gas samples were collected from the soil gas points using laboratory-supplied, negatively pressured, 6-Liter Summa canisters.
- Abandoned the borings in accordance with the State requirements and surfaced them with asphalt or concrete.
- Evaluated the information collected and prepared this Limited Phase II ESA Report, summarizing the tasks performed, and the results of the chemical analyses.
- Performed project management and peer review.

### **Soil Gas Sampling Methods**

Two soil gas probes (VP-1 and VP-2) were installed during the Limited Phase II ESA. VP-1 and VP-2 were installed along the southwest section of the property to investigate the potential for soil gas to be migrating into the Site from the former Chevron gas station located west of the E Sunnyslope Ave. ROW. The location of the soil vapor probe is depicted on Figure 2.

The soil gas probe borings were completed to 6 feet bgs. Each soil gas probe was constructed using a 1-inch-long filter joined to the down-hole end of 6-foot length of ¼-inch diameter Teflon® tubing. The down-hole end of the tubing was placed at 5.5 feet bgs. Filter sand was used to backfill the boring to 5 feet bgs, and hydrated granular bentonite was used to backfill the remainder of the boring to form an air-tight seal.

Soil gas samples were then collected from each probe by joining the soil gas probe tubing to a 200-milliliter per minute flow regulator that was joined to an evacuated 6-liter Summa canister. The sample was collected in the Summa canister for a period of at least 30 minutes. The samples were shipped via FedEx under chain-of-custody to TestAmerica for analysis. The soil gas samples were laboratory analyzed for VOCs using Method TO-15. Upon completion of sampling, the tubing from each probe was extracted, and the open hole patched with asphalt.

### **Soil Gas Analytical Results**

Several VOCs were detected in the soil gas samples collected. The detected concentrations of 1,3-Butadiene and Benzene exceed their respective calculated soil gas screening levels for commercial property. The soil gas analytical results are summarized in Table 1, and the laboratory report and chain-of-custody documentation are included in Attachment E.

### **Conclusions and Recommendations**

Giles completed a limited Phase II ESA (February 24, 2022) southwestern portion of the Site property.

The petroleum and chlorinated VOC constituents detected in the soil gas samples from vapor probes VP-1 and VP-2 indicate exceedances for the calculated soil gas screening levels for commercial land use. Giles recommends that vapor mitigation contingencies including passive venting and a membrane be implemented with the sub-slab design if future construction is planned for the areas investigated.

Limited Phase II ESA  
Rusnak Porsche  
Parcel No. 5748-036-029  
Pasadena, California  
Project No. 2E-2202004  
Page 4



**GILES**  
ENGINEERING ASSOCIATES

**CLOSING**

We appreciate the opportunity to be of service on this project. If there are any questions regarding the information contained herein, or if we can be of any additional service, please contact the undersigned at your convenience.

Sincerely,

GILES ENGINEERING ASSOCIATES, INC.

A blue ink signature of Kevin T. Bugel, written in a cursive style.

Kevin T. Bugel  
Environmental Division Manager

A blue ink signature of Michelle Peed, written in a cursive style.

Michelle Peed  
Project Manager

A blue ink signature of Terry L. Giles, PE, written in a cursive style.

Terry L. Giles, PE  
President and CEO

Limited Phase II ESA  
Rusnak Porsche  
Parcel No. 5748-036-029  
Pasadena, California  
Project No. 2E-2202004  
Page 5



**GILES**  
ENGINEERING ASSOCIATES

## **FIGURES**

Figure 1 Site Location Map  
Figure 2 Site Plan

## **TABLES**

Table 1 Soil Gas Analytical Results Summary

## **ATTACHMENTS**

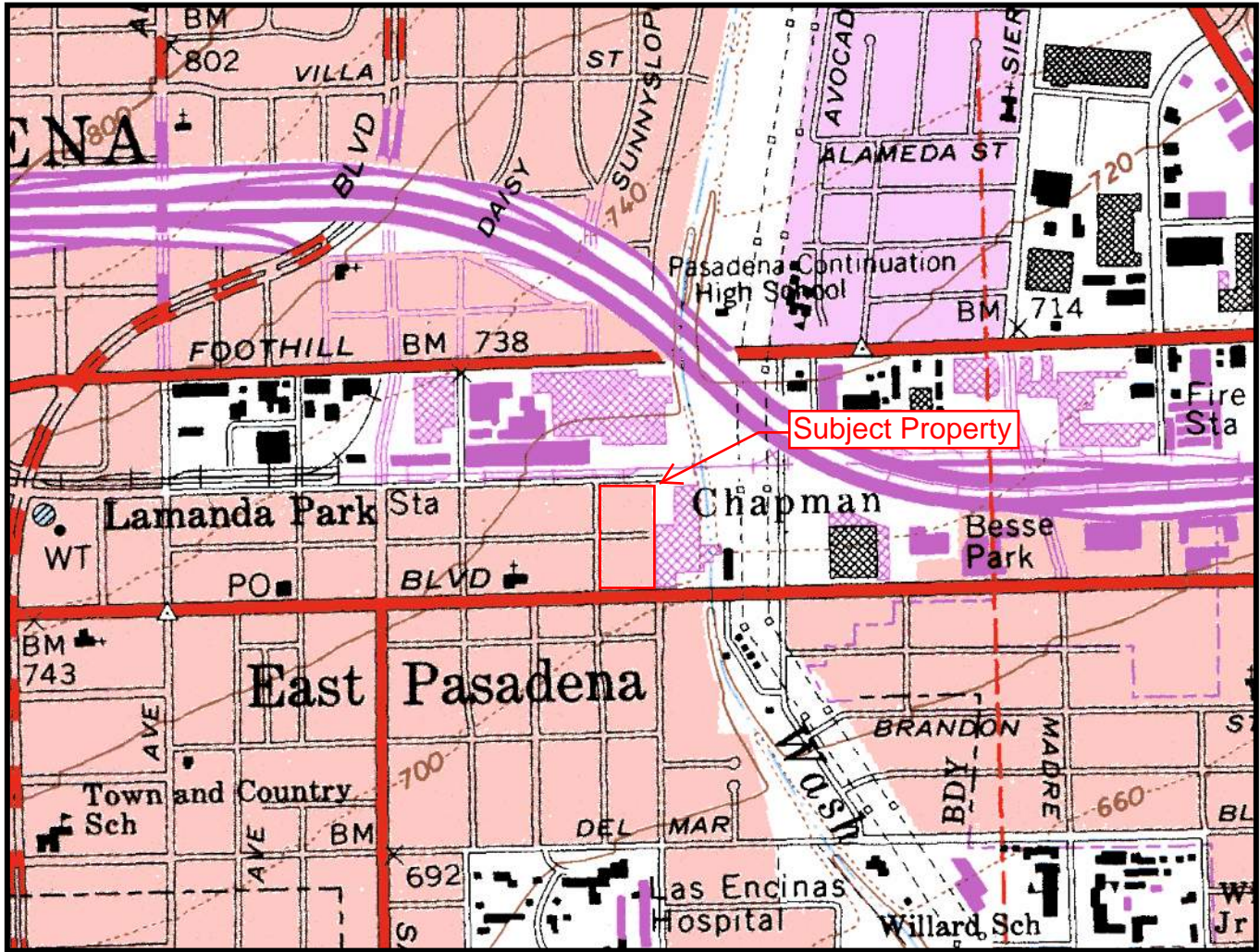
Attachment A Important Information About Your Geoenvironmental Report  
Attachment B Soil Gas Laboratory Analytical Report & Chain of Custody Documentation

Distribution: Rusnak Group  
Attn: Mr. John Beed (1PDF to [jbeed@rusnakgroup.com](mailto:jbeed@rusnakgroup.com))

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## FIGURES



Source: USGS *Mt. Wilson, California 7.5-Minute Series* (topographic) Quadrangle Map (1966, photorevised 1988).

Scale: 1:24,000  
 Contour Interval: 40 Feet



**FIGURE 1**  
**SITE LOCATION MAP**

Rusnak Porsche  
 2915 E. Colorado Boulevard  
 Pasadena, California  
 Project No. 2E-2202004

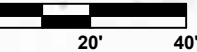


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GANAHL  
LUMBER  
(3003 E.  
COLORADO BLVD.)

EXISTING BUILDING  
WITH UPPER PARKING  
(2915 E. COLORADO BLVD.)



APPROXIMATE  
SCALE

**GE** GILES ENGINEERING ASSOCIATES, INC.  
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FIGURE 2  
BORING LOCATION PLAN  
RUSNAK PORSCHE  
2915 E. COLORADO BOULEVARD  
PASADENA, CALIFORNIA

**LEGEND:**

VP-1	▲	SOIL GAS POINT
---	---	PROPERTY LINE

DESIGNED	DRAWN	SCALE	DATE	REVISED
KTB	<i>Jed</i>	approx. 1"=40'	04-11-22	--
PROJECT NO.: 2E-2202004			CAD No. 2E2202004Z	

## TABLE

**TABLE 1**  
**SOIL GAS ANALYTICAL RESULTS SUMMARY**

Rusnak Porsche  
2915 E Colorado Blvd  
Pasadena, California  
Giles Project No. 2E-2202004

Sample Location	VP-1	VP-2	Calculated Soil Gas Screening Level
Sample Depth (feet below grade)	5		Land Use
Sample Date	2/23/22		<b>Commercial</b>
<b>Detected Volatile Organic Compound (µg/m<sup>3</sup>)</b>			
1,1,2-Trichloro-1,2,2-trifluoroethane (Freon TF)	5.0	300	<b>733,333</b>
1,2,4-Trimethylbenzene	1.6	1.4	<b>8,667</b>
1,2-Dibromoethane	<0.24	<0.24	<b>0.67</b>
1,2-Dichloro-1,1,2,2-tetrafluoroethane	0.25 J	2.7	<b>NS</b>
1,2-Dichloroethane	0.32 J	0.14 J	<b>15.67</b>
1,3-Butadiene	<b>33</b>	<b>3.6</b>	<b>2.40</b>
1,3-Dichlorobenzene	<0.24	0.30 J	<b>NS</b>
1,4-Dichlorobenzene	0.28 J	0.36 J	<b>36.67</b>
2-Butanone (Methyl Ethyl Ketone)	26	15	<b>733,333</b>
2-Hexanone (Methyl Butyl Ketone)	5.2	5.7	<b>4,333</b>
4-Methyl-2-pentanone (MIBK)	13	8.3	<b>433,333</b>
Acetone	96 CI	73	<b>4,666,667</b>
Benzene	<b>25</b>	8.4	<b>14.00</b>
Bromomethane	0.43 J	<0.21	<b>733.33</b>
Butane	78	15	<b>NS</b>
Carbon Disulfide	3.0	0.59 J	<b>103,333</b>
Carbon Tetrachloride	0.62 J	1.5	<b>66.67</b>
Chlorobenzene	0.30 J	0.32 J	<b>7,333</b>
Chlorodifluoromethane	0.98	4.8	<b>7,333,333</b>
Chloroform	0.59 J	<0.18	<b>17.67</b>
Chloromethane	0.63 J	0.63 J	<b>13,000</b>
Cyclohexane	8.1 CI	1.8	<b>866,667</b>
Dichlorodifluoromethane	2.1	4.9	<b>14,667</b>
Ethylbenzene	5.4	37 B	<b>163.33</b>
Heptane	13	7.7	<b>60,000</b>
Hexane	18	6.0	<b>103,333</b>
Isopropylbenzene (cumene)	0.69 J	1.2 J	<b>60,000</b>
Methylene Chloride (dichloromethane)	2.1 J	<1.2	<b>400.00</b>
m&p-Xylenes	13	150 B	<b>14,667</b>
o-Xylene	4.2	45	<b>14,667</b>
Propylbenzene	0.82 J	0.80 J	<b>146,667</b>
Styrene	2.0	1.6	<b>130,000</b>
Tetrachloroethene (PCE)	3.2	35	<b>66.7</b>
Toluene	23	16	<b>43,333</b>
Trichloroethene (TCE)	0.28 J	0.46 J	<b>100.00</b>
Trichlorofluoromethane	3.1	11	<b>176,667</b>

**NOTES:**

**DTSC:** Californian Department of Toxic Substances Control

**µg/m<sup>3</sup>:** microgram per cubic meter

**NS:** no DTSC-established screening level

**B:** Analyte was found in the laboratory method blank and sample

**J:** Estimated value. Analyte detected between the laboratory method reporting and detection limits

**CI:** The peak identified by the data system exhibited chromatographic interference that could not be resolved. There is reason to suspect there may be high bias.

**<X:** Analyte not detected above its laboratory method detection limit of X.

**XXX:** Analyte detected above its laboratory method detection limit

**XXX:** Analyte detected above the lower of its carcinogenic or non-carcinogenic health effect calculated EPA DTSC ambient air screening level for residential land use

**XXX:** Analyte detected above the lower of its carcinogenic or non-carcinogenic health effect calculated DTSC ambient air screening level for commercial land use

DTSC ambient air screening levels obtained from "Human Health Risk Assessment Note 3, DTSC-modified Screening Levels," DTSC Human and Ecological Risk Office, June 2020,

<https://dtsc.ca.gov/human-health-risk-hero/> or USEPA website:

<https://www.epa.gov/risk/regional-screening-levels-rsls-generic-tables>, updated May 2021.

Calculated DTSC ambient air screening level calculated by dividing the analyte's DTSC ambient air screening level (1x10<sup>-6</sup> risk) by the DTSC-endorsed USEPA attenuation factor of 0.03.

Each soil gas sample collected for approximately of 30 minutes using a 200 milliliter per minute flow controller in an evacuated 6-liter Summa canister.

## **APPENDIX A**

### **Important Information About Your Geoenvironmental Report**

# Important Information about This

# Geoenvironmental Report

Geoenvironmental studies are commissioned to gain information about environmental conditions on and beneath the surface of a site. The more comprehensive the study, the more reliable the assessment is likely to be. But remember: Any such assessment is to a greater or lesser extent based on professional opinions about conditions that cannot be seen or tested. Accordingly, no matter how many data are developed, risks created by unanticipated conditions will always remain. *Have realistic expectations.* Work with your geoenvironmental consultant to manage known and unknown risks. Part of that process should already have been accomplished, through the risk allocation provisions you and your geoenvironmental professional discussed and included in your contract's general terms and conditions. This document is intended to explain some of the concepts that may be included in your agreement, and to pass along information and suggestions to help you manage your risk.

## **Beware of Change; Keep Your Geoenvironmental Professional Advised**

The design of a geoenvironmental study considers a variety of factors that are subject to change. Changes can undermine the applicability of a report's findings, conclusions, and recommendations. *Advise your geoenvironmental professional about any changes you become aware of.* Geoenvironmental professionals cannot accept responsibility or liability for problems that occur because a report fails to consider conditions that did not exist when the study was designed. Ask your geoenvironmental professional about the types of changes you should be particularly alert to. Some of the most common include:

- modification of the proposed development or ownership group,
- sale or other property transfer,
- replacement of or additions to the financing entity,

- amendment of existing regulations or introduction of new ones, or
- changes in the use or condition of adjacent property.

Should you become aware of any change, *do not rely on a geoenvironmental report.* Advise your geoenvironmental professional immediately; follow the professional's advice.

## **Recognize the Impact of Time**

A geoenvironmental professional's findings, recommendations, and conclusions cannot remain valid indefinitely. The more time that passes, the more likely it is that important latent changes will occur. *Do not rely on a geoenvironmental report if too much time has elapsed since it was completed.* Ask your environmental professional to define "too much time." In the case of Phase I Environmental Site Assessments (ESAs), for example, more than 180 days after submission is generally considered "too much."

## **Prepare To Deal with Unanticipated Conditions**

The findings, recommendations, and conclusions of a Phase I ESA report typically are based on a review of historical information, interviews, a site "walkover," and other forms of noninvasive research. When site subsurface conditions are not sampled in any way, the risk of unanticipated conditions is higher than it would otherwise be.

While borings, installation of monitoring wells, and similar invasive test methods can help reduce the risk of unanticipated conditions, *do not overvalue the effectiveness of testing.* Testing provides information about actual conditions only at the precise locations where samples are taken, and only when they are taken. Your geoenvironmental

professional has applied that specific information to develop a general opinion about environmental conditions. *Actual conditions in areas not sampled may differ (sometimes sharply) from those predicted in a report.* For example, a site may contain an unregistered underground storage tank that shows no surface trace of its existence. *Even conditions in areas that were tested can change, sometimes suddenly, due to any number of events, not the least of which include occurrences at adjacent sites.* Recognize, too, that *even some conditions in tested areas may go undiscovered*, because the tests or analytical methods used were designed to detect only those conditions assumed to exist.

Manage your risks by retaining your geoenvironmental professional to work with you as the project proceeds. Establish a contingency fund or other means to enable your geoenvironmental professional to respond rapidly, in order to limit the impact of unforeseen conditions. And to help prevent any misunderstanding, identify those empowered to authorize changes and the administrative procedures that should be followed.

### **Do Not Permit Any Other Party To Rely on the Report**

Geoenvironmental professionals design their studies and prepare their reports to meet the specific needs of the clients who retain them, in light of the risk management methods that the client and geoenvironmental professional agree to, and the statutory, regulatory, or other requirements that apply. The study designed for a developer may differ sharply from one designed for a lender, insurer, public agency...or even another developer. *Unless the report specifically states otherwise, it was developed for you and only you.* Do not unilaterally permit any other party to rely on it. The report and the study underlying it may not be adequate for another party's needs, and you could be held liable for shortcomings your geoenvironmental professional was powerless to prevent or anticipate. Inform your geoenvironmental professional when you know or expect that someone else—a third-party—will want to use or rely on the report. *Do not permit third-party use or reliance until you first confer with the geoenvironmental professional who prepared the report.* Additional testing, analysis, or study may be required and, in any event, appropriate terms and conditions should be agreed to so both you and your geoenvironmental professional are protected from third-party risks. *Any party who relies on a geoenvironmental report without the express written permission of the professional who prepared it and the client for whom it was prepared may be solely liable for any problems that arise.*

### **Avoid Misinterpretation of the Report**

Design professionals and other parties may want to rely on the report in developing plans and specifications. They need to be advised, in writing, that their needs may not have been considered when the study's scope was developed, and, even if their needs were considered, they might misinterpret geoenvironmental findings, conclusions, and recommendations. *Commission your geoenvironmental professional to explain pertinent elements of the report to others who are permitted to rely on it, and to review any plans, specifications or other instruments of professional service that incorporate any of the report's findings, conclusions, or recommendations.* Your geoenvironmental professional has the best understanding of the issues involved, including the fundamental assumptions that underpinned the study's scope.

### **Give Contractors Access to the Report**

Reduce the risk of delays, claims, and disputes by giving contractors access to the full report, *providing that it is accompanied by a letter of transmittal that can protect you* by making it unquestionably clear that: 1) the study was not conducted and the report was not prepared for purposes of bid development, and 2) the findings, conclusions, and recommendations included in the report are based on a variety of opinions, inferences, and assumptions and are subject to interpretation. Use the letter to also advise contractors to consult with your geoenvironmental professional to obtain clarifications, interpretations, and guidance (a fee may be required for this service), and that—in any event—they should conduct additional studies to obtain the specific type and extent of information each prefers for preparing a bid or cost estimate. Providing access to the full report, with the appropriate caveats, helps prevent formation of adversarial attitudes and claims of concealed or differing conditions. If a contractor elects to ignore the warnings and advice in the letter of transmittal, it would do so at its own risk. Your geoenvironmental professional should be able to help you prepare an effective letter.



### **Do Not Separate Documentation from the Report**

Geoenvironmental reports often include supplemental documentation, such as maps and copies of regulatory files, permits, registrations, citations, and correspondence with regulatory agencies. If subsurface explorations were performed, the report may contain final boring logs and copies of laboratory data. If remediation activities occurred on site, the report may include: copies of daily field reports; waste manifests; and information about the disturbance of subsurface materials, the type and thickness of any fill placed on site, and fill placement practices, among other types of documentation. *Do not separate supplemental documentation from the report. Do not, and do not permit any other party to redraw or modify any of the supplemental documentation for incorporation into other professionals' instruments of service.*

### **Understand the Role of Standards**

Unless they are incorporated into statutes or regulations, standard practices and standard guides developed by the American Society for Testing and Materials (ASTM) and other recognized standards-developing organizations (SDOs) are little more than aspirational methods agreed to by a consensus of a committee. The committees that develop standards may not comprise those best-qualified to establish methods and, no matter what, no standard method can possibly consider the infinite client- and project-specific variables that fly in the face of the theoretical "standard conditions" to which standard practices and standard guides apply. In fact, these variables can be so pronounced that geoenvironmental professionals who comply with every directive of an ASTM or other standard procedure could run afoul of local custom and practice, thus violating the standard of care. Accordingly, when geoenvironmental professionals indicate in their reports that they have performed a service "in general compliance" with one standard or another, it means they have applied professional judgement in creating and implementing a scope of service designed for the specific client and project involved, and which follows some of the general precepts laid out in the referenced standard. To the extent that a report indicates "general compliance" with a standard, you may wish to speak with your geoenvironmental professional to learn more about what was and was not done. *Do not assume a given standard was followed to the letter.* Research indicates that that seldom is the case.

### **Realize That Recommendations May Not Be Final**

The technical recommendations included in a geoenvironmental report are based on assumptions about actual conditions, and so are preliminary or tentative. Final recommendations can be prepared only by observing actual conditions as they are exposed. For that reason, you should retain the geoenvironmental professional of record to observe construction and/or remediation activities on site, to permit rapid response to unanticipated conditions. *The geoenvironmental professional who prepared the report cannot assume responsibility or liability for the report's recommendations if that professional is not retained to observe relevant site operations.*

### **Understand That Geotechnical Issues Have Not Been Addressed**

Unless geotechnical engineering was specifically included in the scope of professional service, a report is not likely to relate any findings, conclusions, or recommendations about the suitability of subsurface materials for construction purposes, especially when site remediation has been accomplished through the removal, replacement, encapsulation, or chemical treatment of on-site soils. The equipment, techniques, and testing used by geotechnical engineers differ markedly from those used by geoenvironmental professionals; their education, training, and experience are also significantly different. If you plan to build on the subject site, but have not yet had a geotechnical engineering study conducted, your geoenvironmental professional should be able to provide guidance about the next steps you should take. The same firm may provide the services you need.

### **Read Responsibility Provisions Closely**

Geoenvironmental studies cannot be exact; they are based on professional judgement and opinion. Nonetheless, some clients, contractors, and others assume geoenvironmental reports are or certainly should be unerringly precise. Such assumptions have created unrealistic expectations that have led to wholly unwarranted claims and disputes. To help prevent such problems, geoenvironmental professionals have developed a number of report provisions and contract terms that explain who is responsible for what, and how risks are to be allocated. Some people mistake these for “exculpatory clauses,” that is, provisions whose purpose is to transfer one party’s rightful responsibilities and liabilities to someone else. Read the responsibility provisions included in a report and in the contract you and your geoenvironmental professional agreed to. *Responsibility provisions are not “boilerplate.”* They are important.

### **Rely on Your Geoenvironmental Professional for Additional Assistance**

Membership in the Geoprofessional Business Association exposes geoenvironmental professionals to a wide array of risk management techniques that can be of genuine benefit for everyone involved with a geoenvironmental project. Confer with your GBA-member geoenvironmental professional for more information.



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## **APPENDIX B**

# **Soil Gas Laboratory Analytical Report & Chain of Custody Documentation**

## ANALYTICAL REPORT

Eurofins Knoxville  
5815 Middlebrook Pike  
Knoxville, TN 37921  
Tel: (865)291-3000

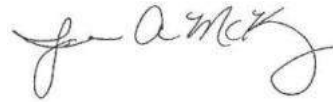
Laboratory Job ID: 140-26507-1

Client Project/Site: RUSNAK PORSCHE/PASADENA, CA/ 2E-2202004

**For:**

Giles Engineering Associates  
2626 Lombardy Lane  
Suite 105  
Dallas, Texas 75220

Attn: Mr. Mike Pisarik



*Authorized for release by:  
3/5/2022 6:13:04 PM*

Jamie McKinney, Senior Project Manager  
(865)291-3000

[Jamie.McKinney@Eurofinset.com](mailto:Jamie.McKinney@Eurofinset.com)

### LINKS

Review your project  
results through  
**TotalAccess**

Have a Question?



Visit us at:

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# Definitions/Glossary

Client: Giles Engineering Associates  
Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
2E-2202004

Job ID: 140-26507-1

## Qualifiers

### Air - GC/MS VOA

Qualifier	Qualifier Description
*+	LCS and/or LCSD is outside acceptance limits, high biased.
B	Compound was found in the blank and sample.
Cl	The peak identified by the data system exhibited chromatographic interference that could not be resolved. There is reason to suspect there may be a high bias.
E	Result exceeded calibration range.
J	Result is less than the RL but greater than or equal to the MDL and the concentration is an approximate value.

## Glossary

Abbreviation	These commonly used abbreviations may or may not be present in this report.
α	Listed under the "D" column to designate that the result is reported on a dry weight basis
%R	Percent Recovery
CFL	Contains Free Liquid
CFU	Colony Forming Unit
CNF	Contains No Free Liquid
DER	Duplicate Error Ratio (normalized absolute difference)
Dil Fac	Dilution Factor
DL	Detection Limit (DoD/DOE)
DL, RA, RE, IN	Indicates a Dilution, Re-analysis, Re-extraction, or additional Initial metals/anion analysis of the sample
DLC	Decision Level Concentration (Radiochemistry)
EDL	Estimated Detection Limit (Dioxin)
LOD	Limit of Detection (DoD/DOE)
LOQ	Limit of Quantitation (DoD/DOE)
MCL	EPA recommended "Maximum Contaminant Level"
MDA	Minimum Detectable Activity (Radiochemistry)
MDC	Minimum Detectable Concentration (Radiochemistry)
MDL	Method Detection Limit
ML	Minimum Level (Dioxin)
MPN	Most Probable Number
MQL	Method Quantitation Limit
NC	Not Calculated
ND	Not Detected at the reporting limit (or MDL or EDL if shown)
NEG	Negative / Absent
POS	Positive / Present
PQL	Practical Quantitation Limit
PRES	Presumptive
QC	Quality Control
RER	Relative Error Ratio (Radiochemistry)
RL	Reporting Limit or Requested Limit (Radiochemistry)
RPD	Relative Percent Difference, a measure of the relative difference between two points
TEF	Toxicity Equivalent Factor (Dioxin)
TEQ	Toxicity Equivalent Quotient (Dioxin)
TNTC	Too Numerous To Count

# Case Narrative

Client: Giles Engineering Associates  
Project/Site: RUSNAK PORSCHE/PASADENA, CA/ 2E-2202004

Job ID: 140-26507-1

**Job ID: 140-26507-1**

**Laboratory: Eurofins Knoxville**

## Narrative

### Job Narrative 140-26507-1

#### Comments

No additional comments.

#### Receipt

The samples were received on 2/24/2022 11:30 AM. Unless otherwise noted below, the samples arrived in good condition, and where required, properly preserved and on ice.

#### Air - GC/MS VOA

Methods TO 15 LL, TO-15: EPA methods TO-14A and TO-15 specify the use of humidified "zero air" as the blank reagent for canister cleaning, instrument calibration and sample analysis. Ultra-high purity humidified nitrogen from a cryogenic reservoir is used in place of "zero air" by TestAmerica Knoxville.

Method TO-15: The continuing calibration verification (CCV) associated with batch 140-59206 exhibited % difference of > 30% for the following analyte(s) 1,2,4-Trichlorobenzene, Ethanol, Hexachlorobutadiene and Naphthalene; however, the results were within the LCS acceptance limits. The EPA method requires that all target analytes in the continuing calibration verification standard be within 30% difference from the initial calibration. According to the laboratory standard operating procedure, the continuing calibration is acceptable if it meets the laboratory control sample acceptance criteria.

Methods TO 15 LL, TO-15: The continuing calibration verification (CCV) associated with batch 140-59265 exhibited % difference of > 30% for the following analyte(s) 1,4-Dioxane and 2-Hexanone; however, the results were within the LCS acceptance limits. The EPA method requires that all target analytes in the continuing calibration verification standard be within 30% difference from the initial calibration. According to the laboratory standard operating procedure, the continuing calibration is acceptable if it meets the laboratory control sample acceptance criteria.

Methods TO 15 LL, TO-15: The continuing calibration verification (CCV) associated with batch 140-59265 recovered above the upper control limit for 1,2-Dichloro-1,1,2,2-tetrafluoroethane. The samples associated with this CCV were non-detects above the reporting limit (RL) for the affected analyte; therefore, the data have been reported.

Methods TO 15 LL, TO-15: The laboratory control sample (LCS) for analytical batch 140-59265 recovered outside control limits for 1,2-Dichloro-1,1,2,2-tetrafluoroethane. This analyte was biased high in the LCS and was not detected above the reporting limit (RL) in the associated samples; therefore, the data have been reported.

No additional analytical or quality issues were noted, other than those described above or in the Definitions/Glossary page.

# Detection Summary

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

**Client Sample ID: VP-1**

**Lab Sample ID: 140-26507-1**

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
1,1,2-Trichloro-1,2,2-trifluoroethane	5.0		1.5	0.18	ug/m3	1		TO-15	Total/NA
1,2,4-Trimethylbenzene	1.6		0.98	0.25	ug/m3	1		TO-15	Total/NA
1,2-Dichloro-1,1,2,2-tetrafluoroethane	0.25	J**	1.4	0.21	ug/m3	1		TO-15	Total/NA
1,2-Dichloroethane	0.32	J	0.81	0.10	ug/m3	1		TO-15	Total/NA
1,3-Butadiene	33		0.88	0.11	ug/m3	1		TO-15	Total/NA
1,4-Dichlorobenzene	0.28	J	1.2	0.24	ug/m3	1		TO-15	Total/NA
2-Butanone (MEK)	26		2.9	0.53	ug/m3	1		TO-15	Total/NA
2-Hexanone	5.2		1.6	0.25	ug/m3	1		TO-15	Total/NA
4-Methyl-2-pentanone (MIBK)	13		4.1	0.57	ug/m3	1		TO-15	Total/NA
Acetone	96	CI	18	3.3	ug/m3	1		TO-15	Total/NA
Benzene	25		0.64	0.11	ug/m3	1		TO-15	Total/NA
Bromomethane	0.43	J	0.78	0.21	ug/m3	1		TO-15	Total/NA
Butane	78		2.4	0.50	ug/m3	1		TO-15	Total/NA
Carbon disulfide	3.0		1.2	0.27	ug/m3	1		TO-15	Total/NA
Carbon tetrachloride	0.62	J	1.3	0.20	ug/m3	1		TO-15	Total/NA
Chlorobenzene	0.30	J	0.92	0.26	ug/m3	1		TO-15	Total/NA
Chlorodifluoromethane	0.98		0.71	0.19	ug/m3	1		TO-15	Total/NA
Chloroform	0.59	J	0.98	0.18	ug/m3	1		TO-15	Total/NA
Chloromethane	0.63	J	2.1	0.33	ug/m3	1		TO-15	Total/NA
Cyclohexane	8.1	CI	1.4	0.32	ug/m3	1		TO-15	Total/NA
Dichlorodifluoromethane	2.1		0.99	0.17	ug/m3	1		TO-15	Total/NA
Ethylbenzene	5.4		0.87	0.14	ug/m3	1		TO-15	Total/NA
Heptane	13		1.6	0.14	ug/m3	1		TO-15	Total/NA
Hexane	18		1.4	0.22	ug/m3	1		TO-15	Total/NA
Isopropylbenzene	0.69	J	2.0	0.21	ug/m3	1		TO-15	Total/NA
Methylene Chloride	2.1	J	3.5	1.2	ug/m3	1		TO-15	Total/NA
m-Xylene & p-Xylene	13		0.87	0.32	ug/m3	1		TO-15	Total/NA
o-Xylene	4.2		0.87	0.17	ug/m3	1		TO-15	Total/NA
Propylbenzene	0.82	J	2.0	0.24	ug/m3	1		TO-15	Total/NA
Styrene	2.0		0.85	0.26	ug/m3	1		TO-15	Total/NA
Tetrachloroethene	3.2		1.4	0.20	ug/m3	1		TO-15	Total/NA
Toluene	23		3.8	0.21	ug/m3	1		TO-15	Total/NA
Trichloroethene	0.28	J	1.1	0.18	ug/m3	1		TO-15	Total/NA
Trichlorofluoromethane	3.1		1.1	0.16	ug/m3	1		TO-15	Total/NA

**Client Sample ID: VP-2**

**Lab Sample ID: 140-26507-2**

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
1,1,2-Trichloro-1,2,2-trifluoroethane	320	E	1.5	0.18	ug/m3	1		TO-15	Total/NA
1,2,4-Trimethylbenzene	1.4		0.98	0.25	ug/m3	1		TO-15	Total/NA
1,2-Dichloro-1,1,2,2-tetrafluoroethane	2.7		1.4	0.21	ug/m3	1		TO-15	Total/NA
1,2-Dichloroethane	0.14	J	0.81	0.10	ug/m3	1		TO-15	Total/NA
1,3-Butadiene	3.6		0.88	0.11	ug/m3	1		TO-15	Total/NA
1,3-Dichlorobenzene	0.30	J	1.2	0.24	ug/m3	1		TO-15	Total/NA
1,4-Dichlorobenzene	0.36	J	1.2	0.24	ug/m3	1		TO-15	Total/NA
2-Butanone (MEK)	15		2.9	0.53	ug/m3	1		TO-15	Total/NA
2-Hexanone	5.7		1.6	0.25	ug/m3	1		TO-15	Total/NA
4-Methyl-2-pentanone (MIBK)	8.3		4.1	0.57	ug/m3	1		TO-15	Total/NA
Acetone	73		18	3.3	ug/m3	1		TO-15	Total/NA
Benzene	8.4		0.64	0.11	ug/m3	1		TO-15	Total/NA

This Detection Summary does not include radiochemical test results.

Eurofins Knoxville



# Detection Summary

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

## Client Sample ID: VP-2 (Continued)

## Lab Sample ID: 140-26507-2

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
Butane	15		2.4	0.50	ug/m3	1		TO-15	Total/NA
Carbon disulfide	0.59	J	1.2	0.27	ug/m3	1		TO-15	Total/NA
Carbon tetrachloride	1.5		1.3	0.20	ug/m3	1		TO-15	Total/NA
Chlorobenzene	0.32	J	0.92	0.26	ug/m3	1		TO-15	Total/NA
Chlorodifluoromethane	4.8		0.71	0.19	ug/m3	1		TO-15	Total/NA
Chloromethane	0.63	J	2.1	0.33	ug/m3	1		TO-15	Total/NA
Cyclohexane	1.8		1.4	0.32	ug/m3	1		TO-15	Total/NA
Dichlorodifluoromethane	4.9		0.99	0.17	ug/m3	1		TO-15	Total/NA
Ethylbenzene	37	B	0.87	0.14	ug/m3	1		TO-15	Total/NA
Heptane	7.7		1.6	0.14	ug/m3	1		TO-15	Total/NA
Hexane	6.0		1.4	0.22	ug/m3	1		TO-15	Total/NA
Isopropylbenzene	1.2	J	2.0	0.21	ug/m3	1		TO-15	Total/NA
m-Xylene & p-Xylene	150	B	0.87	0.32	ug/m3	1		TO-15	Total/NA
o-Xylene	45		0.87	0.17	ug/m3	1		TO-15	Total/NA
Propylbenzene	0.80	J	2.0	0.24	ug/m3	1		TO-15	Total/NA
Styrene	1.6		0.85	0.26	ug/m3	1		TO-15	Total/NA
Tetrachloroethene	35		1.4	0.20	ug/m3	1		TO-15	Total/NA
Toluene	16		3.8	0.21	ug/m3	1		TO-15	Total/NA
Trichloroethene	0.46	J	1.1	0.18	ug/m3	1		TO-15	Total/NA
Trichlorofluoromethane	11		1.1	0.16	ug/m3	1		TO-15	Total/NA
1,1,2-Trichloro-1,2,2-trifluoroethane - DL	300		3.1	0.37	ug/m3	1		TO-15	Total/NA

## Client Sample ID: VP-3

## Lab Sample ID: 140-26507-3

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
1,1,2-Trichloro-1,2,2-trifluoroethane	520		42	5.1	ug/m3	3.46		TO-15	Total/NA
1,2-Dibromoethane (EDB)	6.6	J	43	6.6	ug/m3	3.46		TO-15	Total/NA
1,2-Dichloro-1,1,2,2-tetrafluoroethane	26	J	39	5.8	ug/m3	3.46		TO-15	Total/NA
1,3-Dichlorobenzene	6.9	J	33	6.7	ug/m3	3.46		TO-15	Total/NA
2-Butanone (MEK)	25	J	82	15	ug/m3	3.46		TO-15	Total/NA
Acetone	110	J	490	92	ug/m3	3.46		TO-15	Total/NA
Benzene	33		18	2.9	ug/m3	3.46		TO-15	Total/NA
Butane	1100		66	14	ug/m3	3.46		TO-15	Total/NA
Cyclohexane	14	J	38	8.9	ug/m3	3.46		TO-15	Total/NA
Dichlorodifluoromethane	18	J	27	4.8	ug/m3	3.46		TO-15	Total/NA
Ethylbenzene	1200		24	4.0	ug/m3	3.46		TO-15	Total/NA
Heptane	77		45	4.0	ug/m3	3.46		TO-15	Total/NA
Hexane	32	J	39	6.1	ug/m3	3.46		TO-15	Total/NA
Isopropylbenzene	24	J	54	5.9	ug/m3	3.46		TO-15	Total/NA
m-Xylene & p-Xylene	5700		24	8.8	ug/m3	3.46		TO-15	Total/NA
o-Xylene	1400		24	4.6	ug/m3	3.46		TO-15	Total/NA
Tetrachloroethene	880		38	5.4	ug/m3	3.46		TO-15	Total/NA
Toluene	42	J	100	5.9	ug/m3	3.46		TO-15	Total/NA
Trichloroethene	270		30	4.9	ug/m3	3.46		TO-15	Total/NA
Trichlorofluoromethane	28	J	31	4.4	ug/m3	3.46		TO-15	Total/NA

## Client Sample ID: VP-4

## Lab Sample ID: 140-26507-4

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
1,1,2-Trichloro-1,2,2-trifluoroethane	330		15	1.8	ug/m3	1		TO-15	Total/NA

This Detection Summary does not include radiochemical test results.

Eurofins Knoxville

# Detection Summary

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

**Client Sample ID: VP-4 (Continued)**

**Lab Sample ID: 140-26507-4**

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
1,2-Dichloro-1,1,2,2-tetrafluoroethane	8.3	J	14	2.1	ug/m3	1		TO-15	Total/NA
1,3-Butadiene	5.5	J	8.8	1.1	ug/m3	1		TO-15	Total/NA
2-Butanone (MEK)	12	J	29	5.3	ug/m3	1		TO-15	Total/NA
2-Hexanone	3.2	J	16	2.5	ug/m3	1		TO-15	Total/NA
4-Methyl-2-pentanone (MIBK)	8.3	J	41	5.7	ug/m3	1		TO-15	Total/NA
Acetone	47	J	180	33	ug/m3	1		TO-15	Total/NA
Benzene	7.0		6.4	1.1	ug/m3	1		TO-15	Total/NA
Butane	13	J	24	5.0	ug/m3	1		TO-15	Total/NA
Carbon tetrachloride	3.2	J	13	2.0	ug/m3	1		TO-15	Total/NA
Dichlorodifluoromethane	9.1	J	9.9	1.7	ug/m3	1		TO-15	Total/NA
Ethylbenzene	5.0	J B	8.7	1.4	ug/m3	1		TO-15	Total/NA
Heptane	5.3	J	16	1.4	ug/m3	1		TO-15	Total/NA
Hexane	5.8	J	14	2.2	ug/m3	1		TO-15	Total/NA
m-Xylene & p-Xylene	15	B	8.7	3.2	ug/m3	1		TO-15	Total/NA
o-Xylene	6.0	J	8.7	1.7	ug/m3	1		TO-15	Total/NA
Tetrachloroethene	920		14	2.0	ug/m3	1		TO-15	Total/NA
Toluene	9.3	J	38	2.1	ug/m3	1		TO-15	Total/NA
Trichloroethene	200		11	1.8	ug/m3	1		TO-15	Total/NA
Trichlorofluoromethane	15		11	1.6	ug/m3	1		TO-15	Total/NA

This Detection Summary does not include radiochemical test results.

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# Client Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

**Client Sample ID: VP-1**

**Lab Sample ID: 140-26507-1**

**Date Collected: 02/23/22 14:45**

**Matrix: Air**

**Date Received: 02/24/22 11:30**

**Sample Container: Summa Canister 6L**

**Method: TO-15 - Volatile Organic Compounds in Ambient Air**

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
1,1,1-Trichloroethane	ND		1.1	0.39	ug/m3			03/01/22 16:01	1
1,1,2,2-Tetrachloroethane	ND		1.4	0.24	ug/m3			03/01/22 16:01	1
<b>1,1,2-Trichloro-1,2,2-trifluoroethane</b>	<b>5.0</b>		1.5	0.18	ug/m3			03/01/22 16:01	1
1,1,2-Trichloroethane	ND		1.1	0.21	ug/m3			03/01/22 16:01	1
1,1-Dichloroethane	ND		0.81	0.11	ug/m3			03/01/22 16:01	1
1,1-Dichloroethene	ND		0.79	0.13	ug/m3			03/01/22 16:01	1
1,2,4-Trichlorobenzene	ND		7.4	0.66	ug/m3			03/01/22 16:01	1
<b>1,2,4-Trimethylbenzene</b>	<b>1.6</b>		0.98	0.25	ug/m3			03/01/22 16:01	1
1,2-Dibromoethane (EDB)	ND		1.5	0.24	ug/m3			03/01/22 16:01	1
<b>1,2-Dichloro-1,1,2,2-tetrafluoroethane</b>	<b>0.25</b>	<b>J**</b>	1.4	0.21	ug/m3			03/01/22 16:01	1
1,2-Dichlorobenzene	ND		2.4	0.47	ug/m3			03/01/22 16:01	1
<b>1,2-Dichloroethane</b>	<b>0.32</b>	<b>J</b>	0.81	0.10	ug/m3			03/01/22 16:01	1
1,2-Dichloropropane	ND		0.92	0.12	ug/m3			03/01/22 16:01	1
1,3,5-Trimethylbenzene	ND		2.0	0.79	ug/m3			03/01/22 16:01	1
<b>1,3-Butadiene</b>	<b>33</b>		0.88	0.11	ug/m3			03/01/22 16:01	1
1,3-Dichlorobenzene	ND		1.2	0.24	ug/m3			03/01/22 16:01	1
<b>1,4-Dichlorobenzene</b>	<b>0.28</b>	<b>J</b>	1.2	0.24	ug/m3			03/01/22 16:01	1
<b>2-Butanone (MEK)</b>	<b>26</b>		2.9	0.53	ug/m3			03/01/22 16:01	1
<b>2-Hexanone</b>	<b>5.2</b>		1.6	0.25	ug/m3			03/01/22 16:01	1
3-Chloropropene	ND		0.63	0.31	ug/m3			03/01/22 16:01	1
<b>4-Methyl-2-pentanone (MIBK)</b>	<b>13</b>		4.1	0.57	ug/m3			03/01/22 16:01	1
<b>Acetone</b>	<b>96</b>	<b>CI</b>	18	3.3	ug/m3			03/01/22 16:01	1
Acrylonitrile	ND		4.3	0.59	ug/m3			03/01/22 16:01	1
<b>Benzene</b>	<b>25</b>		0.64	0.11	ug/m3			03/01/22 16:01	1
Benzyl chloride	ND		2.1	0.49	ug/m3			03/01/22 16:01	1
Bromodichloromethane	ND		1.3	0.29	ug/m3			03/01/22 16:01	1
Bromoform	ND		2.1	0.68	ug/m3			03/01/22 16:01	1
<b>Bromomethane</b>	<b>0.43</b>	<b>J</b>	0.78	0.21	ug/m3			03/01/22 16:01	1
<b>Butane</b>	<b>78</b>		2.4	0.50	ug/m3			03/01/22 16:01	1
<b>Carbon disulfide</b>	<b>3.0</b>		1.2	0.27	ug/m3			03/01/22 16:01	1
<b>Carbon tetrachloride</b>	<b>0.62</b>	<b>J</b>	1.3	0.20	ug/m3			03/01/22 16:01	1
<b>Chlorobenzene</b>	<b>0.30</b>	<b>J</b>	0.92	0.26	ug/m3			03/01/22 16:01	1
<b>Chlorodifluoromethane</b>	<b>0.98</b>		0.71	0.19	ug/m3			03/01/22 16:01	1
Chloroethane	ND		0.53	0.21	ug/m3			03/01/22 16:01	1
<b>Chloroform</b>	<b>0.59</b>	<b>J</b>	0.98	0.18	ug/m3			03/01/22 16:01	1
<b>Chloromethane</b>	<b>0.63</b>	<b>J</b>	2.1	0.33	ug/m3			03/01/22 16:01	1
cis-1,2-Dichloroethene	ND		0.79	0.099	ug/m3			03/01/22 16:01	1
cis-1,3-Dichloropropene	ND		1.8	0.22	ug/m3			03/01/22 16:01	1
<b>Cyclohexane</b>	<b>8.1</b>	<b>CI</b>	1.4	0.32	ug/m3			03/01/22 16:01	1
Dibromochloromethane	ND		1.7	0.29	ug/m3			03/01/22 16:01	1
Dibromomethane	ND		2.8	0.21	ug/m3			03/01/22 16:01	1
<b>Dichlorodifluoromethane</b>	<b>2.1</b>		0.99	0.17	ug/m3			03/01/22 16:01	1
<b>Ethylbenzene</b>	<b>5.4</b>		0.87	0.14	ug/m3			03/01/22 16:01	1
<b>Heptane</b>	<b>13</b>		1.6	0.14	ug/m3			03/01/22 16:01	1
Hexachlorobutadiene	ND		11	0.85	ug/m3			03/01/22 16:01	1
<b>Hexane</b>	<b>18</b>		1.4	0.22	ug/m3			03/01/22 16:01	1

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# Client Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

**Client Sample ID: VP-1**

**Lab Sample ID: 140-26507-1**

Date Collected: 02/23/22 14:45

Matrix: Air

Date Received: 02/24/22 11:30

Sample Container: Summa Canister 6L

**Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)**

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Isopropylbenzene	0.69	J	2.0	0.21	ug/m3			03/01/22 16:01	1
Methyl tert-butyl ether	ND		3.6	0.47	ug/m3			03/01/22 16:01	1
Methylene Chloride	2.1	J	3.5	1.2	ug/m3			03/01/22 16:01	1
m-Xylene & p-Xylene	13		0.87	0.32	ug/m3			03/01/22 16:01	1
Naphthalene	ND		2.1	0.52	ug/m3			03/01/22 16:01	1
o-Xylene	4.2		0.87	0.17	ug/m3			03/01/22 16:01	1
Propylbenzene	0.82	J	2.0	0.24	ug/m3			03/01/22 16:01	1
Styrene	2.0		0.85	0.26	ug/m3			03/01/22 16:01	1
Tetrachloroethene	3.2		1.4	0.20	ug/m3			03/01/22 16:01	1
Toluene	23		3.8	0.21	ug/m3			03/01/22 16:01	1
trans-1,2-Dichloroethene	ND		0.79	0.13	ug/m3			03/01/22 16:01	1
trans-1,3-Dichloropropene	ND		0.91	0.22	ug/m3			03/01/22 16:01	1
Trichloroethene	0.28	J	1.1	0.18	ug/m3			03/01/22 16:01	1
Trichlorofluoromethane	3.1		1.1	0.16	ug/m3			03/01/22 16:01	1
Vinyl chloride	ND		1.0	0.17	ug/m3			03/01/22 16:01	1
<b>Surrogate</b>	<b>%Recovery</b>	<b>Qualifier</b>	<b>Limits</b>				<b>Prepared</b>	<b>Analyzed</b>	<b>Dil Fac</b>
4-Bromofluorobenzene (Surr)	101		60 - 140					03/01/22 16:01	1

**Client Sample ID: VP-2**

**Lab Sample ID: 140-26507-2**

Date Collected: 02/23/22 14:00

Matrix: Air

Date Received: 02/24/22 11:30

Sample Container: Summa Canister 6L

**Method: TO-15 - Volatile Organic Compounds in Ambient Air**

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
1,1,1-Trichloroethane	ND		1.1	0.39	ug/m3			02/26/22 19:18	1
1,1,1,2-Tetrachloroethane	ND		1.4	0.24	ug/m3			02/26/22 19:18	1
1,1,2-Trichloro-1,2,2-trifluoroethane	320	E	1.5	0.18	ug/m3			02/26/22 19:18	1
1,1,2-Trichloroethane	ND		1.1	0.21	ug/m3			02/26/22 19:18	1
1,1-Dichloroethane	ND		0.81	0.11	ug/m3			02/26/22 19:18	1
1,1-Dichloroethene	ND		0.79	0.13	ug/m3			02/26/22 19:18	1
1,2,4-Trichlorobenzene	ND		7.4	0.66	ug/m3			02/26/22 19:18	1
1,2,4-Trimethylbenzene	1.4		0.98	0.25	ug/m3			02/26/22 19:18	1
1,2-Dibromoethane (EDB)	ND		1.5	0.24	ug/m3			02/26/22 19:18	1
1,2-Dichloro-1,1,2,2-tetrafluoroethane	2.7		1.4	0.21	ug/m3			02/26/22 19:18	1
1,2-Dichlorobenzene	ND		2.4	0.47	ug/m3			02/26/22 19:18	1
1,2-Dichloroethane	0.14	J	0.81	0.10	ug/m3			02/26/22 19:18	1
1,2-Dichloropropane	ND		0.92	0.12	ug/m3			02/26/22 19:18	1
1,3,5-Trimethylbenzene	ND		2.0	0.79	ug/m3			02/26/22 19:18	1
1,3-Butadiene	3.6		0.88	0.11	ug/m3			02/26/22 19:18	1
1,3-Dichlorobenzene	0.30	J	1.2	0.24	ug/m3			02/26/22 19:18	1
1,4-Dichlorobenzene	0.36	J	1.2	0.24	ug/m3			02/26/22 19:18	1
2-Butanone (MEK)	15		2.9	0.53	ug/m3			02/26/22 19:18	1
2-Hexanone	5.7		1.6	0.25	ug/m3			02/26/22 19:18	1
3-Chloropropene	ND		0.63	0.31	ug/m3			02/26/22 19:18	1
4-Methyl-2-pentanone (MIBK)	8.3		4.1	0.57	ug/m3			02/26/22 19:18	1

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# Client Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

**Client Sample ID: VP-2**

**Lab Sample ID: 140-26507-2**

Date Collected: 02/23/22 14:00

Matrix: Air

Date Received: 02/24/22 11:30

Sample Container: Summa Canister 6L

**Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)**

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
<b>Acetone</b>	<b>73</b>		18	3.3	ug/m3			02/26/22 19:18	1
Acrylonitrile	ND		4.3	0.59	ug/m3			02/26/22 19:18	1
<b>Benzene</b>	<b>8.4</b>		0.64	0.11	ug/m3			02/26/22 19:18	1
Benzyl chloride	ND		2.1	0.49	ug/m3			02/26/22 19:18	1
Bromodichloromethane	ND		1.3	0.29	ug/m3			02/26/22 19:18	1
Bromoform	ND		2.1	0.68	ug/m3			02/26/22 19:18	1
Bromomethane	ND		0.78	0.21	ug/m3			02/26/22 19:18	1
<b>Butane</b>	<b>15</b>		2.4	0.50	ug/m3			02/26/22 19:18	1
<b>Carbon disulfide</b>	<b>0.59 J</b>		1.2	0.27	ug/m3			02/26/22 19:18	1
<b>Carbon tetrachloride</b>	<b>1.5</b>		1.3	0.20	ug/m3			02/26/22 19:18	1
<b>Chlorobenzene</b>	<b>0.32 J</b>		0.92	0.26	ug/m3			02/26/22 19:18	1
<b>Chlorodifluoromethane</b>	<b>4.8</b>		0.71	0.19	ug/m3			02/26/22 19:18	1
Chloroethane	ND		0.53	0.21	ug/m3			02/26/22 19:18	1
Chloroform	ND		0.98	0.18	ug/m3			02/26/22 19:18	1
<b>Chloromethane</b>	<b>0.63 J</b>		2.1	0.33	ug/m3			02/26/22 19:18	1
cis-1,2-Dichloroethene	ND		0.79	0.099	ug/m3			02/26/22 19:18	1
cis-1,3-Dichloropropene	ND		1.8	0.22	ug/m3			02/26/22 19:18	1
<b>Cyclohexane</b>	<b>1.8</b>		1.4	0.32	ug/m3			02/26/22 19:18	1
Dibromochloromethane	ND		1.7	0.29	ug/m3			02/26/22 19:18	1
Dibromomethane	ND		2.8	0.21	ug/m3			02/26/22 19:18	1
<b>Dichlorodifluoromethane</b>	<b>4.9</b>		0.99	0.17	ug/m3			02/26/22 19:18	1
<b>Ethylbenzene</b>	<b>37 B</b>		0.87	0.14	ug/m3			02/26/22 19:18	1
<b>Heptane</b>	<b>7.7</b>		1.6	0.14	ug/m3			02/26/22 19:18	1
Hexachlorobutadiene	ND		11	0.85	ug/m3			02/26/22 19:18	1
<b>Hexane</b>	<b>6.0</b>		1.4	0.22	ug/m3			02/26/22 19:18	1
<b>Isopropylbenzene</b>	<b>1.2 J</b>		2.0	0.21	ug/m3			02/26/22 19:18	1
Methyl tert-butyl ether	ND		3.6	0.47	ug/m3			02/26/22 19:18	1
Methylene Chloride	ND		3.5	1.2	ug/m3			02/26/22 19:18	1
<b>m-Xylene &amp; p-Xylene</b>	<b>150 B</b>		0.87	0.32	ug/m3			02/26/22 19:18	1
Naphthalene	ND		2.1	0.52	ug/m3			02/26/22 19:18	1
<b>o-Xylene</b>	<b>45</b>		0.87	0.17	ug/m3			02/26/22 19:18	1
<b>Propylbenzene</b>	<b>0.80 J</b>		2.0	0.24	ug/m3			02/26/22 19:18	1
<b>Styrene</b>	<b>1.6</b>		0.85	0.26	ug/m3			02/26/22 19:18	1
<b>Tetrachloroethene</b>	<b>35</b>		1.4	0.20	ug/m3			02/26/22 19:18	1
<b>Toluene</b>	<b>16</b>		3.8	0.21	ug/m3			02/26/22 19:18	1
trans-1,2-Dichloroethene	ND		0.79	0.13	ug/m3			02/26/22 19:18	1
trans-1,3-Dichloropropene	ND		0.91	0.22	ug/m3			02/26/22 19:18	1
<b>Trichloroethene</b>	<b>0.46 J</b>		1.1	0.18	ug/m3			02/26/22 19:18	1
<b>Trichlorofluoromethane</b>	<b>11</b>		1.1	0.16	ug/m3			02/26/22 19:18	1
Vinyl chloride	ND		1.0	0.17	ug/m3			02/26/22 19:18	1

Surrogate	%Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene (Surr)	111		60 - 140		02/26/22 19:18	1

**Method: TO-15 - Volatile Organic Compounds in Ambient Air - DL**

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
<b>1,1,2-Trichloro-1,2,2-trifluoroethane</b>	<b>300</b>		3.1	0.37	ug/m3			02/28/22 21:58	1

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# Client Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

## Client Sample ID: VP-2

Date Collected: 02/23/22 14:00

Date Received: 02/24/22 11:30

Sample Container: Summa Canister 6L

Lab Sample ID: 140-26507-2

Matrix: Air

Surrogate	%Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene (Surr)	105		60 - 140		02/28/22 21:58	1

## Client Sample ID: VP-3

Date Collected: 02/23/22 14:54

Date Received: 02/24/22 11:30

Sample Container: Summa Canister 6L

Lab Sample ID: 140-26507-3

Matrix: Air

### Method: TO-15 - Volatile Organic Compounds in Ambient Air

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
1,1,1-Trichloroethane	ND		30	11	ug/m3			02/28/22 22:43	3.46
1,1,2,2-Tetrachloroethane	ND		38	6.7	ug/m3			02/28/22 22:43	3.46
<b>1,1,2-Trichloro-1,2,2-trifluoroethane</b>	<b>520</b>		42	5.1	ug/m3			02/28/22 22:43	3.46
1,1,2-Trichloroethane	ND		30	5.7	ug/m3			02/28/22 22:43	3.46
1,1-Dichloroethane	ND		22	3.0	ug/m3			02/28/22 22:43	3.46
1,1-Dichloroethene	ND		22	3.5	ug/m3			02/28/22 22:43	3.46
1,2,4-Trichlorobenzene	ND		210	18	ug/m3			02/28/22 22:43	3.46
1,2,4-Trimethylbenzene	ND		27	6.8	ug/m3			02/28/22 22:43	3.46
<b>1,2-Dibromoethane (EDB)</b>	<b>6.6 J</b>		43	6.6	ug/m3			02/28/22 22:43	3.46
<b>1,2-Dichloro-1,1,2,2-tetrafluoroethane</b>	<b>26 J</b>		39	5.8	ug/m3			02/28/22 22:43	3.46
1,2-Dichlorobenzene	ND		67	13	ug/m3			02/28/22 22:43	3.46
1,2-Dichloroethane	ND		22	2.8	ug/m3			02/28/22 22:43	3.46
1,2-Dichloropropane	ND		26	3.2	ug/m3			02/28/22 22:43	3.46
1,3,5-Trimethylbenzene	ND		54	22	ug/m3			02/28/22 22:43	3.46
1,3-Butadiene	ND		24	2.9	ug/m3			02/28/22 22:43	3.46
<b>1,3-Dichlorobenzene</b>	<b>6.9 J</b>		33	6.7	ug/m3			02/28/22 22:43	3.46
1,4-Dichlorobenzene	ND		33	6.7	ug/m3			02/28/22 22:43	3.46
<b>2-Butanone (MEK)</b>	<b>25 J</b>		82	15	ug/m3			02/28/22 22:43	3.46
2-Hexanone	ND		45	6.8	ug/m3			02/28/22 22:43	3.46
3-Chloropropene	ND		17	8.7	ug/m3			02/28/22 22:43	3.46
4-Methyl-2-pentanone (MIBK)	ND		110	16	ug/m3			02/28/22 22:43	3.46
<b>Acetone</b>	<b>110 J</b>		490	92	ug/m3			02/28/22 22:43	3.46
Acrylonitrile	ND		120	16	ug/m3			02/28/22 22:43	3.46
<b>Benzene</b>	<b>33</b>		18	2.9	ug/m3			02/28/22 22:43	3.46
Benzyl chloride	ND		57	14	ug/m3			02/28/22 22:43	3.46
Bromodichloromethane	ND		37	8.2	ug/m3			02/28/22 22:43	3.46
Bromoform	ND		57	19	ug/m3			02/28/22 22:43	3.46
Bromomethane	ND		21	5.9	ug/m3			02/28/22 22:43	3.46
<b>Butane</b>	<b>1100</b>		66	14	ug/m3			02/28/22 22:43	3.46
Carbon disulfide	ND		34	7.5	ug/m3			02/28/22 22:43	3.46
Carbon tetrachloride	ND		35	5.6	ug/m3			02/28/22 22:43	3.46
Chlorobenzene	ND		25	7.1	ug/m3			02/28/22 22:43	3.46
Chlorodifluoromethane	ND		20	5.4	ug/m3			02/28/22 22:43	3.46
Chloroethane	ND		15	5.8	ug/m3			02/28/22 22:43	3.46
Chloroform	ND		27	4.9	ug/m3			02/28/22 22:43	3.46
Chloromethane	ND		57	9.1	ug/m3			02/28/22 22:43	3.46
cis-1,2-Dichloroethene	ND		22	2.7	ug/m3			02/28/22 22:43	3.46
cis-1,3-Dichloropropene	ND		50	6.0	ug/m3			02/28/22 22:43	3.46

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# Client Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

**Client Sample ID: VP-3**

**Lab Sample ID: 140-26507-3**

Date Collected: 02/23/22 14:54

Matrix: Air

Date Received: 02/24/22 11:30

Sample Container: Summa Canister 6L

**Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)**

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
<b>Cyclohexane</b>	<b>14</b>	<b>J</b>	38	8.9	ug/m3			02/28/22 22:43	3.46
Dibromochloromethane	ND		47	8.0	ug/m3			02/28/22 22:43	3.46
Dibromomethane	ND		79	5.9	ug/m3			02/28/22 22:43	3.46
<b>Dichlorodifluoromethane</b>	<b>18</b>	<b>J</b>	27	4.8	ug/m3			02/28/22 22:43	3.46
<b>Ethylbenzene</b>	<b>1200</b>		24	4.0	ug/m3			02/28/22 22:43	3.46
<b>Heptane</b>	<b>77</b>		45	4.0	ug/m3			02/28/22 22:43	3.46
Hexachlorobutadiene	ND		300	24	ug/m3			02/28/22 22:43	3.46
<b>Hexane</b>	<b>32</b>	<b>J</b>	39	6.1	ug/m3			02/28/22 22:43	3.46
<b>Isopropylbenzene</b>	<b>24</b>	<b>J</b>	54	5.9	ug/m3			02/28/22 22:43	3.46
Methyl tert-butyl ether	ND		100	13	ug/m3			02/28/22 22:43	3.46
Methylene Chloride	ND		96	33	ug/m3			02/28/22 22:43	3.46
<b>m-Xylene &amp; p-Xylene</b>	<b>5700</b>		24	8.8	ug/m3			02/28/22 22:43	3.46
Naphthalene	ND		58	15	ug/m3			02/28/22 22:43	3.46
<b>o-Xylene</b>	<b>1400</b>		24	4.6	ug/m3			02/28/22 22:43	3.46
Propylbenzene	ND		54	6.5	ug/m3			02/28/22 22:43	3.46
Styrene	ND		24	7.1	ug/m3			02/28/22 22:43	3.46
<b>Tetrachloroethene</b>	<b>880</b>		38	5.4	ug/m3			02/28/22 22:43	3.46
<b>Toluene</b>	<b>42</b>	<b>J</b>	100	5.9	ug/m3			02/28/22 22:43	3.46
trans-1,2-Dichloroethene	ND		22	3.6	ug/m3			02/28/22 22:43	3.46
trans-1,3-Dichloropropene	ND		25	6.2	ug/m3			02/28/22 22:43	3.46
<b>Trichloroethene</b>	<b>270</b>		30	4.9	ug/m3			02/28/22 22:43	3.46
<b>Trichlorofluoromethane</b>	<b>28</b>	<b>J</b>	31	4.4	ug/m3			02/28/22 22:43	3.46
Vinyl chloride	ND		28	4.6	ug/m3			02/28/22 22:43	3.46

Surrogate	%Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene (Surr)	100		60 - 140		02/28/22 22:43	3.46

**Client Sample ID: VP-4**

**Lab Sample ID: 140-26507-4**

Date Collected: 02/23/22 14:35

Matrix: Air

Date Received: 02/24/22 11:30

Sample Container: Summa Canister 6L

**Method: TO-15 - Volatile Organic Compounds in Ambient Air**

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
1,1,1-Trichloroethane	ND		11	3.9	ug/m3			02/26/22 21:29	1
1,1,2,2-Tetrachloroethane	ND		14	2.4	ug/m3			02/26/22 21:29	1
<b>1,1,2-Trichloro-1,2,2-trifluoroethane</b>	<b>330</b>		15	1.8	ug/m3			02/26/22 21:29	1
1,1,2-Trichloroethane	ND		11	2.1	ug/m3			02/26/22 21:29	1
1,1-Dichloroethane	ND		8.1	1.1	ug/m3			02/26/22 21:29	1
1,1-Dichloroethene	ND		7.9	1.3	ug/m3			02/26/22 21:29	1
1,2,4-Trichlorobenzene	ND		74	6.6	ug/m3			02/26/22 21:29	1
1,2,4-Trimethylbenzene	ND		9.8	2.5	ug/m3			02/26/22 21:29	1
1,2-Dibromoethane (EDB)	ND		15	2.4	ug/m3			02/26/22 21:29	1
<b>1,2-Dichloro-1,1,2,2-tetrafluoroethane</b>	<b>8.3</b>	<b>J</b>	14	2.1	ug/m3			02/26/22 21:29	1
1,2-Dichlorobenzene	ND		24	4.7	ug/m3			02/26/22 21:29	1
1,2-Dichloroethane	ND		8.1	1.0	ug/m3			02/26/22 21:29	1
1,2-Dichloropropane	ND		9.2	1.2	ug/m3			02/26/22 21:29	1

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# Client Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

**Client Sample ID: VP-4**

**Lab Sample ID: 140-26507-4**

Date Collected: 02/23/22 14:35

Matrix: Air

Date Received: 02/24/22 11:30

Sample Container: Summa Canister 6L

**Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)**

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
1,3,5-Trimethylbenzene	ND		20	7.9	ug/m3			02/26/22 21:29	1
<b>1,3-Butadiene</b>	<b>5.5</b>	<b>J</b>	8.8	1.1	ug/m3			02/26/22 21:29	1
1,3-Dichlorobenzene	ND		12	2.4	ug/m3			02/26/22 21:29	1
1,4-Dichlorobenzene	ND		12	2.4	ug/m3			02/26/22 21:29	1
<b>2-Butanone (MEK)</b>	<b>12</b>	<b>J</b>	29	5.3	ug/m3			02/26/22 21:29	1
<b>2-Hexanone</b>	<b>3.2</b>	<b>J</b>	16	2.5	ug/m3			02/26/22 21:29	1
3-Chloropropene	ND		6.3	3.1	ug/m3			02/26/22 21:29	1
<b>4-Methyl-2-pentanone (MIBK)</b>	<b>8.3</b>	<b>J</b>	41	5.7	ug/m3			02/26/22 21:29	1
<b>Acetone</b>	<b>47</b>	<b>J</b>	180	33	ug/m3			02/26/22 21:29	1
Acrylonitrile	ND		43	5.9	ug/m3			02/26/22 21:29	1
<b>Benzene</b>	<b>7.0</b>		6.4	1.1	ug/m3			02/26/22 21:29	1
Benzyl chloride	ND		21	4.9	ug/m3			02/26/22 21:29	1
Bromodichloromethane	ND		13	2.9	ug/m3			02/26/22 21:29	1
Bromoform	ND		21	6.8	ug/m3			02/26/22 21:29	1
Bromomethane	ND		7.8	2.1	ug/m3			02/26/22 21:29	1
<b>Butane</b>	<b>13</b>	<b>J</b>	24	5.0	ug/m3			02/26/22 21:29	1
Carbon disulfide	ND		12	2.7	ug/m3			02/26/22 21:29	1
<b>Carbon tetrachloride</b>	<b>3.2</b>	<b>J</b>	13	2.0	ug/m3			02/26/22 21:29	1
Chlorobenzene	ND		9.2	2.6	ug/m3			02/26/22 21:29	1
Chlorodifluoromethane	ND		7.1	1.9	ug/m3			02/26/22 21:29	1
Chloroethane	ND		5.3	2.1	ug/m3			02/26/22 21:29	1
Chloroform	ND		9.8	1.8	ug/m3			02/26/22 21:29	1
Chloromethane	ND		21	3.3	ug/m3			02/26/22 21:29	1
cis-1,2-Dichloroethene	ND		7.9	0.99	ug/m3			02/26/22 21:29	1
cis-1,3-Dichloropropene	ND		18	2.2	ug/m3			02/26/22 21:29	1
Cyclohexane	ND		14	3.2	ug/m3			02/26/22 21:29	1
Dibromochloromethane	ND		17	2.9	ug/m3			02/26/22 21:29	1
Dibromomethane	ND		28	2.1	ug/m3			02/26/22 21:29	1
<b>Dichlorodifluoromethane</b>	<b>9.1</b>	<b>J</b>	9.9	1.7	ug/m3			02/26/22 21:29	1
<b>Ethylbenzene</b>	<b>5.0</b>	<b>J B</b>	8.7	1.4	ug/m3			02/26/22 21:29	1
<b>Heptane</b>	<b>5.3</b>	<b>J</b>	16	1.4	ug/m3			02/26/22 21:29	1
Hexachlorobutadiene	ND		110	8.5	ug/m3			02/26/22 21:29	1
<b>Hexane</b>	<b>5.8</b>	<b>J</b>	14	2.2	ug/m3			02/26/22 21:29	1
Isopropylbenzene	ND		20	2.1	ug/m3			02/26/22 21:29	1
Methyl tert-butyl ether	ND		36	4.7	ug/m3			02/26/22 21:29	1
Methylene Chloride	ND		35	12	ug/m3			02/26/22 21:29	1
<b>m-Xylene &amp; p-Xylene</b>	<b>15</b>	<b>B</b>	8.7	3.2	ug/m3			02/26/22 21:29	1
Naphthalene	ND		21	5.2	ug/m3			02/26/22 21:29	1
<b>o-Xylene</b>	<b>6.0</b>	<b>J</b>	8.7	1.7	ug/m3			02/26/22 21:29	1
Propylbenzene	ND		20	2.4	ug/m3			02/26/22 21:29	1
Styrene	ND		8.5	2.6	ug/m3			02/26/22 21:29	1
<b>Tetrachloroethene</b>	<b>920</b>		14	2.0	ug/m3			02/26/22 21:29	1
<b>Toluene</b>	<b>9.3</b>	<b>J</b>	38	2.1	ug/m3			02/26/22 21:29	1
trans-1,2-Dichloroethene	ND		7.9	1.3	ug/m3			02/26/22 21:29	1
trans-1,3-Dichloropropene	ND		9.1	2.2	ug/m3			02/26/22 21:29	1
<b>Trichloroethene</b>	<b>200</b>		11	1.8	ug/m3			02/26/22 21:29	1
<b>Trichlorofluoromethane</b>	<b>15</b>		11	1.6	ug/m3			02/26/22 21:29	1

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# Client Sample Results

Client: Giles Engineering Associates  
Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
2E-2202004

Job ID: 140-26507-1

**Client Sample ID: VP-4**

**Lab Sample ID: 140-26507-4**

**Date Collected: 02/23/22 14:35**

**Matrix: Air**

**Date Received: 02/24/22 11:30**

**Sample Container: Summa Canister 6L**

**Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)**

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Vinyl chloride	ND		10	1.7	ug/m3			02/26/22 21:29	1

Surrogate	%Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene (Surr)	100		60 - 140		02/26/22 21:29	1

## Default Detection Limits

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/ 2E-22020

Job ID: 140-26507-1

### Method: TO-15 - Volatile Organic Compounds in Ambient Air

Analyte	RL	MDL	Units
1,1,1-Trichloroethane	1.1	0.39	ug/m3
1,1,2,2-Tetrachloroethane	1.4	0.24	ug/m3
1,1,2-Trichloro-1,2,2-trifluoroethane	1.5	0.18	ug/m3
1,1,2-Trichloroethane	1.1	0.21	ug/m3
1,1-Dichloroethane	0.81	0.11	ug/m3
1,1-Dichloroethene	0.79	0.13	ug/m3
1,2,4-Trichlorobenzene	7.4	0.66	ug/m3
1,2,4-Trimethylbenzene	0.98	0.25	ug/m3
1,2-Dibromoethane (EDB)	1.5	0.24	ug/m3
1,2-Dichloro-1,1,2,2-tetrafluoroethane	1.4	0.21	ug/m3
1,2-Dichlorobenzene	2.4	0.47	ug/m3
1,2-Dichloroethane	0.81	0.10	ug/m3
1,2-Dichloropropane	0.92	0.12	ug/m3
1,3,5-Trimethylbenzene	2.0	0.79	ug/m3
1,3-Butadiene	0.88	0.11	ug/m3
1,3-Dichlorobenzene	1.2	0.24	ug/m3
1,4-Dichlorobenzene	1.2	0.24	ug/m3
2-Butanone (MEK)	2.9	0.53	ug/m3
2-Hexanone	1.6	0.25	ug/m3
3-Chloropropene	0.63	0.31	ug/m3
4-Methyl-2-pentanone (MIBK)	4.1	0.57	ug/m3
Acetone	18	3.3	ug/m3
Acrylonitrile	4.3	0.59	ug/m3
Benzene	0.64	0.11	ug/m3
Benzyl chloride	2.1	0.49	ug/m3
Bromodichloromethane	1.3	0.29	ug/m3
Bromoform	2.1	0.68	ug/m3
Bromomethane	0.78	0.21	ug/m3
Butane	2.4	0.50	ug/m3
Carbon disulfide	1.2	0.27	ug/m3
Carbon tetrachloride	1.3	0.20	ug/m3
Chlorobenzene	0.92	0.26	ug/m3
Chlorodifluoromethane	0.71	0.19	ug/m3
Chloroethane	0.53	0.21	ug/m3
Chloroform	0.98	0.18	ug/m3
Chloromethane	2.1	0.33	ug/m3
cis-1,2-Dichloroethene	0.79	0.099	ug/m3
cis-1,3-Dichloropropene	1.8	0.22	ug/m3
Cyclohexane	1.4	0.32	ug/m3
Dibromochloromethane	1.7	0.29	ug/m3
Dibromomethane	2.8	0.21	ug/m3
Dichlorodifluoromethane	0.99	0.17	ug/m3
Ethylbenzene	0.87	0.14	ug/m3
Heptane	1.6	0.14	ug/m3
Hexachlorobutadiene	11	0.85	ug/m3
Hexane	1.4	0.22	ug/m3
Isopropylbenzene	2.0	0.21	ug/m3
Methyl tert-butyl ether	3.6	0.47	ug/m3
Methylene Chloride	3.5	1.2	ug/m3
m-Xylene & p-Xylene	0.87	0.32	ug/m3
Naphthalene	2.1	0.52	ug/m3
o-Xylene	0.87	0.17	ug/m3
Propylbenzene	2.0	0.24	ug/m3

## Default Detection Limits

Client: Giles Engineering Associates  
Project/Site: RUSNAK PORSCHE/PASADENA, CA/ 2E-22020

Job ID: 140-26507-1

### Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)

Analyte	RL	MDL	Units
Styrene	0.85	0.26	ug/m3
Tetrachloroethene	1.4	0.20	ug/m3
Toluene	3.8	0.21	ug/m3
trans-1,2-Dichloroethene	0.79	0.13	ug/m3
trans-1,3-Dichloropropene	0.91	0.22	ug/m3
Trichloroethene	1.1	0.18	ug/m3
Trichlorofluoromethane	1.1	0.16	ug/m3
Vinyl chloride	1.0	0.17	ug/m3

# Surrogate Summary

Client: Giles Engineering Associates  
Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
2E-2202004

Job ID: 140-26507-1

## Method: TO-15 - Volatile Organic Compounds in Ambient Air

Matrix: Air

Prep Type: Total/NA

### Percent Surrogate Recovery (Acceptance Limits)

Lab Sample ID	Client Sample ID	BFB (60-140)
140-26507-1	VP-1	101
140-26507-2	VP-2	111
140-26507-2 - DL	VP-2	105
140-26507-3	VP-3	100
140-26507-4	VP-4	100
LCS 140-59206/1002	Lab Control Sample	102
LCS 140-59242/1002	Lab Control Sample	107
LCS 140-59265/1002	Lab Control Sample	101
MB 140-59206/5	Method Blank	92
MB 140-59242/4	Method Blank	85
MB 140-59265/5	Method Blank	82

#### Surrogate Legend

BFB = 4-Bromofluorobenzene (Surr)

# QC Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

## Method: TO-15 - Volatile Organic Compounds in Ambient Air

**Lab Sample ID: MB 140-59206/5**  
**Matrix: Air**  
**Analysis Batch: 59206**

**Client Sample ID: Method Blank**  
**Prep Type: Total/NA**

Analyte	MB	MB	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
1,1,1-Trichloroethane	ND		1.1	0.39	ug/m3			02/26/22 11:02	1
1,1,1,2-Tetrachloroethane	ND		1.4	0.24	ug/m3			02/26/22 11:02	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		1.5	0.18	ug/m3			02/26/22 11:02	1
1,1,2-Trichloroethane	ND		1.1	0.21	ug/m3			02/26/22 11:02	1
1,1-Dichloroethane	ND		0.81	0.11	ug/m3			02/26/22 11:02	1
1,1-Dichloroethene	ND		0.79	0.13	ug/m3			02/26/22 11:02	1
1,2,4-Trichlorobenzene	ND		7.4	0.66	ug/m3			02/26/22 11:02	1
1,2,4-Trimethylbenzene	ND		0.98	0.25	ug/m3			02/26/22 11:02	1
1,2-Dibromoethane (EDB)	0.240	J	1.5	0.24	ug/m3			02/26/22 11:02	1
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND		1.4	0.21	ug/m3			02/26/22 11:02	1
1,2-Dichlorobenzene	ND		2.4	0.47	ug/m3			02/26/22 11:02	1
1,2-Dichloroethane	ND		0.81	0.10	ug/m3			02/26/22 11:02	1
1,2-Dichloropropane	ND		0.92	0.12	ug/m3			02/26/22 11:02	1
1,3,5-Trimethylbenzene	ND		2.0	0.79	ug/m3			02/26/22 11:02	1
1,3-Butadiene	ND		0.88	0.11	ug/m3			02/26/22 11:02	1
1,3-Dichlorobenzene	ND		1.2	0.24	ug/m3			02/26/22 11:02	1
1,4-Dichlorobenzene	ND		1.2	0.24	ug/m3			02/26/22 11:02	1
2-Butanone (MEK)	ND		2.9	0.53	ug/m3			02/26/22 11:02	1
2-Hexanone	ND		1.6	0.25	ug/m3			02/26/22 11:02	1
3-Chloropropene	ND		0.63	0.31	ug/m3			02/26/22 11:02	1
4-Methyl-2-pentanone (MIBK)	ND		4.1	0.57	ug/m3			02/26/22 11:02	1
Acetone	ND		18	3.3	ug/m3			02/26/22 11:02	1
Acrylonitrile	ND		4.3	0.59	ug/m3			02/26/22 11:02	1
Benzene	ND		0.64	0.11	ug/m3			02/26/22 11:02	1
Benzyl chloride	ND		2.1	0.49	ug/m3			02/26/22 11:02	1
Bromodichloromethane	ND		1.3	0.29	ug/m3			02/26/22 11:02	1
Bromoform	ND		2.1	0.68	ug/m3			02/26/22 11:02	1
Bromomethane	ND		0.78	0.21	ug/m3			02/26/22 11:02	1
Butane	ND		2.4	0.50	ug/m3			02/26/22 11:02	1
Carbon disulfide	ND		1.2	0.27	ug/m3			02/26/22 11:02	1
Carbon tetrachloride	ND		1.3	0.20	ug/m3			02/26/22 11:02	1
Chlorobenzene	ND		0.92	0.26	ug/m3			02/26/22 11:02	1
Chlorodifluoromethane	ND		0.71	0.19	ug/m3			02/26/22 11:02	1
Chloroethane	ND		0.53	0.21	ug/m3			02/26/22 11:02	1
Chloroform	ND		0.98	0.18	ug/m3			02/26/22 11:02	1
Chloromethane	ND		2.1	0.33	ug/m3			02/26/22 11:02	1
cis-1,2-Dichloroethene	ND		0.79	0.099	ug/m3			02/26/22 11:02	1
cis-1,3-Dichloropropene	ND		1.8	0.22	ug/m3			02/26/22 11:02	1
Cyclohexane	ND		1.4	0.32	ug/m3			02/26/22 11:02	1
Dibromochloromethane	ND		1.7	0.29	ug/m3			02/26/22 11:02	1
Dibromomethane	ND		2.8	0.21	ug/m3			02/26/22 11:02	1
Dichlorodifluoromethane	ND		0.99	0.17	ug/m3			02/26/22 11:02	1
Ethylbenzene	0.144	J	0.87	0.14	ug/m3			02/26/22 11:02	1
Heptane	ND		1.6	0.14	ug/m3			02/26/22 11:02	1
Hexachlorobutadiene	ND		11	0.85	ug/m3			02/26/22 11:02	1
Hexane	ND		1.4	0.22	ug/m3			02/26/22 11:02	1
Isopropylbenzene	ND		2.0	0.21	ug/m3			02/26/22 11:02	1

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# QC Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

## Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)

Lab Sample ID: MB 140-59206/5

Matrix: Air

Analysis Batch: 59206

Client Sample ID: Method Blank

Prep Type: Total/NA

Analyte	MB MB		RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Methyl tert-butyl ether	ND		3.6	0.47	ug/m3			02/26/22 11:02	1
Methylene Chloride	ND		3.5	1.2	ug/m3			02/26/22 11:02	1
m-Xylene & p-Xylene	0.337	J	0.87	0.32	ug/m3			02/26/22 11:02	1
Naphthalene	ND		2.1	0.52	ug/m3			02/26/22 11:02	1
o-Xylene	ND		0.87	0.17	ug/m3			02/26/22 11:02	1
Propylbenzene	ND		2.0	0.24	ug/m3			02/26/22 11:02	1
Styrene	ND		0.85	0.26	ug/m3			02/26/22 11:02	1
Tetrachloroethene	ND		1.4	0.20	ug/m3			02/26/22 11:02	1
Toluene	ND		3.8	0.21	ug/m3			02/26/22 11:02	1
trans-1,2-Dichloroethene	ND		0.79	0.13	ug/m3			02/26/22 11:02	1
trans-1,3-Dichloropropene	ND		0.91	0.22	ug/m3			02/26/22 11:02	1
Trichloroethene	ND		1.1	0.18	ug/m3			02/26/22 11:02	1
Trichlorofluoromethane	ND		1.1	0.16	ug/m3			02/26/22 11:02	1
Vinyl chloride	ND		1.0	0.17	ug/m3			02/26/22 11:02	1

Surrogate	MB MB		Limits	Prepared	Analyzed	Dil Fac
	%Recovery	Qualifier				
4-Bromofluorobenzene (Surr)	92		60 - 140		02/26/22 11:02	1

Lab Sample ID: LCS 140-59206/1002

Matrix: Air

Analysis Batch: 59206

Client Sample ID: Lab Control Sample

Prep Type: Total/NA

Analyte	Spike Added	LCS LCS		Unit	D	%Rec	%Rec. Limits
		Result	Qualifier				
1,1,1-Trichloroethane	10.9	9.96		ug/m3		91	70 - 130
1,1,2,2-Tetrachloroethane	13.7	12.5		ug/m3		91	70 - 130
1,1,2-Trichloro-1,2,2-trifluoroethane	15.3	15.3		ug/m3		100	70 - 130
1,1,2-Trichloroethane	10.9	10.3		ug/m3		94	70 - 130
1,1-Dichloroethane	8.09	8.52		ug/m3		105	70 - 130
1,1-Dichloroethene	7.93	7.60		ug/m3		96	70 - 130
1,2,4-Trichlorobenzene	14.8	9.37		ug/m3		63	60 - 140
1,2,4-Trimethylbenzene	9.83	8.36		ug/m3		85	70 - 130
1,2-Dibromoethane (EDB)	15.4	13.6		ug/m3		88	70 - 130
1,2-Dichloro-1,1,2,2-tetrafluoroethane	14.0	12.0		ug/m3		86	60 - 140
1,2-Dichlorobenzene	12.0	10.3		ug/m3		86	70 - 130
1,2-Dichloroethane	8.09	8.08		ug/m3		100	70 - 130
1,2-Dichloropropane	9.24	9.28		ug/m3		100	70 - 130
1,3,5-Trimethylbenzene	9.83	8.49		ug/m3		86	70 - 130
1,3-Butadiene	4.42	4.40		ug/m3		99	60 - 140
1,3-Dichlorobenzene	12.0	9.71		ug/m3		81	70 - 130
1,4-Dichlorobenzene	12.0	9.81		ug/m3		82	70 - 130
2-Butanone (MEK)	5.90	5.37		ug/m3		91	60 - 140
2-Hexanone	8.20	8.06		ug/m3		98	60 - 140
3-Chloropropene	6.26	5.41		ug/m3		86	60 - 140
4-Methyl-2-pentanone (MIBK)	8.19	8.16		ug/m3		100	60 - 140
Acetone	14.3	13.7		ug/m3		96	60 - 140
Acrylonitrile	4.34	4.89		ug/m3		113	60 - 140

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# QC Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

## Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)

**Lab Sample ID: LCS 140-59206/1002**

**Matrix: Air**

**Analysis Batch: 59206**

**Client Sample ID: Lab Control Sample**

**Prep Type: Total/NA**

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	%Rec	%Rec. Limits
Benzene	6.39	6.42		ug/m3		101	70 - 130
Benzyl chloride	10.4	8.36		ug/m3		81	70 - 130
Bromodichloromethane	13.4	12.0		ug/m3		90	70 - 130
Bromoform	20.7	18.9		ug/m3		91	60 - 140
Bromomethane	7.77	6.18		ug/m3		80	70 - 130
Butane	4.75	4.16		ug/m3		88	60 - 140
Carbon disulfide	6.23	5.41		ug/m3		87	70 - 130
Carbon tetrachloride	12.6	11.8		ug/m3		93	70 - 130
Chlorobenzene	9.21	8.38		ug/m3		91	70 - 130
Chlorodifluoromethane	7.07	7.24		ug/m3		102	60 - 140
Chloroethane	5.28	3.87		ug/m3		73	70 - 130
Chloroform	9.77	8.49		ug/m3		87	70 - 130
Chloromethane	4.13	4.25		ug/m3		103	60 - 140
cis-1,2-Dichloroethene	7.93	7.44		ug/m3		94	70 - 130
cis-1,3-Dichloropropene	9.08	8.56		ug/m3		94	70 - 130
Cyclohexane	6.88	6.59		ug/m3		96	70 - 130
Dibromochloromethane	17.0	15.7		ug/m3		92	70 - 130
Dibromomethane	14.2	12.6		ug/m3		88	70 - 130
Dichlorodifluoromethane	9.89	8.96		ug/m3		91	60 - 140
Ethylbenzene	8.68	7.99		ug/m3		92	70 - 130
Heptane	8.20	8.31		ug/m3		101	70 - 130
Hexachlorobutadiene	21.3	13.4		ug/m3		63	60 - 140
Hexane	7.05	7.07		ug/m3		100	70 - 130
Isopropylbenzene	9.83	8.55		ug/m3		87	70 - 130
Methyl tert-butyl ether	7.21	7.05		ug/m3		98	60 - 140
Methylene Chloride	6.95	5.97		ug/m3		86	70 - 130
m-Xylene & p-Xylene	17.4	15.6		ug/m3		90	70 - 130
Naphthalene	10.5	6.84		ug/m3		65	60 - 140
o-Xylene	8.68	8.07		ug/m3		93	70 - 130
Propylbenzene	9.83	8.82		ug/m3		90	70 - 130
Styrene	8.52	7.41		ug/m3		87	70 - 130
Tetrachloroethene	13.6	11.7		ug/m3		87	70 - 130
Toluene	7.54	7.20		ug/m3		96	70 - 130
trans-1,2-Dichloroethene	7.93	7.89		ug/m3		100	70 - 130
trans-1,3-Dichloropropene	9.08	7.84		ug/m3		86	70 - 130
Trichloroethene	10.7	9.76		ug/m3		91	70 - 130
Trichlorofluoromethane	11.2	10.4		ug/m3		92	60 - 140
Vinyl chloride	5.11	4.42		ug/m3		86	70 - 130

Surrogate	LCS %Recovery	LCS Qualifier	Limits
4-Bromofluorobenzene (Surr)	102		60 - 140

# QC Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

## Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)

**Lab Sample ID: MB 140-59242/4**  
**Matrix: Air**  
**Analysis Batch: 59242**

**Client Sample ID: Method Blank**  
**Prep Type: Total/NA**

Analyte	MB	MB	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
1,1,1-Trichloroethane	ND		1.1	0.39	ug/m3			02/28/22 14:58	1
1,1,2,2-Tetrachloroethane	ND		1.4	0.24	ug/m3			02/28/22 14:58	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		1.5	0.18	ug/m3			02/28/22 14:58	1
1,1,2-Trichloroethane	ND		1.1	0.21	ug/m3			02/28/22 14:58	1
1,1-Dichloroethane	ND		0.81	0.11	ug/m3			02/28/22 14:58	1
1,1-Dichloroethene	ND		0.79	0.13	ug/m3			02/28/22 14:58	1
1,2,4-Trichlorobenzene	ND		7.4	0.66	ug/m3			02/28/22 14:58	1
1,2,4-Trimethylbenzene	ND		0.98	0.25	ug/m3			02/28/22 14:58	1
1,2-Dibromoethane (EDB)	ND		1.5	0.24	ug/m3			02/28/22 14:58	1
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND		1.4	0.21	ug/m3			02/28/22 14:58	1
1,2-Dichlorobenzene	ND		2.4	0.47	ug/m3			02/28/22 14:58	1
1,2-Dichloroethane	ND		0.81	0.10	ug/m3			02/28/22 14:58	1
1,2-Dichloropropane	ND		0.92	0.12	ug/m3			02/28/22 14:58	1
1,3,5-Trimethylbenzene	ND		2.0	0.79	ug/m3			02/28/22 14:58	1
1,3-Butadiene	ND		0.88	0.11	ug/m3			02/28/22 14:58	1
1,3-Dichlorobenzene	ND		1.2	0.24	ug/m3			02/28/22 14:58	1
1,4-Dichlorobenzene	ND		1.2	0.24	ug/m3			02/28/22 14:58	1
2-Butanone (MEK)	ND		2.9	0.53	ug/m3			02/28/22 14:58	1
2-Hexanone	ND		1.6	0.25	ug/m3			02/28/22 14:58	1
3-Chloropropene	ND		0.63	0.31	ug/m3			02/28/22 14:58	1
4-Methyl-2-pentanone (MIBK)	ND		4.1	0.57	ug/m3			02/28/22 14:58	1
Acetone	ND		18	3.3	ug/m3			02/28/22 14:58	1
Acrylonitrile	ND		4.3	0.59	ug/m3			02/28/22 14:58	1
Benzene	ND		0.64	0.11	ug/m3			02/28/22 14:58	1
Benzyl chloride	ND		2.1	0.49	ug/m3			02/28/22 14:58	1
Bromodichloromethane	ND		1.3	0.29	ug/m3			02/28/22 14:58	1
Bromoform	ND		2.1	0.68	ug/m3			02/28/22 14:58	1
Bromomethane	ND		0.78	0.21	ug/m3			02/28/22 14:58	1
Butane	ND		2.4	0.50	ug/m3			02/28/22 14:58	1
Carbon disulfide	ND		1.2	0.27	ug/m3			02/28/22 14:58	1
Carbon tetrachloride	ND		1.3	0.20	ug/m3			02/28/22 14:58	1
Chlorobenzene	ND		0.92	0.26	ug/m3			02/28/22 14:58	1
Chlorodifluoromethane	ND		0.71	0.19	ug/m3			02/28/22 14:58	1
Chloroethane	ND		0.53	0.21	ug/m3			02/28/22 14:58	1
Chloroform	ND		0.98	0.18	ug/m3			02/28/22 14:58	1
Chloromethane	ND		2.1	0.33	ug/m3			02/28/22 14:58	1
cis-1,2-Dichloroethene	ND		0.79	0.099	ug/m3			02/28/22 14:58	1
cis-1,3-Dichloropropene	ND		1.8	0.22	ug/m3			02/28/22 14:58	1
Cyclohexane	ND		1.4	0.32	ug/m3			02/28/22 14:58	1
Dibromochloromethane	ND		1.7	0.29	ug/m3			02/28/22 14:58	1
Dibromomethane	ND		2.8	0.21	ug/m3			02/28/22 14:58	1
Dichlorodifluoromethane	ND		0.99	0.17	ug/m3			02/28/22 14:58	1
Ethylbenzene	ND		0.87	0.14	ug/m3			02/28/22 14:58	1
Heptane	ND		1.6	0.14	ug/m3			02/28/22 14:58	1
Hexachlorobutadiene	ND		11	0.85	ug/m3			02/28/22 14:58	1
Hexane	ND		1.4	0.22	ug/m3			02/28/22 14:58	1
Isopropylbenzene	ND		2.0	0.21	ug/m3			02/28/22 14:58	1

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# QC Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

## Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)

**Lab Sample ID: MB 140-59242/4**  
**Matrix: Air**  
**Analysis Batch: 59242**

**Client Sample ID: Method Blank**  
**Prep Type: Total/NA**

Analyte	MB MB		RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Methyl tert-butyl ether	ND		3.6	0.47	ug/m3			02/28/22 14:58	1
Methylene Chloride	ND		3.5	1.2	ug/m3			02/28/22 14:58	1
m-Xylene & p-Xylene	ND		0.87	0.32	ug/m3			02/28/22 14:58	1
Naphthalene	ND		2.1	0.52	ug/m3			02/28/22 14:58	1
o-Xylene	ND		0.87	0.17	ug/m3			02/28/22 14:58	1
Propylbenzene	ND		2.0	0.24	ug/m3			02/28/22 14:58	1
Styrene	ND		0.85	0.26	ug/m3			02/28/22 14:58	1
Tetrachloroethene	ND		1.4	0.20	ug/m3			02/28/22 14:58	1
Toluene	ND		3.8	0.21	ug/m3			02/28/22 14:58	1
trans-1,2-Dichloroethene	ND		0.79	0.13	ug/m3			02/28/22 14:58	1
trans-1,3-Dichloropropene	ND		0.91	0.22	ug/m3			02/28/22 14:58	1
Trichloroethene	ND		1.1	0.18	ug/m3			02/28/22 14:58	1
Trichlorofluoromethane	ND		1.1	0.16	ug/m3			02/28/22 14:58	1
Vinyl chloride	ND		1.0	0.17	ug/m3			02/28/22 14:58	1

Surrogate	MB MB		Limits	Prepared	Analyzed	Dil Fac
	%Recovery	Qualifier				
4-Bromofluorobenzene (Surr)	85		60 - 140		02/28/22 14:58	1

**Lab Sample ID: LCS 140-59242/1002**  
**Matrix: Air**  
**Analysis Batch: 59242**

**Client Sample ID: Lab Control Sample**  
**Prep Type: Total/NA**

Analyte	Spike Added	LCS LCS		Unit	D	%Rec	%Rec. Limits
		Result	Qualifier				
1,1,1-Trichloroethane	8.73	7.06		ug/m3		81	70 - 130
1,1,2,2-Tetrachloroethane	11.0	9.21		ug/m3		84	70 - 130
1,1,2-Trichloro-1,2,2-trifluoroethane	12.3	10.7		ug/m3		88	70 - 130
1,1,2-Trichloroethane	8.73	7.02		ug/m3		80	70 - 130
1,1-Dichloroethane	6.48	5.05		ug/m3		78	70 - 130
1,1-Dichloroethene	6.34	4.96		ug/m3		78	70 - 130
1,2,4-Trichlorobenzene	11.9	8.92		ug/m3		75	60 - 140
1,2,4-Trimethylbenzene	7.87	6.81		ug/m3		87	70 - 130
1,2-Dibromoethane (EDB)	12.3	9.44		ug/m3		77	70 - 130
1,2-Dichloro-1,1,2,2-tetrafluoroethane	11.2	12.9		ug/m3		115	60 - 140
1,2-Dichlorobenzene	9.62	8.50		ug/m3		88	70 - 130
1,2-Dichloroethane	6.48	4.95		ug/m3		76	70 - 130
1,2-Dichloropropane	7.39	5.63		ug/m3		76	70 - 130
1,3,5-Trimethylbenzene	7.87	8.36		ug/m3		106	70 - 130
1,3-Butadiene	3.54	3.57		ug/m3		101	60 - 140
1,3-Dichlorobenzene	9.62	8.32		ug/m3		86	70 - 130
1,4-Dichlorobenzene	9.62	8.00		ug/m3		83	70 - 130
2-Butanone (MEK)	4.72	3.61		ug/m3		77	60 - 140
2-Hexanone	6.56	5.15		ug/m3		79	60 - 140
3-Chloropropene	5.01	5.06		ug/m3		101	60 - 140
4-Methyl-2-pentanone (MIBK)	6.55	5.95		ug/m3		91	60 - 140
Acetone	3.80	3.42	J	ug/m3		90	60 - 140
Acrylonitrile	3.47	3.05		ug/m3		88	60 - 140

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# QC Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

## Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)

**Lab Sample ID: LCS 140-59242/1002**

**Matrix: Air**

**Analysis Batch: 59242**

**Client Sample ID: Lab Control Sample**

**Prep Type: Total/NA**

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	%Rec	%Rec. Limits
Benzene	5.11	4.04		ug/m3		79	70 - 130
Benzyl chloride	8.28	7.57		ug/m3		91	70 - 130
Bromodichloromethane	10.7	8.80		ug/m3		82	70 - 130
Bromoform	16.5	14.5		ug/m3		88	60 - 140
Bromomethane	6.21	7.10		ug/m3		114	70 - 130
Butane	3.80	4.64		ug/m3		122	60 - 140
Carbon disulfide	4.98	4.00		ug/m3		80	70 - 130
Carbon tetrachloride	10.1	10.4		ug/m3		103	70 - 130
Chlorobenzene	7.37	6.58		ug/m3		89	70 - 130
Chlorodifluoromethane	5.66	6.09		ug/m3		108	60 - 140
Chloroethane	4.22	4.47		ug/m3		106	70 - 130
Chloroform	7.81	6.30		ug/m3		81	70 - 130
Chloromethane	3.30	3.26		ug/m3		99	60 - 140
cis-1,2-Dichloroethene	6.34	5.04		ug/m3		79	70 - 130
cis-1,3-Dichloropropene	7.26	5.83		ug/m3		80	70 - 130
Cyclohexane	5.51	4.25		ug/m3		77	70 - 130
Dibromochloromethane	13.6	13.0		ug/m3		96	70 - 130
Dibromomethane	11.4	10.2		ug/m3		89	70 - 130
Dichlorodifluoromethane	7.91	7.61		ug/m3		96	60 - 140
Ethylbenzene	6.95	5.64		ug/m3		81	70 - 130
Heptane	6.56	4.76		ug/m3		73	70 - 130
Hexachlorobutadiene	17.1	13.7		ug/m3		80	60 - 140
Hexane	5.64	4.54		ug/m3		81	70 - 130
Isopropylbenzene	7.87	6.52		ug/m3		83	70 - 130
Methyl tert-butyl ether	5.77	4.44		ug/m3		77	60 - 140
Methylene Chloride	5.56	4.10		ug/m3		74	70 - 130
m-Xylene & p-Xylene	13.9	13.4		ug/m3		96	70 - 130
Naphthalene	8.39	6.80		ug/m3		81	60 - 140
o-Xylene	6.95	6.13		ug/m3		88	70 - 130
Propylbenzene	7.87	6.90		ug/m3		88	70 - 130
Styrene	6.82	5.79		ug/m3		85	70 - 130
Tetrachloroethene	10.9	9.37		ug/m3		86	70 - 130
Toluene	6.03	4.84		ug/m3		80	70 - 130
trans-1,2-Dichloroethene	6.34	5.02		ug/m3		79	70 - 130
trans-1,3-Dichloropropene	7.26	5.28		ug/m3		73	70 - 130
Trichloroethene	8.60	7.37		ug/m3		86	70 - 130
Trichlorofluoromethane	8.99	7.82		ug/m3		87	60 - 140
Vinyl chloride	4.09	4.15		ug/m3		101	70 - 130

Surrogate	LCS %Recovery	LCS Qualifier	Limits
4-Bromofluorobenzene (Surr)	107		60 - 140

# QC Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

## Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)

**Lab Sample ID: MB 140-59265/5**  
**Matrix: Air**  
**Analysis Batch: 59265**

**Client Sample ID: Method Blank**  
**Prep Type: Total/NA**

Analyte	MB Result	MB Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
1,1,1-Trichloroethane	ND		1.1	0.39	ug/m3			03/01/22 11:17	1
1,1,2,2-Tetrachloroethane	ND		1.4	0.24	ug/m3			03/01/22 11:17	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		1.5	0.18	ug/m3			03/01/22 11:17	1
1,1,2-Trichloroethane	ND		1.1	0.21	ug/m3			03/01/22 11:17	1
1,1-Dichloroethane	ND		0.81	0.11	ug/m3			03/01/22 11:17	1
1,1-Dichloroethene	ND		0.79	0.13	ug/m3			03/01/22 11:17	1
1,2,4-Trichlorobenzene	ND		7.4	0.66	ug/m3			03/01/22 11:17	1
1,2,4-Trimethylbenzene	ND		0.98	0.25	ug/m3			03/01/22 11:17	1
1,2-Dibromoethane (EDB)	ND		1.5	0.24	ug/m3			03/01/22 11:17	1
1,2-Dichloro-1,1,2,2-tetrafluoroethane	ND		1.4	0.21	ug/m3			03/01/22 11:17	1
1,2-Dichlorobenzene	ND		2.4	0.47	ug/m3			03/01/22 11:17	1
1,2-Dichloroethane	ND		0.81	0.10	ug/m3			03/01/22 11:17	1
1,2-Dichloropropane	ND		0.92	0.12	ug/m3			03/01/22 11:17	1
1,3,5-Trimethylbenzene	ND		2.0	0.79	ug/m3			03/01/22 11:17	1
1,3-Butadiene	ND		0.88	0.11	ug/m3			03/01/22 11:17	1
1,3-Dichlorobenzene	ND		1.2	0.24	ug/m3			03/01/22 11:17	1
1,4-Dichlorobenzene	ND		1.2	0.24	ug/m3			03/01/22 11:17	1
2-Butanone (MEK)	ND		2.9	0.53	ug/m3			03/01/22 11:17	1
2-Hexanone	ND		1.6	0.25	ug/m3			03/01/22 11:17	1
3-Chloropropene	ND		0.63	0.31	ug/m3			03/01/22 11:17	1
4-Methyl-2-pentanone (MIBK)	ND		4.1	0.57	ug/m3			03/01/22 11:17	1
Acetone	ND		18	3.3	ug/m3			03/01/22 11:17	1
Acrylonitrile	ND		4.3	0.59	ug/m3			03/01/22 11:17	1
Benzene	ND		0.64	0.11	ug/m3			03/01/22 11:17	1
Benzyl chloride	ND		2.1	0.49	ug/m3			03/01/22 11:17	1
Bromodichloromethane	ND		1.3	0.29	ug/m3			03/01/22 11:17	1
Bromoform	ND		2.1	0.68	ug/m3			03/01/22 11:17	1
Bromomethane	ND		0.78	0.21	ug/m3			03/01/22 11:17	1
Butane	ND		2.4	0.50	ug/m3			03/01/22 11:17	1
Carbon disulfide	ND		1.2	0.27	ug/m3			03/01/22 11:17	1
Carbon tetrachloride	ND		1.3	0.20	ug/m3			03/01/22 11:17	1
Chlorobenzene	ND		0.92	0.26	ug/m3			03/01/22 11:17	1
Chlorodifluoromethane	ND		0.71	0.19	ug/m3			03/01/22 11:17	1
Chloroethane	ND		0.53	0.21	ug/m3			03/01/22 11:17	1
Chloroform	ND		0.98	0.18	ug/m3			03/01/22 11:17	1
Chloromethane	ND		2.1	0.33	ug/m3			03/01/22 11:17	1
cis-1,2-Dichloroethene	ND		0.79	0.099	ug/m3			03/01/22 11:17	1
cis-1,3-Dichloropropene	ND		1.8	0.22	ug/m3			03/01/22 11:17	1
Cyclohexane	ND		1.4	0.32	ug/m3			03/01/22 11:17	1
Dibromochloromethane	ND		1.7	0.29	ug/m3			03/01/22 11:17	1
Dibromomethane	ND		2.8	0.21	ug/m3			03/01/22 11:17	1
Dichlorodifluoromethane	ND		0.99	0.17	ug/m3			03/01/22 11:17	1
Ethylbenzene	ND		0.87	0.14	ug/m3			03/01/22 11:17	1
Heptane	ND		1.6	0.14	ug/m3			03/01/22 11:17	1
Hexachlorobutadiene	ND		11	0.85	ug/m3			03/01/22 11:17	1
Hexane	ND		1.4	0.22	ug/m3			03/01/22 11:17	1
Isopropylbenzene	ND		2.0	0.21	ug/m3			03/01/22 11:17	1

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# QC Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

## Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)

**Lab Sample ID: MB 140-59265/5**  
**Matrix: Air**  
**Analysis Batch: 59265**

**Client Sample ID: Method Blank**  
**Prep Type: Total/NA**

Analyte	MB MB		RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Methyl tert-butyl ether	ND		3.6	0.47	ug/m3			03/01/22 11:17	1
Methylene Chloride	ND		3.5	1.2	ug/m3			03/01/22 11:17	1
m-Xylene & p-Xylene	ND		0.87	0.32	ug/m3			03/01/22 11:17	1
Naphthalene	ND		2.1	0.52	ug/m3			03/01/22 11:17	1
o-Xylene	ND		0.87	0.17	ug/m3			03/01/22 11:17	1
Propylbenzene	ND		2.0	0.24	ug/m3			03/01/22 11:17	1
Styrene	ND		0.85	0.26	ug/m3			03/01/22 11:17	1
Tetrachloroethene	ND		1.4	0.20	ug/m3			03/01/22 11:17	1
Toluene	ND		3.8	0.21	ug/m3			03/01/22 11:17	1
trans-1,2-Dichloroethene	ND		0.79	0.13	ug/m3			03/01/22 11:17	1
trans-1,3-Dichloropropene	ND		0.91	0.22	ug/m3			03/01/22 11:17	1
Trichloroethene	ND		1.1	0.18	ug/m3			03/01/22 11:17	1
Trichlorofluoromethane	ND		1.1	0.16	ug/m3			03/01/22 11:17	1
Vinyl chloride	ND		1.0	0.17	ug/m3			03/01/22 11:17	1

Surrogate	MB MB		Limits	Prepared	Analyzed	Dil Fac
	%Recovery	Qualifier				
4-Bromofluorobenzene (Surr)	82		60 - 140		03/01/22 11:17	1

**Lab Sample ID: LCS 140-59265/1002**  
**Matrix: Air**  
**Analysis Batch: 59265**

**Client Sample ID: Lab Control Sample**  
**Prep Type: Total/NA**

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	%Rec	%Rec. Limits
1,1,2,2-Tetrachloroethane	11.0	9.61		ug/m3		87	70 - 130
1,1,2-Trichloro-1,2,2-trifluoroethane	12.3	11.3		ug/m3		92	70 - 130
1,1,2-Trichloroethane	8.73	7.31		ug/m3		84	70 - 130
1,1-Dichloroethane	6.48	5.50		ug/m3		85	70 - 130
1,1-Dichloroethene	6.34	5.26		ug/m3		83	70 - 130
1,2,4-Trichlorobenzene	11.9	8.37		ug/m3		70	60 - 140
1,2,4-Trimethylbenzene	7.87	6.82		ug/m3		87	70 - 130
1,2-Dibromoethane (EDB)	12.3	9.80		ug/m3		80	70 - 130
1,2-Dichloro-1,1,2,2-tetrafluoroethane	11.2	16.5	*+	ug/m3		148	60 - 140
1,2-Dichlorobenzene	9.62	9.69		ug/m3		101	70 - 130
1,2-Dichloroethane	6.48	5.37		ug/m3		83	70 - 130
1,2-Dichloropropane	7.39	6.19		ug/m3		84	70 - 130
1,3,5-Trimethylbenzene	7.87	6.47		ug/m3		82	70 - 130
1,3-Butadiene	3.54	3.88		ug/m3		110	60 - 140
1,3-Dichlorobenzene	9.62	9.26		ug/m3		96	70 - 130
1,4-Dichlorobenzene	9.62	8.83		ug/m3		92	70 - 130
2-Butanone (MEK)	4.72	3.64		ug/m3		77	60 - 140
2-Hexanone	6.56	4.47		ug/m3		68	60 - 140
3-Chloropropene	5.01	4.45		ug/m3		89	60 - 140
4-Methyl-2-pentanone (MIBK)	6.55	5.16		ug/m3		79	60 - 140
Acetone	11.4	10.3		ug/m3		90	60 - 140
Acrylonitrile	3.47	3.07		ug/m3		88	60 - 140

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# QC Sample Results

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
 2E-2202004

Job ID: 140-26507-1

## Method: TO-15 - Volatile Organic Compounds in Ambient Air (Continued)

**Lab Sample ID: LCS 140-59265/1002**

**Matrix: Air**

**Analysis Batch: 59265**

**Client Sample ID: Lab Control Sample**

**Prep Type: Total/NA**

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	%Rec	%Rec. Limits
Benzene	5.11	4.72		ug/m3		92	70 - 130
Benzyl chloride	8.28	6.59		ug/m3		80	70 - 130
Bromodichloromethane	10.7	9.10		ug/m3		85	70 - 130
Bromoform	16.5	14.5		ug/m3		88	60 - 140
Bromomethane	6.21	7.33		ug/m3		118	70 - 130
Butane	3.80	4.14		ug/m3		109	60 - 140
Carbon disulfide	4.98	4.60		ug/m3		92	70 - 130
Carbon tetrachloride	10.1	8.56		ug/m3		85	70 - 130
Chlorobenzene	7.37	6.42		ug/m3		87	70 - 130
Chlorodifluoromethane	5.66	6.06		ug/m3		107	60 - 140
Chloroethane	4.22	4.52		ug/m3		107	70 - 130
Chloroform	7.81	6.92		ug/m3		89	70 - 130
Chloromethane	3.30	3.70		ug/m3		112	60 - 140
cis-1,2-Dichloroethene	6.34	5.03		ug/m3		79	70 - 130
cis-1,3-Dichloropropene	7.26	5.83		ug/m3		80	70 - 130
Cyclohexane	5.51	4.38		ug/m3		80	70 - 130
Dibromochloromethane	13.6	11.3		ug/m3		83	70 - 130
Dibromomethane	11.4	9.99		ug/m3		88	70 - 130
Dichlorodifluoromethane	7.91	8.77		ug/m3		111	60 - 140
Ethylbenzene	6.95	5.57		ug/m3		80	70 - 130
Heptane	6.56	5.18		ug/m3		79	70 - 130
Hexachlorobutadiene	17.1	20.0		ug/m3		117	60 - 140
Hexane	5.64	4.67		ug/m3		83	70 - 130
Isopropylbenzene	7.87	6.37		ug/m3		81	70 - 130
Methyl tert-butyl ether	5.77	4.77		ug/m3		83	60 - 140
Methylene Chloride	5.56	4.88		ug/m3		88	70 - 130
m-Xylene & p-Xylene	13.9	12.0		ug/m3		86	70 - 130
Naphthalene	8.39	7.04		ug/m3		84	60 - 140
o-Xylene	6.95	5.65		ug/m3		81	70 - 130
Propylbenzene	7.87	6.52		ug/m3		83	70 - 130
Styrene	6.82	5.73		ug/m3		84	70 - 130
Tetrachloroethene	10.9	8.94		ug/m3		82	70 - 130
Toluene	6.03	4.82		ug/m3		80	70 - 130
trans-1,2-Dichloroethene	6.34	5.36		ug/m3		84	70 - 130
trans-1,3-Dichloropropene	7.26	5.23		ug/m3		72	70 - 130
Trichloroethene	8.60	7.57		ug/m3		88	70 - 130
Trichlorofluoromethane	8.99	7.67		ug/m3		85	60 - 140
Vinyl chloride	4.09	4.54		ug/m3		111	70 - 130

Surrogate	LCS LCS		Limits
	%Recovery	Qualifier	
4-Bromofluorobenzene (Surr)	101		60 - 140

# QC Association Summary

Client: Giles Engineering Associates  
Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
2E-2202004

Job ID: 140-26507-1

## Air - GC/MS VOA

### Analysis Batch: 59206

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
140-26507-2	VP-2	Total/NA	Air	TO-15	
140-26507-4	VP-4	Total/NA	Air	TO-15	
MB 140-59206/5	Method Blank	Total/NA	Air	TO-15	
LCS 140-59206/1002	Lab Control Sample	Total/NA	Air	TO-15	

### Analysis Batch: 59242

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
140-26507-2 - DL	VP-2	Total/NA	Air	TO-15	
140-26507-3	VP-3	Total/NA	Air	TO-15	
MB 140-59242/4	Method Blank	Total/NA	Air	TO-15	
LCS 140-59242/1002	Lab Control Sample	Total/NA	Air	TO-15	

### Analysis Batch: 59265

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
140-26507-1	VP-1	Total/NA	Air	TO-15	
MB 140-59265/5	Method Blank	Total/NA	Air	TO-15	
LCS 140-59265/1002	Lab Control Sample	Total/NA	Air	TO-15	

# Lab Chronicle

Client: Giles Engineering Associates  
Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
2E-2202004

Job ID: 140-26507-1

## Client Sample ID: VP-1

Lab Sample ID: 140-26507-1

Date Collected: 02/23/22 14:45

Matrix: Air

Date Received: 02/24/22 11:30

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Analysis	TO-15		1	200 mL	500 mL	59265	03/01/22 16:01	S1K	TAL KNX
Instrument ID: MG										

## Client Sample ID: VP-2

Lab Sample ID: 140-26507-2

Date Collected: 02/23/22 14:00

Matrix: Air

Date Received: 02/24/22 11:30

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Analysis	TO-15		1	200 mL	500 mL	59206	02/26/22 19:18	S1K	TAL KNX
Instrument ID: MR										
Total/NA	Analysis	TO-15	DL	1	100 mL	500 mL	59242	02/28/22 21:58	S1K	TAL KNX
Instrument ID: MS										

## Client Sample ID: VP-3

Lab Sample ID: 140-26507-3

Date Collected: 02/23/22 14:54

Matrix: Air

Date Received: 02/24/22 11:30

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Analysis	TO-15		3.46	25 mL	500 mL	59242	02/28/22 22:43	S1K	TAL KNX
Instrument ID: MS										

## Client Sample ID: VP-4

Lab Sample ID: 140-26507-4

Date Collected: 02/23/22 14:35

Matrix: Air

Date Received: 02/24/22 11:30

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Analysis	TO-15		1	20 mL	500 mL	59206	02/26/22 21:29	S1K	TAL KNX
Instrument ID: MR										

## Client Sample ID: Method Blank

Lab Sample ID: MB 140-59206/5

Date Collected: N/A

Matrix: Air

Date Received: N/A

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Analysis	TO-15		1	200 mL	500 mL	59206	02/26/22 11:02	S1K	TAL KNX
Instrument ID: MR										

## Client Sample ID: Method Blank

Lab Sample ID: MB 140-59242/4

Date Collected: N/A

Matrix: Air

Date Received: N/A

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Analysis	TO-15		1	200 mL	500 mL	59242	02/28/22 14:58	S1K	TAL KNX
Instrument ID: MS										

Eurofins Knoxville

# Lab Chronicle

Client: Giles Engineering Associates  
Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
2E-2202004

Job ID: 140-26507-1

**Client Sample ID: Method Blank**

**Lab Sample ID: MB 140-59265/5**

Date Collected: N/A

Matrix: Air

Date Received: N/A

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Analysis	TO-15		1	200 mL	500 mL	59265	03/01/22 11:17	S1K	TAL KNX
Instrument ID: MG										

**Client Sample ID: Lab Control Sample**

**Lab Sample ID: LCS 140-59206/1002**

Date Collected: N/A

Matrix: Air

Date Received: N/A

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Analysis	TO-15		1	500 mL	500 mL	59206	02/26/22 08:55	S1K	TAL KNX
Instrument ID: MR										

**Client Sample ID: Lab Control Sample**

**Lab Sample ID: LCS 140-59242/1002**

Date Collected: N/A

Matrix: Air

Date Received: N/A

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Analysis	TO-15		1	500 mL	500 mL	59242	02/28/22 11:22	S1K	TAL KNX
Instrument ID: MS										

**Client Sample ID: Lab Control Sample**

**Lab Sample ID: LCS 140-59265/1002**

Date Collected: N/A

Matrix: Air

Date Received: N/A

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Analysis	TO-15		1	500 mL	500 mL	59265	03/01/22 08:55	S1K	TAL KNX
Instrument ID: MG										

**Laboratory References:**

TAL KNX = Eurofins Knoxville, 5815 Middlebrook Pike, Knoxville, TN 37921, TEL (865)291-3000



# Method Summary

Client: Giles Engineering Associates  
Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
2E-2202004

Job ID: 140-26507-1

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Method	Method Description	Protocol	Laboratory
TO-15	Volatile Organic Compounds in Ambient Air	EPA	TAL KNX

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**Protocol References:**

EPA = US Environmental Protection Agency

**Laboratory References:**

TAL KNX = Eurofins Knoxville, 5815 Middlebrook Pike, Knoxville, TN 37921, TEL (865)291-3000

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# Sample Summary

Client: Giles Engineering Associates  
Project/Site: RUSNAK PORSCHE/PASADENA, CA/  
2E-2202004

Job ID: 140-26507-1

Lab Sample ID	Client Sample ID	Matrix	Collected	Received	Asset ID
140-26507-1	VP-1	Air	02/23/22 14:45	02/24/22 11:30	Air Canister (6-Liter) #10238
140-26507-2	VP-2	Air	02/23/22 14:00	02/24/22 11:30	Air Canister (6-Liter) #10103
140-26507-3	VP-3	Air	02/23/22 14:54	02/24/22 11:30	Air Canister (6-Liter) #11226
140-26507-4	VP-4	Air	02/23/22 14:35	02/24/22 11:30	Air Canister (6-Liter) #34000875

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Eurofins TestAmerica, Knoxville  
5815 Middlebrook Pike


# Canister Samples Chain of Custody Record



TestAmerica Laboratories, Inc. assumes no liability with respect to the collection and shipment of these samples.

Knoxville, TN 37921-5947  
phone 865.291.3000 fax 865.584.4315

TestAmerica Laboratories, Inc. d/b/a Eurofins TestAmerica

<b>Client Contact Information</b>		Client Project Manager: Mike Pisarik		Samples Collected By: <i>Walter Lopez / Giles Engr.</i>		COC No: _____ of _____ COCs																																		
Company Name: Giles		Phone: _____																																						
Address: 2626 Lombardy Lane, Suite 105		Email: _____																																						
City/State/Zip Dallas, TX 75220																																								
Phone: (214)-358-5885		Site Contact: _____																																						
FAX: (214)-358-5884		Tel/Fax: _____																																						
Project Name: <i>RUSNAK Porsche</i>		Analysis Turnaround Time																																						
Site/Location: <i>2915 - 2965 E. Colorado Blvd PASADENA</i>		Standard (Specific): _____																																						
P O 2E-2202004		Rush (Specify): _____																																						
Sample Identification	Sample Start Date	Time Start	Sample End Date	Time Stop	Canister Vacuum in Field, "Hg (Start)	Canister Vacuum in Field, "Hg (Stop)	Flow Controller ID	Canister ID	TO-14/15 (Standard / Low Level)	TO-15 SIM	EPA 3C	EPA 25C	ASTM D-1946	EPA 15/16	Other (Please specify in notes section)	Sample Type	Indoor Air/Ambient Air	Sub-Slab	Soil Gas	Soil Vapor Extraction (SVE)	Landfill Gas	Other (Please specify in notes section)	For Lab Use Only: Walk-in Client: Lab Sampling:	Job / SDG No.: (See below for Add'l Items)	Sample Specific Notes:															
<i>VP-1</i>	<i>2/23/22</i>	<i>12:34 pm</i>	<i>2/23/22</i>	<i>2:45</i>	<i>-30</i>	<i>15</i>			<i>X</i>																															
<i>VP-2</i>	<i>2/23/22</i>	<i>08:55</i>	<i>2/23/22</i>	<i>2:00 pm</i>	<i>-25</i>	<i>-4</i>			<i>X</i>																															
<i>VP-3</i>	<i>2/23/22</i>	<i>1:52</i>	<i>2/23/22</i>	<i>2:54</i>	<i>-30</i>	<i>-4</i>			<i>X</i>																															
<i>VP-4</i>	<i>2/23/22</i>	<i>2:30</i>	<i>2/23/22</i>	<i>2:35</i>	<i>-30</i>	<i>-4</i>			<i>X</i>																															
<i>Rec @ ambient no custody seal 1 Doc # 02.24.22 Fax # 5602 159 8185 4 cans 4(e) flows</i>																																								
<table border="1"> <tr> <th colspan="3">Temperature (Fahrenheit)</th> </tr> <tr> <td>Start</td> <td>Interior</td> <td>Ambient</td> </tr> <tr> <td>Stop</td> <td></td> <td></td> </tr> <tr> <th colspan="3">Pressure (inches of Hg)</th> </tr> <tr> <td>Start</td> <td>Interior</td> <td>Ambient</td> </tr> <tr> <td>Stop</td> <td></td> <td></td> </tr> </table>																							Temperature (Fahrenheit)			Start	Interior	Ambient	Stop			Pressure (inches of Hg)			Start	Interior	Ambient	Stop		
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Pressure (inches of Hg)																																								
Start	Interior	Ambient																																						
Stop																																								
<div style="text-align: center;">               140-26507 Chain of Custody         </div>																																								
Special Instructions/QC Requirements & Comments:																																								
Samples Shipped by: <i>Walter Lopez / Giles Engr.</i>		Date / Time: <i>2/23/22 4:00 pm</i>		Samples Received by: <i>R. D.</i>		Date / Time: <i>02.24.22 11:30</i>																																		
Samples Relinquished by: <i>Walter Lopez</i>		Date / Time: <i>2/23/22 4:00 pm</i>		Received by:																																				
Relinquished by:		Date / Time:		Received by:																																				
Lab Use Only: Shipper Name:		Opened by:		Condition:																																				



EUROFINS/TESTAMERICA KNOXVILLE SAMPLE RECEIPT/CONDITION UPON RECEIPT ANOMALY CHECKLIST

Review Items	Yes	No	NA	If No, what was the problem?	Comments/Actions Taken
1. Are the shipping containers intact?	✓			<input type="checkbox"/> Containers, Broken	
2. Were ambient air containers received intact?			✓	<input checked="" type="checkbox"/> Checked in lab	
3. The coolers/containers custody seal if present, is it intact?			✓	<input type="checkbox"/> Yes <input type="checkbox"/> NA	
4. Is the cooler temperature within limits? (> freezing temp. of water to 6 °C, VOST: 10°C) Thermometer ID : _____ Correction factor: _____			✓	<input type="checkbox"/> Cooler Out of Temp, Client Contacted, Proceed/Cancel <input type="checkbox"/> Cooler Out of Temp, Same Day Receipt	
5. Were all of the sample containers received intact?	✓			<input type="checkbox"/> Containers, Broken	
6. Were samples received in appropriate containers?	✓			<input type="checkbox"/> Containers, Improper; Client Contacted; Proceed/Cancel	
7. Do sample container labels match COC? (IDs, Dates, Times)	✓			<input type="checkbox"/> COC & Samples Do Not Match <input type="checkbox"/> COC Incorrect/Incomplete <input type="checkbox"/> COC Not Received	
8. Were all of the samples listed on the COC received?	✓			<input type="checkbox"/> Sample Received, Not on COC <input type="checkbox"/> Sample on COC, Not Received	
9. Is the date/time of sample collection noted?	✓			<input type="checkbox"/> COC; No Date/Time; Client Contacted	
10. Was the sampler identified on the COC?	✓			<input type="checkbox"/> Sampler Not Listed on COC	
11. Is the client and project name/# identified?	✓			<input type="checkbox"/> COC Incorrect/Incomplete	
12. Are tests/parameters listed for each sample?	✓			<input type="checkbox"/> COC No tests on COC	
13. Is the matrix of the samples noted?	✓			<input type="checkbox"/> COC Incorrect/Incomplete	
14. Was COC relinquished? (Signed/Dated/Timed)	✓			<input type="checkbox"/> COC Incorrect/Incomplete	
15. Were samples received within holding time?	✓			<input type="checkbox"/> Holding Time - Receipt	
16. Were samples received with correct chemical preservative (excluding Encore)?			✓	<input type="checkbox"/> pH Adjusted, pH Included (See box 16A) <input type="checkbox"/> Incorrect Preservative	
17. Were VOA samples received without headspace?			✓	<input type="checkbox"/> Headspace (VOA only)	
18. Did you check for residual chlorine, if necessary? (e.g. 1613B, 1668) Chlorine test strip lot number: _____			✓	<input type="checkbox"/> Residual Chlorine	
19. For 1613B water samples is pH<9?			✓	<input type="checkbox"/> If no, notify lab to adjust	
20. For rad samples was sample activity info. Provided?			✓	<input type="checkbox"/> Project missing info	
Project #: <u>1402587</u> PM Instructions: _____					
Sample Receiving Associate: <u>[Signature]</u> Date: <u>02.24.22</u>					

QA026R32.doc, 062719





## Summa Canister Dilution Worksheet

Client: Giles Engineering Associates  
 Project/Site: RUSNAK PORSCHE/PASADENA, CA/ 2E-2202004

Job No.: 140-26507-1

Lab Sample ID	Canister Volume (L)	Preadjusted Pressure ("Hg)	Preadjusted Pressure (atm)	Preadjusted Volume (L)	Adjusted Pressure (psig)	Adjusted Pressure (atm)	Adjusted Volume (L)	Initial Volume (mL)	Dilution Factor	Final Dilution Factor	Final Pressure Gauge ID	Date	Analyst Initials
140-26507-3	6	-3.6	0.88	5.28	30.1	3.05	18.29		3.46	3.46	g5	02/26/22 10:59	HMT

**Formulae:**

- Preadjusted Volume (L) = ((Preadjusted Pressure ("Hg) + 29.92 "Hg) \* Vol L ) / 29.92 "Hg
- Adjusted Volume (L) = (( Adjusted Pressure (psig) + 14.7 psig ) \* Vol L ) / 14.7 psig
- Dilution Factor = Adjusted Volume (L) / Preadjusted Volume (L)

**Where:**

- 29.92 "Hg = Standard atmospheric pressure in inches of Mercury ("Hg)
- 14.7 psig = Standard atmospheric pressure in pounds per square inch gauge (psig)



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**BALTIMORE/WASHINGTON, D.C.**  
(410) 636-9320

**Appendix E:**  
**Noise and Vibration Assessment**



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**Appendix E**  
Noise and Vibration Assessment

# TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 186254  
 Project Name: Porsche Dealership  
 Scenario: Existing

## Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.  
 Source of Traffic Volumes: Michael Baker International (March 2021)  
 Community Noise Descriptor:  $L_{dn}$ : \_\_\_\_\_ CNEL:   x  

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.50%	12.90%	9.60%
Medium-Duty Trucks	84.80%	4.90%	10.30%
Heavy-Duty Trucks	86.50%	2.70%	10.80%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway					Calc Dist
						Medium Trucks	Heavy Trucks	CNEL at 100 Feet	Distance to Contour				
								70 CNEL	65 CNEL	60 CNEL	55 CNEL		
<b>North-South</b>													
San Gabriel Blvd north of Foothill Blvd	4	14	22,260	35	0.5	1.8%	0.7%	62.5	-	68	147	318	100
San Gabriel Blvd between Foothill Blvd & Walnut St	4	16	22,730	35	0.5	1.8%	0.7%	62.6	-	70	150	323	100
San Gabriel Blvd between Walnut St & Colorado Blvd	4	0	22,340	35	0.5	1.8%	0.7%	62.4	-	68	146	314	100
San Gabriel Blvd south of Colorado Blvd	4	10	24,100	25	0.5	1.8%	0.7%	60.3	-	-	105	227	100
Sunnyslope Ave between Walnut St & Colorado Blvd	2	0	1,140	35	0.5	1.8%	0.7%	49.4	-	-	-	43	100
Sunnyslope Ave south of Colorado Blvd	2	0	990	35	0.5	1.8%	0.7%	48.8	-	-	-	39	100
Sierra Madre Villa Ave north of I-210 WB Ramps	4	20	25,260	35	0.5	1.8%	0.7%	63.1	-	75	162	349	100
Sierra Madre Villa Ave between I-210 WB & EB Ramps	8	10	23,800	35	0.5	1.8%	0.7%	63.4	-	79	169	365	100
Sierra Madre Villa Ave between I-210 EB Ramps & Colorado Blvd	4	30	21,910	35	0.5	1.8%	0.7%	62.6	-	69	150	322	100
Madre St south of Colorado Blvd	4	0	12,800	35	0.5	1.8%	0.7%	60.0	-	47	100	216	100
<b>East-West</b>													
Foothill Blvd west of San Gabriel Blvd	4	10	17,010	35	0.5	1.8%	0.7%	61.3	-	57	123	264	100
Foothill Blvd east of San Gabriel Blvd	4	18	20,550	35	0.5	1.8%	0.7%	62.2	-	65	141	303	100
Walnut St west of San Gabriel Blvd	2	12	5,400	35	0.5	1.8%	0.7%	56.2	-	-	56	121	100
Walnut St between San Gabriel Blvd & Sunnyslope Ave	2	12	4,700	35	0.5	1.8%	0.7%	55.6	-	-	51	110	100
Walnut St east of Sunnyslope Ave	2	12	4,380	35	0.5	1.8%	0.7%	55.3	-	-	49	105	100
Colorado Blvd west of San Gabriel Blvd	4	10	18,530	35	0.5	1.8%	0.7%	61.7	-	60	130	280	100
Colorado Blvd between San Gabriel Blvd & Sunnyslope Ave	4	10	17,960	35	0.5	1.8%	0.7%	61.6	-	59	127	274	100
Colorado Blvd between Sunnyslope Ave & Sierra Madre Villa Ave	4	10	18,700	35	0.5	1.8%	0.7%	61.7	-	61	131	281	100
Colorado Blvd east of Sierra Madre Villa Ave	4	10	19,430	35	0.5	1.8%	0.7%	61.9	-	62	134	289	100

<sup>1</sup> Distance is from the centerline of the roadway segment to the receptor location.

"-" = contour is located within the roadway right-of-way.

NA = not applicable (does not exist without project)

2250

Instrument:		2250
Application:		BZ7225 Version 4.7.6
Start Time:		11/04/2021 13:30:36
End Time:		11/04/2021 13:40:36
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.14

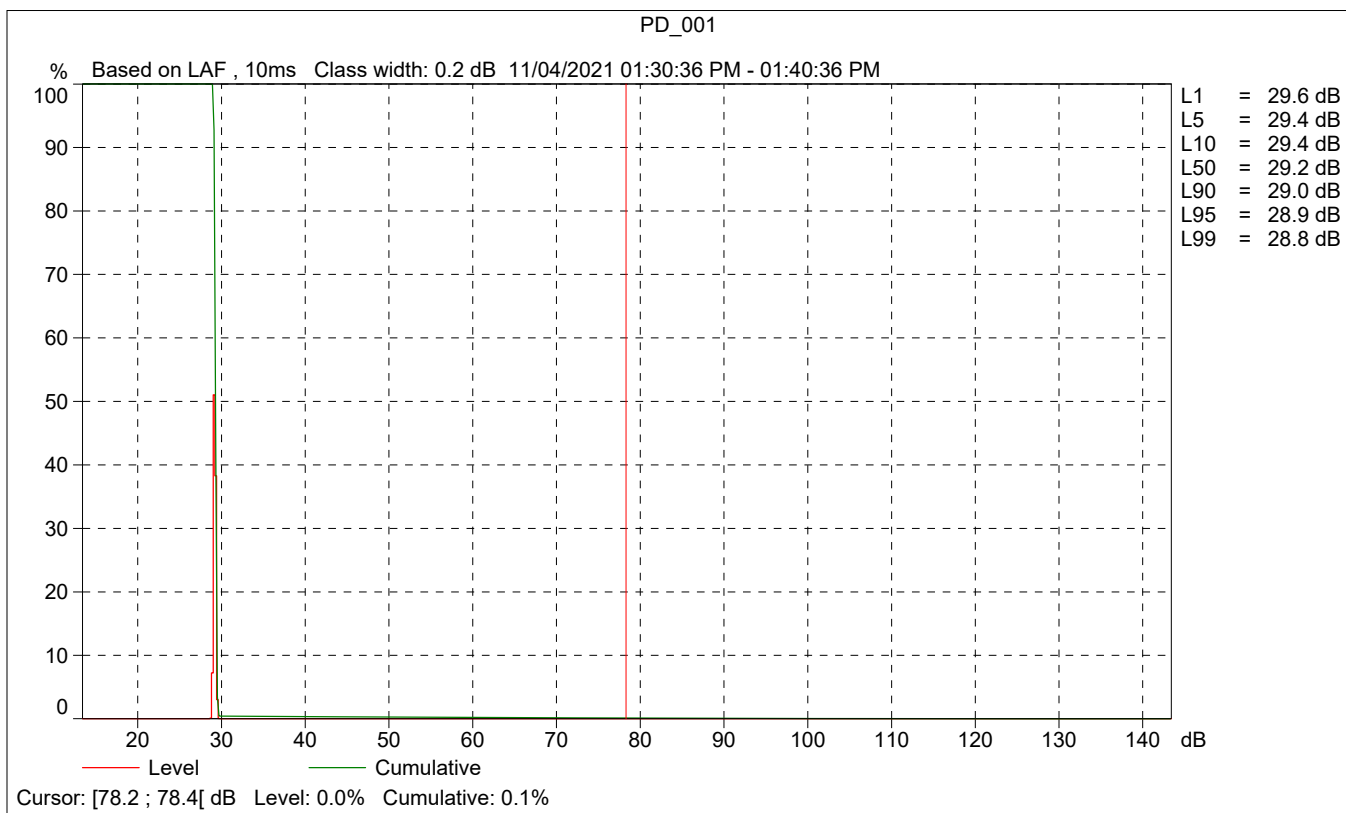
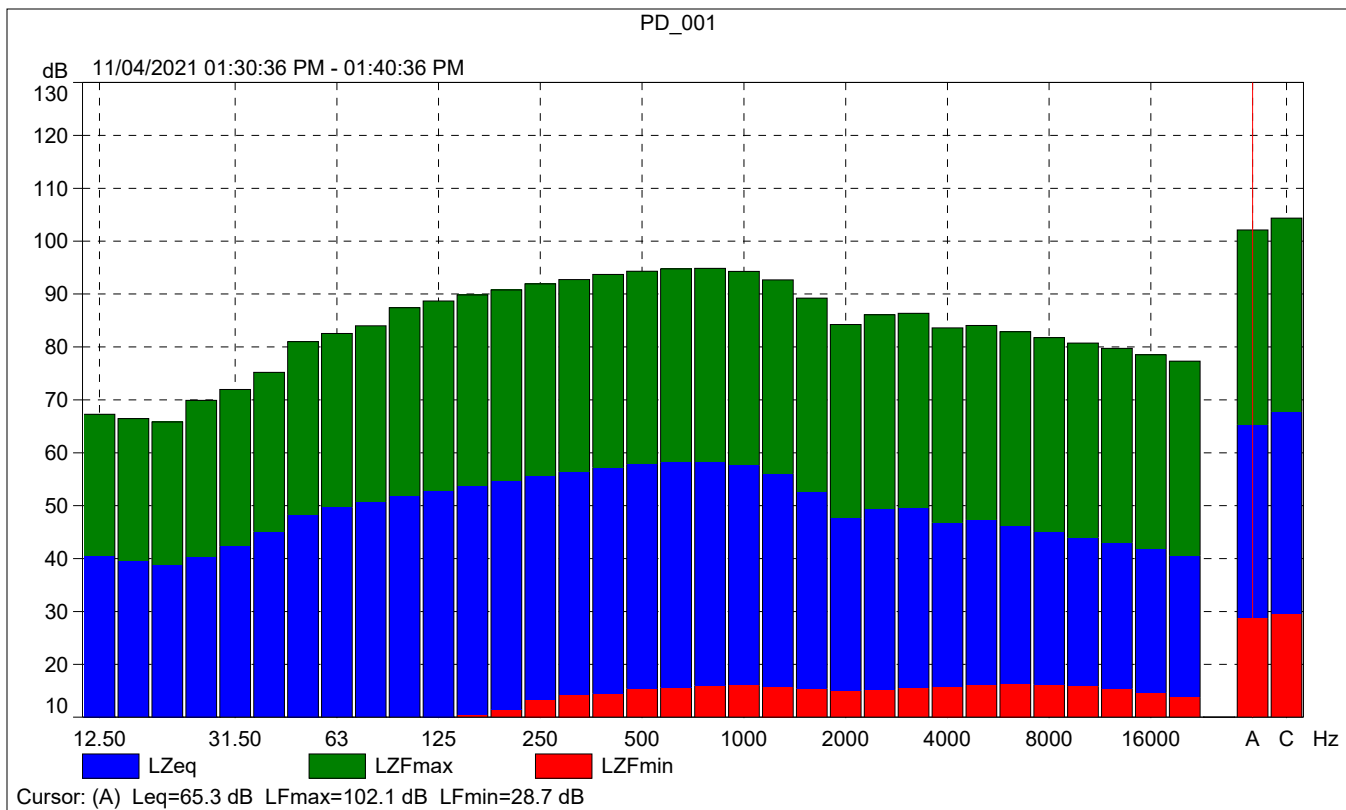
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

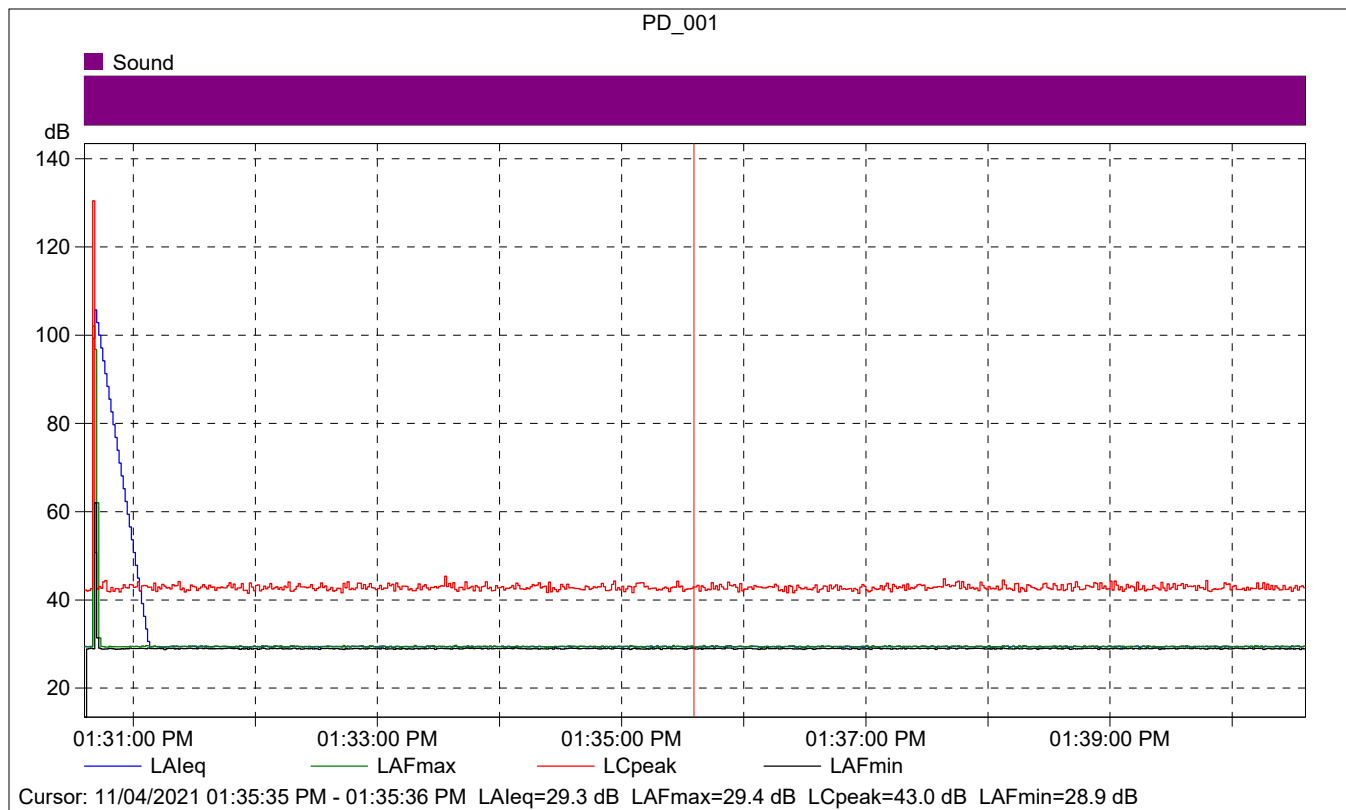
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

Calibration Time:		11/04/2021 08:34:59
Calibration Type:		External reference
Sensitivity:		43.5506850481033 mV/Pa

PD\_001

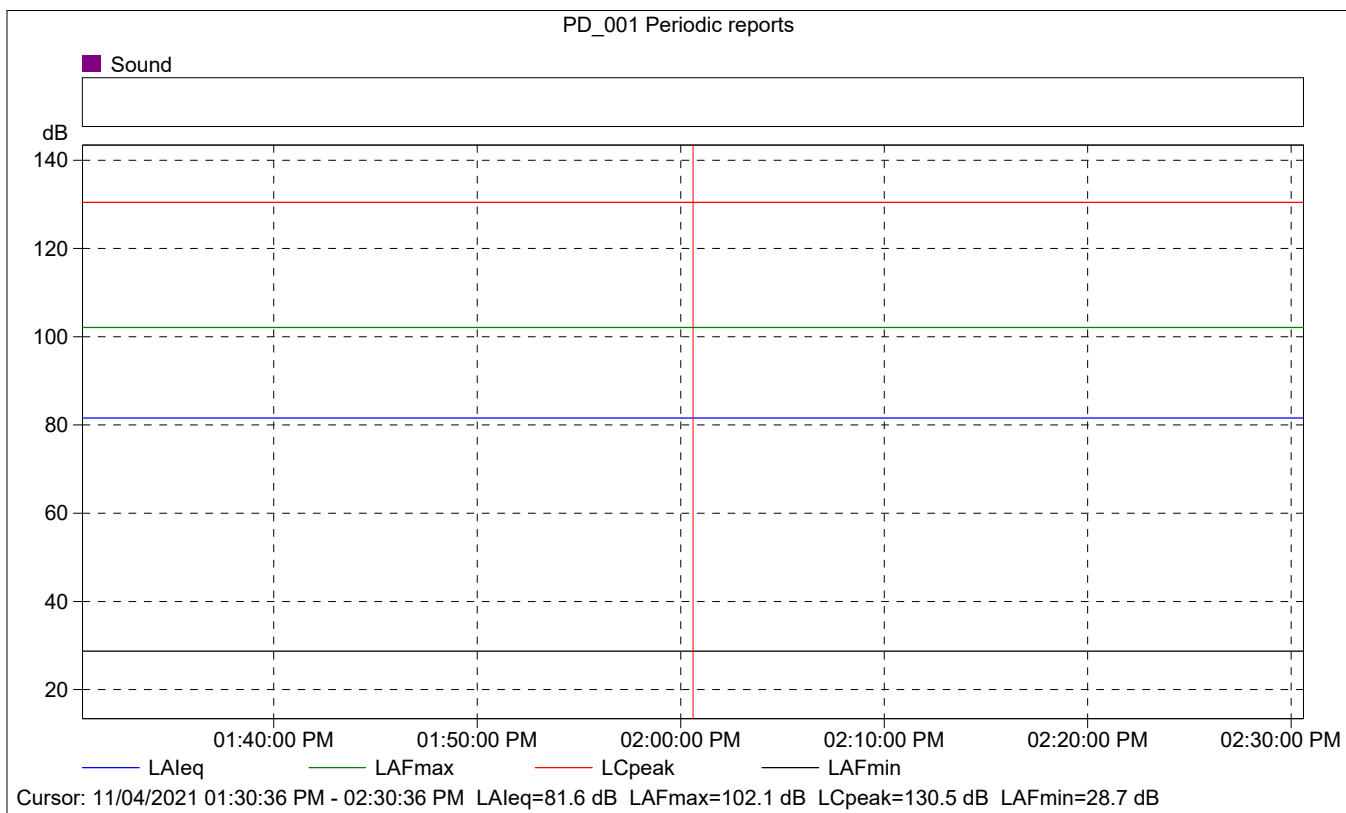
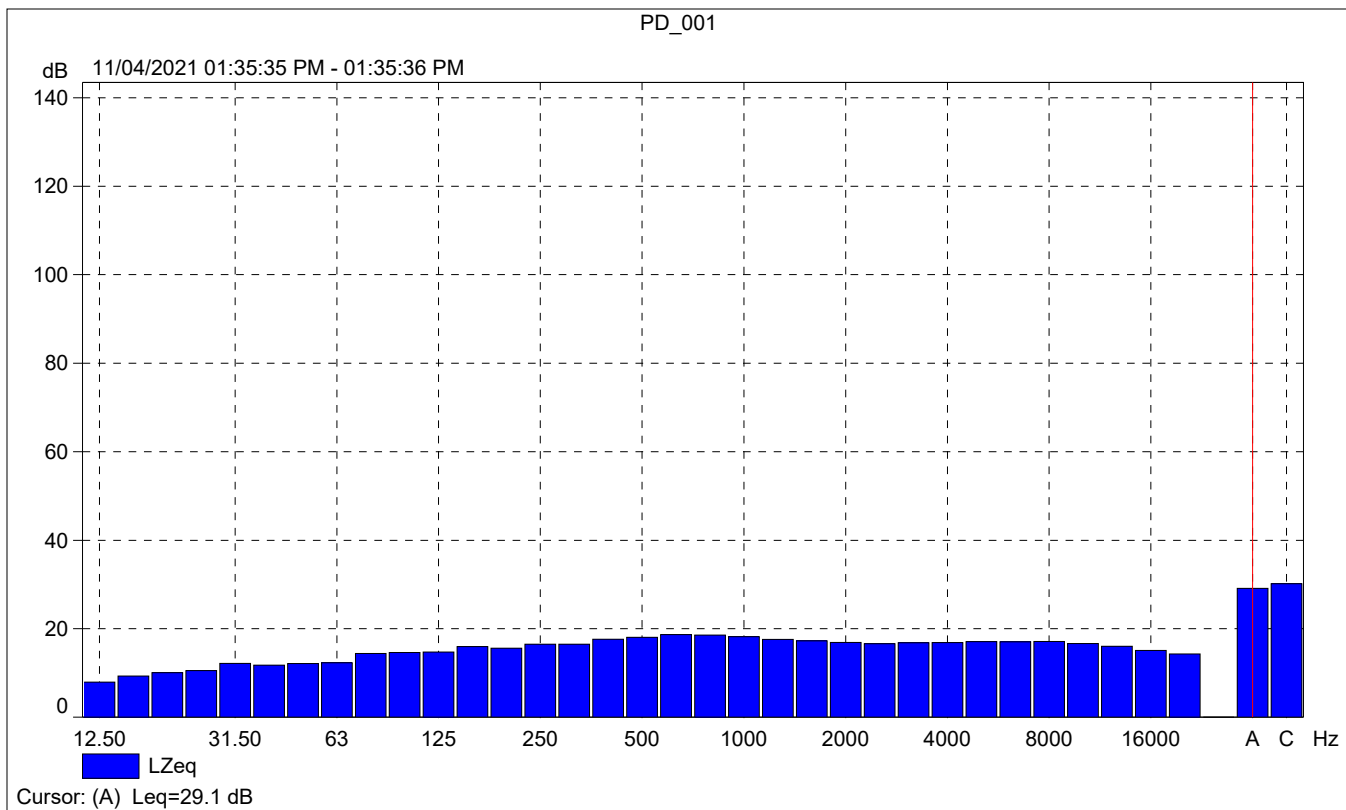
	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	65.3	102.1	28.7
Time	01:30:36 PM	01:40:36 PM	0:10:00				
Date	11/04/2021	11/04/2021					





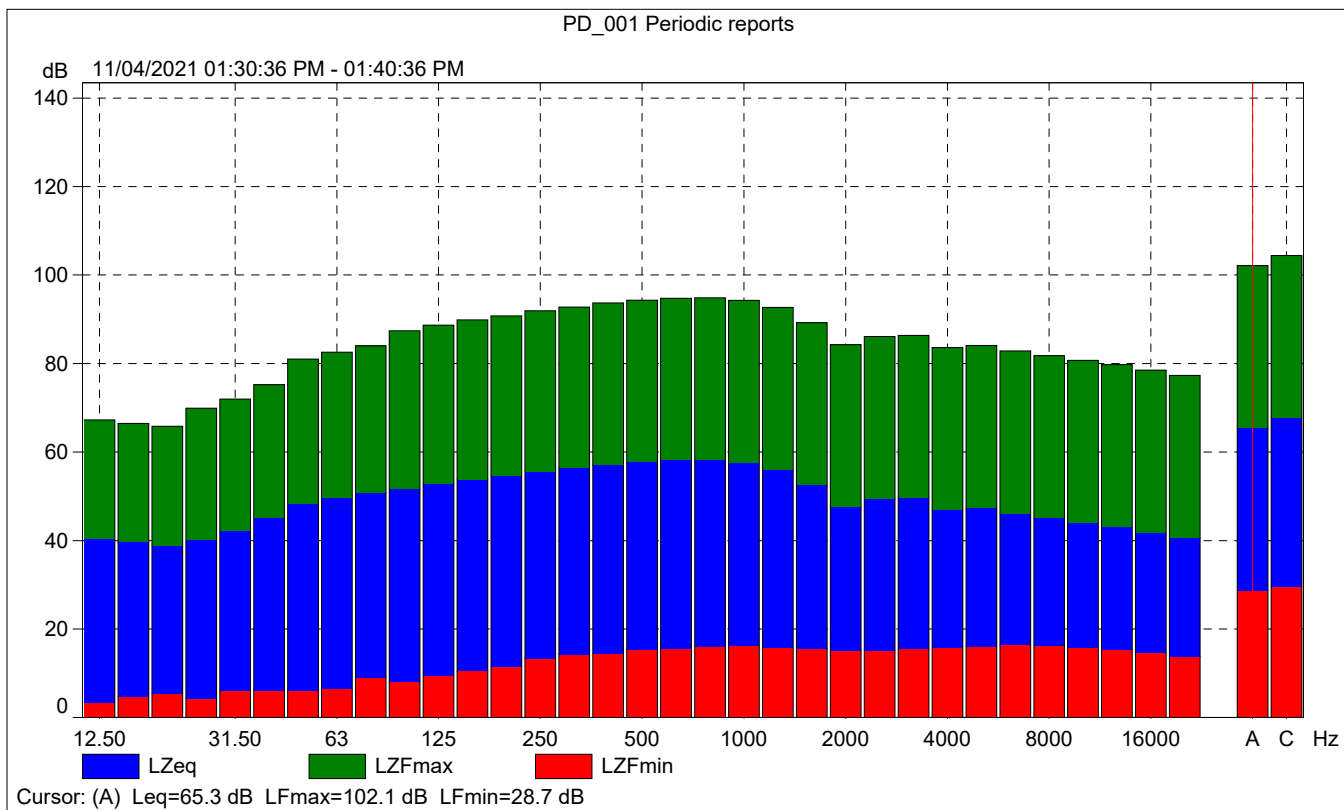
### PD\_001

	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			29.3	29.4	28.9
Time	01:35:35 PM	0:00:01			
Date	11/04/2021				



# PD\_001 Periodic reports

	Start time	Elapsed time	Overload [%]	LAFeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	81.6	102.1	28.7
Time	01:30:36 PM	0:10:00				
Date	11/04/2021					

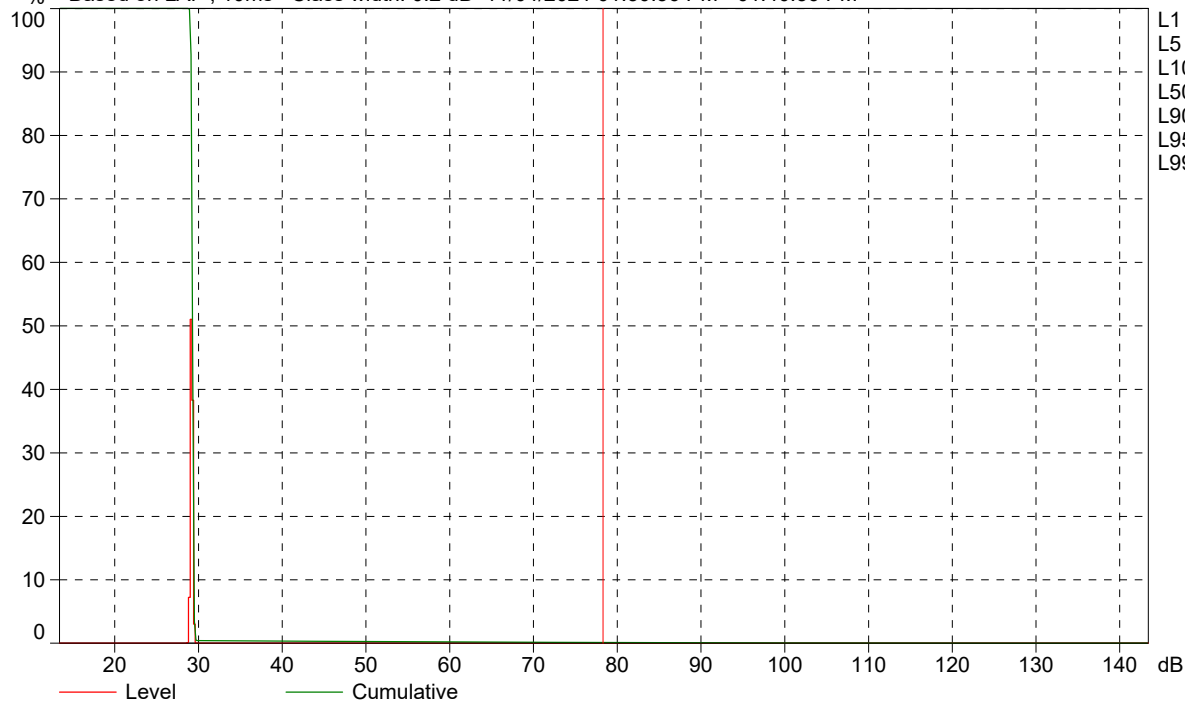






PD\_001 Periodic reports

% Based on LAF, 10ms Class width: 0.2 dB 11/04/2021 01:30:36 PM - 01:40:36 PM



- L1 = 29.6 dB
- L5 = 29.4 dB
- L10 = 29.4 dB
- L50 = 29.2 dB
- L90 = 29.0 dB
- L95 = 28.9 dB
- L99 = 28.8 dB

Cursor: [78.2 ; 78.4] dB Level: 0.0% Cumulative: 0.1%



2250

Instrument:		2250
Application:		BZ7225 Version 4.7.6
Start Time:		11/04/2021 13:46:30
End Time:		11/04/2021 13:56:30
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.14

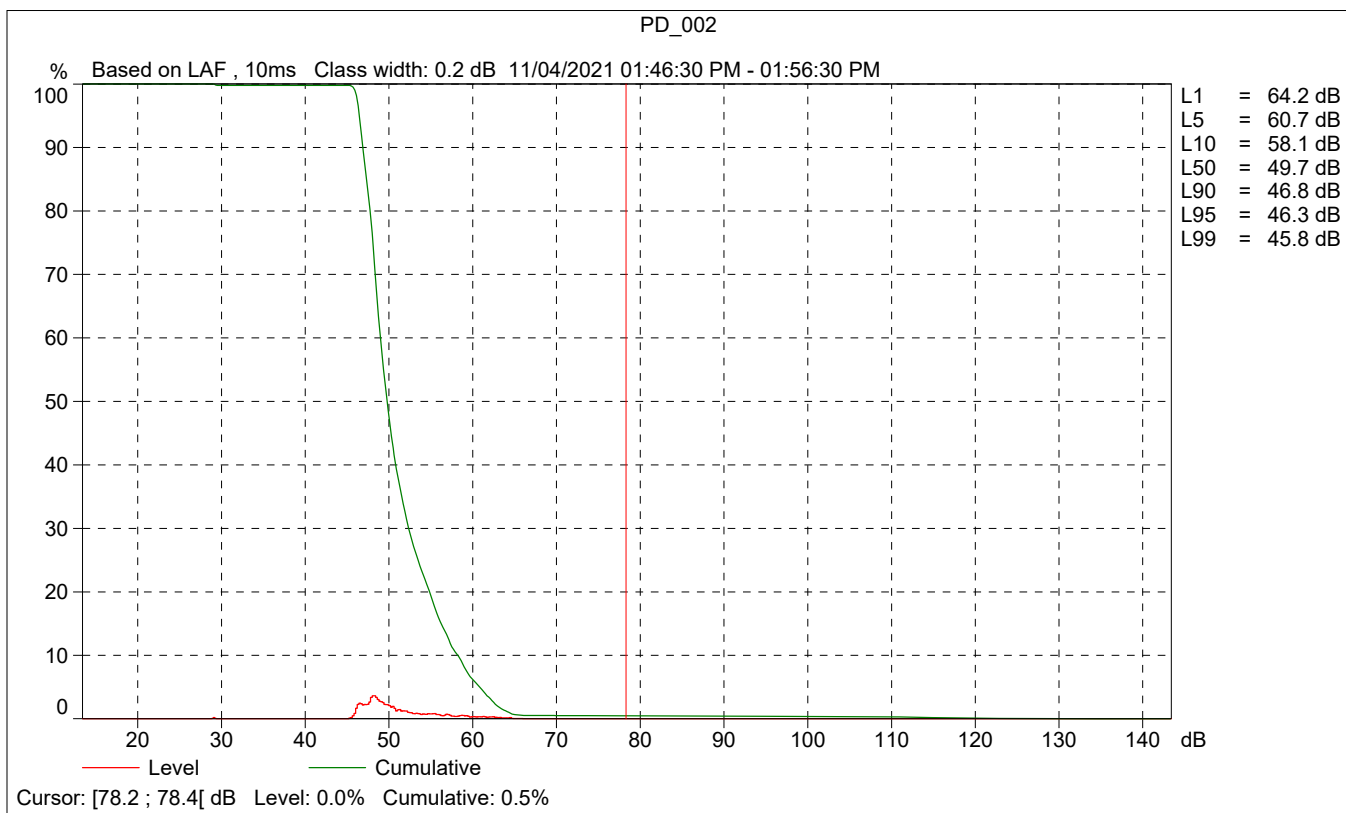
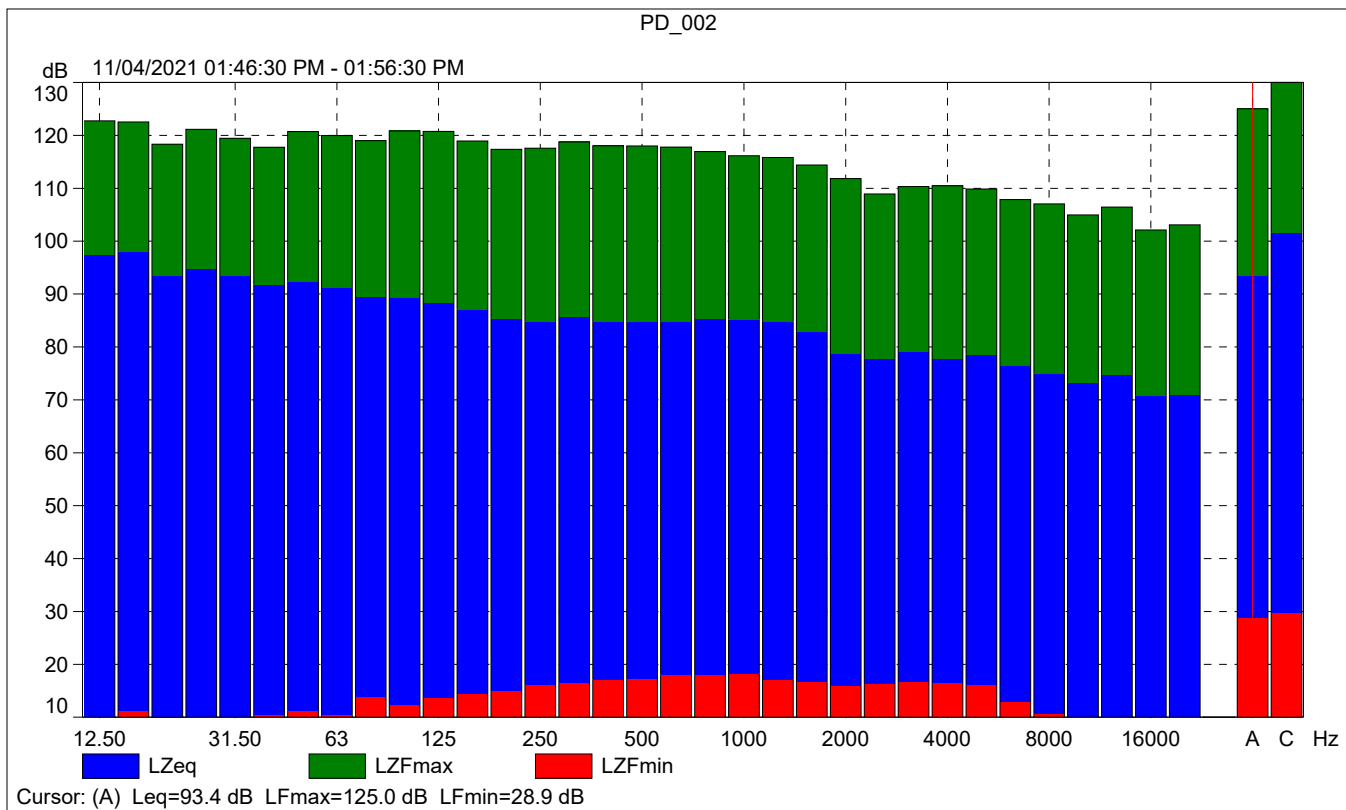
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

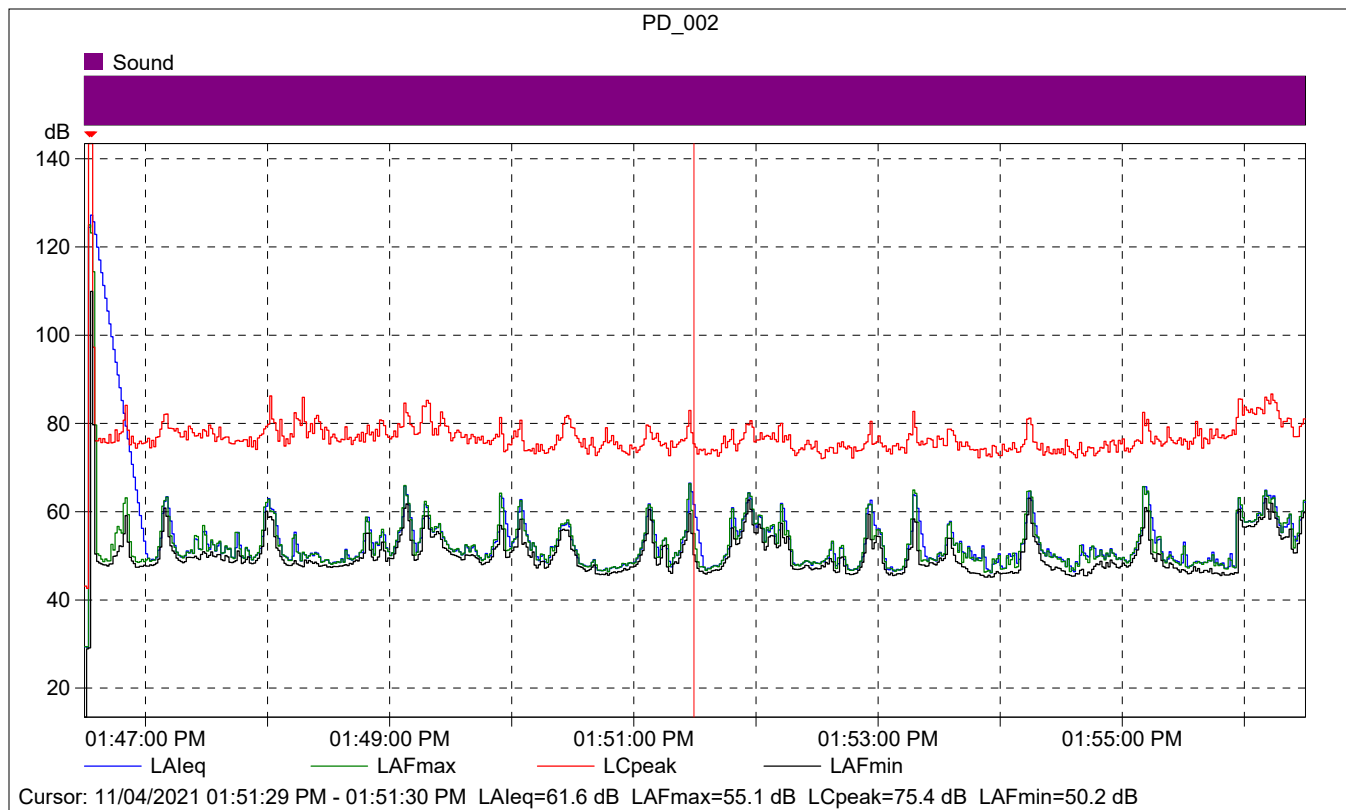
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

Calibration Time:		11/04/2021 08:34:59
Calibration Type:		External reference
Sensitivity:		43.5506850481033 mV/Pa

PD\_002

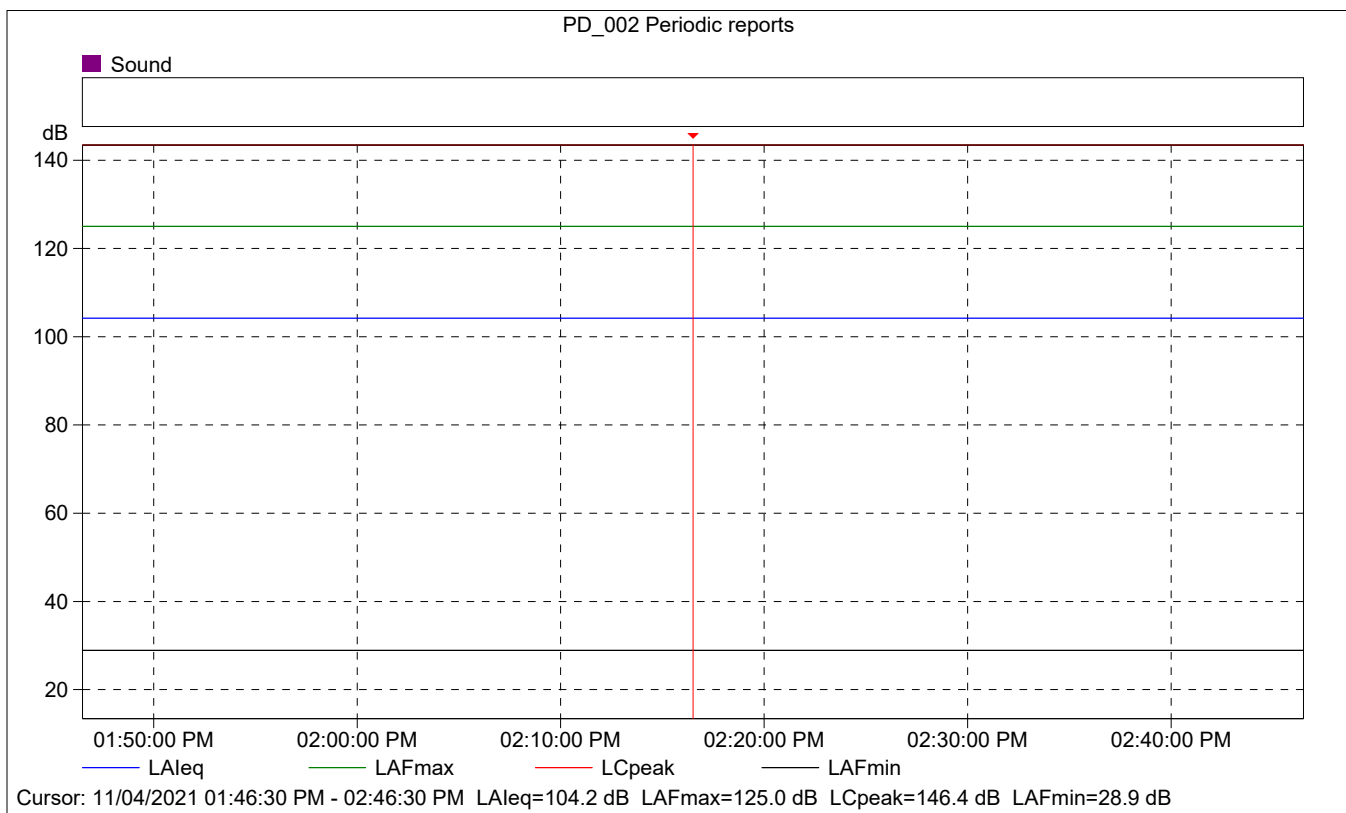
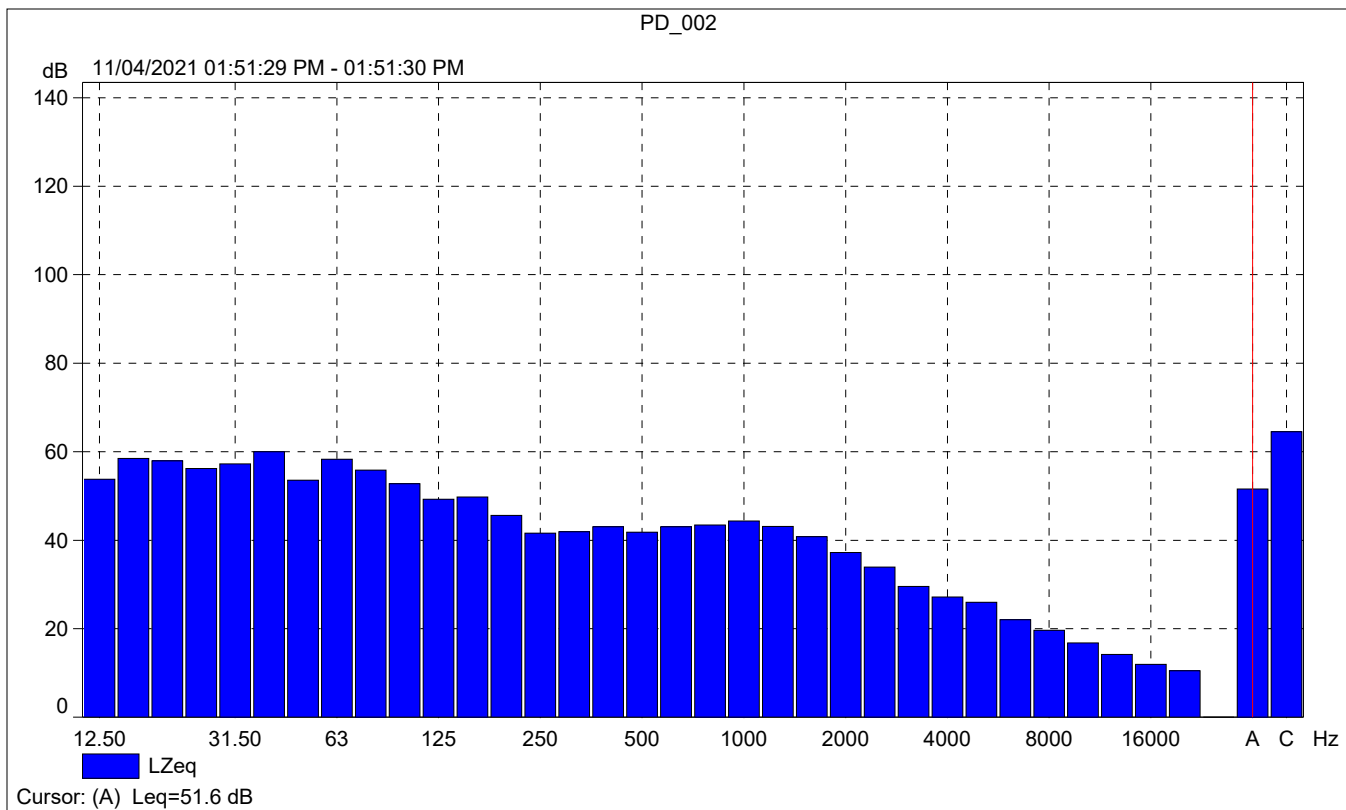
	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.12	93.4	125.0	28.9
Time	01:46:30 PM	01:56:30 PM	0:10:00				
Date	11/04/2021	11/04/2021					





### PD\_002

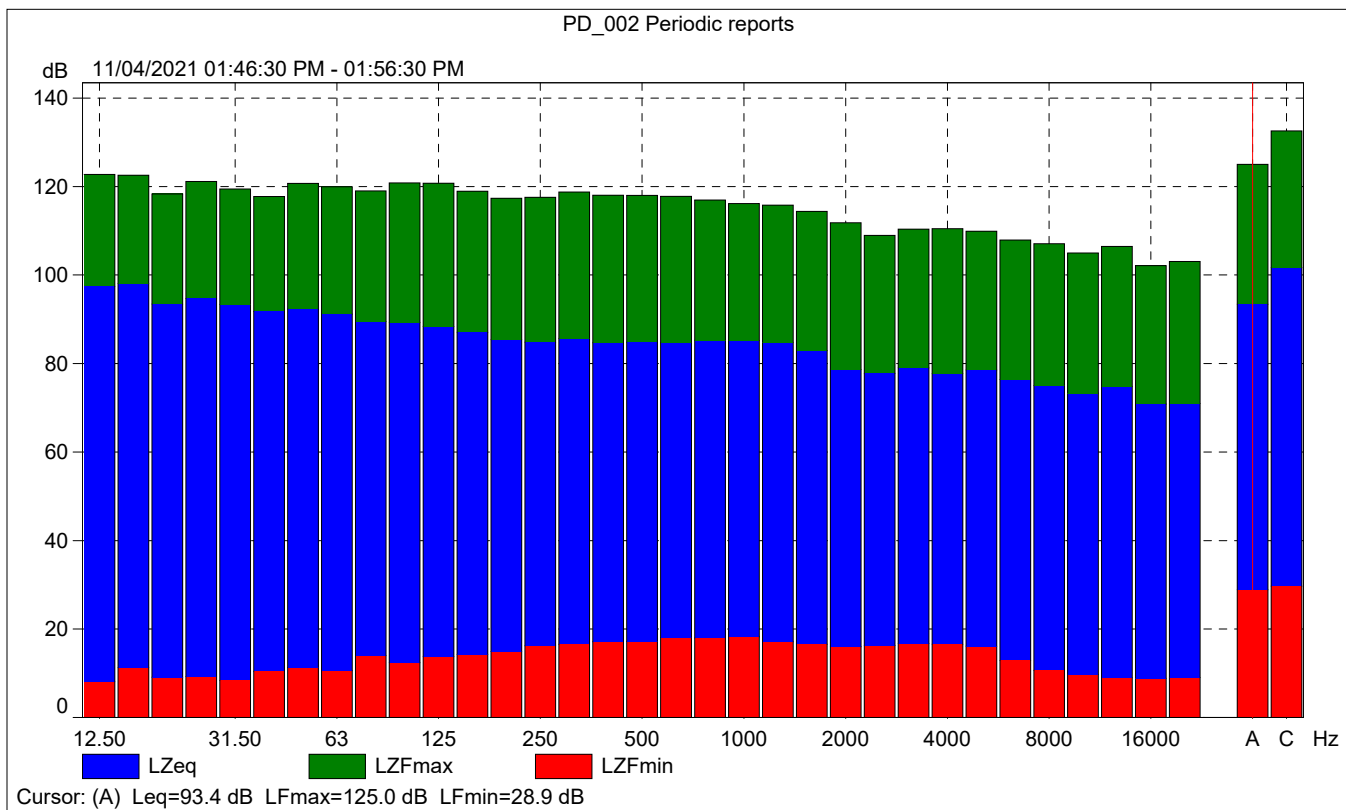
	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			61.6	55.1	50.2
Time	01:51:29 PM	0:00:01			
Date	11/04/2021				





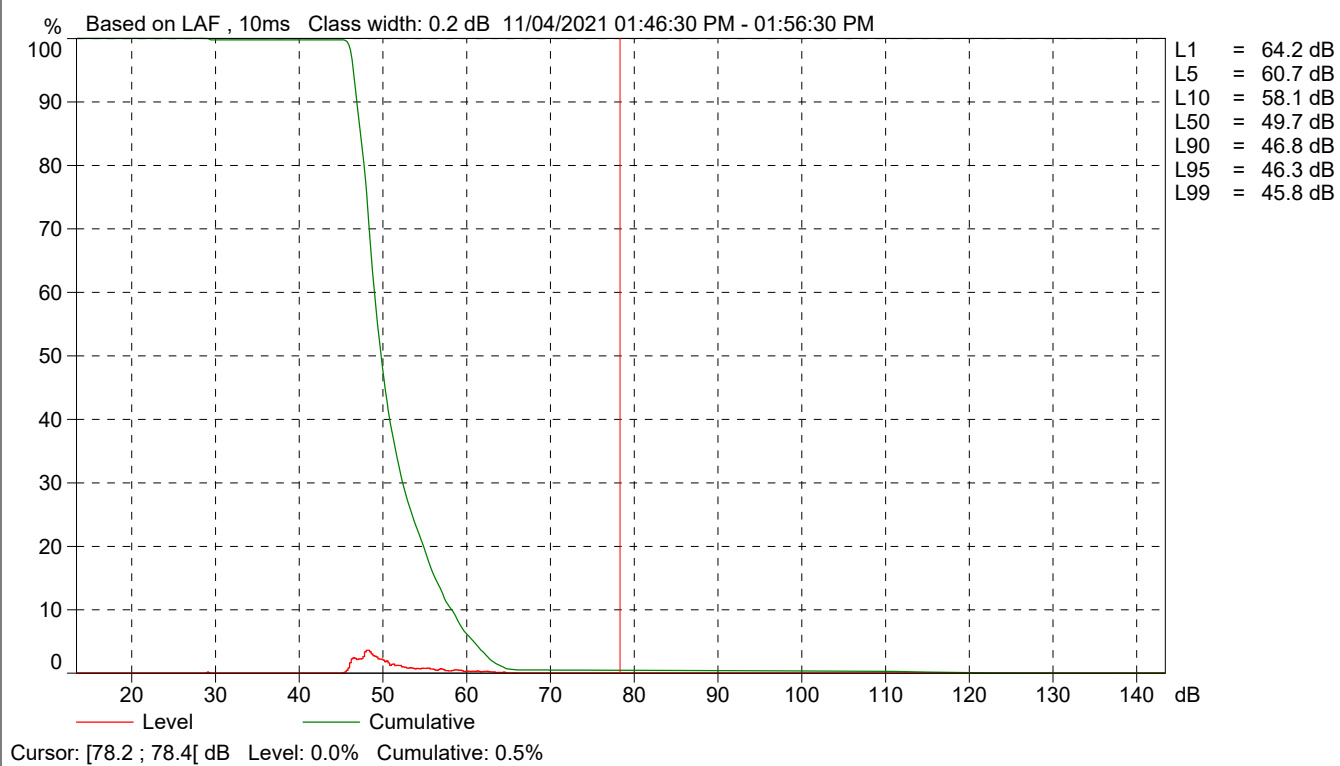
# PD\_002 Periodic reports

	Start time	Elapsed time	Overload [%]	LALeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.12	104.2	125.0	28.9
Time	01:46:30 PM	0:10:00				
Date	11/04/2021					





PD\_002 Periodic reports



# **Appendix F.1: Traffic Impact Assessment**



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**Transportation Impact Analysis**

**CEQA Evaluation**

**Project Address: 2915 East Colorado Boulevard**

**Project Summary: Demolition of existing structures and construction of the new Sales, Leasing, Service and Parts buildings with paved parking lots**

**Applicant: Rusnak Group  
P.O Box 70489  
Pasadena, CA 91117**

**Attention: Luis Rocha, Zoning Administrator  
City Planning Department**

**December 27, 2021**

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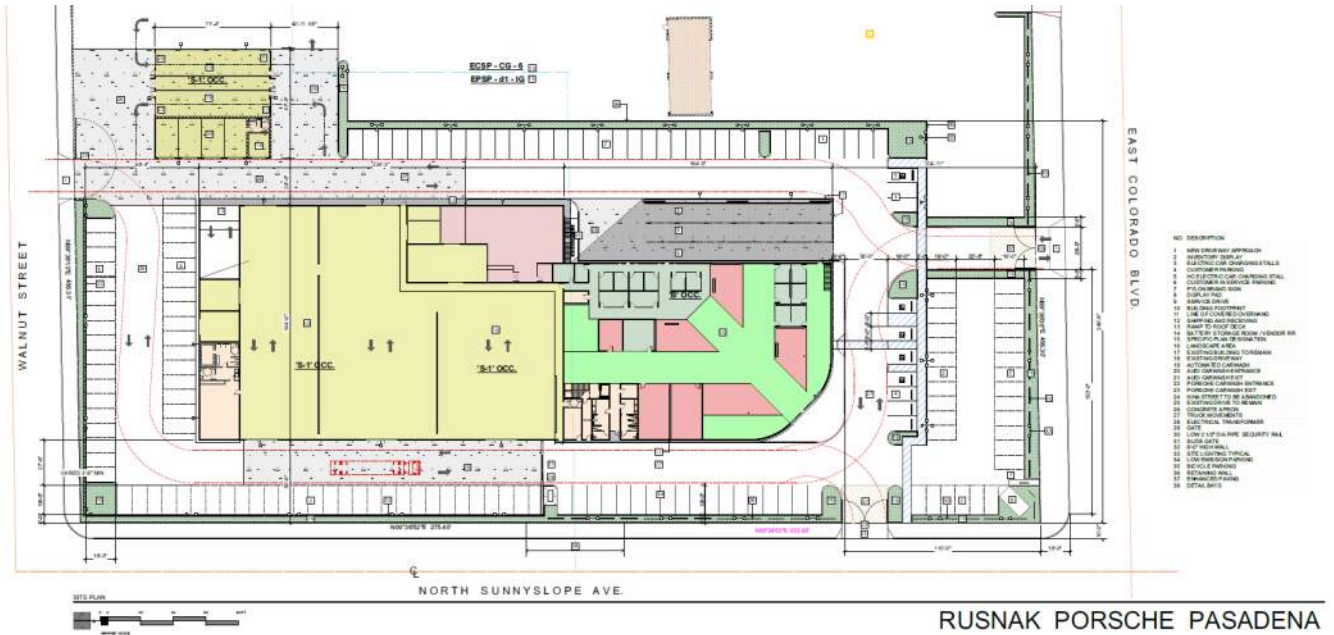
## I. Study Objective

This report analyzed the impact the development will have on the City transportation system by estimating incremental changes in vehicle miles traveled (VMT) per capita, vehicle trips per capita (VT), the project impact on service population proximity access to transit and bike facilities, and walk accessibility score.

## II. Project Description

The City of Pasadena Department of Transportation conducted an analysis to review potential transportation impacts related to the demolition of existing structures and construction of the new sales, leasing, service, and parts buildings with paved parking lots.

Figure 1. Project Ground Floor Plan



### III. Existing Transportation Network

#### Street System Classifications

Colorado Boulevard is an east-west 4-lane **City Connector** that runs along the south side of the project site. It is also classified as Commercial – Suburban in the City’s Street Design Guide. Access to project parking is along this street.

Walnut Street is an east-west 3-lane **City Connector** that runs along the north side of the project site. Walnut Street has two eastbound through travel lanes and one westbound through travel lane. It is also classified as Commercial – Suburban in the City’s Street Design Guide. Access to project parking is along this street.

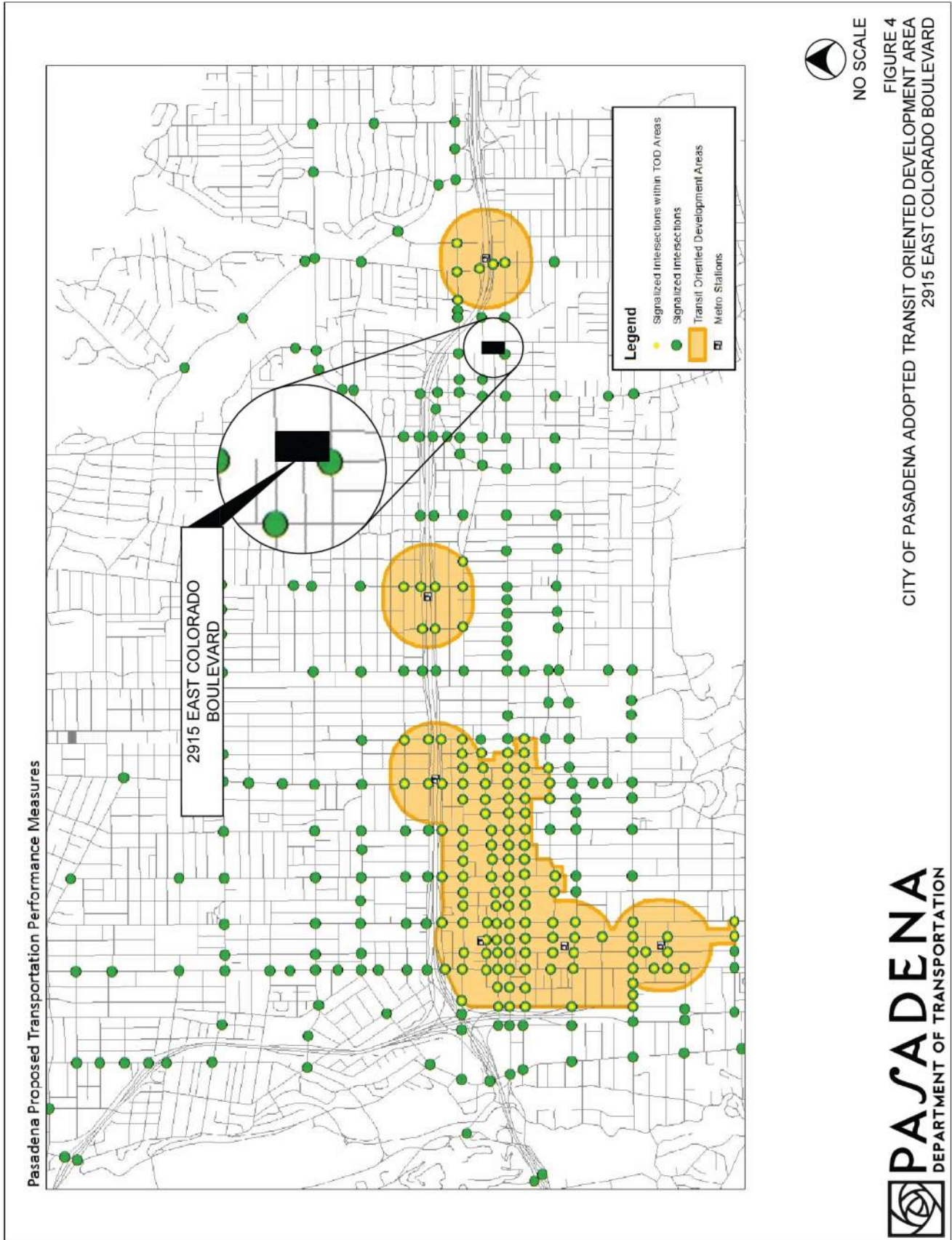
Sunnyslope Avenue is an **Access Road** that runs along the west side of the project site with parking allowed on the both side of the street.

Kinneloa Avenue is a tree-lined **Access Road** with time-limited parking along the east side of the street.

Nina Street is an east-west **Access Road** with plans to terminate at Sunnyslope Avenue.

Figure 2 depicts the project in the City of Pasadena’s Adopted Street Types map.

Figure 2. City of Pasadena Adopted Street Types Map



## Existing Transit Service

Public transit service within the project study area is currently provided by LA Metro and Foothill Transit (FT). The locations of public transit stops near the project are summarized as follows:

	<b>Location</b>	<b>Route</b>
1	Colorado Blvd at San Gabriel Blvd – Northeast corner	FT 187; Metro 487
2	Colorado Blvd at San Gabriel Blvd – Northwest corner	FT 187
3	Colorado Blvd at San Gabriel Blvd – Southwest corner	Metro 487
4	Walnut St at San Gabriel Blvd – Southeast/Southwest corner	Metro 487

## **IV. Transportation Analysis Methodology**

With the City of Pasadena General Plan, the City's guiding principles cumulatively represent the community's vision for the future:

- Growth will be targeted to serve community needs and enhance quality of life.
- New construction that could affect the integrity of historic resources will be compatible with, and differentiated from, the existing historic resource.
- Economic vitality will be promoted to provide jobs, services, revenues, and opportunities.
- Pasadena will be a socially, economically, and environmentally sustainable community.
- Pasadena will be a city where people can circulate without cars.
- Pasadena will be promoted as a cultural, scientific, corporate, entertainment, and educational center for the region.
- Community participation will be a permanent part of achieving a greater city.
- Pasadena is committed to public education and a diverse educational system responsive to the broad needs of the community.

Understanding the goals and objectives of the General Plan, the Pasadena Department of Transportation sets forth goals and policies to improve overall transportation in Pasadena and create "a community where people can circulate without cars." Inherent in this vision statement is to accommodate different modes of transportation including vehicle, pedestrian, bicycle, and transit. The analysis is based on City Transportation Impact Analysis Guidelines. This report will assess accessibility of these different modes of travel and the project's transportation impacts using the City's adopted transportation performance measures.

### Analysis Purpose

Pasadena reviews several types and sizes of projects that could be subject to environmental review under the California Environmental Quality Act (CEQA). Transportation impact analyses are an integral part of the environmental review process that is required for all proposed projects not categorically exempt under CEQA.



## Analysis Cap Criteria - Transportation Performance Measures

The Pasadena Department of Transportation adopted a set of performance measures and CEQA thresholds that are closely aligned with the Mobility Element objectives and policies. Pasadena Department of Transportation's mobility performance measures assess the quality of walking, biking, transit, and vehicular travel in the City. A combination of vehicular and multimodal performance measures are employed to evaluate system performance in reviewing new development projects. They are:

- Vehicle Miles Traveled per Capita
- Vehicle Trips per Capita
- Proximity and Quality of the Bicycle Network
- Proximity and Quality of the Transit Network
- Pedestrian Accessibility

These performance measures align with the sustainability goals of the General Plan by evaluating the "efficiency" of projects by analyzing the per capita length and number of trips associated with changes in land use. With the expanded emphasis on sustainability and a continued focus on livability, the proposed performance measures will assist in determining how to balance travel modes as well as understand the mobility needs of the community.

With the project application deemed complete prior to February 15, 2021, the 2013 CEQA thresholds shall apply to this project.

### VMT Per Capita

The Vehicle Miles Traveled (VMT) per Capita measure sums the miles traveled for trips within the City of Pasadena Travel Demand Model (that is based on the SCAG regional model). The VMT total considers 100% of the mileage of trips that begin and end inside Pasadena and 50% of the distance travelled for trips with one end outside of Pasadena. The City's VMT is then divided by the City's total service population, defined as the population plus the number of jobs.

Although VMT itself will likely increase with the addition of new residents, the City can reduce VMT on a per-capita basis with land use policies that help Pasadena residents meet their daily needs within a short distance of home, reducing trip lengths, and by encouraging development in areas with access to various modes of transportation other than auto.

### VT Per Capita

Vehicle Trips (VT) per Capita is a measure of motor vehicle trips associated with the City. The measure sums the trips with origins and destination within the City of Pasadena, as generated by the 2013 Trip-based citywide Travel Demand Model. The regional VT is calculated by adding the VT associated with trips generated and attracted within City of Pasadena boundaries, and 50% of the VT associated with trips that either begin or end in the City, but have one trip end outside of the City. The City's VT is then divided by the City's total service population, defined as the population plus the number of jobs.

As with VMT, VT itself will likely increase with the addition of new residents, but the City can reduce VT on a per-capita basis with land use policies that help Pasadena residents meet their daily needs within a short distance of home, reducing trip lengths, and by encouraging development in areas with access to various modes of transportation other than auto.

Proximity and Quality of Bicycle Network

The Proximity and Quality of Bicycle Network provides a measure of the percent of the City’s service population (population + jobs) within a quarter mile of bicycle facility types. The facility types are aggregated into three hierarchy levels, obtained from the City’s (Draft) Bicycle Transportation Plan categories as shown in the following table:

Table 1. Bicycle Facilities Hierarchy

LEVEL	DESCRIPTION	FACILITIES INCLUDED
1	Advanced Facilities	Bike Paths Multipurpose Paths Cycle Tracks/Protected Bike Lanes
2	Dedicated Facilities	Buffered Bike Lanes Bike Lanes Bike Boulevards
3	Basic Facilities	Bike Routes Enhanced Bike Routes Emphasized Bikeways

For each bike facility level, a quarter-mile network distance buffer is calculated and the total service population (population + jobs) within the buffer is identified.

The City can improve measures of Bike Facility Access by improving and expanding existing bike facilities and by encouraging residential and commercial development in areas with high-quality bike facilities.

Proximity and Quality of Transit Network

The Proximity and Quality of Transit Network provides a measure of the percent of the City’s service population (population + jobs) within a quarter mile of each of each of three transit facility types, as defined in the following table:

Table 2. Description of Transit Facilities

TRANSIT FACILITIES HIERARCHY	
LEVEL	FACILITIES INCLUDED
1	Includes all Gold Line stops as well as corridors with transit service, whether it be a single route or multiple routes combined, with headways of five minutes or less during the peak periods.

2	Includes corridors with transit headways of between six and 15 minutes in peak periods.
3	Includes corridors with transit headways of 16 minutes or more at peak periods.

For each facility level, a quarter-mile network distance buffer is calculated and the total service population (population + jobs) within the buffer is identified.

The City can improve the measures of Transit Proximity and Quality by reducing headways on existing transit routes, by expanding transit routes to cover new areas, and by encouraging residential and commercial development to occur in areas with an already high-quality transit service.

### Pedestrian Accessibility Score

Proximity and Quality of Pedestrian Environment score provides a measure of the average walkability in the TAZ surrounding Pasadena residents, based on a Pedestrian Accessibility metric. The Pedestrian proximity metric is a simple count of the number of land use types accessible to a Pasadena resident or employee in a given TAZ within a 5-minute walk.

The ten categories of land uses are:

- Retail
- Personal Services
- Restaurant
- Entertainment
- Office (including private sector and government offices)
- Medical (including medical office and hospital uses)
- Culture (including churches, religious and other cultural uses)
- Park and Open Space
- School (including elementary and high schools)
- College

The following table summarizes the City’s Metrics for determining CEQA Caps:

Table 3. City of Pasadena CEQA Thresholds of Significance

METRIC	DESCRIPTION	IMPACT THRESHOLD
1. VMT Per Capita	Vehicle Miles Traveled (VMT) in the City of Pasadena per service population (population + jobs).	CEQA Threshold: An <u>increase</u> over existing Citywide VMT per Capita of 22.6.
2. VT Per Capita	Vehicle Trips (VT) in the City of Pasadena per service population (population + jobs).	CEQA Threshold: An <u>increase</u> over existing Citywide VT per Capita of 2.8.

3.	Proximity and Quality of Bicycle Network	Percent of service population (population + jobs) within a quarter mile of bicycle facility types	CEQA Threshold: Any <u>decrease</u> in existing citywide 31.7% of service population (population + jobs) within a quarter mile of Level 1 & 2 bike facilities.
4.	Proximity and Quality of Transit Network	Percent of service population (population + jobs) located within a quarter mile of transit facility types.	CEQA Threshold: Any <u>decrease</u> in existing citywide 66.6% of service population (population + jobs) within a quarter mile of Level 1 & 2 transit facilities.
5.	Pedestrian Accessibility	The Pedestrian Accessibility Score uses the mix of destinations, and a network-based walk shed to evaluate walkability	CEQA Threshold: Any <u>decrease</u> in the Citywide Pedestrian Accessibility Score

## V. Project Transportation Impact Analysis

Project analyses are based on the City’s Transportation Impact Analysis Guidelines. Proposed projects are analyzed using the City’s calibrated travel demand forecasting model (TDF) built on SCAG’s regional model.

The City’s TDF model uses TransCAD software to simulate traffic levels and travel patterns for the City of Pasadena. The program consists of input files that summarize the City’s land uses, street network, travel characteristics, and other key factors. Using this data, the model performs a series of calculations to determine the amount of trips generated, the beginning and ending location of each trip, and the route taken by the trip. To be deemed accurate for project transportation impact on the transportation system, a model must be calibrated to a year in which actual land use data and traffic volumes are available and well documented. The Pasadena TDF has been calibrated to 2013 base year conditions using actual traffic counts, Census data, and land use data compiled by City staff with land uses’ associated population and job increase estimates.

Projects with proposed land uses that are consistent with the General Plan and complimentary to their surrounding land uses are expected to reduce the trip length associated with adjacent land uses; and/or increase the service population access to pedestrians, bike, and transit facilities if the project is within a quarter mile of those facilities.

Table 4 summarizes the following analyses of the proposed project’s impacts on the transportation system using the calibrated TDF model. The results are based on the project’s vehicular and non-vehicular trip making characteristics, trip length, and its interaction with other surrounding/citywide land uses, and the City’s transportation network.

Table 4. Transportation Performance Metrics Summary

Transportation Performance Metrics	Significant Impact Cap (existing)	Incremental change (existing + project)	Significant Impact?
VMT per Capita	>22.6	-26.0	No
VT per Capita	>2.8	-4.0	No
Proximity and Quality of Bicycle Network	<31.7%	31.7	No
Proximity and Quality of Transit Network	<66.6%	66.7	No
Pedestrian Accessibility	<3.88	3.88	No

The TDF model calculation results determined that the project does not exceed any adopted CEQA thresholds of significance.

**VI. Conclusion**

The City of Pasadena Department of Transportation conducted an analysis to determine whether the demolition of existing structures and construction of the new sales, leasing, service, and parts buildings would exceed any of the City’s five CEQA thresholds.

Using the City’s Transportation Demand Model, DOT found that the proposed project does not exceed any of the CEQA thresholds outlined in the City’s guidelines.

**VII. Appendices**

Memorandum of Understanding  
 City’s Travel Demand Forecasting Model Output/Results

Appendix:  
Memorandum of Understanding

**CITY OF PASADENA  
SCOPING FOR A TRANSPORTATION IMPACT ANALYSIS**

This Memorandum of Understanding (MOU) acknowledges City of Pasadena  
Department of Transportation requirements of traffic impact analysis for the following project.

**Project Name**                    Rusnak Porsche Pasadena  
**Project Address**                2915 E Colorado Boulevard

**Project Description**    Demolition of 33,999 sf general light industrial buildings  
                                      - 60 Sunnyslope Ave                    14,732 sf  
                                      - 96 Sunnyslope Ave                    5,180 sf  
                                      - 2914 Walnut Street                   6,887 sf  
                                      - 2926 Walnut Street                   7,200 sf  
  
                                      Total demolition                        33,999 sf

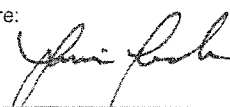
Construction of new sales, leasing, service, and parts building for Rusnak Porsche Pasadena

Total gross floor area            48,922 sf


**Date of Application**            5/9/2019

Principal Analyst: Conrad Viana, P.E. CV 11/16/2021  
 E-Mail: cviana@cityofpasadena.net  
 Tel/Fax (626) 744-7424

**Project Description Reviewed By Planning Department:**

Name: <u>Luis Rocha</u>	Signature: 
Title: <u>Principal Planner</u>	
Date: <u>11/16/2021</u>	

**Project Description Reviewed By Applicant:**

Name: <u>JOHN BEED</u>	Signature: 
Title: <u>Dir.</u>	
Date: <u>11/19/21</u>	

11/1/2021 in PM

**AREA BREAKDOWN  
SQ GFA DATA**

<u>PROPOSED DEALERSHIP BLDG AREA</u>	<u>SIZE</u>	<u>TGEN GSF</u>
<u>1st Floor</u>		
Display	12,426	----
Electrical	344	344
Offices	4,088	4,088
Service	24,610	24,610
Service Support:		
Covered Service Drive	6,348	----
Service Support Misc.	4,308	4,308
Storage	3,213	3,213
Vertical Circulation:		
Interior Vertical Circ.	567	----
Vehicle Ramp	1,251	----
<b>Subtotal 1st Floor</b>	<b>57,155</b>	<b>36,563</b>
<u>2nd Floor</u>		
Display	3,295	----
Electrical	138	138
Offices	6,993	6,993
Storage	396	396
Open Parking	33,333	----
Vertical Circulation	535	----
<b>Subtotal 2nd Floor</b>	<b>44,690</b>	<b>7,527</b>
<u>3rd Floor (Roof)</u>		
Roof Top Parking	32,750	----
Vertical Circulation	449	----
<b>Subtotal Roof</b>	<b>33,199</b>	<b>----</b>
<b>TOTAL DEALERSHIP BUILDING</b>	<b>135,044</b>	<b>44,090</b>
<u>Carwash Building</u>		
Carwash	3,330	3,330
Detail Bays & Support	1,502	1,502
<b>Subtotal Carwash Building Area</b>	<b>4,832</b>	<b>4,832</b>
<b>TOTAL BUILDING AREA</b>	<b>139,876</b>	<b>48,922</b>



Appendix:  
City's Travel Demand Forecasting Model Output/Results

## 2915 East Colorado Boulevard

### VMT/Cap and VT/Cap Calculations Summary

<b>Daily Trips</b>	Internal	External	<b>Pop</b>	135,938
Internal	350,865	335,880	<b>Emp</b>	111,317
External	335,880	491,154	<b>Ext. Factor</b>	50%

FINAL REDUCED DAILY VMT BY SPEED BIN					EMFAC
Speed	Internal	External	Regional	Total	INPUT
5	109	0	1,740	1,849	0%
10	673	135	14,349	15,156	0%
15	4,135	1,353	45,846	51,335	1%
20	16,832	4,470	75,142	96,445	2%
25	97,238	12,627	150,116	259,980	5%
30	488,332	61,370	274,959	824,661	15%
35	823,579	139,502	320,045	1,283,127	23%
40	201,501	55,678	225,354	482,533	9%
45	135,977	104,836	169,307	410,120	7%
50	112,485	2,074	211,631	326,190	6%
55	95,544	7,971	229,182	332,696	6%
60	119,980	15,073	237,979	373,032	7%
65	323,518	20,885	180,958	525,361	9%
70	3,632	0	528,785	532,417	11%
75	0	0	77,238	77,238	
80	0	0	0	0	
85	0	0	0	0	
<b>SUM</b>	<b>2,423,535</b>	<b>425,974</b>	<b>2,742,631</b>	<b>5,592,141</b>	

TOTAL RAW DAILY SUMMARY					
Metric	Internal	External	Regional	Total	Capita
VMT	2,423,535	851,949	5,485,262	8,760,746	35.4
VT	350,865	671,759	-	1,022,625	4.1
Length	6.9	1.3	-	8.6	-

REDUCED DAILY SUMMARY					
Metric	Internal	External	Regional	Total	Capita
VMT	2,423,535	425,974	2,742,631	5,592,141	22.6
VT	350,865	335,880	-	686,745	2.8
Length	6.9	1.3	-	8.1	-

FINAL DAILY SCENARIO SUMMARY					
Pop	Emp	VMT	VT	VMT/Cap	VT/Cap
135,938	111,317	5,592,141	686,745	22.6	2.8

2013 EXISTING SUMMARY					
Pop	Emp	VMT	VT	VMT/Cap	VT/Cap
135,938	111,348	5,591,328	686,619	22.6	2.8

INCREMENTAL SCENARIO RESULTS					
Pop	Emp	VMT	VT	VMT/Cap	VT/Cap
0	-31	812	126	-26.0	-4.0
				PASS	PASS

2915 East Colorado Blvd

Proximity and Quality Metric Calculations Summary

Proximity and Quality of Bicycle Network				
<b>Existing</b>				
Facility Type	Service Population	Service Population Adjustment	Final Service Population	Percent of Service Population
Level 2	78,415	0	78,415	31.7%
Level 3	123,670	0	123,670	50.0%
No Facility	45,202	0	45,202	18.3%
Exist City Total	247,286	0	247,286	100.0%
<b>Existing + Project</b>				
Facility Type	Service Population	Service Population Adjustment	Final Service Population	Percent of Service Population
Level 2	78,415	0	78,415	31.7%
Level 3	123,670	0	123,670	50.0%
No Facility	45,202	-31.20582321	45,170	18.3%
Exist City Total	247,286	-31.20582321	247,255	100.0%
Proximity and Quality Metric Summary - Bicycle				
Network	Service Population Adjustment	Significant Impact Threshold	Service Population %	Impact?
Bike	-31.20582321	< 31.7%	31.7%	No

Proximity and Quality of Transit Network				
<b>Existing</b>				
Facility Type	Service Population	Service Population Adjustment	Final Service Population	Percent of Service Population
Level 1	90,600	0	90,600	36.6%
Level 2	74,298	0	74,298	30.0%
Level 3	50,495	0	50,495	20.4%
No Facility	31,893	0	31,893	12.9%
Exist City Total	247,286	0	247,286	100.0%
<b>Existing + Project</b>				
Facility Type	Service Population	Service Population Adjustment	Final Service Population	Percent of Service Population
Level 1	90,600	0	90,600	36.6%
Level 2	74,298	0	74,298	30.0%
Level 3	50,495	-31.20582321	50,464	20.4%
No Facility	31,893	0	31,893	12.9%
Exist City Total	247,286	-31.20582321	247,255	100.0%
Proximity and Quality Metric Summary - Transit				
Network	Service Population Adjustment	Significant Impact Threshold	Service Population %	Impact?
Transit	-31.20582321	< 66.6%	66.7%	No

# 2915 East Colorado Blvd

## Pedestrian Accessibility Summary

PasadenaDTATAZ	Land Use Types	Population_In_TAZ	Employment_In_TAZ	Service_Population	<b>Weighted Average:</b>	<b>3.882601637</b>
						Land Use Types

**Appendix F.2:  
Traffic Impact Assessment (Outside CEQA)**

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2915 East Colorado Porsche  
Transportation Impact Analysis  
Outside CEQA Evaluation  
Final Report



February 1, 2022

Submitted to:



11447 | Prepared by Iteris, Inc.

Innovating Through Informatics™



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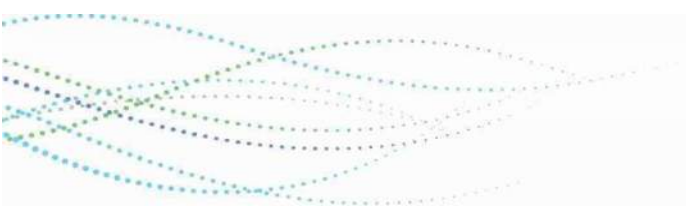


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## 1 INTRODUCTION

This report summarizes the results of a transportation impact analysis (TIA) for the proposed Rusnak Porsche Dealership project, hereinafter referred to as the “project”, located at 2915 East Colorado Boulevard in the City of Pasadena. This report provides detailed information concerning the existing conditions, methodology, findings, and conclusions of the outside CEQA transportation impact analysis. Eight (8) existing intersections in the vicinity of the project site were analyzed. Additionally, Pedestrian Environmental Quality Index (PEQI) and Bicycle Environmental Quality Index (BEQI) were analyzed to identify potential impact of the proposed project on bicycle and pedestrian activity.

### 1.1 Project Description

The proposed project consists of a new Porsche dealership, with 48,922 gross square feet of auto sales/showroom space. The project site currently consists of 33,999 square feet of light industrial space north of Nina Street and a surface parking lot for the Rusnak Audi dealership south of Nina Street. Vehicle access to the proposed project site will be provided via four driveways: two driveways along Colorado Boulevard, one on Sunnyslope Avenue, and one on Walnut Street. **Figure 1** shows the project site plan. The TIA Scoping form is provided in **Appendix A**.

## 2 EXISTING TRANSPORTATION NETWORK

This section describes the roadway system and transit service within the project vicinity.

### 2.1 Existing Street System

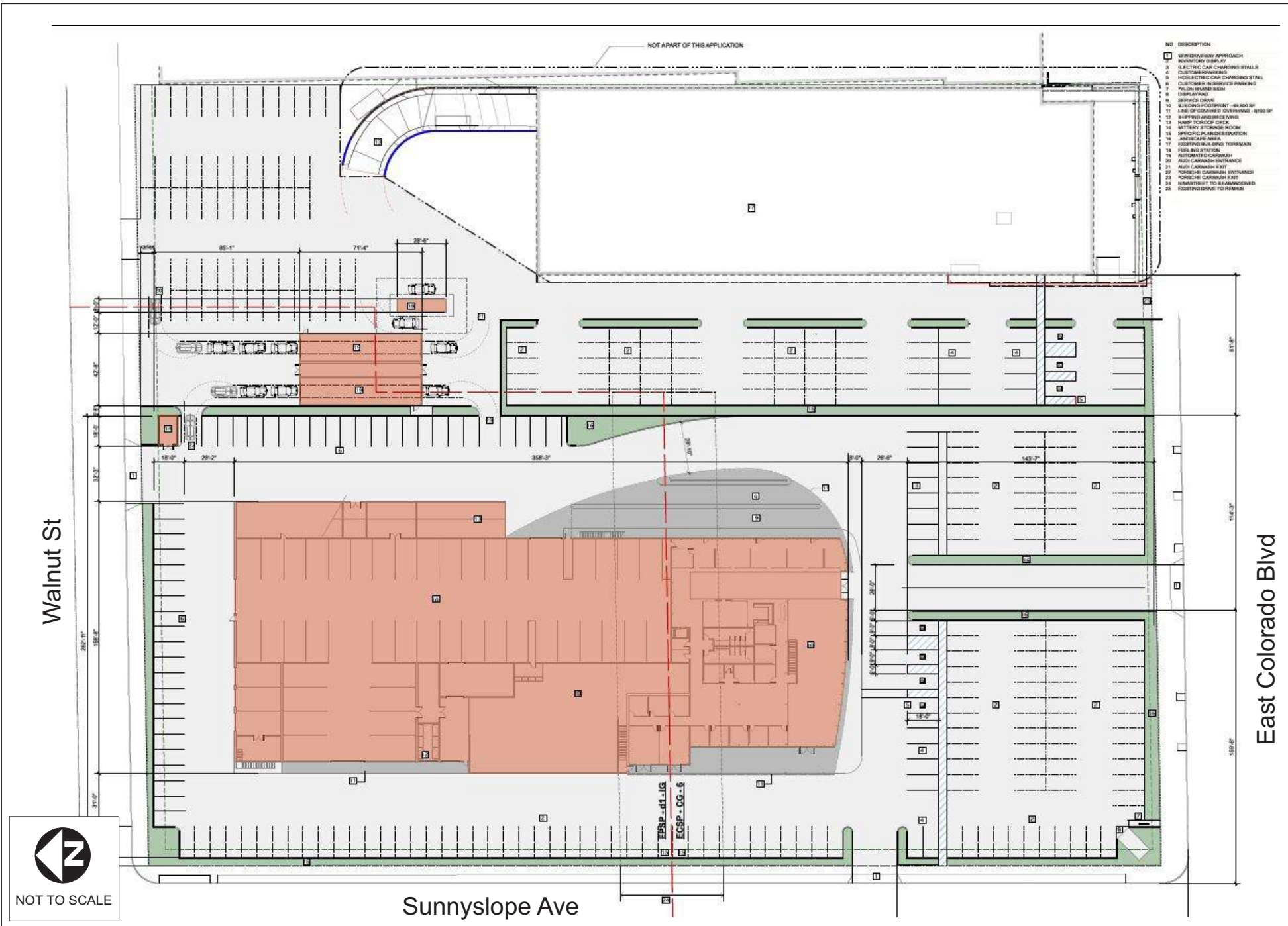
The existing configurations of the transportation network within the study area are described below:

Foothill Boulevard is a City Connector that is oriented in an east-west direction consisting of two lanes in each direction. On-street parking is provided only on both sides of the roadway. The posted speed limit is 35 mph.

Walnut Street is a City Connector that is oriented in an east-west direction consisting of one lane in the westbound direction and two lanes in the eastbound direction. On-street parking is provided on both sides of the roadway. The posted speed limit is 35 mph.

Colorado Boulevard is a City Connector that is oriented in an east-west direction consisting of two lanes in each direction. On-Street parking is provided on both sides of the roadway. The roadway has a posted speed limit of 35 mph.

San Gabriel Boulevard is a City Connector that is oriented in a north-south direction consisting of two lanes in each direction. On-street parking is provided on both sides of the roadway north of Foothill Boulevard and south of Colorado Boulevard. San Gabriel Boulevard has a posted speed limit of 35 mph.





Sunnyslope Avenue is an Access roadway that is oriented in a north-south direction consisting of one lane in each direction. On-street parking is provided on both sides of the roadway.

Sierra Madre Villa Avenue is a City Connector that is oriented in a north-south direction consisting of two lanes in each direction south of Foothill Boulevard, and one lane in each direction north of Foothill Boulevard. On-street parking is prohibited on both sides of the roadway south of Foothill Boulevard.

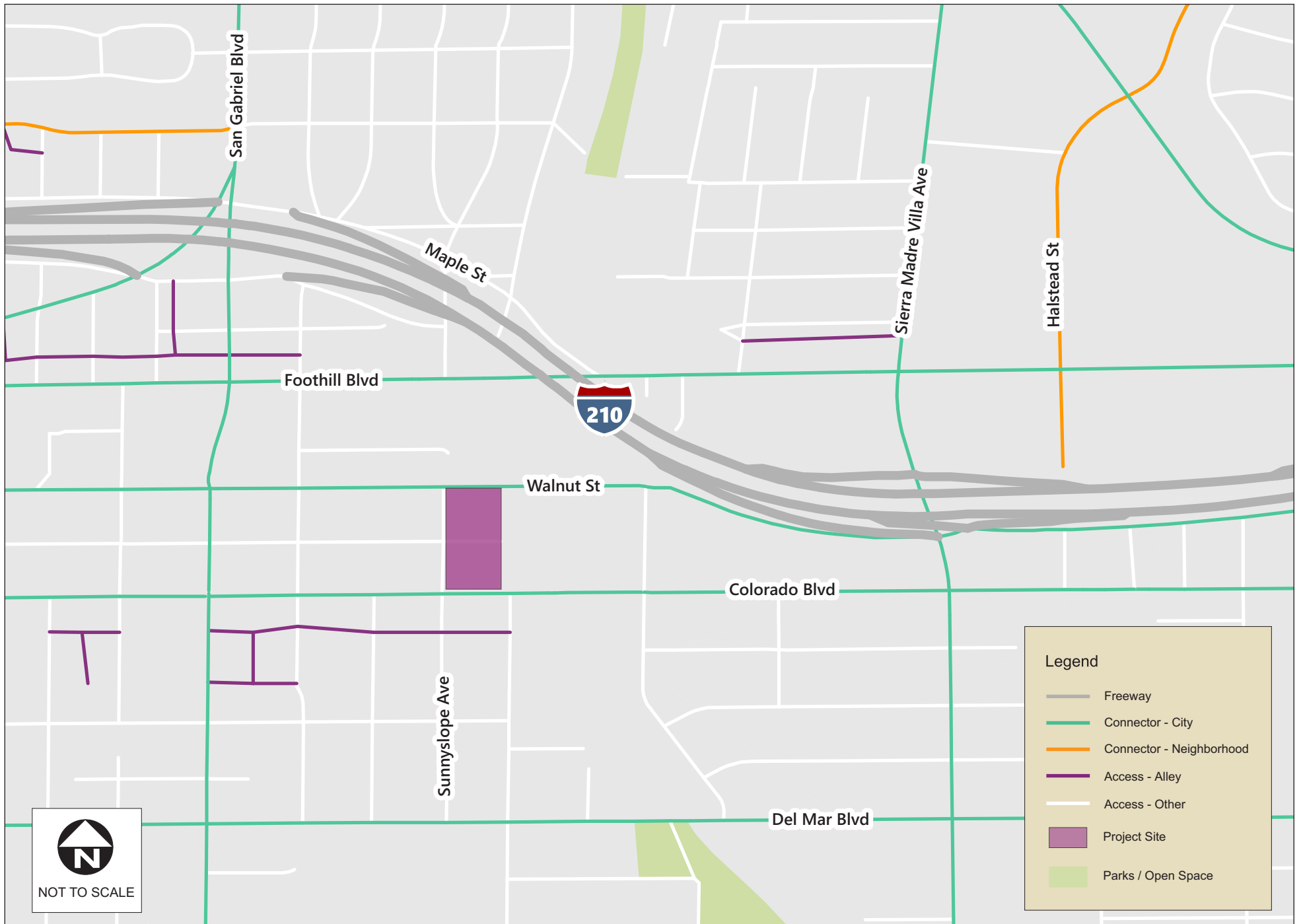
**Figure 2** shows the existing street network and classifications in the study area.

## 2.2 Existing Transit Service

LA Metro, Pasadena Transit, and Foothill Transit are the main transit service providers in the study area. The locations of the bus stops are summarized in **Table 1**.

**Table 1: Existing Transit Service**

Location	LA Metro Route	Pasadena Transit Route	Foothill Transit Route
San Gabriel Boulevard / Foothill Boulevard: Northwest corner	None	31	None
San Gabriel Boulevard / Foothill Boulevard: Southeast corner	487	31	187
San Gabriel Boulevard / Foothill Boulevard: Southwest corner	487	None	187
San Gabriel Boulevard / Walnut Street: Southeast and Southwest corners	487	None	None
San Gabriel Boulevard / Colorado Boulevard: Northeast corner	487	None	187
San Gabriel Boulevard / Colorado Boulevard: Northwest corner	None	None	187
San Gabriel Boulevard / Colorado Boulevard: Southwest corner	487	None	None
Sierra Madre Villa Avenue / Colorado Boulevard: Northeast and Southwest corner – North Leg	None	60	None





### 3 TRANSPORTATION ANALYSIS METHODOLOGY

This section discusses the methodologies and thresholds used in the transportation analysis. There are several performance measures that are analyzed for this study. These performance measures assess the quality of walking, biking, and vehicular activity in the City:

- Street Segment Analysis
- Intersection Level of Service
- Pedestrian Environmental Quality Index (PEQI)
- Bicycle Environmental Quality Index (BEQI)

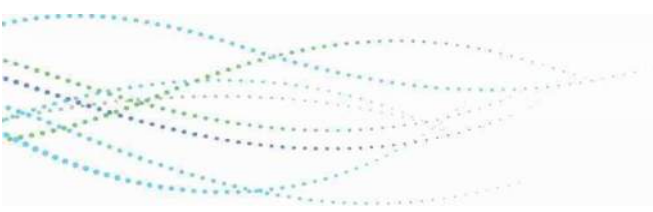
After the performance measures are calculated, the values are compared to the City of Pasadena Outside CEQA Metrics Caps. **Table 2** shows the thresholds used in the study.

**Table 2: City of Pasadena Outside CEQA Metrics Cap**

Metric	Description	Impact Threshold
Street Segment Analysis	The street segment analysis assesses traffic intrusion on local streets in residential neighborhoods.	Increases of 10 – 15% above existing on streets with more than 1,500 ADT would trigger conditions of approval to reduce project vehicular trips.
Intersection Level of Service	Level of Service (LOS) as defined by the Transportation Research Board’s <i>Highway Capacity Manual (HCM) 2010</i>	A decrease beyond LOS D Citywide or LOS E within Transit Oriented Districts (TODs) would trigger conditions of approval to reduce project vehicular trips.
PEQI	Pedestrian Environmental Quality Index	Below average conditions
BEQI	Bicycle Environmental Quality Index	Below average conditions

#### 3.1 Intersection Level of Service Criteria

The quality of traffic operations is characterized using the concept of level of service (LOS). Level of service is defined by a range of grades from A (best) to F (worst). At intersections, LOS “A” represents relatively free flow operating conditions with little or no delay. LOS “F” is characterized by extremely unstable flow conditions, severe congestion and delays with traffic volumes at or near the intersection’s design capacity. This typically results in long vehicular queues extending from all approaches of an intersection.

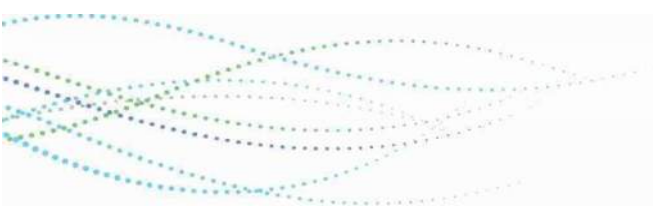




Per the City’s guidelines, LOS analysis is performed using the Highway Capacity Manual (HCM) methodology, which uses vehicular delay criteria to determine LOS. **Table 3** presents a brief description of each level of service letter grade.

**Table 3: Intersection Level of Service Definitions –HCM Methodology**

Level Of Service	Description	HCM Average Delay (sec) - Signalized Intersections	HCM Average Delay (sec) - Unsignalized Intersections
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10-20	>10-15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20-35	>15-25
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>35-55	>25-35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>55-80	>35-50
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	>80	>50





### 3.2 Intersection Thresholds of Significance/Caps

The City of Pasadena has established the following thresholds/caps for intersection LOS, as shown in **Table 4**.

**Table 4: Intersection Level of Service Caps**

Study Intersections	Existing Plus Project LOS Cap
Citywide	D
Transit Oriented District (TOD)	E

### 3.3 Pedestrian and Bicycle Environmental Quality Index Discussion

The Pedestrian Environmental Quality Index (PEQI) and Bicycle Environmental Quality Index (BEQI) analyses are used to summarize the street and intersection environmental conditions that affect travel within the City. The PEQI and BEQI conditions are classified into five categories:

- Intersection Safety
- Traffic
- Street Design
- Land Use
- Perceived Safety

Data is collected through a field visit at the segments adjacent to the project site. The scoring system represents the extent of how the environmental factors support walking, biking, and safety on the street segment and intersection design. The analyses produce a score for street segments and intersections on a scale ranging between 0 – 100. **Table 5** shows the score ranges.







**Table 5: PEQI and BEQI Scores and Description**

Score	Description
81 – 100	Highest quality, many important pedestrian/bicycle conditions present
61 – 80	High quality, some important pedestrian/bicycle conditions present
41 – 60	Average quality, pedestrian/bicycle conditions present but room for improvement
21 – 40	Low quality, minimal pedestrian/bicycle conditions
20 and below	Poor quality, pedestrian/bicycle conditions absent

By utilizing the BEQI and PEQI, the City can provide a safe environment and help prioritize improvements during neighborhood planning through the land use plans and environmental assessments.

### 3.4 Street Segment Analysis

The project site is served by a City Connector (Colorado Boulevard) and also by an access road (Sunnyslope Avenue). Since the project traffic is not expected to utilize neighborhood connector streets and cut through residential neighborhoods to access the project, a street segment analysis was not conducted since the purpose of street segment analysis is to analyze neighborhood street segments in residential neighborhoods.





## 4 TRANSPORTATION ANALYSIS

This section includes the analysis of the project’s traffic impacts on the circulation network, including project trip generation estimates.

### 4.1 Study Intersections

The proposed study area for analysis includes the following eight (8) intersections in the vicinity of the project site:

1. San Gabriel Boulevard/Foothill Boulevard;
2. San Gabriel Boulevard/Walnut Street;
3. San Gabriel Boulevard/Colorado Boulevard;
4. Sunnyslope Avenue/Walnut Street;
5. Sunnyslope Avenue/Colorado Boulevard;
6. Sierra Madre Villa Avenue/I-210 Westbound Ramps (located within TOD);
7. Sierra Madre Villa Avenue/I-210 Eastbound Ramps (located within TOD); and
8. Sierra Madre Villa Avenue/Colorado Boulevard (located within TOD).

The project site location and proposed study intersections are shown in **Figure 3**.

### 4.2 Study Periods

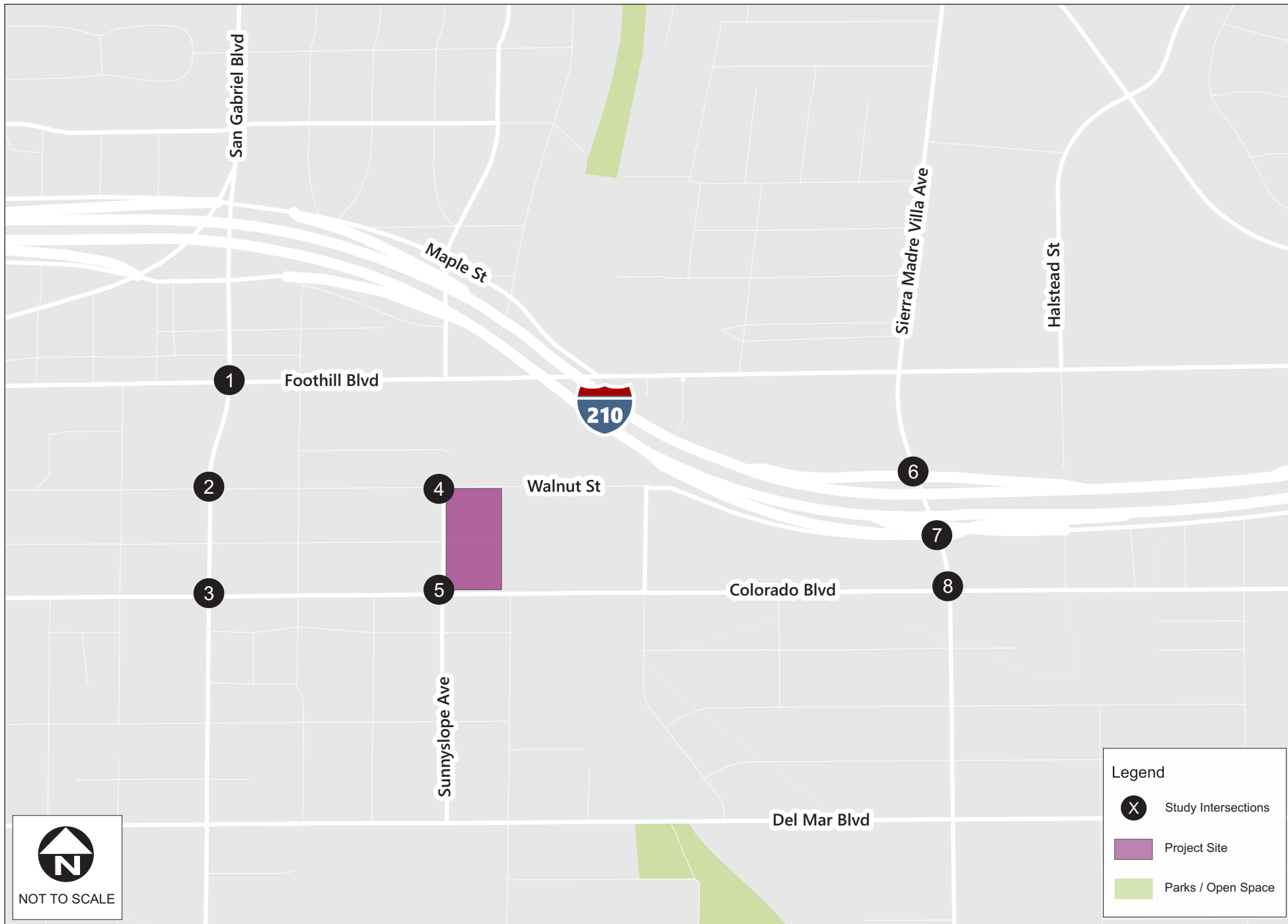
Traffic operations were evaluated for each of the following scenarios during the weekday morning (7:00 – 9:00 a.m.) and evening (4:00 – 6:00 p.m.) peak periods during typical weekday conditions (during the school year):

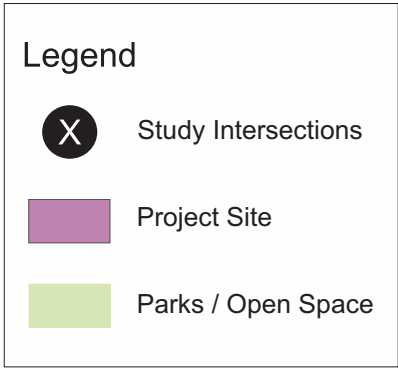
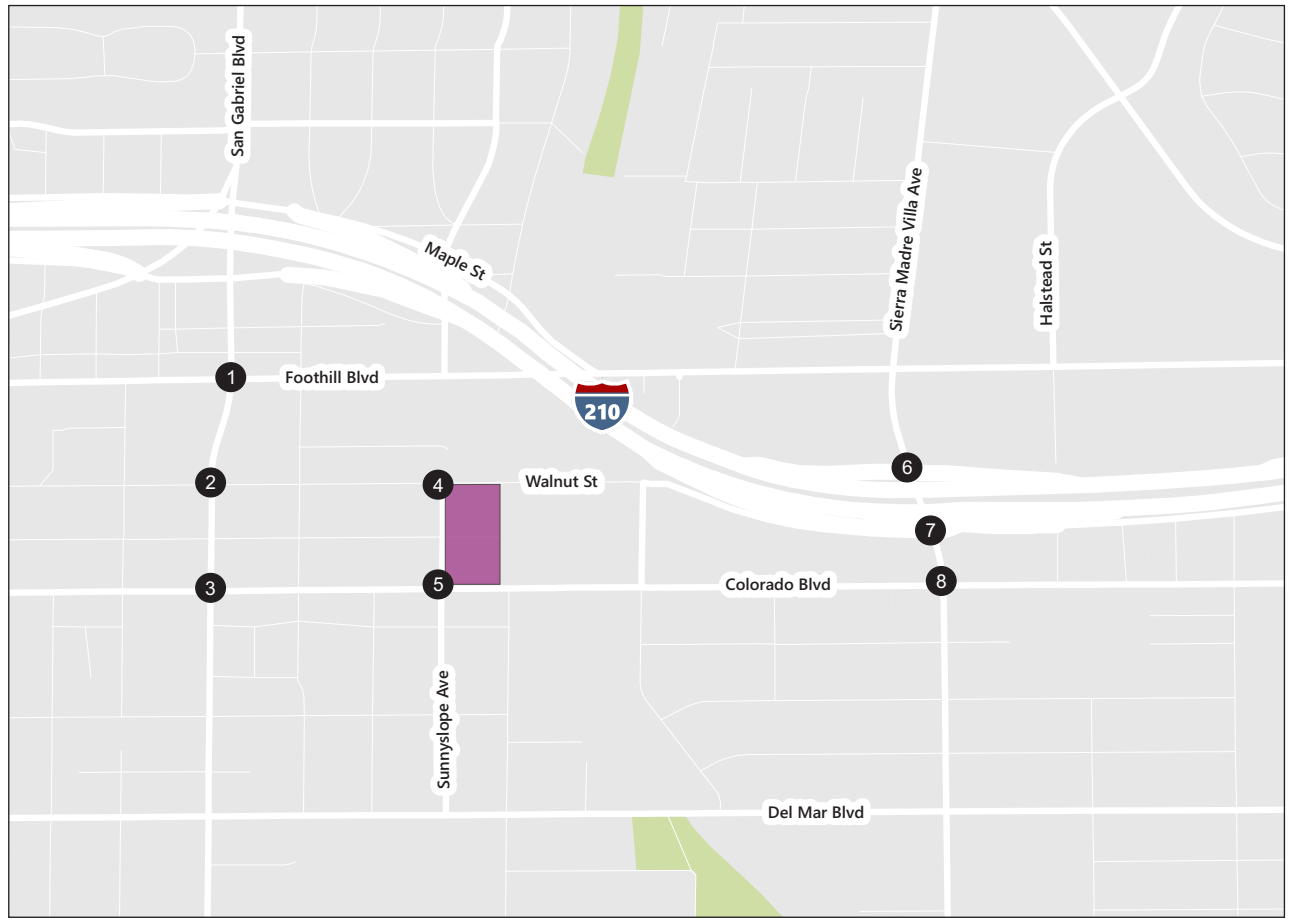
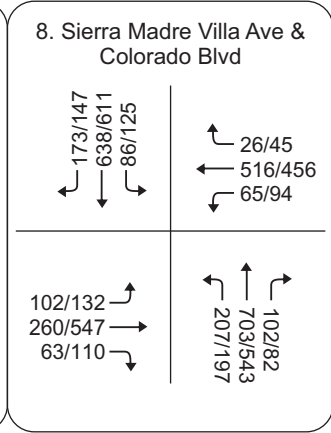
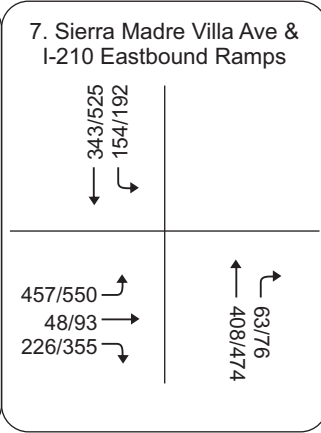
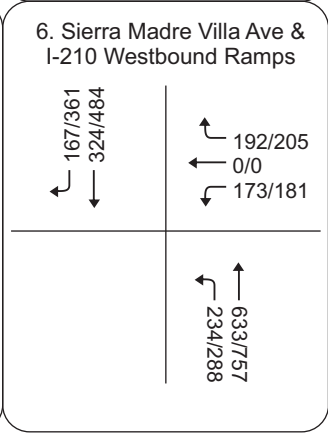
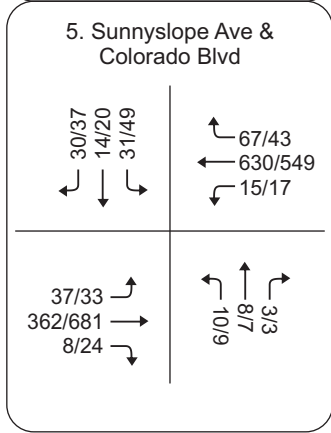
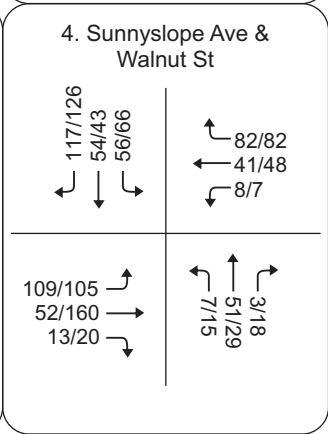
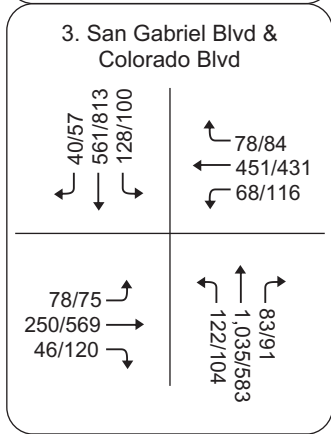
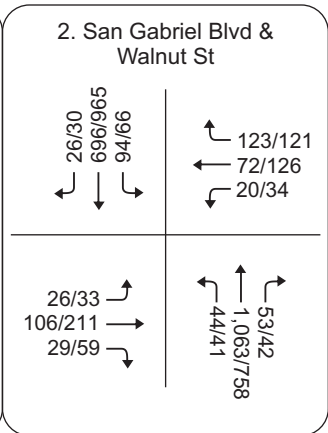
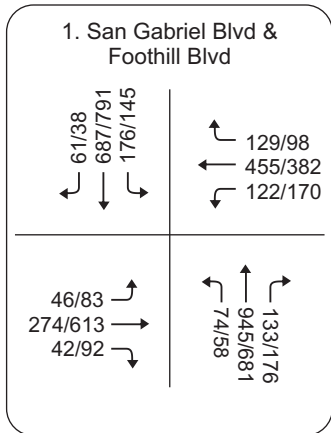
- Existing Conditions; and
- Existing Plus Project Conditions.

### 4.3 Existing Traffic Volumes

Existing traffic counts at the study intersections were collected in October 2021, December 2021, and January 2022. All counts were collected during typical weekdays, during the morning peak period (7:00 – 9:00 a.m.) and evening peak period (4:00 – 6:00 p.m.). The traffic impact analysis is based on the highest single hour of traffic during each time period at each location.

It is understood that traffic patterns in 2021 and 2022 were disrupted due to the COVID-19 pandemic. Given this condition, a comparison of pre-Covid and 2021/2022 counts was conducted. The pre-Covid traffic counts at the study intersections were obtained from the City of Pasadena’s traffic count database. The percent difference of all movements was calculated between pre-Covid and 2021/2022 counts, separating the three Colorado Boulevard intersections from the five non-Colorado Boulevard intersections. Based on the results, for the a.m. counts, a 14% increase was applied to the three Colorado Boulevard intersections and a 10% increase was applied to the other five intersections. For the p.m. counts, a 1% increase was applied to the three Colorado Boulevard intersections and a 10% increase was applied to the other five intersections. Detailed traffic count data is included in **Appendix B**. **Figure 4** shows the existing peak hour volumes at the study intersections.







## 4.4 Proposed Project Traffic

This section describes the methodology used to determine project trip generation and the distribution of project traffic within the study area. The first step in analyzing traffic conditions with the project is to estimate the number of new trips expected to be generated by the proposed project. The proposed project consists of a new Porsche dealership, with 48,922 gross square feet of auto sales/showroom space. The project site currently consists of 33,999 square feet of light industrial space north of Nina Street and a surface parking lot for the Rusnak Audi dealership south of Nina Street.

### 4.4.1 Project Trip Generation

The net trip generation for the proposed project was calculated based on rates published in the Institute of Transportation Engineers (ITE), *Trip Generation, 10<sup>th</sup> Edition*. The ITE land uses for the proposed project and existing uses are identified as:

- Proposed Project
  - Automobile Sales - New (Land Use code 840)
- Existing Use
  - General Light Industrial (Land Use code 110)

The result of this calculation is shown in **Table 6**.



**Table 6: Proposed Project Trip Generation**

Land Use (ITE Code)	Size	Units	Trip Generation Rates							Trip Generation						
			AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total	
<b>Proposed Project</b>																
Automobiles Sales - New (840)	48.922	tsf	73%	27%	1.87	40%	60%	2.43	27.84	66	25	91	48	71	119	1,362
Pass-by trip discount (10%)										-7	-3	-10	-5	-7	-12	-136
<b>Existing Site to be Removed</b>																
General Light Industrial (110)	33.999	tsf	88%	12%	0.70	13%	87%	0.63	4.96	-21	-3	-24	-3	-18	-21	-169
<b>PROJECT NET TOTAL</b>										<b>38</b>	<b>19</b>	<b>57</b>	<b>40</b>	<b>46</b>	<b>86</b>	<b>1,057</b>

As shown in **Table 6**, the proposed project is forecast to generate 57 net new a.m. peak hour trips, 86 net new p.m. peak hour trips, and 1,057 net new daily trips.



#### 4.4.2 Project Trip Distribution and Assignment

Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the project. Project trip distribution is based on the land use and the circulation network in the vicinity of the project, and was derived by utilizing the City of Pasadena Travel Demand Model (via a select zone model run). The general project trip distribution is shown in **Figure 5**.

The new trips generated by the project, as shown in **Table 6**, were then assigned to the surrounding roadway system based on the distribution pattern shown in **Figure 5** to estimate the project-related peak-hour traffic at each of the study intersections. **Figure 6** illustrates the proposed project trip assignment onto the roadway network during the a.m. and p.m. peak hours.

### 4.5 Intersection Level of Service Analysis

This section includes the LOS analysis of the study intersections in existing and existing plus project conditions. The project is not located within the one of the City’s Transit Oriented Districts, though the three study intersections located along Sierra Madre Villa Avenue are within a TOD. Therefore, the LOS cap for those three intersections (i.e., maximum acceptable LOS) is LOS E, while the LOS cap for the other five intersections is LOS D. **Figure 7** shows the existing intersection lane configurations.

#### 4.5.1 Existing Conditions

A level of service analysis was conducted to evaluate existing intersection operations during the a.m. and p.m. peak hours at the study intersections. **Table 7** summarizes the existing LOS at the study intersections. LOS calculation sheets are provided in **Appendix C**.

**Table 7: Existing Intersection Peak Hour Level of Service**

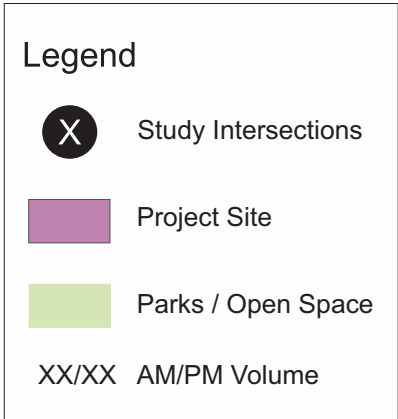
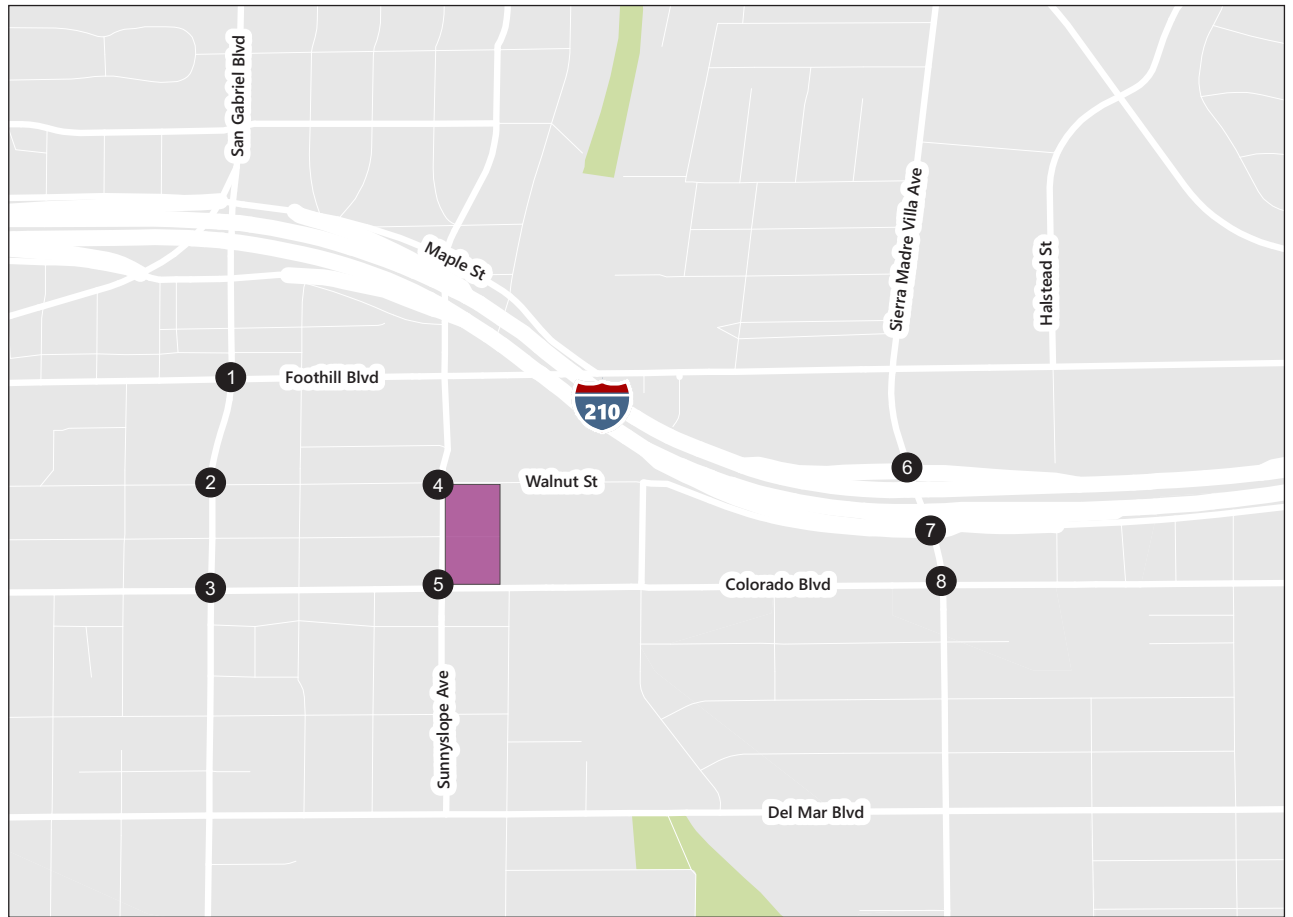
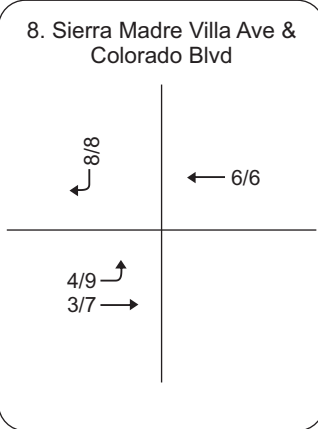
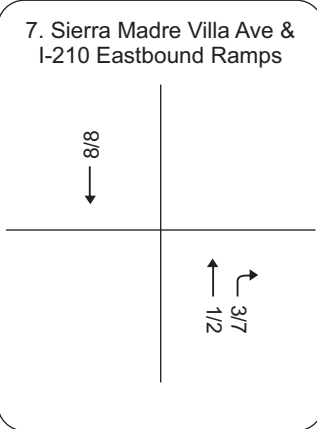
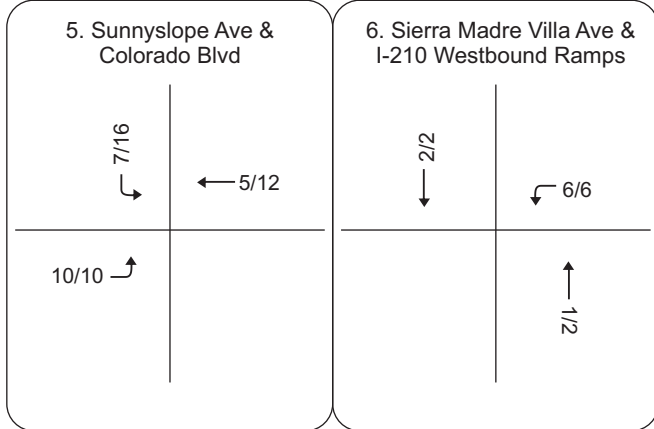
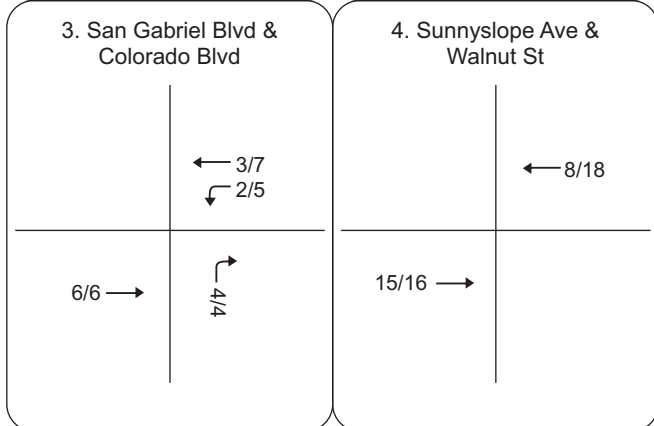
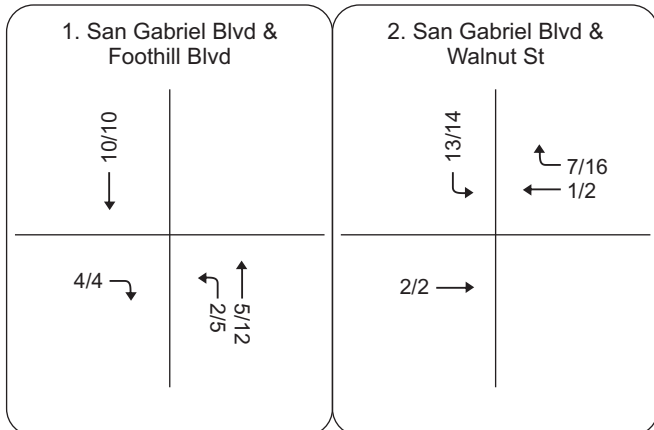
Intersection	Control Type	AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS
1 San Gabriel Blvd/Foothill Blvd	signalized	21.5	C	24.4	C
2 San Gabriel Blvd/Walnut St	signalized	7.3	A	9.1	A
3 San Gabriel Blvd/Colorado Blvd	signalized	20.5	C	21.2	C
4 Sunnyslope Ave/Walnut St	signalized	6.5	A	6.3	A
5 Sunnyslope Ave/Colorado Blvd	signalized	4.4	A	4.5	A
6 Sierra Madre Villa Ave/I-210 WB Ramps	signalized	9.1	A	11.2	A
7 Sierra Madre Villa Ave/I-210 EB Ramps	signalized	10.6	B	11.7	B
8 Sierra Madre Villa Ave/Colorado Blvd	signalized	40.2	D	46.3	D

Notes:

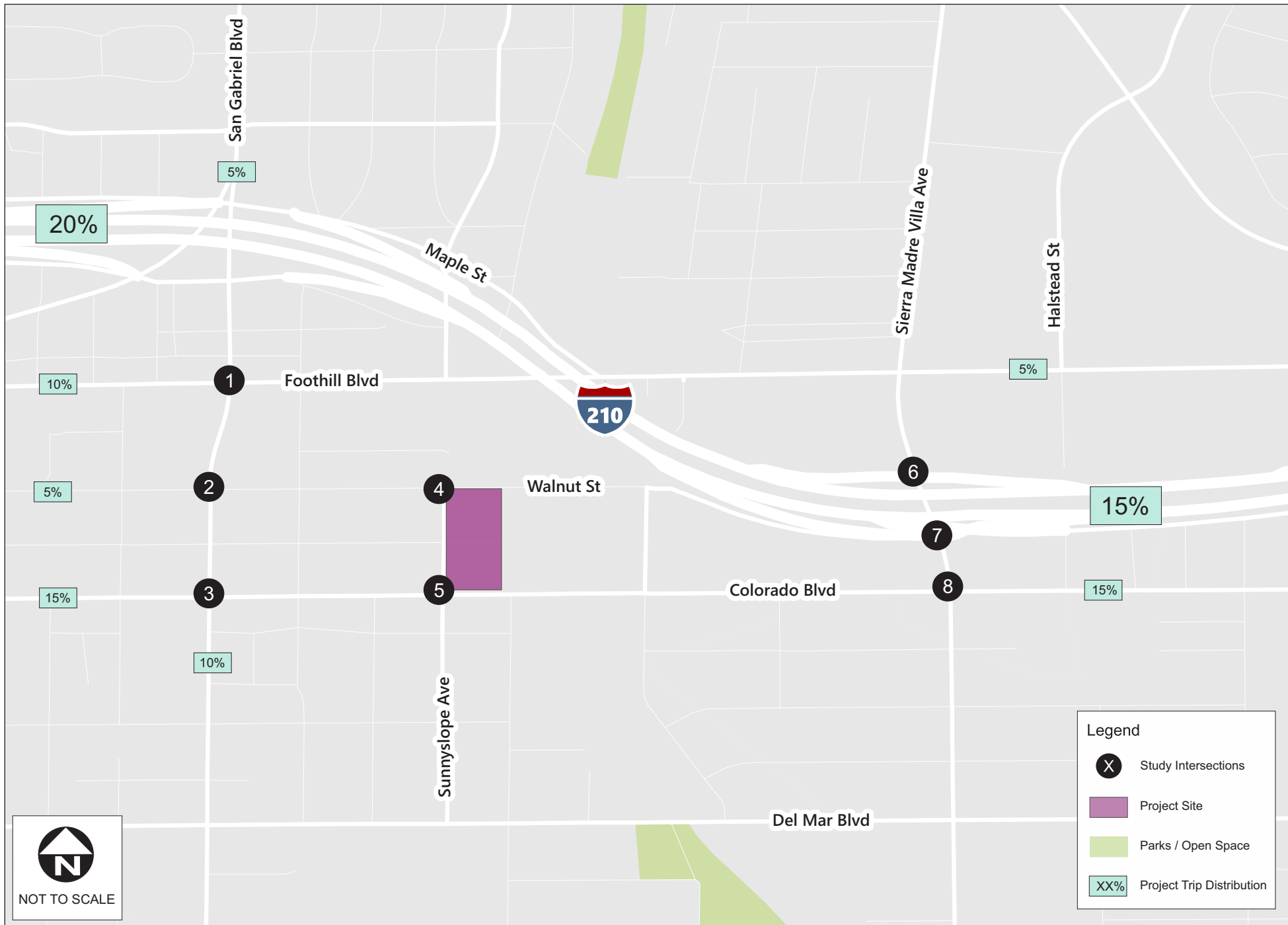
s = seconds, LOS = Level of Service.

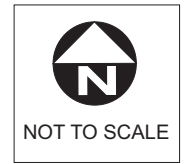
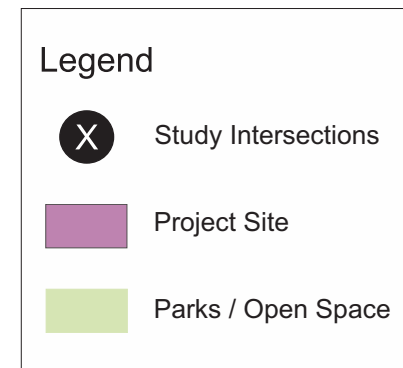
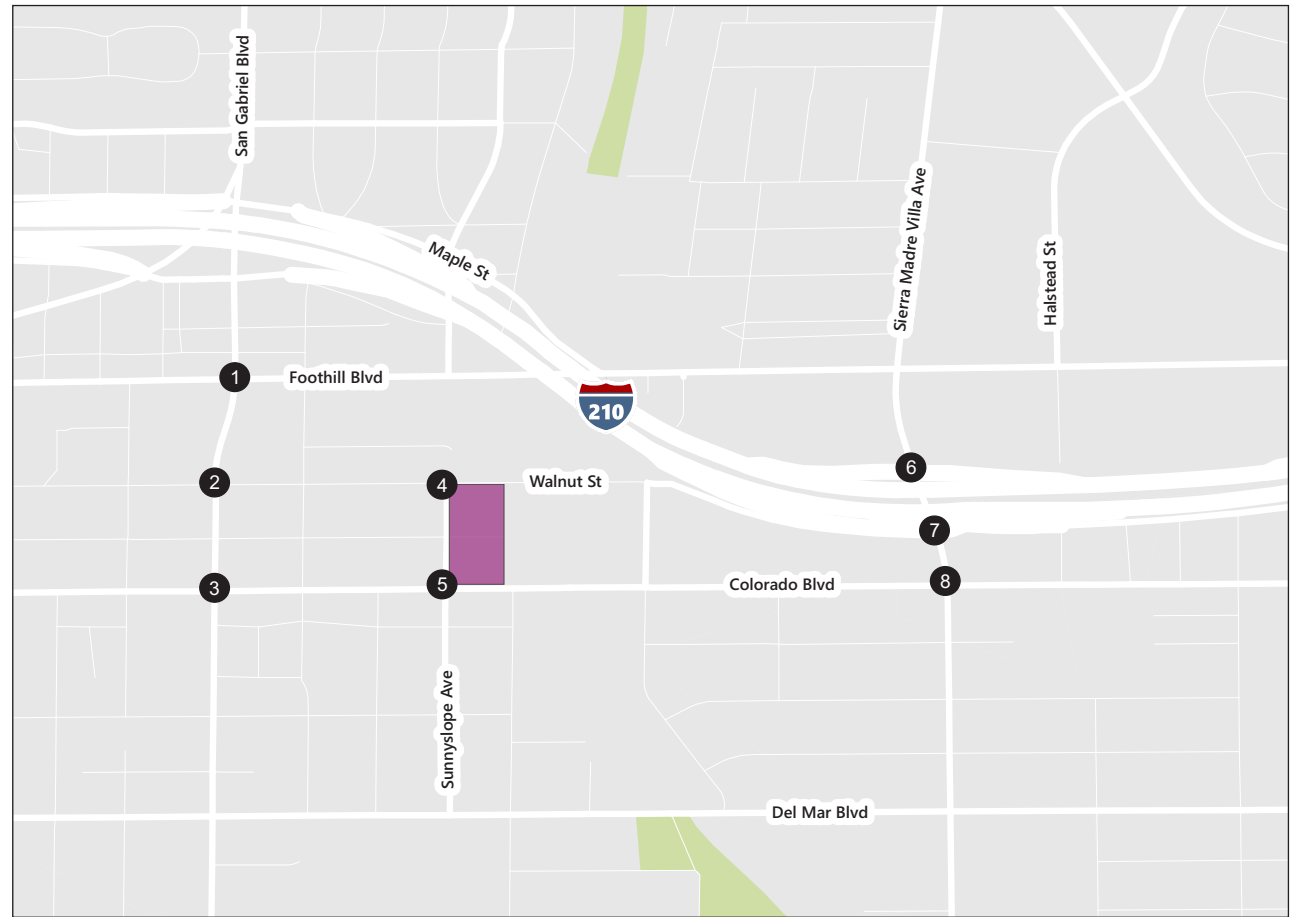
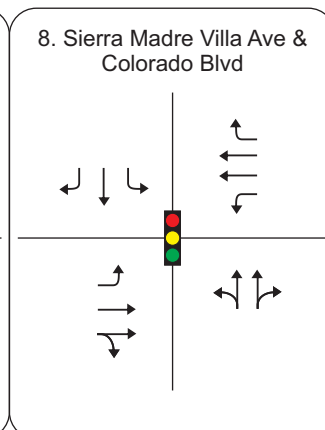
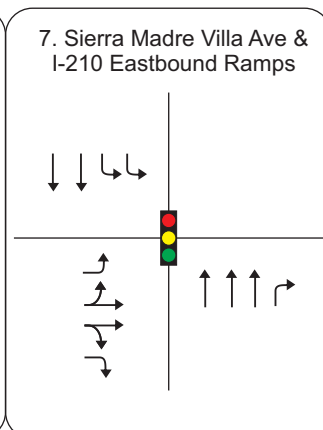
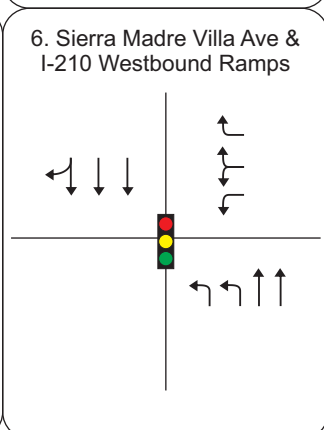
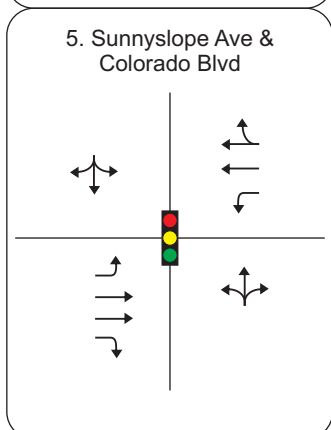
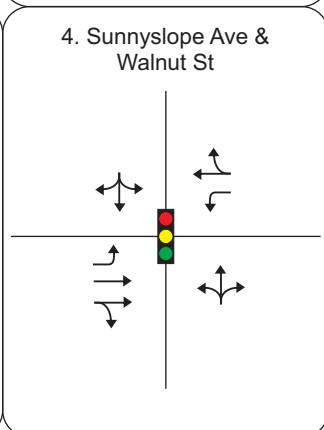
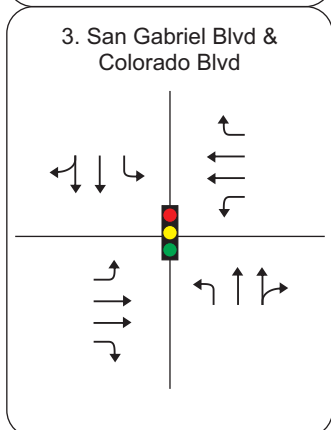
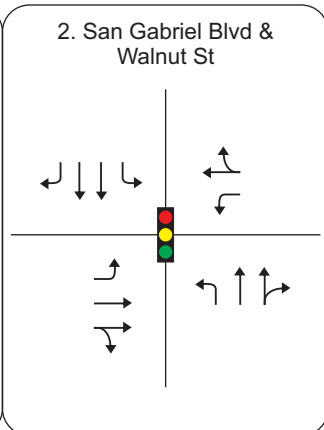
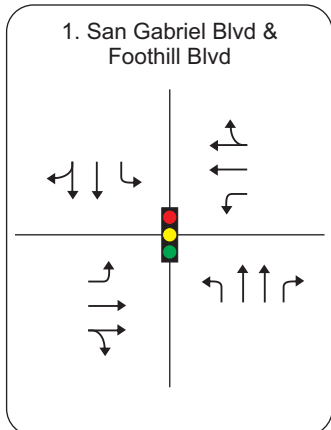
As shown in **Table 7**, all study intersections are currently operating at acceptable levels of service (LOS D or better) during the a.m. and p.m. peak hour.













#### 4.5.2 Existing Plus Project Conditions

Existing plus project conditions were developed by adding trips forecast to be generated by the proposed project to existing volumes. Existing plus project traffic volumes are illustrated in **Figure 8**. Existing plus project levels of service at the study intersections are summarized in **Table 8**. Level of service calculation worksheets are included in **Appendix C**.

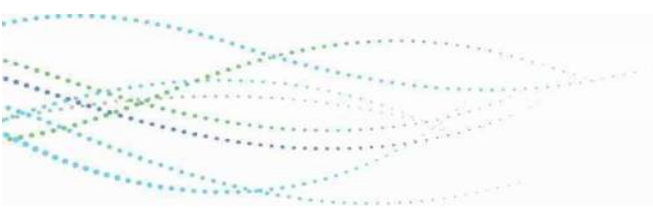
**Table 8: Existing Plus Project Intersection Peak Hour Level of Service**

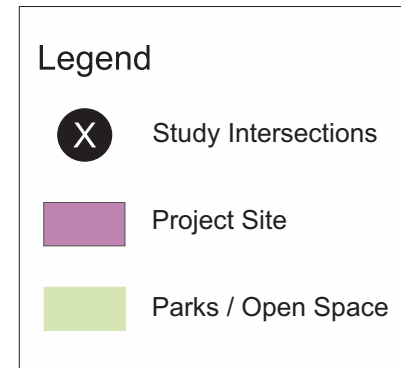
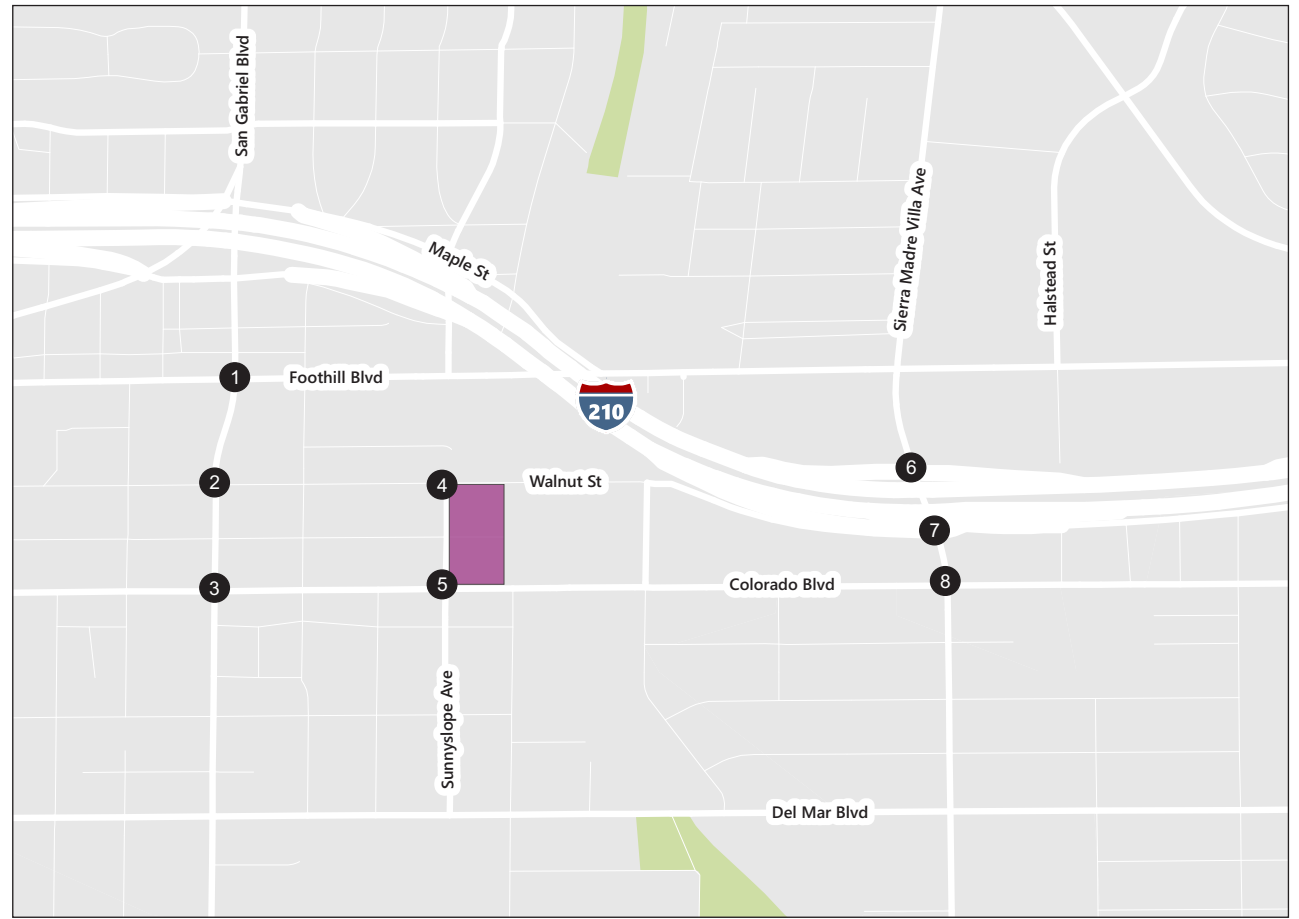
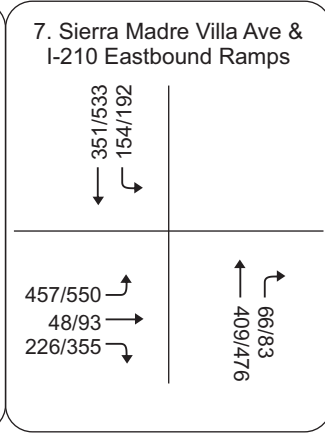
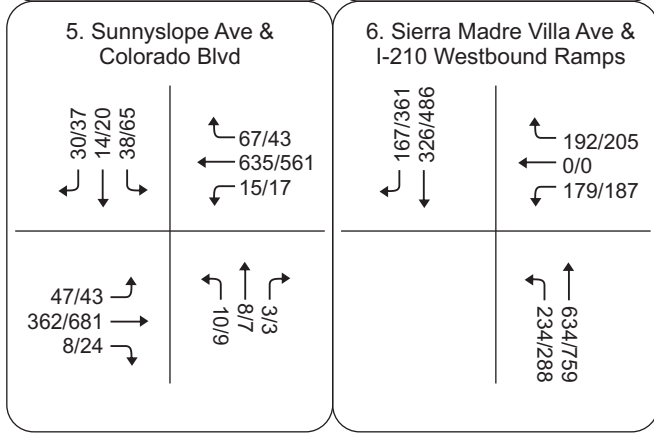
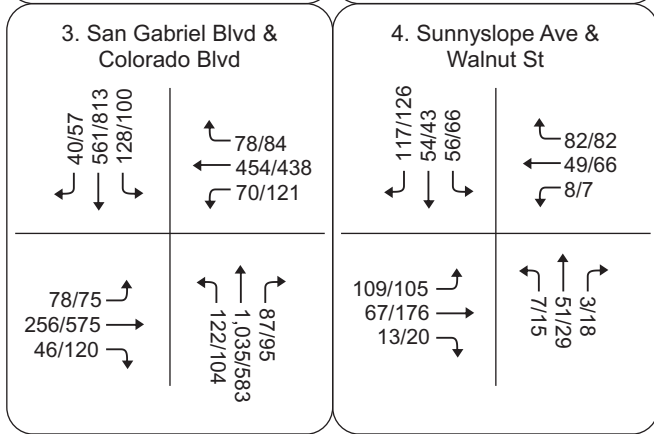
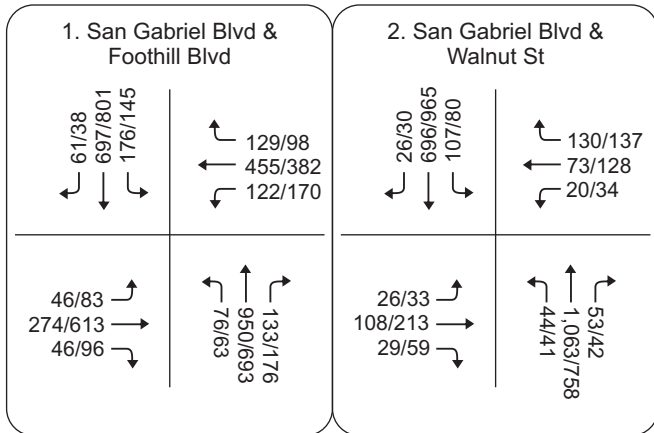
Intersection		Existing Conditions				Existing Plus Project Conditions				Exceeds LOS Cap?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	
1	San Gabriel Blvd/Foothill Blvd	21.5	C	24.4	C	21.5	C	24.7	C	No
2	San Gabriel Blvd/Walnut St	7.3	A	9.1	A	7.6	A	9.6	A	No
3	San Gabriel Blvd/Colorado Blvd	20.5	C	21.2	C	20.7	C	21.4	C	No
4	Sunnyslope Ave/Walnut St	6.5	A	6.3	A	6.5	A	6.3	A	No
5	Sunnyslope Ave/Colorado Blvd	4.4	A	4.5	A	4.4	A	4.6	A	No
6	Sierra Madre Villa Ave/I-210 WB Ramps	9.1	A	11.2	A	9.1	A	11.3	A	No
7	Sierra Madre Villa Ave/I-210 EB Ramps	10.6	B	11.7	B	10.6	B	11.7	B	No
8	Sierra Madre Villa Ave/Colorado Blvd	40.2	D	46.3	D	41.2	D	48.4	D	No

Notes:

s = seconds, LOS = Level of Service.

As shown in **Table 8**, with the project traffic, LOS at the study intersections are not forecast to exceed the LOS cap.







## 4.6 Pedestrian and Bicycle Environmental Quality Index Analysis

Iteris staff performed an observational field survey to document the current pedestrian and bicycle quality conditions adjacent to the project site. The survey limits were:

- Sunnyslope Avenue between Walnut Street and Colorado Boulevard;
- Walnut Street between Sunnyslope Avenue and Kinneloa Avenue; and
- Colorado Boulevard between Sunnyslope Avenue and Kinneloa Avenue.

The PEQI and BEQI scores are summarized in **Table 9**. Detailed calculation sheets are provided in **Appendix D**.

**Table 9: PEQI/BEQI Summary**

Segment	PEQI Score	BEQI Score
Sunnyslope Ave between Walnut St and Colorado Blvd		
West side	48 - Average	36 - Low
East side	48 – Average	36 - Low
Walnut St between Sunnyslope Ave and Kinneloa Ave		
North side	56 - Average	40 - Low
South side	52 – Average	34 - Low
Colorado Blvd between Sunnyslope Ave and Kinneloa Ave		
North side	47 - Average	26 - Low
South side	48 – Average	31 - Low



## 5 CONCLUSIONS

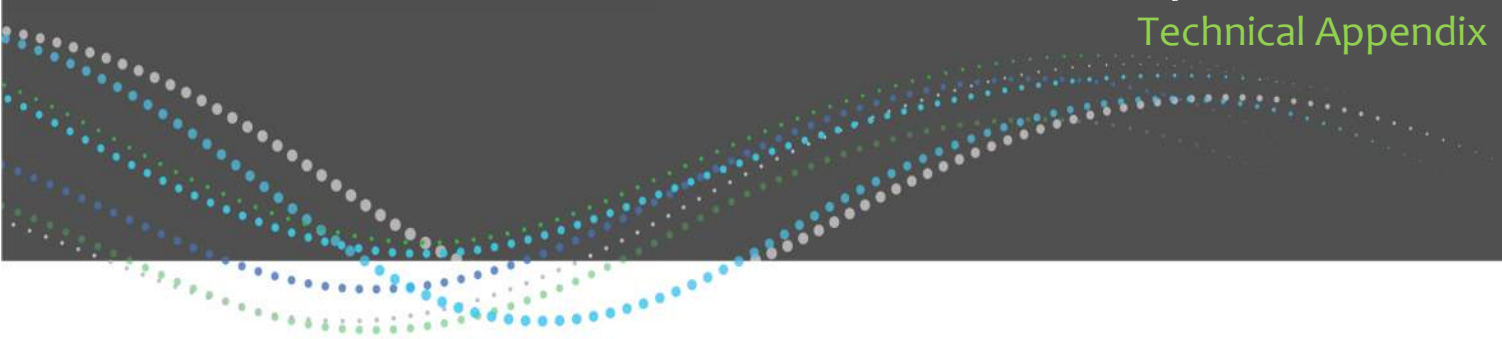
Iteris prepared an outside CEQA transportation impact analysis for the proposed Rusnak Porsche Dealership project, located at 2915 East Colorado Boulevard in the City of Pasadena. The proposed project consists of a new Porsche dealership, with 48,922 gross square feet of auto sales/showroom space. The project site currently consists of 33,999 square feet of light industrial space north of Nina Street and a surface parking lot for the Rusnak Audi dealership south of Nina Street.

The following describe the results of the Outside CEQA analysis:

- The proposed project is forecast to generate 57 new a.m. peak hour trips, 86 new p.m. peak hour trips, and 1,057 new daily trips.
- None of the eight intersections in the study area are forecast to exceed the adopted LOS cap.
- The calculated PEQI scores show that the existing pedestrian conditions are average.
- The calculated BEQI scores show that the existing bicycle conditions are low.
- The project site is served by a City Connector (Colorado Boulevard) and also by an access road (Sunnyslope Avenue). Since the project traffic is not expected to utilize neighborhood connector streets and cut through residential neighborhoods to access the project, a street segment analysis was not conducted since the purpose of street segment analysis is to analyze neighborhood street segments in residential neighborhoods.



2915 East Colorado Porsche  
Transportation Impact Analysis  
Outside CEQA Evaluation  
Technical Appendix



Submitted to:



11447 | Prepared by Iteris, Inc.

Innovating Through Informatics™

## APPENDIX A – TIA SCOPING AGREEMENT



**CITY OF PASADENA  
SCOPING FOR A TRANSPORTATION IMPACT ANALYSIS**

This Memorandum of Understanding (MOU) acknowledges City of Pasadena  
Department of Transportation requirements of traffic impact analysis for the following project.

**Project Name** Rusnak Porsche Pasadena  
**Project Address** 2915 E Colorado Boulevard

**Project Description** Demolition of 33,999 sf general light industrial buildings  
 - 60 Sunnyslope Ave 14,732 sf  
 - 96 Sunnyslope Ave 5,180 sf  
 - 2914 Walnut Street 6,887 sf  
 - 2926 Walnut Street 7,200 sf  
  
Total demolition 33,999 sf

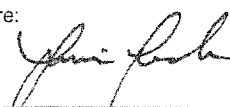
Construction of new sales, leasing, service, and parts building for Rusnak Porsche Pasadena

Total gross floor area 48,922 sf


**Date of Application** 5/9/2019

Principal Analyst: Conrad Viana, P.E. CV 11/16/2021  
 E-Mail: cviana@cityofpasadena.net  
 Tel/Fax (626) 744-7424

**Project Description Reviewed By Planning Department:**

<b>Name:</b> Luis Rocha	<b>Signature:</b> 
<b>Title:</b> Principal Planner	
<b>Date:</b> 11/16/2021	

**Project Description Reviewed By Applicant:**

<b>Name:</b> JOHN BEED	<b>Signature:</b> 
<b>Title:</b> Dir.	
<b>Date:</b> 11/19/21	

11/1/2021 in PM

**AREA BREAKDOWN  
SQ GFA DATA**

<u>PROPOSED DEALERSHIP BLDG AREA</u>	<u>SIZE</u>	<u>TGEN GSF</u>
<u>1st Floor</u>		
Display	12,426	----
Electrical	344	344
Offices	4,088	4,088
Service	24,610	24,610
Service Support:		
Covered Service Drive	6,348	----
Service Support Misc.	4,308	4,308
Storage	3,213	3,213
Vertical Circulation:		
Interior Vertical Circ.	567	----
Vehicle Ramp	1,251	----
<b>Subtotal 1st Floor</b>	<b>57,155</b>	<b>36,563</b>
<u>2nd Floor</u>		
Display	3,295	----
Electrical	138	138
Offices	6,993	6,993
Storage	396	396
Open Parking	33,333	----
Vertical Circulation	535	----
<b>Subtotal 2nd Floor</b>	<b>44,690</b>	<b>7,527</b>
<u>3rd Floor (Roof)</u>		
Roof Top Parking	32,750	----
Vertical Circulation	449	----
<b>Subtotal Roof</b>	<b>33,199</b>	<b>----</b>
<b>TOTAL DEALERSHIP BUILDING</b>	<b>135,044</b>	<b>44,090</b>
<u>Carwash Building</u>		
Carwash	3,330	3,330
Detail Bays & Support	1,502	1,502
<b>Subtotal Carwash Building Area</b>	<b>4,832</b>	<b>4,832</b>
<b>TOTAL BUILDING AREA</b>	<b>139,876</b>	<b>48,922</b>

## APPENDIX B – EXISTING TRAFFIC COUNTS

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** San Gabriel Blvd & E Foothill Blvd  
**City:** Pasadena  
**Control:** Signalized

**Project ID:** 21-020336-001  
**Date:** 12/2/2021

## Data - Totals

NS/EW Streets:	San Gabriel Blvd				San Gabriel Blvd				E Foothill Blvd				E Foothill Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	9	146	11	0	14	67	7	3	8	15	7	0	15	32	15	0	349
7:15 AM	6	166	17	1	19	96	4	4	10	22	9	0	17	41	29	0	441
7:30 AM	13	200	24	1	26	109	5	4	12	26	8	0	24	85	31	0	568
7:45 AM	11	252	30	1	29	157	15	2	5	41	6	0	17	89	30	0	685
8:00 AM	13	237	35	3	36	145	7	4	7	59	11	0	29	96	29	0	711
8:15 AM	16	216	22	4	39	151	11	4	15	50	3	0	27	131	26	1	716
8:30 AM	9	216	31	3	32	159	15	4	12	72	16	0	25	100	32	2	728
8:45 AM	15	189	33	4	39	169	22	2	8	68	8	0	27	86	30	0	700
<b>TOTAL VOLUMES :</b>	92	1622	203	17	234	1053	86	27	77	353	68	0	181	660	222	3	4898
<b>APPROACH %'s :</b>	4.76%	83.87%	10.50%	0.88%	16.71%	75.21%	6.14%	1.93%	15.46%	70.88%	13.65%	0.00%	16.98%	61.91%	20.83%	0.28%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	53	858	121	14	146	624	55	14	42	249	38	0	108	413	117	3	2855
<b>PEAK HR FACTOR :</b>	0.828	0.905	0.864	0.875	0.936	0.923	0.625	0.875	0.700	0.865	0.594	0.000	0.931	0.788	0.914	0.375	0.980
	0.908				0.904				0.823				0.866				
PM	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	22	168	37	3	30	169	12	2	17	122	19	0	40	94	29	2	766
4:15 PM	12	137	44	3	39	173	10	3	18	143	25	0	28	92	23	1	751
4:30 PM	13	166	41	3	30	158	13	1	17	119	17	0	41	87	25	0	731
4:45 PM	11	151	39	1	28	190	5	1	15	149	24	0	35	85	20	0	754
5:00 PM	8	166	36	2	27	199	7	3	26	147	18	0	50	84	21	0	794
5:15 PM	14	152	27	3	33	166	6	0	18	120	17	0	35	85	30	2	708
5:30 PM	9	127	29	1	29	148	11	3	19	148	15	0	43	84	21	0	687
5:45 PM	16	127	35	2	35	163	9	2	13	112	13	0	24	92	14	1	658
<b>TOTAL VOLUMES :</b>	105	1194	288	18	251	1366	73	15	143	1060	148	0	296	703	183	6	5849
<b>APPROACH %'s :</b>	6.54%	74.39%	17.94%	1.12%	14.72%	80.12%	4.28%	0.88%	10.58%	78.46%	10.95%	0.00%	24.92%	59.18%	15.40%	0.51%	
<b>PEAK HR :</b>	<b>04:15 PM - 05:15 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	44	620	160	9	124	720	35	8	76	558	84	0	154	348	89	1	3030
<b>PEAK HR FACTOR :</b>	0.846	0.934	0.909	0.750	0.795	0.905	0.673	0.667	0.731	0.936	0.840	0.000	0.770	0.946	0.890	0.250	0.954
	0.934				0.940				0.940				0.955				

# National Data & Surveying Services Intersection Turning Movement Count

Location: San Gabriel Blvd & Walnut St  
 City: Pasadena  
 Control: Signalized

Project ID: 21-020336-002  
 Date: 12/2/2021

## Data - Totals

NS/EW Streets:	San Gabriel Blvd				San Gabriel Blvd				Walnut St				Walnut St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	1.5 ET	0.5 ER	0 EU	1 WL	0.5 WT	0.5 WR	0 WU	
7:00 AM	4	156	8	0	10	76	8	0	7	6	3	0	0	5	15	0	298
7:15 AM	4	176	5	0	10	105	9	0	6	10	2	0	2	4	13	0	346
7:30 AM	6	222	5	0	17	124	2	0	6	16	3	0	8	15	22	0	446
7:45 AM	14	271	15	0	21	150	4	0	6	18	7	0	3	11	22	0	542
8:00 AM	10	243	7	0	17	161	5	0	6	33	5	0	4	11	36	0	538
8:15 AM	6	231	9	0	19	154	4	0	6	18	8	0	5	20	31	0	511
8:30 AM	10	220	17	0	28	167	11	0	6	27	6	0	6	23	23	0	544
8:45 AM	9	211	8	0	35	155	9	0	8	32	9	0	5	13	26	0	520
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	63	1730	74	0	157	1092	52	0	51	160	43	0	33	102	188	0	3745
	3.37%	92.66%	3.96%	0.00%	12.07%	83.94%	4.00%	0.00%	20.08%	62.99%	16.93%	0.00%	10.22%	31.58%	58.20%	0.00%	
<b>PEAK HR :</b>	<b>07:45 AM - 08:45 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	40	965	48	0	85	632	24	0	24	96	26	0	18	65	112	0	2135
<b>PEAK HR FACTOR :</b>	0.714	0.890	0.706	0.000	0.759	0.946	0.545	0.000	1.000	0.727	0.813	0.000	0.750	0.707	0.778	0.000	0.981
	0.878				0.899				0.830				0.871				

NS/EW Streets:	San Gabriel Blvd				San Gabriel Blvd				Walnut St				Walnut St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	1.5 ET	0.5 ER	0 EU	1 WL	0.5 WT	0.5 WR	0 WU	
4:00 PM	4	184	7	0	10	210	8	0	7	57	17	0	5	28	28	0	565
4:15 PM	4	172	11	0	15	212	5	0	8	59	9	0	5	30	28	0	558
4:30 PM	9	176	10	0	15	191	7	0	12	47	14	0	10	21	23	0	535
4:45 PM	7	158	11	0	15	224	8	0	2	45	16	0	6	29	24	0	545
5:00 PM	17	184	6	0	15	252	7	0	8	41	15	0	10	35	35	0	625
5:15 PM	7	147	3	0	14	201	2	0	8	44	14	0	7	31	27	0	505
5:30 PM	3	137	8	0	12	200	1	0	3	47	9	0	6	20	19	0	465
5:45 PM	6	162	2	0	10	185	4	0	3	36	12	0	1	13	24	0	458
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	57	1320	58	0	106	1675	42	0	51	376	106	0	50	207	208	0	4256
	3.97%	91.99%	4.04%	0.00%	5.81%	91.88%	2.30%	0.00%	9.57%	70.54%	19.89%	0.00%	10.75%	44.52%	44.73%	0.00%	
<b>PEAK HR :</b>	<b>04:15 PM - 05:15 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	37	690	38	0	60	879	27	0	30	192	54	0	31	115	110	0	2263
<b>PEAK HR FACTOR :</b>	0.544	0.938	0.864	0.000	1.000	0.872	0.844	0.000	0.625	0.814	0.844	0.000	0.775	0.821	0.786	0.000	0.905
	0.924				0.881				0.908				0.800				

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** San Gabriel Blvd & Colorado Blvd  
**City:** Pasadena  
**Control:** Signalized

**Project ID:** 21-020336-003  
**Date:** 12/2/2021

## Data - Totals

NS/EW Streets:	San Gabriel Blvd				San Gabriel Blvd				Colorado Blvd				Colorado Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	TOTAL
7:00 AM	14	142	3	0	6	68	4	0	10	16	3	0	3	46	12	0	327
7:15 AM	17	165	2	0	9	88	4	0	9	29	7	0	11	50	15	0	406
7:30 AM	19	210	10	0	21	107	7	0	9	35	7	0	15	73	10	0	523
7:45 AM	29	275	13	0	19	129	5	0	19	46	8	0	11	91	10	0	655
8:00 AM	24	215	21	0	38	116	7	0	15	51	10	0	22	93	27	0	639
8:15 AM	25	212	20	0	35	111	7	0	14	59	14	0	11	95	18	1	622
8:30 AM	29	205	19	0	20	136	16	0	20	63	8	0	15	116	13	0	660
8:45 AM	19	165	15	0	12	134	13	0	12	80	10	0	16	118	13	0	607
<b>TOTAL VOLUMES :</b>	176	1589	103	0	160	889	63	0	108	379	67	0	104	682	118	1	4439
<b>APPROACH %'s :</b>	9.42%	85.06%	5.51%	0.00%	14.39%	79.95%	5.67%	0.00%	19.49%	68.41%	12.09%	0.00%	11.49%	75.36%	13.04%	0.11%	
<b>PEAK HR :</b>	<b>07:45 AM - 08:45 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	107	907	73	0	112	492	35	0	68	219	40	0	59	395	68	1	2576
<b>PEAK HR FACTOR :</b>	0.922	0.825	0.869	0.000	0.737	0.904	0.547	0.000	0.850	0.869	0.714	0.000	0.670	0.851	0.630	0.250	0.976
	0.857				0.929				0.898				0.908				

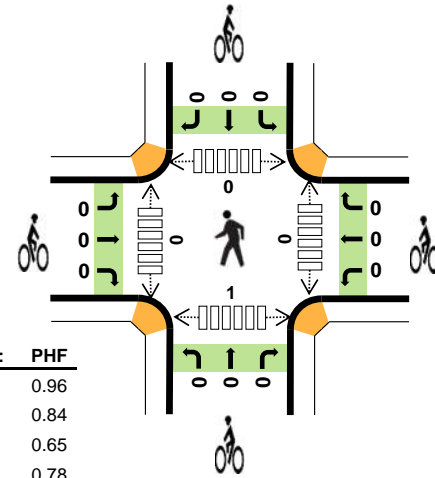
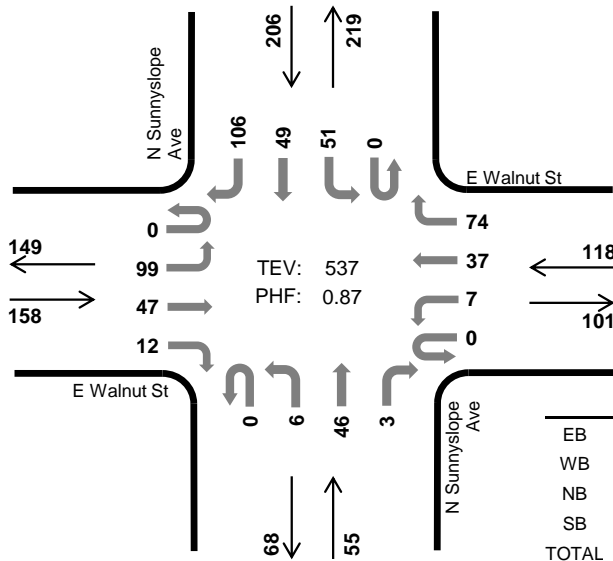
NS/EW Streets:	San Gabriel Blvd				San Gabriel Blvd				Colorado Blvd				Colorado Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	TOTAL
4:00 PM	18	154	17	0	21	201	12	0	12	133	19	0	20	113	21	1	742
4:15 PM	20	127	22	0	26	184	16	0	26	146	33	0	35	119	26	0	780
4:30 PM	25	158	21	0	22	183	14	0	17	158	32	0	28	103	17	0	778
4:45 PM	24	130	21	0	26	205	17	0	14	128	23	0	27	104	20	0	739
5:00 PM	34	163	26	0	25	235	10	0	17	132	31	0	25	102	20	0	820
5:15 PM	19	137	12	0	20	210	15	0	14	167	27	0	26	114	15	0	776
5:30 PM	22	113	19	0	24	182	13	0	11	148	22	0	28	96	17	0	695
5:45 PM	24	137	24	0	18	165	10	0	17	124	38	0	22	98	13	0	690
<b>TOTAL VOLUMES :</b>	186	1119	162	0	182	1565	107	0	128	1136	225	0	211	849	149	1	6020
<b>APPROACH %'s :</b>	12.68%	76.28%	11.04%	0.00%	9.82%	84.41%	5.77%	0.00%	8.60%	76.29%	15.11%	0.00%	17.44%	70.17%	12.31%	0.08%	
<b>PEAK HR :</b>	<b>04:15 PM - 05:15 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	103	578	90	0	99	807	57	0	74	564	119	0	115	428	83	0	3117
<b>PEAK HR FACTOR :</b>	0.757	0.887	0.865	0.000	0.952	0.859	0.838	0.000	0.712	0.892	0.902	0.000	0.821	0.899	0.798	0.000	0.950
	0.864				0.892				0.914				0.869				

# N Sunnyslope Ave E Walnut St



Peak Hour

Date: 10-06-2021  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.9%	0.96
WB	4.2%	0.84
NB	3.6%	0.65
SB	1.0%	0.78
TOTAL	2.2%	0.87

### Two-Hour Count Summaries

Interval Start	E Walnut St Eastbound				E Walnut St Westbound				N Sunnyslope Ave Northbound				N Sunnyslope Ave Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	14	7	1	0	0	5	9	0	3	7	2	0	3	4	22	77	0	
7:15 AM	0	18	15	3	0	1	3	4	0	1	8	3	0	6	9	17	88	0	
7:30 AM	0	19	7	1	0	1	3	4	0	1	7	0	0	5	7	14	69	0	
7:45 AM	0	21	14	5	0	4	8	15	0	2	8	4	0	7	5	19	112	346	
<b>8:00 AM</b>	<b>0</b>	<b>27</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>13</b>	<b>20</b>	<b>112</b>	<b>381</b>	
8:15 AM	0	24	11	5	0	2	12	16	0	0	10	2	0	11	10	20	123	416	
8:30 AM	0	28	13	0	0	1	6	21	0	2	11	0	0	19	11	36	148	495	
<b>8:45 AM</b>	<b>0</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>15</b>	<b>30</b>	<b>154</b>	<b>537</b>	
Count Total	0	171	90	22	0	13	56	106	0	13	76	12	0	72	74	178	883	0	
Peak Hour	All	0	99	47	12	0	7	37	74	0	6	46	3	0	51	49	106	537	0
	HV	0	0	3	0	0	2	2	1	0	1	0	1	0	1	1	0	12	0
	HV%	-	0%	6%	0%	-	29%	5%	1%	-	17%	0%	33%	-	2%	2%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0
7:15 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1
<b>8:00 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
8:15 AM	1	2	1	0	4	0	0	0	0	0	0	0	0	1	1
8:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
<b>8:45 AM</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Count Total	5	8	4	3	20	2	0	0	0	2	0	1	0	2	3
Peak Hour	3	5	2	2	12	0	0	0	0	0	0	0	0	1	1

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	E Walnut St				E Walnut St				N Sunnyslope Ave				N Sunnyslope Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7
8:15 AM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	4	9
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
8:45 AM	0	0	0	0	0	1	2	0	0	1	0	0	0	0	1	0	5	12
Count Total	0	0	4	1	0	3	4	1	0	2	0	2	0	1	1	1	20	0
Peak Hour	0	0	3	0	0	2	2	1	0	1	0	1	0	1	1	0	12	0

<b>Two-Hour Count Summaries - Bikes</b>																
Interval Start	E Walnut St			E Walnut St			N Sunnyslope Ave			N Sunnyslope Ave			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

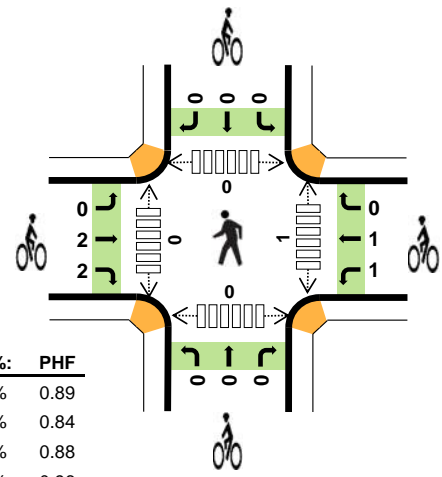
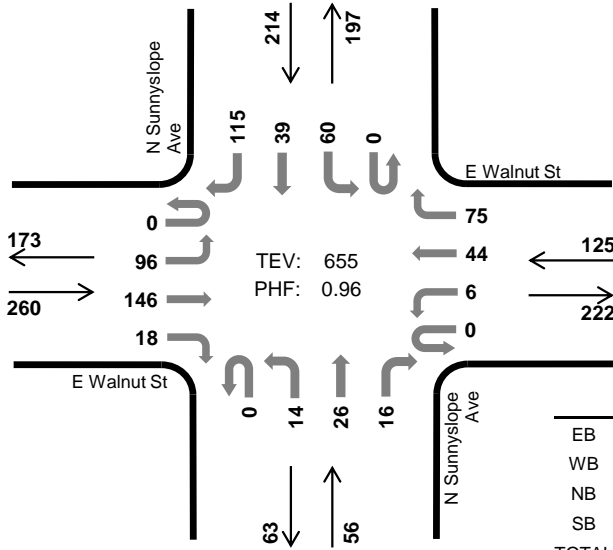


## N Sunnyslope Ave E Walnut St



Peak Hour

Date: 10-06-2021  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.5%	0.89
WB	0.8%	0.84
NB	0.0%	0.88
SB	0.0%	0.96
TOTAL	0.8%	0.96

TEV: 655  
PHF: 0.96

### Two-Hour Count Summaries

Interval Start	E Walnut St Eastbound				E Walnut St Westbound				N Sunnyslope Ave Northbound				N Sunnyslope Ave Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	20	45	2	0	0	14	23	0	6	7	3	0	13	6	31	170	0	
4:15 PM	0	20	30	5	0	2	10	25	0	1	10	3	0	11	12	32	161	0	
4:30 PM	0	32	34	7	0	0	8	13	0	5	1	4	0	20	8	28	160	0	
4:45 PM	0	24	37	4	0	4	12	14	0	2	8	6	0	16	13	24	164	655	
5:00 PM	0	26	42	3	0	3	18	15	0	7	5	7	0	16	8	19	169	654	
5:15 PM	0	19	40	4	0	4	13	9	0	4	4	9	0	13	14	25	158	651	
5:30 PM	0	21	33	1	0	0	7	5	0	3	4	1	0	9	5	20	109	600	
5:45 PM	0	21	39	5	0	1	7	15	0	4	11	6	0	4	6	23	142	578	
Count Total	0	183	300	31	0	14	89	119	0	32	50	39	0	102	72	202	1,233	0	
Peak Hour	All	0	96	146	18	0	6	44	75	0	14	26	16	0	60	39	115	655	0
	HV	0	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	5	0
	HV%	-	1%	1%	11%	-	0%	2%	0%	-	0%	0%	0%	-	0%	0%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0
4:15 PM	2	0	0	0	2	3	1	0	0	4	1	0	0	0	1
4:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	1	1	0	0	0	1	0	0	2	0	2
5:15 PM	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4
Count Total	5	1	0	1	7	7	2	0	0	9	1	3	2	2	8
Peak Hour	4	1	0	0	5	4	2	0	0	6	1	0	0	0	1

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	E Walnut St				E Walnut St				N Sunnyslope Ave				N Sunnyslope Ave					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	1	2	2	0	0	1	0	0	0	0	0	0	0	0	1	7	0
Peak Hour	0	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	5	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	E Walnut St			E Walnut St			N Sunnyslope Ave			N Sunnyslope Ave					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	5	2	1	1	0	0	0	0	0	0	0	0	9	0
Peak Hour	0	2	2	1	1	0	0	0	0	0	0	0	0	6	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Sunnyslope Ave & Colorado Blvd  
**City:** Pasadena  
**Control:** Signalized

**Project ID:** 21-020336-004  
**Date:** 12/2/2021

## Data - Totals

NS/EW Streets:	Sunnyslope Ave				Sunnyslope Ave				Colorado Blvd				Colorado Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	1	2	0	0	0	0	3	0	2	19	1	0	1	64	7	0	100
7:15 AM	2	0	1	0	2	2	4	0	2	39	2	0	2	70	14	0	140
7:30 AM	2	1	3	0	4	1	6	0	5	54	1	0	1	90	10	1	179
7:45 AM	3	0	2	0	6	2	8	0	3	62	0	1	0	109	8	0	204
8:00 AM	3	2	1	0	8	5	5	0	8	55	0	0	2	131	13	0	233
8:15 AM	2	3	0	0	6	3	6	0	6	82	4	2	3	143	14	0	274
8:30 AM	3	1	2	0	7	3	5	0	8	84	1	1	4	141	17	0	277
8:45 AM	1	1	0	0	6	1	10	0	6	96	2	1	3	137	15	1	280
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	17	10	9	0	39	17	47	0	40	491	11	5	16	885	98	2	1687
	47.22%	27.78%	25.00%	0.00%	37.86%	16.50%	45.63%	0.00%	7.31%	89.76%	2.01%	0.91%	1.60%	88.41%	9.79%	0.20%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	9	7	3	0	27	12	26	0	28	317	7	4	12	552	59	1	1064
<b>PEAK HR FACTOR :</b>	0.750	0.583	0.375	0.000	0.844	0.600	0.650	0.000	0.875	0.826	0.438	0.500	0.750	0.965	0.868	0.250	0.950
	0.792				0.903				0.848				0.963				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	1	1	0	0	12	7	5	0	6	173	3	0	5	134	10	0	357
4:15 PM	1	1	0	0	11	4	11	0	9	167	8	0	3	151	12	0	378
4:30 PM	4	1	1	0	8	4	14	0	7	174	7	0	5	137	16	0	378
4:45 PM	3	4	2	0	18	5	7	0	10	162	6	1	4	123	5	0	350
5:00 PM	0	1	1	0	10	7	11	0	8	158	7	1	4	128	7	0	343
5:15 PM	1	1	2	0	10	0	9	0	8	192	6	1	3	135	6	0	374
5:30 PM	1	4	1	0	12	3	12	0	7	163	3	1	4	112	8	1	332
5:45 PM	2	1	3	0	4	5	8	0	11	145	8	1	2	111	5	0	306
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	13	14	10	0	85	35	77	0	66	1334	48	5	30	1031	69	1	2818
	35.14%	37.84%	27.03%	0.00%	43.15%	17.77%	39.09%	0.00%	4.54%	91.81%	3.30%	0.34%	2.65%	91.16%	6.10%	0.09%	
<b>PEAK HR :</b>	<b>04:00 PM - 05:00 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	9	7	3	0	49	20	37	0	32	676	24	1	17	545	43	0	1463
<b>PEAK HR FACTOR :</b>	0.563	0.438	0.375	0.000	0.681	0.714	0.661	0.000	0.800	0.971	0.750	0.250	0.850	0.902	0.672	0.000	0.968
	0.528				0.883				0.975				0.911				

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Sierra Madre Villa Ave & I-210 WB Ramps  
**City:** Pasadena  
**Control:** Signalized

**Project ID:** 21-020336-005  
**Date:** 1/6/2022

## Data - Totals

NS/EW Streets:	Sierra Madre Villa Ave				Sierra Madre Villa Ave				I-210 WB Ramps				I-210 WB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	1.5 WL	0 WT	1.5 WR	0 WU	
7:00 AM	35	52	0	0	0	30	36	0	0	0	0	0	31	0	28	0	212
7:15 AM	45	75	0	0	0	44	29	0	0	0	0	0	29	0	30	0	252
7:30 AM	68	127	0	0	0	67	29	0	0	0	0	0	35	0	37	0	363
7:45 AM	59	131	0	0	0	68	39	0	0	0	0	0	32	0	41	0	370
8:00 AM	74	144	0	0	0	58	41	0	0	0	0	0	32	0	57	0	406
8:15 AM	52	152	0	0	0	80	30	0	0	0	0	0	39	0	31	0	384
8:30 AM	43	143	0	0	0	75	40	0	0	0	0	0	31	0	42	0	374
8:45 AM	43	136	0	0	0	81	41	0	0	0	0	0	55	0	44	0	400
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	419	960	0	0	0	503	285	0	0	0	0	0	284	0	310	0	2761
	30.38%	69.62%	0.00%	0.00%	0.00%	63.83%	36.17%	0.00%	0.00%	0.00%	0.00%	0.00%	47.81%	0.00%	52.19%	0.00%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	212	575	0	0	0	294	152	0	0	0	0	0	157	0	174	0	1564
<b>PEAK HR FACTOR :</b>	0.716	0.946	0.000	0.000	0.000	0.907	0.927	0.000	0.000	0.000	0.000	0.000	0.714	0.000	0.763	0.000	0.963
	0.903				0.914								0.836				

NS/EW Streets:	Sierra Madre Villa Ave				Sierra Madre Villa Ave				I-210 WB Ramps				I-210 WB Ramps				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	2 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	1.5 WL	0 WT	1.5 WR	0 WU	
4:00 PM	48	125	0	0	0	125	75	0	0	0	0	0	36	1	36	0	446
4:15 PM	57	184	0	0	0	119	70	0	0	0	0	0	31	0	45	0	506
4:30 PM	42	168	0	0	0	164	72	0	0	0	0	0	29	0	34	0	509
4:45 PM	56	175	0	0	0	115	63	0	0	0	0	0	34	0	33	0	476
5:00 PM	61	189	0	0	0	126	103	0	0	0	0	0	33	1	41	0	554
5:15 PM	70	167	0	0	0	95	73	0	0	0	0	0	45	0	54	0	504
5:30 PM	68	172	0	0	0	113	84	0	0	0	0	0	53	0	45	0	535
5:45 PM	63	161	0	0	0	107	69	0	0	0	0	0	34	0	47	0	481
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	465	1341	0	0	0	964	609	0	0	0	0	0	295	2	335	0	4011
	25.75%	74.25%	0.00%	0.00%	0.00%	61.28%	38.72%	0.00%	0.00%	0.00%	0.00%	0.00%	46.68%	0.32%	53.01%	0.00%	
<b>PEAK HR :</b>	<b>05:00 PM - 06:00 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	262	689	0	0	0	441	329	0	0	0	0	0	165	1	187	0	2074
<b>PEAK HR FACTOR :</b>	0.936	0.911	0.000	0.000	0.000	0.875	0.799	0.000	0.000	0.000	0.000	0.000	0.778	0.250	0.866	0.000	0.936
	0.951				0.841								0.891				

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Sierra Madre Villa Ave & I-210 EB Ramps  
**City:** Pasadena  
**Control:** Signalized

**Project ID:** 21-020336-006  
**Date:** 1/6/2022

## Data - Totals

NS/EW Streets:	Sierra Madre Villa Ave				Sierra Madre Villa Ave				I-210 EB Ramps				I-210 EB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	44	11	0	18	41	0	0	42	8	24	0	0	0	0	0	188
7:15 AM	0	71	13	0	27	42	0	0	53	5	30	0	0	0	0	0	241
7:30 AM	0	103	23	0	35	73	0	0	89	6	61	0	0	0	0	0	390
7:45 AM	0	116	17	0	39	58	0	0	78	2	56	0	0	0	0	0	366
8:00 AM	0	111	13	0	27	65	0	0	102	11	47	0	0	0	0	0	376
8:15 AM	0	99	14	0	37	75	0	0	112	14	59	0	0	0	0	0	410
8:30 AM	0	87	16	0	34	79	0	0	93	13	50	0	0	0	0	0	372
8:45 AM	0	73	14	0	42	92	0	0	108	6	49	0	0	0	0	0	384
<b>TOTAL VOLUMES :</b>	0	704	121	0	259	525	0	0	677	65	376	0	0	0	0	0	2727
<b>APPROACH %'s :</b>	0.00%	85.33%	14.67%	0.00%	33.04%	66.96%	0.00%	0.00%	60.55%	5.81%	33.63%	0.00%					
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	370	57	0	140	311	0	0	415	44	205	0	0	0	0	0	1542
<b>PEAK HR FACTOR :</b>	0.000	0.833	0.891	0.000	0.833	0.845	0.000	0.000	0.926	0.786	0.869	0.000	0.000	0.000	0.000	0.000	0.940
	0.861				0.841				0.897								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	74	17	0	34	122	0	0	95	21	88	0	0	0	0	0	451
4:15 PM	0	107	13	0	40	113	0	0	142	24	102	0	0	0	0	0	541
4:30 PM	0	85	17	0	50	138	0	0	119	22	62	0	0	0	0	0	493
4:45 PM	0	122	15	0	39	117	0	0	116	16	90	0	0	0	0	0	515
5:00 PM	0	118	24	0	46	110	0	0	124	23	69	0	0	0	0	0	514
5:15 PM	0	111	12	0	37	105	0	0	131	16	90	0	0	0	0	0	502
5:30 PM	0	117	13	0	39	125	0	0	117	24	77	0	0	0	0	0	512
5:45 PM	0	109	16	0	40	103	0	0	121	15	97	0	0	0	0	0	501
<b>TOTAL VOLUMES :</b>	0	843	127	0	325	933	0	0	965	161	675	0	0	0	0	0	4029
<b>APPROACH %'s :</b>	0.00%	86.91%	13.09%	0.00%	25.83%	74.17%	0.00%	0.00%	53.58%	8.94%	37.48%	0.00%					
<b>PEAK HR :</b>	04:15 PM - 05:15 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	432	69	0	175	478	0	0	501	85	323	0	0	0	0	0	2063
<b>PEAK HR FACTOR :</b>	0.000	0.885	0.719	0.000	0.875	0.866	0.000	0.000	0.882	0.885	0.792	0.000	0.000	0.000	0.000	0.000	0.953
	0.882				0.868				0.848								

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Sierra Madre Villa Blvd & Colorado Blvd  
**City:** Pasadena  
**Control:** Signalized

**Project ID:** 21-020336-007  
**Date:** 12/2/2021

## Data - Totals

NS/EW Streets:	Sierra Madre Villa Blvd				Sierra Madre Villa Blvd				Colorado Blvd				Colorado Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	TOTAL
7:00 AM	10	68	2	0	2	52	11	0	16	22	6	0	8	38	5	0	240
7:15 AM	25	109	6	0	9	72	4	0	3	28	8	0	7	69	2	0	342
7:30 AM	24	112	8	0	7	133	7	1	12	36	5	0	9	67	0	0	421
7:45 AM	33	173	11	1	15	141	19	1	13	37	10	0	12	95	4	0	565
8:00 AM	42	159	22	0	12	139	39	0	23	44	14	0	12	97	3	0	606
8:15 AM	48	173	15	1	12	147	41	1	20	51	8	0	12	110	4	0	643
8:30 AM	48	152	21	3	26	135	45	1	20	65	18	0	12	115	9	0	670
8:45 AM	38	132	31	1	19	138	27	4	26	68	15	0	20	130	7	1	657
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	268	1078	116	6	102	957	193	8	133	351	84	0	92	721	34	1	4144
	18.26%	73.43%	7.90%	0.41%	8.10%	75.95%	15.32%	0.63%	23.42%	61.80%	14.79%	0.00%	10.85%	85.02%	4.01%	0.12%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	176	616	89	5	69	559	152	6	89	228	55	0	56	452	23	1	2576
<b>PEAK HR FACTOR :</b>	0.917	0.890	0.718	0.417	0.663	0.951	0.844	0.375	0.856	0.838	0.764	0.000	0.700	0.869	0.639	0.250	0.961
	0.935				0.949				0.853				0.842				
PM	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	TOTAL
4:00 PM	44	115	16	2	39	127	35	3	27	112	16	0	24	118	7	1	686
4:15 PM	48	132	38	0	31	147	31	3	24	141	26	1	15	135	4	0	776
4:30 PM	42	117	32	1	28	157	36	4	24	120	22	0	18	110	14	0	725
4:45 PM	52	118	20	3	25	114	39	1	39	130	31	0	23	99	13	0	707
5:00 PM	55	156	21	1	39	173	38	2	38	106	30	0	25	121	10	2	817
5:15 PM	48	120	23	0	21	154	33	5	25	161	22	0	20	120	10	0	762
5:30 PM	36	145	17	0	29	165	36	2	29	146	26	0	23	112	12	0	778
5:45 PM	37	122	24	2	30	122	46	5	38	108	29	1	23	108	8	0	703
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	362	1025	191	9	242	1159	294	25	244	1024	202	2	171	923	78	3	5954
	22.81%	64.59%	12.04%	0.57%	14.07%	67.38%	17.09%	1.45%	16.58%	69.57%	13.72%	0.14%	14.55%	78.55%	6.64%	0.26%	
<b>PEAK HR :</b>	<b>04:45 PM - 05:45 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	191	539	81	4	114	606	146	10	131	543	109	0	91	452	45	2	3064
<b>PEAK HR FACTOR :</b>	0.868	0.864	0.880	0.333	0.731	0.876	0.936	0.500	0.840	0.843	0.879	0.000	0.910	0.934	0.865	0.250	0.938
	0.874				0.869				0.941				0.934				

## APPENDIX C – LOS CALCULATION SHEETS

## Existing Conditions



2915 East Colorado Porsche  
1: San Gabriel Blvd & Foothill Blvd

Existing Conditions  
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	274	42	122	455	129	74	945	133	176	687	61
Future Volume (veh/h)	46	274	42	122	455	129	74	945	133	176	687	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	47	280	43	124	464	132	76	964	136	180	701	62
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	595	90	342	626	177	351	1286	574	311	1324	117
Arrive On Green	0.04	0.20	0.20	0.08	0.24	0.24	0.05	0.38	0.38	0.09	0.42	0.42
Sat Flow, veh/h	1594	2930	445	1594	2592	732	1594	3367	1502	1594	3129	277
Grp Volume(v), veh/h	47	159	164	124	300	296	76	964	136	180	377	386
Grp Sat Flow(s),veh/h/ln	1594	1683	1692	1594	1683	1640	1594	1683	1502	1594	1683	1722
Q Serve(g_s), s	1.7	6.2	6.4	4.5	12.3	12.5	2.1	18.5	4.6	4.9	12.5	12.5
Cycle Q Clear(g_c), s	1.7	6.2	6.4	4.5	12.3	12.5	2.1	18.5	4.6	4.9	12.5	12.5
Prop In Lane	1.00		0.26	1.00		0.45	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	221	342	344	342	407	396	351	1286	574	311	712	728
V/C Ratio(X)	0.21	0.47	0.48	0.36	0.74	0.75	0.22	0.75	0.24	0.58	0.53	0.53
Avail Cap(c_a), veh/h	284	743	746	352	752	732	414	2115	944	491	1251	1280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	26.2	26.3	20.9	26.2	26.2	13.2	20.0	15.7	15.1	16.0	16.0
Incr Delay (d2), s/veh	0.5	1.0	1.0	0.6	2.6	2.8	0.3	0.9	0.2	1.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.5	2.6	1.7	5.0	5.0	0.7	6.7	1.5	1.7	4.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	27.2	27.3	21.5	28.8	29.1	13.5	20.9	15.9	16.8	16.7	16.7
LnGrp LOS	C	C	C	C	C	C	B	C	B	B	B	B
Approach Vol, veh/h		370			720			1176			943	
Approach Delay, s/veh		26.7			27.7			19.9			16.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	33.1	10.5	19.7	8.5	36.1	7.6	22.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	47.0	6.5	33.0	6.9	55.6	6.1	33.4				
Max Q Clear Time (g_c+I1), s	6.9	20.5	6.5	8.4	4.1	14.5	3.7	14.5				
Green Ext Time (p_c), s	0.3	8.0	0.0	1.9	0.0	5.3	0.0	3.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

2915 East Colorado Porsche  
2: San Gabriel Blvd & Walnut St

Existing Conditions  
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	106	29	20	72	123	44	1063	53	94	696	26
Future Volume (veh/h)	26	106	29	20	72	123	44	1063	53	94	696	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1843	1772	1673	1772	1772	1673	1772	1843
Adj Flow Rate, veh/h	27	108	30	20	73	126	45	1085	54	96	710	27
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	266	516	138	360	119	206	498	1931	96	351	1991	924
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1118	2624	704	1182	607	1047	681	3264	162	467	3367	1562
Grp Volume(v), veh/h	27	68	70	20	0	199	45	559	580	96	710	27
Grp Sat Flow(s),veh/h/ln	1118	1683	1645	1182	0	1654	681	1683	1743	467	1683	1562
Q Serve(g_s), s	1.0	1.4	1.5	0.6	0.0	4.7	1.6	8.6	8.6	6.7	4.6	0.3
Cycle Q Clear(g_c), s	5.6	1.4	1.5	2.1	0.0	4.7	6.2	8.6	8.6	15.4	4.6	0.3
Prop In Lane	1.00		0.43	1.00		0.63	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	266	331	323	360	0	325	498	996	1031	351	1991	924
V/C Ratio(X)	0.10	0.21	0.22	0.06	0.00	0.61	0.09	0.56	0.56	0.27	0.36	0.03
Avail Cap(c_a), veh/h	955	1367	1336	1087	0	1344	1321	3032	3139	915	6063	2813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	14.3	14.3	15.2	0.0	15.6	6.1	5.3	5.3	10.0	4.5	3.6
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.1	0.0	1.9	0.1	0.5	0.5	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.5	0.5	0.1	0.0	1.6	0.2	1.6	1.6	0.5	0.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	14.6	14.7	15.3	0.0	17.4	6.2	5.8	5.8	10.4	4.6	3.6
LnGrp LOS	B	B	B	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		165			219			1184			833	
Approach Delay, s/veh		15.2			17.3			5.8			5.2	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.6		12.9		29.6		12.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		76.5		34.5		76.5		34.5				
Max Q Clear Time (g_c+I1), s		10.6		7.6		17.4		6.7				
Green Ext Time (p_c), s		10.5		0.8		7.7		1.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.3								
HCM 6th LOS				A								

2915 East Colorado Porsche  
3: San Gabriel Blvd & Colorado Blvd

Existing Conditions  
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	250	46	68	451	78	122	1035	83	128	561	40
Future Volume (veh/h)	78	250	46	68	451	78	122	1035	83	128	561	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	80	255	47	69	460	80	124	1056	85	131	572	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	674	301	324	662	295	436	1327	107	274	1350	97
Arrive On Green	0.06	0.20	0.20	0.05	0.20	0.20	0.07	0.42	0.42	0.07	0.42	0.42
Sat Flow, veh/h	1594	3367	1502	1594	3367	1502	1594	3156	254	1594	3186	228
Grp Volume(v), veh/h	80	255	47	69	460	80	124	563	578	131	302	311
Grp Sat Flow(s),veh/h/ln	1594	1683	1502	1594	1683	1502	1594	1683	1726	1594	1683	1731
Q Serve(g_s), s	2.8	4.6	1.8	2.4	8.9	3.2	3.0	20.4	20.5	3.2	8.8	8.9
Cycle Q Clear(g_c), s	2.8	4.6	1.8	2.4	8.9	3.2	3.0	20.4	20.5	3.2	8.8	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.13
Lane Grp Cap(c), veh/h	249	674	301	324	662	295	436	708	726	274	713	733
V/C Ratio(X)	0.32	0.38	0.16	0.21	0.69	0.27	0.28	0.80	0.80	0.48	0.42	0.42
Avail Cap(c_a), veh/h	280	1309	584	356	1300	580	566	955	979	385	940	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	24.3	23.2	20.8	26.2	23.9	10.6	17.7	17.7	14.1	14.2	14.2
Incr Delay (d2), s/veh	0.7	0.4	0.2	0.3	1.3	0.5	0.4	3.4	3.3	1.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.8	0.6	0.9	3.5	1.1	1.0	7.6	7.8	1.1	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	24.6	23.4	21.1	27.5	24.4	11.0	21.1	21.0	15.4	14.6	14.6
LnGrp LOS	C	C	C	C	C	C	B	C	C	B	B	B
Approach Vol, veh/h		382			609			1265			744	
Approach Delay, s/veh		23.9			26.4			20.1			14.7	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	34.0	8.2	18.6	9.2	34.2	8.4	18.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.8	39.8	5.1	27.3	10.4	39.2	5.3	27.1				
Max Q Clear Time (g_c+I1), s	5.2	22.5	4.4	6.6	5.0	10.9	4.8	10.9				
Green Ext Time (p_c), s	0.1	7.1	0.0	1.6	0.1	3.8	0.0	2.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			20.5									
HCM 6th LOS			C									

2915 East Colorado Porsche  
4: Sunnyslope Ave & Walnut St

Existing Conditions  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Volume (veh/h)	109	52	13	8	41	82	7	51	3	56	54	117
Future Volume (veh/h)	109	52	13	8	41	82	7	51	3	56	54	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1843	1772	1772	1843	1772
Adj Flow Rate, veh/h	125	60	15	9	47	94	8	59	3	64	62	134
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	611	797	192	692	156	313	216	445	21	290	138	228
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1178	2690	649	1251	527	1055	92	1616	76	277	501	827
Grp Volume(v), veh/h	125	37	38	9	0	141	70	0	0	260	0	0
Grp Sat Flow(s),veh/h/ln	1178	1683	1655	1251	0	1582	1784	0	0	1605	0	0
Q Serve(g_s), s	1.9	0.3	0.4	0.1	0.0	1.4	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.3	0.4	0.5	0.0	1.4	0.6	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.67	0.11		0.04	0.25		0.52
Lane Grp Cap(c), veh/h	611	499	491	692	0	469	682	0	0	656	0	0
V/C Ratio(X)	0.20	0.07	0.08	0.01	0.00	0.30	0.10	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	2363	3002	2952	2553	0	2822	3788	0	0	3475	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	5.3	5.3	5.5	0.0	5.7	5.7	0.0	0.0	6.5	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.1	0.0	0.0	0.4	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	5.4	5.4	5.5	0.0	6.1	5.8	0.0	0.0	6.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		200			150			70			260	
Approach Delay, s/veh		6.5			6.0			5.8			6.9	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.3		10.7		10.3		10.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		43.5		37.5		43.5		37.5				
Max Q Clear Time (g_c+I1), s		2.6		5.4		4.9		3.4				
Green Ext Time (p_c), s		0.4		0.9		1.9		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				6.5								
HCM 6th LOS				A								

2915 East Colorado Porsche  
5: Sunnyslope Ave & Colorado Blvd

Existing Conditions  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	362	8	15	630	67	10	8	3	31	14	30
Future Volume (veh/h)	37	362	8	15	630	67	10	8	3	31	14	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1843	1772	1772	1843	1772
Adj Flow Rate, veh/h	39	381	8	16	663	71	11	8	3	33	15	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	561	1609	718	719	1466	157	338	64	24	304	32	67
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	683	3367	1502	939	3068	328	834	606	227	655	298	635
Grp Volume(v), veh/h	39	381	8	16	363	371	22	0	0	80	0	0
Grp Sat Flow(s),veh/h/ln	683	1683	1502	939	1683	1713	1668	0	0	1587	0	0
Q Serve(g_s), s	0.9	1.4	0.1	0.2	3.1	3.1	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	4.0	1.4	0.1	1.7	3.1	3.1	0.2	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.19	0.50		0.14	0.41		0.40
Lane Grp Cap(c), veh/h	561	1609	718	719	805	819	426	0	0	403	0	0
V/C Ratio(X)	0.07	0.24	0.01	0.02	0.45	0.45	0.05	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	1986	8638	3853	2681	4319	4395	2831	0	0	2800	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	3.3	3.0	3.8	3.8	3.8	8.8	0.0	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.1	3.4	3.0	3.8	4.2	4.2	8.8	0.0	0.0	9.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		428			750			22				80
Approach Delay, s/veh		3.5			4.1			8.8				9.3
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		6.8		14.8		6.8		14.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		55.5		35.5		55.5				
Max Q Clear Time (g_c+I1), s		2.2		6.0		3.0		5.1				
Green Ext Time (p_c), s		0.1		3.1		0.4		5.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				4.4								
HCM 6th LOS				A								

2915 East Colorado Porsche  
6: Sierra Madre Villa Ave & I-210 WB On Ramp/I-210 WB Off Ramp

Existing Conditions  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙↗	↕			↕↗	
Traffic Volume (veh/h)	0	0	0	173	0	192	234	633	0	0	324	167
Future Volume (veh/h)	0	0	0	173	0	192	234	633	0	0	324	167
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1673	1772	1772	1575	1772	0	0	1772	1772
Adj Flow Rate, veh/h				245	0	130	244	659	0	0	338	174
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				547	0	258	421	1846	0	0	850	396
Arrive On Green				0.17	0.00	0.17	0.14	0.55	0.00	0.00	0.26	0.26
Sat Flow, veh/h				3188	0	1502	2910	3455	0	0	3384	1502
Grp Volume(v), veh/h				245	0	130	244	659	0	0	338	174
Grp Sat Flow(s),veh/h/ln				1594	0	1502	1455	1683	0	0	1612	1502
Q Serve(g_s), s				2.2	0.0	2.5	2.5	3.5	0.0	0.0	2.8	3.1
Cycle Q Clear(g_c), s				2.2	0.0	2.5	2.5	3.5	0.0	0.0	2.8	3.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				547	0	258	421	1846	0	0	850	396
V/C Ratio(X)				0.45	0.00	0.50	0.58	0.36	0.00	0.00	0.40	0.44
Avail Cap(c_a), veh/h				2431	0	1145	1947	5921	0	0	3061	1426
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				11.9	0.0	12.1	12.8	4.1	0.0	0.0	9.7	9.9
Incr Delay (d2), s/veh				0.6	0.0	1.5	1.3	0.1	0.0	0.0	0.3	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.6	0.0	0.7	0.7	0.4	0.0	0.0	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				12.5	0.0	13.6	14.1	4.2	0.0	0.0	10.0	10.6
LnGrp LOS				B	A	B	B	A	A	A	B	B
Approach Vol, veh/h					375			903			512	
Approach Delay, s/veh					12.9			6.9			10.2	
Approach LOS					B			A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		22.1			9.1	13.0		10.0				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		56.5			21.5	30.5		24.5				
Max Q Clear Time (g_c+I1), s		5.5			4.5	5.1		4.5				
Green Ext Time (p_c), s		5.1			0.7	3.4		1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.1								
HCM 6th LOS				A								
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

2915 East Colorado Porsche  
 7: Sierra Madre Villa Ave & I-210 WB Off Ramp/I-210 EB On Ramp

Existing Conditions  
 Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	457	48	226	0	0	0	0	408	63	154	343	0
Future Volume (veh/h)	457	48	226	0	0	0	0	408	63	154	343	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1740	1772	1772				0	1772	1772	1575	1772	0
Adj Flow Rate, veh/h	486	171	160				0	434	67	164	365	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	914	488	414				0	1084	336	332	1572	0
Arrive On Green	0.28	0.28	0.28				0.00	0.22	0.22	0.11	0.47	0.00
Sat Flow, veh/h	3315	1772	1502				0	4997	1502	2910	3455	0
Grp Volume(v), veh/h	486	171	160				0	434	67	164	365	0
Grp Sat Flow(s),veh/h/ln	1658	1772	1502				0	1612	1502	1455	1683	0
Q Serve(g_s), s	4.3	2.7	3.0				0.0	2.7	1.3	1.8	2.3	0.0
Cycle Q Clear(g_c), s	4.3	2.7	3.0				0.0	2.7	1.3	1.8	2.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	914	488	414				0	1084	336	332	1572	0
V/C Ratio(X)	0.53	0.35	0.39				0.00	0.40	0.20	0.49	0.23	0.00
Avail Cap(c_a), veh/h	2989	1598	1354				0	4223	1311	1208	4771	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.7	10.1	10.3				0.0	11.6	11.0	14.5	5.6	0.0
Incr Delay (d2), s/veh	0.5	0.4	0.6				0.0	0.2	0.3	1.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.8	0.7				0.0	0.7	0.3	0.5	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	10.6	10.9				0.0	11.8	11.3	15.7	5.6	0.0
LnGrp LOS	B	B	B				A	B	B	B	A	A
Approach Vol, veh/h		817						501			529	
Approach Delay, s/veh		11.0						11.7			8.8	
Approach LOS		B						B			A	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	8.5	12.3		14.1				20.8				
Change Period (Y+Rc), s	4.5	4.5		4.5				4.5				
Max Green Setting (Gmax), s	14.5	30.5		31.5				49.5				
Max Q Clear Time (g_c+I1), s	3.8	4.7		6.3				4.3				
Green Ext Time (p_c), s	0.3	3.2		3.3				2.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			10.6									
HCM 6th LOS			B									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

2915 East Colorado Porsche  
8: Sierra Madre Villa Ave & Colorado Blvd

Existing Conditions  
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	260	63	65	516	26	207	703	102	86	638	173
Future Volume (veh/h)	102	260	63	65	516	26	207	703	102	86	638	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1740	1772	1772
Adj Flow Rate, veh/h	106	271	66	68	538	27	216	732	106	90	665	180
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	574	137	85	686	378	233	831	132	258	1071	1001
Arrive On Green	0.06	0.21	0.21	0.05	0.20	0.20	0.51	0.51	0.51	0.05	0.60	0.60
Sat Flow, veh/h	1594	2694	645	1594	3367	1502	352	1620	256	1658	1772	1502
Grp Volume(v), veh/h	106	167	170	68	538	27	406	0	648	90	665	180
Grp Sat Flow(s),veh/h/ln	1594	1683	1656	1594	1683	1502	662	0	1566	1658	1772	1502
Q Serve(g_s), s	6.5	9.1	9.4	4.4	15.8	1.4	38.2	0.0	35.8	2.5	24.8	4.7
Cycle Q Clear(g_c), s	6.5	9.1	9.4	4.4	15.8	1.4	53.5	0.0	35.8	2.5	24.8	4.7
Prop In Lane	1.00		0.39	1.00		1.00	0.53		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	99	358	352	85	686	378	392	0	804	258	1071	1001
V/C Ratio(X)	1.07	0.47	0.48	0.80	0.78	0.07	1.03	0.00	0.81	0.35	0.62	0.18
Avail Cap(c_a), veh/h	99	515	507	177	1195	605	392	0	804	258	1071	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	35.9	36.0	48.8	39.3	29.7	35.6	0.0	21.1	17.7	13.1	6.6
Incr Delay (d2), s/veh	109.4	0.9	1.0	15.8	2.0	0.1	54.6	0.0	6.1	0.8	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	3.8	3.8	2.1	6.6	0.5	16.2	0.0	13.8	0.9	9.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	158.2	36.8	37.0	64.6	41.4	29.8	90.2	0.0	27.1	18.5	14.2	6.7
LnGrp LOS	F	D	D	E	D	C	F	A	C	B	B	A
Approach Vol, veh/h		443			633			1054			935	
Approach Delay, s/veh		65.9			43.4			51.4			13.1	
Approach LOS		E			D			D			B	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	9.5	58.0	10.0	26.7		67.5	11.0	25.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	53.5	11.6	31.9		63.0	6.5	37.0				
Max Q Clear Time (g_c+I1), s	4.5	55.5	6.4	11.4		26.8	8.5	17.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8		5.8	0.0	3.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			40.2									
HCM 6th LOS			D									



2915 East Colorado Porsche  
 1: San Gabriel Blvd & Foothill Blvd

Existing Conditions  
 Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	613	92	170	382	98	58	681	176	145	791	38
Future Volume (veh/h)	83	613	92	170	382	98	58	681	176	145	791	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	87	645	97	179	402	103	61	717	185	153	833	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	836	125	314	885	225	231	974	434	293	1085	52
Arrive On Green	0.05	0.28	0.28	0.10	0.33	0.33	0.05	0.29	0.29	0.09	0.33	0.33
Sat Flow, veh/h	1594	2935	441	1594	2659	675	1594	3367	1502	1594	3270	157
Grp Volume(v), veh/h	87	370	372	179	253	252	61	717	185	153	429	444
Grp Sat Flow(s),veh/h/ln	1594	1683	1693	1594	1683	1651	1594	1683	1502	1594	1683	1744
Q Serve(g_s), s	2.9	15.5	15.6	5.8	9.1	9.3	2.0	14.8	7.7	5.0	17.6	17.6
Cycle Q Clear(g_c), s	2.9	15.5	15.6	5.8	9.1	9.3	2.0	14.8	7.7	5.0	17.6	17.6
Prop In Lane	1.00		0.26	1.00		0.41	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	360	479	482	314	560	550	231	974	434	293	558	578
V/C Ratio(X)	0.24	0.77	0.77	0.57	0.45	0.46	0.26	0.74	0.43	0.52	0.77	0.77
Avail Cap(c_a), veh/h	420	753	757	490	958	939	269	1636	730	429	993	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	25.3	25.3	17.9	20.2	20.3	19.1	24.8	22.2	18.1	23.1	23.1
Incr Delay (d2), s/veh	0.3	2.7	2.7	1.6	0.6	0.6	0.6	1.1	0.7	1.4	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.2	6.3	2.1	3.5	3.5	0.7	5.7	2.7	1.8	6.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	28.0	28.0	19.6	20.8	20.9	19.8	25.9	22.9	19.5	25.4	25.3
LnGrp LOS	B	C	C	B	C	C	B	C	C	B	C	C
Approach Vol, veh/h		829			684			963			1026	
Approach Delay, s/veh		27.0			20.5			24.9			24.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	26.8	12.4	26.5	8.1	30.1	8.7	30.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	37.5	16.5	34.5	5.5	45.5	7.1	43.9				
Max Q Clear Time (g_c+I1), s	7.0	16.8	7.8	17.6	4.0	19.6	4.9	11.3				
Green Ext Time (p_c), s	0.2	5.5	0.3	4.4	0.0	5.8	0.0	3.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			24.4									
HCM 6th LOS			C									

2915 East Colorado Porsche  
 2: San Gabriel Blvd & Walnut St

Existing Conditions  
 Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	211	59	34	126	121	41	758	42	66	965	30
Future Volume (veh/h)	33	211	59	34	126	121	41	758	42	66	965	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1843	1772	1673	1772	1772	1673	1772	1843
Adj Flow Rate, veh/h	36	232	65	37	138	133	45	833	46	73	1060	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	677	185	349	224	216	321	1754	97	388	1821	845
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1047	2611	715	1022	862	831	487	3244	179	596	3367	1562
Grp Volume(v), veh/h	36	148	149	37	0	271	45	432	447	73	1060	33
Grp Sat Flow(s),veh/h/ln	1047	1683	1643	1022	0	1693	487	1683	1740	596	1683	1562
Q Serve(g_s), s	1.4	3.2	3.3	1.4	0.0	6.4	3.1	7.1	7.1	3.9	9.5	0.4
Cycle Q Clear(g_c), s	7.8	3.2	3.3	4.7	0.0	6.4	12.6	7.1	7.1	11.0	9.5	0.4
Prop In Lane	1.00		0.44	1.00		0.49	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	284	437	426	349	0	439	321	910	941	388	1821	845
V/C Ratio(X)	0.13	0.34	0.35	0.11	0.00	0.62	0.14	0.47	0.47	0.19	0.58	0.04
Avail Cap(c_a), veh/h	977	1551	1514	1026	0	1560	809	2598	2685	985	5196	2410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	13.5	13.6	15.5	0.0	14.7	11.1	6.4	6.4	9.8	6.9	4.9
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.1	0.0	1.4	0.2	0.4	0.4	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	1.1	0.3	0.0	2.2	0.3	1.6	1.7	0.4	2.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	14.0	14.1	15.6	0.0	16.1	11.3	6.8	6.8	10.0	7.2	4.9
LnGrp LOS	B	B	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		333			308			924			1166	
Approach Delay, s/veh		14.5			16.1			7.0			7.3	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.9		16.2		28.9		16.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		69.5		41.5		69.5		41.5				
Max Q Clear Time (g_c+I1), s		14.6		9.8		13.0		8.4				
Green Ext Time (p_c), s		7.4		1.9		11.3		1.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.1								
HCM 6th LOS				A								

2915 East Colorado Porsche  
3: San Gabriel Blvd & Colorado Blvd

Existing Conditions  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	569	120	116	431	84	104	583	91	100	813	57
Future Volume (veh/h)	75	569	120	116	431	84	104	583	91	100	813	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	79	599	126	122	454	88	109	614	96	105	856	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	829	370	286	900	401	271	1022	159	329	1114	78
Arrive On Green	0.06	0.25	0.25	0.08	0.27	0.27	0.06	0.35	0.35	0.06	0.35	0.35
Sat Flow, veh/h	1594	3367	1502	1594	3367	1502	1594	2918	455	1594	3191	224
Grp Volume(v), veh/h	79	599	126	122	454	88	109	354	356	105	451	465
Grp Sat Flow(s),veh/h/ln	1594	1683	1502	1594	1683	1502	1594	1683	1690	1594	1683	1732
Q Serve(g_s), s	2.5	11.2	4.7	3.8	7.8	3.1	3.0	11.8	11.9	2.8	16.4	16.4
Cycle Q Clear(g_c), s	2.5	11.2	4.7	3.8	7.8	3.1	3.0	11.8	11.9	2.8	16.4	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.13
Lane Grp Cap(c), veh/h	320	829	370	286	900	401	271	589	592	329	587	604
V/C Ratio(X)	0.25	0.72	0.34	0.43	0.50	0.22	0.40	0.60	0.60	0.32	0.77	0.77
Avail Cap(c_a), veh/h	395	1331	594	360	1400	624	390	941	944	417	906	932
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	23.7	21.2	18.1	21.3	19.5	15.1	18.3	18.3	13.9	19.8	19.8
Incr Delay (d2), s/veh	0.4	1.2	0.5	1.0	0.4	0.3	1.0	1.0	1.0	0.6	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.2	1.6	1.4	2.9	1.0	1.0	4.3	4.3	1.0	6.1	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	24.9	21.8	19.1	21.7	19.8	16.0	19.3	19.3	14.4	22.0	21.9
LnGrp LOS	B	C	C	B	C	B	B	B	B	B	C	C
Approach Vol, veh/h		804			664			819			1021	
Approach Delay, s/veh		23.7			21.0			18.9			21.2	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	28.5	9.8	21.4	8.9	28.4	8.4	22.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.1	38.3	8.5	27.1	9.5	36.9	7.1	28.5				
Max Q Clear Time (g_c+I1), s	4.8	13.9	5.8	13.2	5.0	18.4	4.5	9.8				
Green Ext Time (p_c), s	0.1	4.5	0.1	3.7	0.1	5.6	0.0	3.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									

2915 East Colorado Porsche  
4: Sunnyslope Ave & Walnut St

Existing Conditions  
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	160	20	7	48	82	15	29	18	66	43	126
Future Volume (veh/h)	105	160	20	7	48	82	15	29	18	66	43	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1843	1772	1772	1843	1772
Adj Flow Rate, veh/h	109	167	21	7	50	85	16	30	19	69	45	131
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	633	925	115	645	181	307	271	253	127	307	107	222
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1185	3014	374	1129	589	1002	213	967	488	329	410	850
Grp Volume(v), veh/h	109	92	96	7	0	135	65	0	0	245	0	0
Grp Sat Flow(s),veh/h/ln	1185	1683	1705	1129	0	1592	1668	0	0	1589	0	0
Q Serve(g_s), s	1.6	0.8	0.9	0.1	0.0	1.3	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.8	0.9	1.0	0.0	1.3	0.6	0.0	0.0	2.7	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.63	0.25		0.29	0.28		0.53
Lane Grp Cap(c), veh/h	633	516	523	645	0	488	651	0	0	637	0	0
V/C Ratio(X)	0.17	0.18	0.18	0.01	0.00	0.28	0.10	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	2344	2948	2986	2276	0	2787	3610	0	0	3557	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	5.3	5.3	5.7	0.0	5.5	5.9	0.0	0.0	6.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.0	0.0	0.3	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	5.5	5.5	5.7	0.0	5.8	6.0	0.0	0.0	7.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		297			142			65			245	
Approach Delay, s/veh		5.9			5.8			6.0			7.1	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.9		10.9		9.9		10.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		44.5		36.5		44.5		36.5				
Max Q Clear Time (g_c+I1), s		2.6		4.9		4.7		3.3				
Green Ext Time (p_c), s		0.4		1.5		1.8		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				6.3								
HCM 6th LOS				A								

2915 East Colorado Porsche  
5: Sunnyslope Ave & Colorado Blvd

Existing Conditions  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑	↖	↖	↑↑			↕				↕
Traffic Volume (veh/h)	33	681	24	17	549	43	9	7	3	49	20	37
Future Volume (veh/h)	33	681	24	17	549	43	9	7	3	49	20	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1843	1772	1772	1843	1772
Adj Flow Rate, veh/h	34	702	25	18	566	44	9	7	3	51	21	38
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	600	1635	729	554	1537	119	313	92	33	319	37	67
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	766	3367	1502	687	3165	246	669	752	267	731	301	544
Grp Volume(v), veh/h	34	702	25	18	301	309	19	0	0	110	0	0
Grp Sat Flow(s),veh/h/ln	766	1683	1502	687	1683	1728	1688	0	0	1576	0	0
Q Serve(g_s), s	0.7	3.1	0.2	0.4	2.6	2.6	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	3.2	3.1	0.2	3.5	2.6	2.6	0.2	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.14	0.47		0.16	0.46		0.35
Lane Grp Cap(c), veh/h	600	1635	729	554	817	839	437	0	0	422	0	0
V/C Ratio(X)	0.06	0.43	0.03	0.03	0.37	0.37	0.04	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	2014	7850	3501	1823	3925	4028	2800	0	0	2777	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.7	3.8	3.1	5.0	3.7	3.7	8.9	0.0	0.0	9.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	4.0	3.1	5.0	4.0	4.0	9.0	0.0	0.0	9.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		761			628			19				110
Approach Delay, s/veh		4.0			4.0			9.0				9.8
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		7.3		15.6		7.3		15.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		37.5		53.5		37.5		53.5				
Max Q Clear Time (g_c+I1), s		2.2		5.2		3.5		5.5				
Green Ext Time (p_c), s		0.1		5.9		0.7		4.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				4.5								
HCM 6th LOS				A								

2915 East Colorado Porsche  
 6: Sierra Madre Villa Ave & I-210 WB On Ramp/I-210 WB Off Ramp

Existing Conditions  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↔	↗	↖↗	↕			↕↔	
Traffic Volume (veh/h)	0	0	0	181	0	205	288	757	0	0	484	361
Future Volume (veh/h)	0	0	0	181	0	205	288	757	0	0	484	361
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1673	1772	1772	1575	1772	0	0	1772	1772
Adj Flow Rate, veh/h				265	0	141	306	805	0	0	515	384
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				502	0	237	465	2171	0	0	1246	580
Arrive On Green				0.16	0.00	0.16	0.16	0.64	0.00	0.00	0.39	0.39
Sat Flow, veh/h				3188	0	1502	2910	3455	0	0	3384	1502
Grp Volume(v), veh/h				265	0	141	306	805	0	0	515	384
Grp Sat Flow(s),veh/h/ln				1594	0	1502	1455	1683	0	0	1612	1502
Q Serve(g_s), s				3.5	0.0	4.0	4.5	5.1	0.0	0.0	5.3	9.6
Cycle Q Clear(g_c), s				3.5	0.0	4.0	4.5	5.1	0.0	0.0	5.3	9.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				502	0	237	465	2171	0	0	1246	580
V/C Ratio(X)				0.53	0.00	0.60	0.66	0.37	0.00	0.00	0.41	0.66
Avail Cap(c_a), veh/h				1575	0	742	1438	4325	0	0	2231	1039
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				17.6	0.0	17.8	18.0	3.8	0.0	0.0	10.2	11.5
Incr Delay (d2), s/veh				0.9	0.0	2.4	1.6	0.1	0.0	0.0	0.2	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.1	0.0	1.3	1.4	0.8	0.0	0.0	1.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				18.5	0.0	20.2	19.6	3.9	0.0	0.0	10.4	12.8
LnGrp LOS				B	A	C	B	A	A	A	B	B
Approach Vol, veh/h					406			1111			899	
Approach Delay, s/veh					19.1			8.2			11.4	
Approach LOS					B			A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		33.9			11.8	22.1		11.7				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		58.5			22.5	31.5		22.5				
Max Q Clear Time (g_c+I1), s		7.1			6.5	11.6		6.0				
Green Ext Time (p_c), s		6.6			0.9	6.0		1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.2								
HCM 6th LOS				B								
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

2915 East Colorado Porsche  
 7: Sierra Madre Villa Ave & I-210 WB Off Ramp/I-210 EB On Ramp

Existing Conditions  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↔	↘					↑↑↑	↗	↘	↑↑	
Traffic Volume (veh/h)	550	93	355	0	0	0	0	474	76	192	525	0
Future Volume (veh/h)	550	93	355	0	0	0	0	474	76	192	525	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1740	1772	1772				0	1772	1772	1575	1772	0
Adj Flow Rate, veh/h	590	270	249				0	499	80	202	553	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1054	563	477				0	1112	345	331	1536	0
Arrive On Green	0.32	0.32	0.32				0.00	0.23	0.23	0.11	0.46	0.00
Sat Flow, veh/h	3315	1772	1502				0	4997	1502	2910	3455	0
Grp Volume(v), veh/h	590	270	249				0	499	80	202	553	0
Grp Sat Flow(s),veh/h/ln	1658	1772	1502				0	1612	1502	1455	1683	0
Q Serve(g_s), s	5.9	4.9	5.4				0.0	3.5	1.7	2.6	4.3	0.0
Cycle Q Clear(g_c), s	5.9	4.9	5.4				0.0	3.5	1.7	2.6	4.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1054	563	477				0	1112	345	331	1536	0
V/C Ratio(X)	0.56	0.48	0.52				0.00	0.45	0.23	0.61	0.36	0.00
Avail Cap(c_a), veh/h	2703	1445	1224				0	3580	1111	1059	4096	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.3	10.9	11.1				0.0	13.2	12.5	16.8	7.0	0.0
Incr Delay (d2), s/veh	0.5	0.6	0.9				0.0	0.3	0.3	1.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.4	1.4				0.0	1.0	0.5	0.8	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	11.6	12.0				0.0	13.5	12.8	18.6	7.2	0.0
LnGrp LOS	B	B	B				A	B	B	B	A	A
Approach Vol, veh/h		1109						579			755	
Approach Delay, s/veh		11.8						13.4			10.3	
Approach LOS		B						B			B	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	9.0	13.7		17.2				22.7				
Change Period (Y+Rc), s	4.5	4.5		4.5				4.5				
Max Green Setting (Gmax), s	14.5	29.5		32.5				48.5				
Max Q Clear Time (g_c+I1), s	4.6	5.5		7.9				6.3				
Green Ext Time (p_c), s	0.4	3.6		4.8				4.1				

Intersection Summary

HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

2915 East Colorado Porsche  
 8: Sierra Madre Villa Ave & Colorado Blvd

Existing Conditions  
 Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	547	110	94	456	45	197	543	82	125	611	147
Future Volume (veh/h)	132	547	110	94	456	45	197	543	82	125	611	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1740	1772	1772
Adj Flow Rate, veh/h	140	582	117	100	485	48	210	578	87	133	650	156
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	685	137	122	823	435	219	711	117	281	984	950
Arrive On Green	0.08	0.25	0.25	0.08	0.24	0.24	0.47	0.47	0.47	0.05	0.56	0.56
Sat Flow, veh/h	1594	2794	560	1594	3367	1502	353	1518	250	1658	1772	1502
Grp Volume(v), veh/h	140	350	349	100	485	48	329	0	546	133	650	156
Grp Sat Flow(s),veh/h/ln	1594	1683	1671	1594	1683	1502	553	0	1567	1658	1772	1502
Q Serve(g_s), s	8.5	21.8	21.9	6.8	14.0	2.6	32.7	0.0	31.2	4.5	28.3	4.7
Cycle Q Clear(g_c), s	8.5	21.8	21.9	6.8	14.0	2.6	51.5	0.0	31.2	4.5	28.3	4.7
Prop In Lane	1.00		0.34	1.00		1.00	0.64		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	123	413	410	122	823	435	313	0	735	281	984	950
V/C Ratio(X)	1.14	0.85	0.85	0.82	0.59	0.11	1.05	0.00	0.74	0.47	0.66	0.16
Avail Cap(c_a), veh/h	123	521	517	167	1134	574	313	0	735	281	984	950
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	39.5	39.6	50.0	36.6	28.6	41.4	0.0	23.8	19.1	17.2	8.3
Incr Delay (d2), s/veh	122.0	10.3	10.7	19.9	0.7	0.1	65.2	0.0	4.1	1.2	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	10.0	10.0	3.3	5.7	0.9	14.3	0.0	12.0	1.7	11.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	172.7	49.8	50.2	69.8	37.3	28.7	106.5	0.0	27.9	20.4	18.8	8.4
LnGrp LOS	F	D	D	E	D	C	F	A	C	C	B	A
Approach Vol, veh/h		839			633			875			939	
Approach Delay, s/veh		70.5			41.8			57.5			17.3	
Approach LOS		E			D			E			B	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	9.5	56.0	12.9	31.4		65.5	13.0	31.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	51.5	11.5	34.0		61.0	8.5	37.0				
Max Q Clear Time (g_c+I1), s	6.5	53.5	8.8	23.9		30.3	10.5	16.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.0		5.4	0.0	3.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			46.3									
HCM 6th LOS			D									



## Existing Plus Project Conditions

2915 East Colorado Porsche  
1: San Gabriel Blvd & Foothill Blvd

Existing Plus Project Conditions  
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	274	46	122	455	129	76	950	133	176	697	61
Future Volume (veh/h)	46	274	46	122	455	129	76	950	133	176	697	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	47	280	47	124	464	132	78	969	136	180	711	62
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	586	97	339	626	177	349	1290	575	310	1327	116
Arrive On Green	0.04	0.20	0.20	0.08	0.24	0.24	0.05	0.38	0.38	0.09	0.42	0.42
Sat Flow, veh/h	1594	2890	479	1594	2592	732	1594	3367	1502	1594	3133	273
Grp Volume(v), veh/h	47	162	165	124	300	296	78	969	136	180	382	391
Grp Sat Flow(s),veh/h/ln	1594	1683	1686	1594	1683	1640	1594	1683	1502	1594	1683	1723
Q Serve(g_s), s	1.7	6.4	6.5	4.5	12.4	12.5	2.2	18.7	4.6	4.9	12.7	12.7
Cycle Q Clear(g_c), s	1.7	6.4	6.5	4.5	12.4	12.5	2.2	18.7	4.6	4.9	12.7	12.7
Prop In Lane	1.00		0.28	1.00		0.45	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	220	341	342	339	406	396	349	1290	575	310	713	730
V/C Ratio(X)	0.21	0.47	0.48	0.37	0.74	0.75	0.22	0.75	0.24	0.58	0.54	0.54
Avail Cap(c_a), veh/h	283	740	741	349	749	730	410	2108	940	490	1247	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	26.4	26.4	21.0	26.3	26.4	13.2	20.0	15.7	15.2	16.1	16.1
Incr Delay (d2), s/veh	0.5	1.0	1.1	0.7	2.6	2.8	0.3	0.9	0.2	1.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.6	2.6	1.7	5.0	5.0	0.7	6.8	1.5	1.7	4.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	27.4	27.5	21.6	28.9	29.2	13.5	20.9	15.9	16.9	16.7	16.7
LnGrp LOS	C	C	C	C	C	C	B	C	B	B	B	B
Approach Vol, veh/h		374			720			1183			953	
Approach Delay, s/veh		26.9			27.8			19.9			16.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	33.3	10.5	19.7	8.5	36.3	7.6	22.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	47.0	6.5	33.0	6.9	55.6	6.1	33.4				
Max Q Clear Time (g_c+I1), s	6.9	20.7	6.5	8.5	4.2	14.7	3.7	14.5				
Green Ext Time (p_c), s	0.3	8.1	0.0	1.9	0.0	5.4	0.0	3.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

2915 East Colorado Porsche  
 2: San Gabriel Blvd & Walnut St

Existing Plus Project Conditions  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	108	29	20	73	130	44	1063	53	107	696	26
Future Volume (veh/h)	26	108	29	20	73	130	44	1063	53	107	696	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1843	1772	1673	1772	1772	1673	1772	1843
Adj Flow Rate, veh/h	27	110	30	20	74	133	45	1085	54	109	710	27
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	524	138	351	117	211	497	1965	98	348	2027	940
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1110	2635	695	1179	590	1061	681	3264	162	467	3367	1562
Grp Volume(v), veh/h	27	69	71	20	0	207	45	559	580	109	710	27
Grp Sat Flow(s),veh/h/ln	1110	1683	1647	1179	0	1652	681	1683	1743	467	1683	1562
Q Serve(g_s), s	1.0	1.5	1.6	0.7	0.0	5.2	1.6	8.9	9.0	8.2	4.8	0.3
Cycle Q Clear(g_c), s	6.2	1.5	1.6	2.3	0.0	5.2	6.4	8.9	9.0	17.2	4.8	0.3
Prop In Lane	1.00		0.42	1.00		0.64	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	252	334	327	351	0	328	497	1014	1049	348	2027	940
V/C Ratio(X)	0.11	0.21	0.22	0.06	0.00	0.63	0.09	0.55	0.55	0.31	0.35	0.03
Avail Cap(c_a), veh/h	879	1285	1258	1017	0	1261	1240	2850	2951	857	5700	2644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	15.1	15.2	16.1	0.0	16.6	6.1	5.4	5.4	10.5	4.5	3.6
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.1	0.0	2.0	0.1	0.5	0.5	0.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.5	0.5	0.2	0.0	1.8	0.2	1.7	1.8	0.7	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	15.4	15.5	16.2	0.0	18.6	6.2	5.8	5.8	11.0	4.6	3.7
LnGrp LOS	B	B	B	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		167			227			1184			846	
Approach Delay, s/veh		16.1			18.4			5.8			5.4	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.7		13.5		31.7		13.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		76.5		34.5		76.5		34.5				
Max Q Clear Time (g_c+I1), s		11.0		8.2		19.2		7.2				
Green Ext Time (p_c), s		10.5		0.8		8.0		1.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.6								
HCM 6th LOS				A								

2915 East Colorado Porsche  
3: San Gabriel Blvd & Colorado Blvd

Existing Plus Project Conditions  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	256	46	70	454	78	122	1035	87	128	561	40
Future Volume (veh/h)	78	256	46	70	454	78	122	1035	87	128	561	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	80	261	47	71	463	80	124	1056	89	131	572	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	674	301	322	665	297	436	1324	112	273	1352	97
Arrive On Green	0.06	0.20	0.20	0.05	0.20	0.20	0.07	0.42	0.42	0.07	0.42	0.42
Sat Flow, veh/h	1594	3367	1502	1594	3367	1502	1594	3143	265	1594	3186	228
Grp Volume(v), veh/h	80	261	47	71	463	80	124	565	580	131	302	311
Grp Sat Flow(s),veh/h/ln	1594	1683	1502	1594	1683	1502	1594	1683	1724	1594	1683	1731
Q Serve(g_s), s	2.8	4.7	1.8	2.5	9.0	3.2	3.0	20.6	20.7	3.2	8.9	8.9
Cycle Q Clear(g_c), s	2.8	4.7	1.8	2.5	9.0	3.2	3.0	20.6	20.7	3.2	8.9	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.13
Lane Grp Cap(c), veh/h	248	674	301	322	665	297	436	709	727	273	714	734
V/C Ratio(X)	0.32	0.39	0.16	0.22	0.70	0.27	0.28	0.80	0.80	0.48	0.42	0.42
Avail Cap(c_a), veh/h	279	1303	581	352	1294	577	565	950	973	383	936	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	24.4	23.3	20.9	26.3	24.0	10.7	17.8	17.8	14.2	14.2	14.2
Incr Delay (d2), s/veh	0.7	0.4	0.2	0.3	1.3	0.5	0.4	3.5	3.4	1.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.8	0.6	0.9	3.5	1.1	1.0	7.7	7.9	1.1	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	24.8	23.5	21.2	27.7	24.5	11.0	21.3	21.2	15.5	14.6	14.6
LnGrp LOS	C	C	C	C	C	C	B	C	C	B	B	B
Approach Vol, veh/h		388			614			1269			744	
Approach Delay, s/veh		24.1			26.5			20.3			14.8	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	34.2	8.3	18.6	9.2	34.4	8.5	18.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.8	39.8	5.1	27.3	10.4	39.2	5.3	27.1				
Max Q Clear Time (g_c+I1), s	5.2	22.7	4.5	6.7	5.0	10.9	4.8	11.0				
Green Ext Time (p_c), s	0.1	7.1	0.0	1.7	0.1	3.8	0.0	2.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				20.7								
HCM 6th LOS				C								

2915 East Colorado Porsche  
4: Sunnyslope Ave & Walnut St

Existing Plus Project Conditions  
Timing Plan: AM Peak Hour



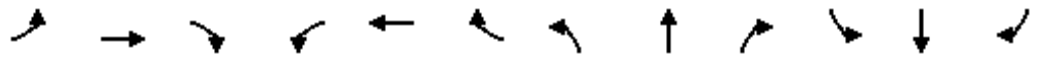
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	67	13	8	49	82	7	51	3	56	54	117
Future Volume (veh/h)	109	67	13	8	49	82	7	51	3	56	54	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1843	1772	1772	1843	1772
Adj Flow Rate, veh/h	125	77	15	9	56	94	8	59	3	64	62	134
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	607	856	162	686	180	303	213	444	21	286	138	227
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1169	2823	535	1232	594	998	91	1617	76	277	501	827
Grp Volume(v), veh/h	125	45	47	9	0	150	70	0	0	260	0	0
Grp Sat Flow(s),veh/h/ln	1169	1683	1676	1232	0	1592	1784	0	0	1605	0	0
Q Serve(g_s), s	2.0	0.4	0.4	0.1	0.0	1.5	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.4	0.4	0.5	0.0	1.5	0.6	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.32	1.00		0.63	0.11		0.04	0.25		0.52
Lane Grp Cap(c), veh/h	607	511	508	686	0	483	678	0	0	651	0	0
V/C Ratio(X)	0.21	0.09	0.09	0.01	0.00	0.31	0.10	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	2308	2959	2946	2479	0	2799	3734	0	0	3426	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	5.3	5.3	5.5	0.0	5.7	5.8	0.0	0.0	6.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.1	0.1	0.0	0.0	0.4	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	5.4	5.4	5.5	0.0	6.1	5.9	0.0	0.0	7.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		217			159			70			260	
Approach Delay, s/veh		6.5			6.0			5.9			7.0	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.4		11.0		10.4		11.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		43.5		37.5		43.5		37.5				
Max Q Clear Time (g_c+I1), s		2.6		5.5		4.9		3.5				
Green Ext Time (p_c), s		0.4		1.0		1.9		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				6.5								
HCM 6th LOS				A								

2915 East Colorado Porsche  
5: Sunnyslope Ave & Colorado Blvd

Existing Plus Project Conditions  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	362	8	15	635	67	10	8	3	38	14	30
Future Volume (veh/h)	47	362	8	15	635	67	10	8	3	38	14	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1843	1772	1772	1843	1772
Adj Flow Rate, veh/h	49	381	8	16	668	71	11	8	3	40	15	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	555	1608	717	715	1467	156	337	70	25	321	30	64
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	680	3367	1502	939	3071	326	810	634	228	725	272	580
Grp Volume(v), veh/h	49	381	8	16	366	373	22	0	0	87	0	0
Grp Sat Flow(s),veh/h/ln	680	1683	1502	939	1683	1713	1673	0	0	1577	0	0
Q Serve(g_s), s	1.1	1.5	0.1	0.2	3.2	3.2	0.0	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	4.3	1.5	0.1	1.7	3.2	3.2	0.2	0.0	0.0	1.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.19	0.50		0.14	0.46		0.37
Lane Grp Cap(c), veh/h	555	1608	717	715	804	818	432	0	0	415	0	0
V/C Ratio(X)	0.09	0.24	0.01	0.02	0.45	0.46	0.05	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	1955	8544	3811	2651	4272	4348	2801	0	0	2764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.3	3.4	3.0	3.9	3.8	3.8	8.8	0.0	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	3.4	3.0	3.9	4.2	4.2	8.8	0.0	0.0	9.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		438			755			22				87
Approach Delay, s/veh		3.6			4.2			8.8				9.4
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		6.9		14.9		6.9		14.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		55.5		35.5		55.5				
Max Q Clear Time (g_c+I1), s		2.2		6.3		3.1		5.2				
Green Ext Time (p_c), s		0.1		3.2		0.5		5.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			4.4									
HCM 6th LOS			A									



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↔	↗	↙↗	↕			↕↗	
Traffic Volume (veh/h)	0	0	0	179	0	192	234	634	0	0	326	167
Future Volume (veh/h)	0	0	0	179	0	192	234	634	0	0	326	167
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1673	1772	1772	1575	1772	0	0	1772	1772
Adj Flow Rate, veh/h				250	0	131	244	660	0	0	340	174
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				551	0	260	421	1844	0	0	850	396
Arrive On Green				0.17	0.00	0.17	0.14	0.55	0.00	0.00	0.26	0.26
Sat Flow, veh/h				3188	0	1502	2910	3455	0	0	3384	1502
Grp Volume(v), veh/h				250	0	131	244	660	0	0	340	174
Grp Sat Flow(s),veh/h/ln				1594	0	1502	1455	1683	0	0	1612	1502
Q Serve(g_s), s				2.3	0.0	2.5	2.5	3.6	0.0	0.0	2.8	3.1
Cycle Q Clear(g_c), s				2.3	0.0	2.5	2.5	3.6	0.0	0.0	2.8	3.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				551	0	260	421	1844	0	0	850	396
V/C Ratio(X)				0.45	0.00	0.50	0.58	0.36	0.00	0.00	0.40	0.44
Avail Cap(c_a), veh/h				2424	0	1142	1942	5904	0	0	3053	1422
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				12.0	0.0	12.1	12.9	4.1	0.0	0.0	9.8	9.9
Incr Delay (d2), s/veh				0.6	0.0	1.5	1.3	0.1	0.0	0.0	0.3	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.6	0.0	0.7	0.7	0.4	0.0	0.0	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				12.5	0.0	13.6	14.1	4.2	0.0	0.0	10.1	10.6
LnGrp LOS				B	A	B	B	A	A	A	B	B
Approach Vol, veh/h					381			904			514	
Approach Delay, s/veh					12.9			6.9			10.3	
Approach LOS					B			A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		22.1			9.2	13.0		10.1				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		56.5			21.5	30.5		24.5				
Max Q Clear Time (g_c+I1), s		5.6			4.5	5.1		4.5				
Green Ext Time (p_c), s		5.1			0.7	3.4		1.2				

Intersection Summary

HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						  		 	 	
Traffic Volume (veh/h)	457	48	226	0	0	0	0	409	66	154	351	0
Future Volume (veh/h)	457	48	226	0	0	0	0	409	66	154	351	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1740	1772	1772				0	1772	1772	1575	1772	0
Adj Flow Rate, veh/h	486	171	160				0	435	70	164	373	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	913	488	414				0	1086	337	332	1573	0
Arrive On Green	0.28	0.28	0.28				0.00	0.22	0.22	0.11	0.47	0.00
Sat Flow, veh/h	3315	1772	1502				0	4997	1502	2910	3455	0
Grp Volume(v), veh/h	486	171	160				0	435	70	164	373	0
Grp Sat Flow(s),veh/h/ln	1658	1772	1502				0	1612	1502	1455	1683	0
Q Serve(g_s), s	4.4	2.7	3.0				0.0	2.7	1.3	1.9	2.3	0.0
Cycle Q Clear(g_c), s	4.4	2.7	3.0				0.0	2.7	1.3	1.9	2.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	913	488	414				0	1086	337	332	1573	0
V/C Ratio(X)	0.53	0.35	0.39				0.00	0.40	0.21	0.49	0.24	0.00
Avail Cap(c_a), veh/h	2987	1596	1353				0	4220	1310	1207	4766	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.8	10.2	10.3				0.0	11.6	11.0	14.5	5.6	0.0
Incr Delay (d2), s/veh	0.5	0.4	0.6				0.0	0.2	0.3	1.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.8	0.7				0.0	0.7	0.4	0.5	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	10.6	10.9				0.0	11.8	11.3	15.7	5.7	0.0
LnGrp LOS	B	B	B				A	B	B	B	A	A
Approach Vol, veh/h		817						505			537	
Approach Delay, s/veh		11.0						11.7			8.7	
Approach LOS		B						B			A	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	8.5	12.3	14.1	20.8								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	14.5	30.5	31.5	49.5								
Max Q Clear Time (g_c+I1), s	3.9	4.7	6.4	4.3								
Green Ext Time (p_c), s	0.3	3.2	3.3	2.6								
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			10.6									
HCM 6th LOS			B									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

























2915 East Colorado Porsche  
8: Sierra Madre Villa Ave & Colorado Blvd

Existing Plus Project Conditions  
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	263	63	65	522	26	207	703	102	86	638	181
Future Volume (veh/h)	106	263	63	65	522	26	207	703	102	86	638	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1740	1772	1772
Adj Flow Rate, veh/h	110	274	66	68	544	27	216	732	106	90	665	189
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	579	137	85	692	380	232	827	131	255	1069	999
Arrive On Green	0.06	0.21	0.21	0.05	0.21	0.21	0.51	0.51	0.51	0.05	0.60	0.60
Sat Flow, veh/h	1594	2701	639	1594	3367	1502	349	1615	255	1658	1772	1502
Grp Volume(v), veh/h	110	169	171	68	544	27	404	0	650	90	665	189
Grp Sat Flow(s),veh/h/ln	1594	1683	1657	1594	1683	1502	653	0	1566	1658	1772	1502
Q Serve(g_s), s	6.5	9.2	9.4	4.4	16.0	1.4	38.1	0.0	36.1	2.5	24.9	5.0
Cycle Q Clear(g_c), s	6.5	9.2	9.4	4.4	16.0	1.4	53.5	0.0	36.1	2.5	24.9	5.0
Prop In Lane	1.00		0.39	1.00		1.00	0.53		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	99	361	355	85	692	380	387	0	802	255	1069	999
V/C Ratio(X)	1.11	0.47	0.48	0.80	0.79	0.07	1.04	0.00	0.81	0.35	0.62	0.19
Avail Cap(c_a), veh/h	99	514	506	177	1192	604	387	0	802	255	1069	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	35.8	35.9	48.9	39.3	29.7	35.8	0.0	21.3	17.9	13.2	6.7
Incr Delay (d2), s/veh	122.9	0.9	1.0	15.8	2.0	0.1	57.4	0.0	6.3	0.8	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	3.8	3.9	2.1	6.7	0.5	16.3	0.0	13.9	0.9	9.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	171.9	36.8	36.9	64.7	41.3	29.7	93.2	0.0	27.5	18.7	14.3	6.8
LnGrp LOS	F	D	D	E	D	C	F	A	C	B	B	A
Approach Vol, veh/h		450			639			1054			944	
Approach Delay, s/veh		69.9			43.3			52.7			13.2	
Approach LOS		E			D			D			B	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	9.5	58.0	10.1	26.9		67.5	11.0	26.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	53.5	11.6	31.9		63.0	6.5	37.0				
Max Q Clear Time (g_c+I1), s	4.5	55.5	6.4	11.4		26.9	8.5	18.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8		5.8	0.0	3.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				41.2								
HCM 6th LOS				D								






















2915 East Colorado Porsche  
 1: San Gabriel Blvd & Foothill Blvd

Existing Plus Project Conditions  
 Timing Plan: PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	613	96	170	382	98	63	693	176	145	801	38
Future Volume (veh/h)	83	613	96	170	382	98	63	693	176	145	801	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	87	645	101	179	402	103	66	729	185	153	843	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	359	832	130	311	887	225	230	983	439	290	1089	52
Arrive On Green	0.05	0.29	0.29	0.10	0.33	0.33	0.05	0.29	0.29	0.09	0.33	0.33
Sat Flow, veh/h	1594	2917	456	1594	2659	675	1594	3367	1502	1594	3272	155
Grp Volume(v), veh/h	87	372	374	179	253	252	66	729	185	153	434	449
Grp Sat Flow(s),veh/h/ln	1594	1683	1690	1594	1683	1651	1594	1683	1502	1594	1683	1744
Q Serve(g_s), s	3.0	15.8	15.9	5.9	9.2	9.4	2.2	15.3	7.8	5.1	18.1	18.1
Cycle Q Clear(g_c), s	3.0	15.8	15.9	5.9	9.2	9.4	2.2	15.3	7.8	5.1	18.1	18.1
Prop In Lane	1.00		0.27	1.00		0.41	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	359	480	482	311	561	550	230	983	439	290	560	580
V/C Ratio(X)	0.24	0.77	0.78	0.58	0.45	0.46	0.29	0.74	0.42	0.53	0.77	0.77
Avail Cap(c_a), veh/h	417	744	747	484	947	928	265	1617	721	423	981	1016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	25.6	25.6	18.2	20.4	20.5	19.3	25.0	22.3	18.3	23.4	23.4
Incr Delay (d2), s/veh	0.3	2.7	2.7	1.7	0.6	0.6	0.7	1.1	0.6	1.5	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.4	6.4	2.2	3.5	3.5	0.8	5.8	2.7	1.8	7.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	28.3	28.4	19.9	21.0	21.1	20.0	26.1	23.0	19.8	25.7	25.7
LnGrp LOS	B	C	C	B	C	C	B	C	C	B	C	C
Approach Vol, veh/h		833			684			980			1036	
Approach Delay, s/veh		27.3			20.7			25.1			24.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	27.3	12.5	26.8	8.3	30.5	8.7	30.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	37.5	16.5	34.5	5.5	45.5	7.1	43.9				
Max Q Clear Time (g_c+I1), s	7.1	17.3	7.9	17.9	4.2	20.1	5.0	11.4				
Green Ext Time (p_c), s	0.2	5.5	0.3	4.4	0.0	5.9	0.0	3.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									

2915 East Colorado Porsche  
2: San Gabriel Blvd & Walnut St

Existing Plus Project Conditions  
Timing Plan: PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	213	59	34	128	137	41	758	42	80	965	30
Future Volume (veh/h)	33	213	59	34	128	137	41	758	42	80	965	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1843	1772	1673	1772	1772	1673	1772	1843
Adj Flow Rate, veh/h	36	234	65	37	141	151	45	833	46	88	1060	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	699	190	347	218	233	314	1769	98	381	1836	852
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1027	2617	711	1020	814	872	487	3244	179	596	3367	1562
Grp Volume(v), veh/h	36	149	150	37	0	292	45	432	447	88	1060	33
Grp Sat Flow(s),veh/h/ln	1027	1683	1644	1020	0	1686	487	1683	1740	596	1683	1562
Q Serve(g_s), s	1.5	3.4	3.5	1.5	0.0	7.4	3.2	7.5	7.5	5.1	10.0	0.5
Cycle Q Clear(g_c), s	8.9	3.4	3.5	5.0	0.0	7.4	13.3	7.5	7.5	12.6	10.0	0.5
Prop In Lane	1.00		0.43	1.00		0.52	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	267	450	439	347	0	451	314	918	949	381	1836	852
V/C Ratio(X)	0.14	0.33	0.34	0.11	0.00	0.65	0.14	0.47	0.47	0.23	0.58	0.04
Avail Cap(c_a), veh/h	879	1453	1419	955	0	1455	753	2434	2515	918	4868	2258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	14.2	14.2	16.2	0.0	15.6	11.7	6.7	6.7	10.5	7.2	5.1
Incr Delay (d2), s/veh	0.2	0.4	0.5	0.1	0.0	1.6	0.2	0.4	0.4	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	1.2	0.3	0.0	2.6	0.3	1.8	1.9	0.6	2.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	14.6	14.7	16.4	0.0	17.2	11.9	7.1	7.0	10.9	7.5	5.1
LnGrp LOS	B	B	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		335			329			924			1181	
Approach Delay, s/veh		15.2			17.1			7.3			7.7	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.7		17.3		30.7		17.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		69.5		41.5		69.5		41.5				
Max Q Clear Time (g_c+I1), s		15.3		10.9		14.6		9.4				
Green Ext Time (p_c), s		7.4		1.9		11.6		2.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.6								
HCM 6th LOS				A								

2915 East Colorado Porsche  
3: San Gabriel Blvd & Colorado Blvd

Existing Plus Project Conditions  
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	575	120	121	438	84	104	583	95	100	813	57
Future Volume (veh/h)	75	575	120	121	438	84	104	583	95	100	813	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1673	1772	1772	1673	1772	1772
Adj Flow Rate, veh/h	79	605	126	127	461	88	109	614	100	105	856	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	833	372	289	914	407	269	1013	165	325	1110	78
Arrive On Green	0.06	0.25	0.25	0.08	0.27	0.27	0.06	0.35	0.35	0.06	0.35	0.35
Sat Flow, veh/h	1594	3367	1502	1594	3367	1502	1594	2899	471	1594	3191	224
Grp Volume(v), veh/h	79	605	126	127	461	88	109	356	358	105	451	465
Grp Sat Flow(s),veh/h/ln	1594	1683	1502	1594	1683	1502	1594	1683	1687	1594	1683	1732
Q Serve(g_s), s	2.5	11.4	4.8	4.0	8.0	3.1	3.0	12.1	12.1	2.9	16.5	16.5
Cycle Q Clear(g_c), s	2.5	11.4	4.8	4.0	8.0	3.1	3.0	12.1	12.1	2.9	16.5	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		0.13
Lane Grp Cap(c), veh/h	320	833	372	289	914	407	269	588	590	325	586	602
V/C Ratio(X)	0.25	0.73	0.34	0.44	0.50	0.22	0.40	0.61	0.61	0.32	0.77	0.77
Avail Cap(c_a), veh/h	394	1318	588	356	1386	618	385	931	933	412	897	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	23.9	21.4	18.1	21.3	19.5	15.3	18.6	18.6	14.1	20.1	20.1
Incr Delay (d2), s/veh	0.4	1.2	0.5	1.1	0.4	0.3	1.0	1.0	1.0	0.6	2.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.3	1.6	1.4	3.0	1.0	1.0	4.4	4.4	1.0	6.2	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	25.1	21.9	19.2	21.7	19.8	16.3	19.6	19.6	14.7	22.4	22.3
LnGrp LOS	B	C	C	B	C	B	B	B	B	B	C	C
Approach Vol, veh/h		810			676			823			1021	
Approach Delay, s/veh		24.0			21.0			19.1			21.5	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	28.7	10.1	21.6	9.0	28.6	8.4	23.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.1	38.3	8.5	27.1	9.5	36.9	7.1	28.5				
Max Q Clear Time (g_c+I1), s	4.9	14.1	6.0	13.4	5.0	18.5	4.5	10.0				
Green Ext Time (p_c), s	0.1	4.5	0.1	3.7	0.1	5.5	0.0	3.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.4									
HCM 6th LOS			C									

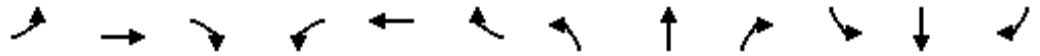
2915 East Colorado Porsche  
4: Sunnyslope Ave & Walnut St

Existing Plus Project Conditions  
Timing Plan: PM Peak Hour

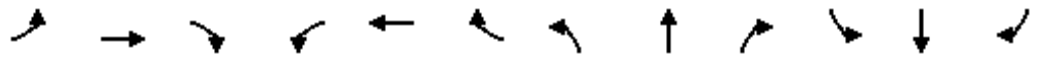
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	176	20	7	66	82	15	29	18	66	43	126
Future Volume (veh/h)	105	176	20	7	66	82	15	29	18	66	43	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1843	1772	1772	1843	1772
Adj Flow Rate, veh/h	109	183	21	7	69	85	16	30	19	69	45	131
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	623	967	110	642	229	282	266	252	127	302	107	221
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1164	3048	345	1113	722	890	212	969	488	328	411	850
Grp Volume(v), veh/h	109	100	104	7	0	154	65	0	0	245	0	0
Grp Sat Flow(s),veh/h/ln	1164	1683	1710	1113	0	1612	1669	0	0	1589	0	0
Q Serve(g_s), s	1.7	0.9	0.9	0.1	0.0	1.5	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.9	0.9	1.0	0.0	1.5	0.6	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.55	0.25		0.29	0.28		0.53
Lane Grp Cap(c), veh/h	623	534	542	642	0	511	645	0	0	630	0	0
V/C Ratio(X)	0.17	0.19	0.19	0.01	0.00	0.30	0.10	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	2249	2884	2929	2195	0	2762	3532	0	0	3480	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	5.3	5.3	5.7	0.0	5.5	6.1	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.0	0.0	0.3	0.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	5.4	5.5	5.7	0.0	5.8	6.1	0.0	0.0	7.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		313			161			65			245	
Approach Delay, s/veh		5.9			5.8			6.1			7.2	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.0		11.3		10.0		11.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		44.5		36.5		44.5		36.5				
Max Q Clear Time (g_c+I1), s		2.6		5.2		4.8		3.5				
Green Ext Time (p_c), s		0.4		1.6		1.8		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				6.3								
HCM 6th LOS				A								

2915 East Colorado Porsche  
5: Sunnyslope Ave & Colorado Blvd

Existing Plus Project Conditions  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	681	24	17	561	43	9	7	3	65	20	37
Future Volume (veh/h)	43	681	24	17	561	43	9	7	3	65	20	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1843	1772	1772	1843	1772
Adj Flow Rate, veh/h	44	702	25	18	578	44	9	7	3	67	21	38
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	589	1650	736	549	1554	118	305	105	35	341	34	61
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	758	3367	1502	687	3171	241	623	808	268	831	260	471
Grp Volume(v), veh/h	44	702	25	18	306	316	19	0	0	126	0	0
Grp Sat Flow(s),veh/h/ln	758	1683	1502	687	1683	1729	1699	0	0	1562	0	0
Q Serve(g_s), s	0.9	3.2	0.2	0.4	2.7	2.7	0.0	0.0	0.0	1.6	0.0	0.0
Cycle Q Clear(g_c), s	3.6	3.2	0.2	3.6	2.7	2.7	0.2	0.0	0.0	1.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.14	0.47		0.16	0.53		0.30
Lane Grp Cap(c), veh/h	589	1650	736	549	825	847	445	0	0	436	0	0
V/C Ratio(X)	0.07	0.43	0.03	0.03	0.37	0.37	0.04	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	1929	7605	3392	1764	3802	3905	2716	0	0	2680	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.9	3.9	3.1	5.0	3.8	3.8	9.1	0.0	0.0	9.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.0	0.2	0.2	0.1	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.9	4.1	3.1	5.1	4.0	4.0	9.1	0.0	0.0	10.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h		771			640			19			126	
Approach Delay, s/veh		4.1			4.1			9.1			10.1	
Approach LOS		A			A			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		7.6		16.1		7.6		16.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		37.5		53.5		37.5		53.5				
Max Q Clear Time (g_c+I1), s		2.2		5.6		3.8		5.6				
Green Ext Time (p_c), s		0.1		6.0		0.8		4.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				4.6								
HCM 6th LOS				A								



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷	↶	↶↷	↶↷			↶↷↶	
Traffic Volume (veh/h)	0	0	0	187	0	205	288	759	0	0	486	361
Future Volume (veh/h)	0	0	0	187	0	205	288	759	0	0	486	361
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1673	1772	1772	1575	1772	0	0	1772	1772
Adj Flow Rate, veh/h				270	0	142	306	807	0	0	517	384
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				505	0	238	464	2169	0	0	1246	580
Arrive On Green				0.16	0.00	0.16	0.16	0.64	0.00	0.00	0.39	0.39
Sat Flow, veh/h				3188	0	1502	2910	3455	0	0	3384	1502
Grp Volume(v), veh/h				270	0	142	306	807	0	0	517	384
Grp Sat Flow(s),veh/h/ln				1594	0	1502	1455	1683	0	0	1612	1502
Q Serve(g_s), s				3.6	0.0	4.0	4.5	5.1	0.0	0.0	5.3	9.6
Cycle Q Clear(g_c), s				3.6	0.0	4.0	4.5	5.1	0.0	0.0	5.3	9.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				505	0	238	464	2169	0	0	1246	580
V/C Ratio(X)				0.53	0.00	0.60	0.66	0.37	0.00	0.00	0.42	0.66
Avail Cap(c_a), veh/h				1571	0	740	1435	4315	0	0	2226	1036
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				17.7	0.0	17.9	18.0	3.8	0.0	0.0	10.2	11.6
Incr Delay (d2), s/veh				0.9	0.0	2.4	1.6	0.1	0.0	0.0	0.2	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.1	0.0	1.3	1.4	0.8	0.0	0.0	1.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				18.5	0.0	20.2	19.6	3.9	0.0	0.0	10.5	12.9
LnGrp LOS				B	A	C	B	A	A	A	B	B
Approach Vol, veh/h					412			1113			901	
Approach Delay, s/veh					19.1			8.2			11.5	
Approach LOS					B			A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		33.9			11.8	22.1		11.7				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		58.5			22.5	31.5		22.5				
Max Q Clear Time (g_c+I1), s		7.1			6.5	11.6		6.0				
Green Ext Time (p_c), s		6.6			0.9	6.0		1.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.3								
HCM 6th LOS				B								
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	550	93	355	0	0	0	0	476	83	192	533	0
Future Volume (veh/h)	550	93	355	0	0	0	0	476	83	192	533	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1740	1772	1772				0	1772	1772	1575	1772	0
Adj Flow Rate, veh/h	590	270	249				0	501	87	202	561	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1053	563	477				0	1116	347	331	1539	0
Arrive On Green	0.32	0.32	0.32				0.00	0.23	0.23	0.11	0.46	0.00
Sat Flow, veh/h	3315	1772	1502				0	4997	1502	2910	3455	0
Grp Volume(v), veh/h	590	270	249				0	501	87	202	561	0
Grp Sat Flow(s),veh/h/ln	1658	1772	1502				0	1612	1502	1455	1683	0
Q Serve(g_s), s	5.9	4.9	5.4				0.0	3.5	1.9	2.6	4.3	0.0
Cycle Q Clear(g_c), s	5.9	4.9	5.4				0.0	3.5	1.9	2.6	4.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1053	563	477				0	1116	347	331	1539	0
V/C Ratio(X)	0.56	0.48	0.52				0.00	0.45	0.25	0.61	0.36	0.00
Avail Cap(c_a), veh/h	2698	1442	1222				0	3573	1109	1056	4088	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.3	11.0	11.1				0.0	13.2	12.5	16.9	7.1	0.0
Incr Delay (d2), s/veh	0.5	0.6	0.9				0.0	0.3	0.4	1.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.4	1.4				0.0	1.0	0.5	0.8	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	11.6	12.0				0.0	13.5	12.9	18.7	7.2	0.0
LnGrp LOS	B	B	B				A	B	B	B	A	A
Approach Vol, veh/h		1109						588			763	
Approach Delay, s/veh		11.8						13.4			10.2	
Approach LOS		B						B			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	9.0	13.7	17.2	22.8								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	14.5	29.5	32.5	48.5								
Max Q Clear Time (g_c+I1), s	4.6	5.5	7.9	6.3								
Green Ext Time (p_c), s	0.4	3.7	4.8	4.1								

Intersection Summary

HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

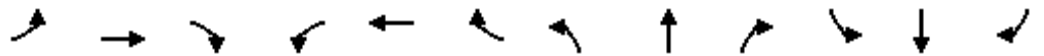
Notes

User approved volume balancing among the lanes for turning movement.



2915 East Colorado Porsche  
8: Sierra Madre Villa Ave & Colorado Blvd

Existing Plus Project Conditions  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖		↗		↖	↗	↖
Traffic Volume (veh/h)	141	554	110	94	462	45	197	543	82	125	611	155
Future Volume (veh/h)	141	554	110	94	462	45	197	543	82	125	611	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1673	1772	1772	1673	1772	1772	1772	1772	1772	1740	1772	1772
Adj Flow Rate, veh/h	150	589	117	100	491	48	210	578	87	133	650	165
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	691	137	122	829	438	217	708	116	278	981	948
Arrive On Green	0.08	0.25	0.25	0.08	0.25	0.25	0.47	0.47	0.47	0.05	0.55	0.55
Sat Flow, veh/h	1594	2800	555	1594	3367	1502	350	1514	249	1658	1772	1502
Grp Volume(v), veh/h	150	353	353	100	491	48	327	0	548	133	650	165
Grp Sat Flow(s),veh/h/ln	1594	1683	1672	1594	1683	1502	545	0	1568	1658	1772	1502
Q Serve(g_s), s	8.5	22.0	22.2	6.8	14.2	2.6	32.5	0.0	31.5	4.5	28.5	5.0
Cycle Q Clear(g_c), s	8.5	22.0	22.2	6.8	14.2	2.6	51.5	0.0	31.5	4.5	28.5	5.0
Prop In Lane	1.00		0.33	1.00		1.00	0.64		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	123	416	413	122	829	438	308	0	733	278	981	948
V/C Ratio(X)	1.22	0.85	0.85	0.82	0.59	0.11	1.06	0.00	0.75	0.48	0.66	0.17
Avail Cap(c_a), veh/h	123	520	516	166	1131	573	308	0	733	278	981	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	39.5	39.6	50.1	36.6	28.5	41.6	0.0	24.0	19.3	17.3	8.4
Incr Delay (d2), s/veh	151.7	10.6	11.0	20.0	0.7	0.1	68.4	0.0	4.2	1.3	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	10.1	10.2	3.4	5.8	0.9	14.4	0.0	12.1	1.7	11.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	202.5	50.1	50.6	70.1	37.3	28.6	110.0	0.0	28.2	20.6	19.0	8.5
LnGrp LOS	F	D	D	E	D	C	F	A	C	C	B	A
Approach Vol, veh/h		856			639			875			948	
Approach Delay, s/veh		77.0			41.8			58.8			17.4	
Approach LOS		E			D			E			B	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	9.5	56.0	12.9	31.7		65.5	13.0	31.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	51.5	11.5	34.0		61.0	8.5	37.0				
Max Q Clear Time (g_c+I1), s	6.5	53.5	8.8	24.2		30.5	10.5	16.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.0		5.4	0.0	3.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			48.4									
HCM 6th LOS			D									

## APPENDIX D – PEQI AND BEQI CALCULATION SHEETS

City of Pasadena  
 Department of Transportation  
 Pedestrian Environmental Quality Index  
 Calculation Summary  
 -- Segment --

Segment: Colorado Boulevard  
 Limits: Sunnyslove Ave & El Nido Ave

Indicator Category	Score Weight	Indicator Response	Eastbound (South side)	Indicator Response	Westbound (North side)
			Surveyed Response Category Score		Surveyed Response Category Score
<b>Traffic</b>					
Number of Lanes	0.64	4+	0	4+	0
Posted Speed Limit	0.64	Over 25 mph	0	Over 25 mph	0
Traffic Volume <sup>1</sup>	0.64	More than 12,000 V/D	0	More than 12,000 V/D	0
Street Traffic Calming Features (TCFs)	0.64	None	0	None	0
			<b>0</b>		<b>0</b>
<b>Street design</b>					
Width of Sidewalk	1.35	8-12 ft	20	12 ft or more	22
Width of Throughway	1.35	4-6 ft	13	4-6 ft	13
Large SW Obstructions	1.35	Permanent only	4	Permanent only	4
Sidewalk Impediments	1.35	Minor	13	Minor	13
Trees	1.35	Continuous	9	Continuous	9
Driveway Cuts	1.35	1 to 5	7	1 to 5	7
Presence of Buffer	1.35	Parallel parking	11	Parallel parking	11
Planters/Gardens	1.35	Yes	4	Yes	4
Public Seating	1.35	Yes	4	No	0
			<b>85</b>		<b>83</b>
<b>Land Use</b>					
Public Art/ Historic Sites	0.15	No	0	No	0
Retail Use/Public Places	0.15	1 or 2	7	None	0
			<b>7</b>		<b>0</b>
<b>Perceived Safety</b>					
Lighting	0.34	Sporadic	9	Continuous	17
Illegal Graffiti	0.34	No	2	No	2
Litter	0.34	No	11	No	11
Empty Spaces	0.34	No	4	No	4
			<b>26</b>		<b>34</b>
<b>Domain Summary</b>	Score Weight		Category Score		Category Score
Traffic	0.64	Traffic	0	Traffic	0
Street Design	1.35	Street Design	85	Street Design	83
Land Use	0.15	Land Use	7	Land Use	0
Safety	0.34	Safety	26	Safety	34
	<b>2.48</b>		<b>118</b>		<b>117</b>
			PEQI Score <b>48</b> Eastbound (South side)	PEQI Score <b>47</b> Westbound (North side)	

<sup>1</sup>Traffic volumes are based on segment volumes, not directional traffic volumes.

City of Pasadena  
 Department of Transportation  
 Pedestrian Environmental Quality Index  
 Calculation Summary  
 -- Segment --

Segment: Sunnyslope Avenue  
 Limits: Colorado Boulevard & Walnut Street

Indicator Category	Score Weight	Indicator Response	Northbound (East side)	Indicator Response	Southbound (West side)
			Surveyed Response Category Score		Surveyed Response Category Score
<b>Traffic</b>					
Number of Lanes	0.64	2	9	2	9
Posted Speed Limit	0.64	25 mph or none posted	4	Over 25 mph	0
Traffic Volume <sup>1</sup>	0.64	1,000-6,000 v/D	11	1,000-6,000 v/D	11
Street Traffic Calming Features (TCFs)	0.64	None	0	None	0
			<b>24</b>		<b>20</b>
<b>Street design</b>					
Width of Sidewalk	1.35	5-8 ft	15	5-8 ft	15
Width of Throughway	1.35	4-6 ft	13	4-6 ft	13
Large SW Obstructions	1.35	Permanent only	4	Permanent only	4
Sidewalk Impediments	1.35	Minor	13	Minor	13
Trees	1.35	Continuous	9	Continuous	9
Driveway Cuts	1.35	1 to 5	7	1 to 5	7
Presence of Buffer	1.35	Parallel parking	11	Parallel parking	11
Planters/Gardens	1.35	Yes	4	Yes	4
Public Seating	1.35	No	0	No	0
			<b>76</b>		<b>76</b>
<b>Land Use</b>					
Public Art/ Historic Sites	0.15	No	0	No	0
Retail Use/Public Places	0.15	None	0	None	0
			<b>0</b>		<b>0</b>
<b>Perceived Safety</b>					
Lighting	0.34	Sporadic	9	Sporadic	9
Illegal Graffiti	0.34	Yes	0	No	2
Litter	0.34	No	11	No	11
Empty Spaces	0.34	Yes	0	Yes	0
			<b>20</b>		<b>22</b>
<b>Domain Summary</b>	Score Weight		Category Score		Category Score
Traffic	0.64	Traffic	24	Traffic	20
Street Design	1.35	Street Design	76	Street Design	76
Land Use	0.15	Land Use	0	Land Use	0
Safety	0.34	Safety	20	Safety	22
	<b>2.48</b>		<b>120</b>		<b>118</b>
			<b>PEQI Score 48</b> Northbound (East side)		
				<b>PEQI Score 48</b> Southbound (West side)	

<sup>1</sup>Traffic volumes are based on segment volumes, not directional traffic volumes.

City of Pasadena  
 Department of Transportation  
 Pedestrian Environmental Quality Index  
 Calculation Summary  
 -- Segment --

Segment: Walnut Street  
 Limits: Sunnyslope Avenue & Gahnal Lumber

Indicator Category	Score Weight	Indicator Response	Eastbound (South side)	Indicator Response	Westbound (North side)
			Surveyed Response Category Score		Surveyed Response Category Score
<b>Traffic</b>					
Number of Lanes	0.64	3	4	3	4
Posted Speed Limit	0.64	Over 25 mph	0	Over 25 mph	0
Traffic Volume <sup>1</sup>	0.64	1,000-6,000 v/D	11	1,000-6,000 v/D	11
Street Traffic Calming Features (TCFs)	0.64	1+ TCFs	10	1+ TCFs	10
			<b>25</b>		<b>25</b>
<b>Street design</b>					
Width of Sidewalk	1.35	8-12 ft	20	8-12 ft	20
Width of Throughway	1.35	6-8 ft	17	6-8 ft	17
Large SW Obstructions	1.35	Permanent only	4	Permanent only	4
Sidewalk Impediments	1.35	Minor	13	Minor	13
Trees	1.35	Continuous	9	Continuous	9
Driveway Cuts	1.35	1 to 5	7	1 to 5	7
Presence of Buffer	1.35	Parallel parking	11	Parallel parking	11
Planters/Gardens	1.35	No	0	Yes	4
Public Seating	1.35	No	0	No	0
			<b>81</b>		<b>85</b>
<b>Land Use</b>					
Public Art/ Historic Sites	0.15	Yes	4	No	0
Retail Use/Public Places	0.15	None	0	None	0
			<b>4</b>		<b>0</b>
<b>Perceived Safety</b>					
Lighting	0.34	Sporadic	9	Continuous	17
Illegal Graffiti	0.34	Yes	0	No	2
Litter	0.34	No	11	No	11
Empty Spaces	0.34	Yes	0	Yes	0
			<b>20</b>		<b>30</b>
<b>Domain Summary</b>	Score Weight		Category Score		Category Score
Traffic	0.64	Traffic	25	Traffic	25
Street Design	1.35	Street Design	81	Street Design	85
Land Use	0.15	Land Use	4	Land Use	0
Safety	0.34	Safety	20	Safety	30
	<b>2.48</b>		<b>130</b>		<b>140</b>
			PEQI Score <b>52</b> Eastbound (South side)	PEQI Score <b>56</b> Westbound (North side)	

<sup>1</sup>Traffic volumes are based on segment volumes, not directional traffic volumes.

City of Pasadena  
Department of Transportation  
Bicycle Environmental Quality Index  
Calculation Summary

Segment: Colorado Boulevard  
Limits: Sunnyslove Ave & El Nido Ave

Indicator Category	Score Weight	Indicator Response	Eastbound (South side)	Indicator Response	Westbound (North side)	
			Surveyed Response Category Score		Surveyed Response Category Score	
<b>Street design</b>						
Presence of a Marked Area for Bicycle Traffic	2.05	None	4	None	4	
Width of Bike Lane	2.05	None	0	None	0	
Bicycle Lane Markings	2.05	None	4	None	4	
Connectivity of Bicycle Lanes	2.05	No	13	No	13	
Pavement Type/Condition	2.05	Mild Obstructions (e.g. cracks)	25	Mild Obstructions (e.g. cracks)	25	
Street Slope	2.05	< 5%	27	< 5%	27	
Driveway Cuts	2.05	Few (Less than Five)	16	Few (Less than Five)	16	
Presence of Trees	2.05	Continuously Lined	29	Continuously Lined	29	
			<b>118</b>		<b>118</b>	
<b>Vehicle Traffic</b>						
Posted Speed Limit	1.39	35	0	35	0	
Traffic Volume - Avg # of Vehicles Per Day	1.39	10,000 +	8	10,000 +	8	
Percentage of Heavy Vehicles	1.39	Less than 5%	36	Less than 5%	36	
Parallel Parking Adjacent to Bicycle Lane/Route	1.39	Parallel Parking (PP) < 7 ft	11	Parallel Parking (PP) < 7 ft	11	
Traffic Calming Features Streets	1.39	0 TCF	11	0 TCF	11	
Number of Lanes	1.39	4+	15	4+	15	
			<b>81</b>		<b>81</b>	
<b>Safety/Other</b>						
Presence of Bicycle Lane Signs	0.42	No	15	No	15	
Bicycle/Pedestrian Scale Lighting	0.42	No	15	Yes - Private	26	
			<b>30</b>		<b>41</b>	
<b>Land Use</b>						
Bicycle Parking	0.66	Yes	41	No	12	
Retail Use	0.66	1 - 2	16	0	14	
Line of Site	0.66	Clear Line of Sight	36	Clear Line of Sight	36	
			<b>93</b>		<b>62</b>	
<b>Domain Summary</b>						
	Score Weight		Min Score	Category Score	Min Score	Category Score
Street design	2.05		62	118	62	118
Vehicle Traffic	1.39		59	81	59	81
Safety/Other	0.42		30	30	30	41
Land Use	0.66		33	93	33	62
	4.52		184	322	184	302
			BEQI Score <sup>1</sup> <b>31</b> Eastbound (South side)		BEQI Score <sup>1</sup> <b>26</b> Westbound (North side)	

<sup>1</sup> BEQI calculation did not consider intersection indicators.

City of Pasadena  
Department of Transportation  
Bicycle Environmental Quality Index  
Calculation Summary

Segment: Sunnyslope Avenue  
Limits: Colorado Boulevard & Walnut Street

Indicator Category	Score Weight	Indicator Response	Eastbound (South side)	Indicator Response	Westbound (North side)	
			Surveyed Response Category Score		Surveyed Response Category Score	
<b>Street design</b>						
Presence of a Marked Area for Bicycle Traffic	2.05	None	4	None	4	
Width of Bike Lane	2.05	None	0	None	0	
Bicycle Lane Markings	2.05	None	4	None	4	
Connectivity of Bicycle Lanes	2.05	No	13	No	13	
Pavement Type/Condition	2.05	Mild Obstructions (e.g. cracks)	25	Mild Obstructions (e.g. cracks)	25	
Street Slope	2.05	< 5%	27	< 5%	27	
Driveway Cuts	2.05	Few (Less than Five)	16	Few (Less than Five)	16	
Presence of Trees	2.05	Continuously Lined	29	Continuously Lined	29	
			<b>118</b>		<b>118</b>	
<b>Vehicle Traffic</b>						
Posted Speed Limit	1.39	25	29	25	29	
Traffic Volume - Avg # of Vehicles Per Day	1.39	1,000 - 5,000	19	1,000 - 5,000	19	
Percentage of Heavy Vehicles	1.39	Less than 5%	36	Less than 5%	36	
Parallel Parking Adjacent to Bicycle Lane/Route	1.39	Parallel Parking (PP) < 7 ft	11	Parallel Parking (PP) < 7 ft	11	
Traffic Calming Features Streets	1.39	0 TCF	11	0 TCF	11	
Number of Lanes	1.39	2	31	2	31	
			<b>137</b>		<b>137</b>	
<b>Safety/Other</b>						
Presence of Bicycle Lane Signs	0.42	No	15	No	15	
Bicycle/Pedestrian Scale Lighting	0.42	No	15	No	15	
			<b>30</b>		<b>30</b>	
<b>Land Use</b>						
Bicycle Parking	0.66	No	12	No	12	
Retail Use	0.66	0	14	0	14	
Line of Site	0.66	Clear Line of Sight	36	Clear Line of Sight	36	
			<b>62</b>		<b>62</b>	
<b>Domain Summary</b>						
	Score Weight		Min Score	Category Score	Min Score	Category Score
Street design	2.05		62	118	62	118
Vehicle Traffic	1.39		59	137	59	137
Safety/Other	0.42		30	30	30	30
Land Use	0.66		33	62	33	62
	4.52		184	347	184	347
			BEQI Score <sup>1</sup> <b>36</b> Eastbound (South side)		BEQI Score <sup>1</sup> <b>36</b> Westbound (North side)	

<sup>1</sup> BEQI calculation did not consider intersection indicators.

City of Pasadena  
 Department of Transportation  
 Bicycle Environmental Quality Index  
 Calculation Summary

Segment: Walnut Street  
 Limits: Sunnyslope Avenue & Gahnal Lumber

Indicator Category	Score Weight	Indicator Response	Eastbound (South side)	Indicator Response	Westbound (North side)	
			Surveyed Response Category Score		Surveyed Response Category Score	
<b>Street design</b>						
Presence of a Marked Area for Bicycle Traffic	2.05	None	4	None	4	
Width of Bike Lane	2.05	None	0	None	0	
Bicycle Lane Markings	2.05	None	4	None	4	
Connectivity of Bicycle Lanes	2.05	No	13	No	13	
Pavement Type/Condition	2.05	Smooth Surface	40	Smooth Surface	40	
Street Slope	2.05	< 5%	27	< 5%	27	
Driveway Cuts	2.05	Few (Less than Five)	16	None	27	
Presence of Trees	2.05	Continuously Lined	29	Continuously Lined	29	
			<b>133</b>		<b>144</b>	
<b>Vehicle Traffic</b>						
Posted Speed Limit	1.39	35	0	35	0	
Traffic Volume - Avg # of Vehicles Per Day	1.39	1,000 - 5,000	19	1,000 - 5,000	19	
Percentage of Heavy Vehicles	1.39	Less than 5%	36	Less than 5%	36	
Parallel Parking Adjacent to Bicycle Lane/Route	1.39	Parallel Parking (PP) < 7 ft	11	None	27	
Traffic Calming Features Streets	1.39	1 - 2 TCFs	24	1 - 2 TCFs	24	
Number of Lanes	1.39	3	22	3	22	
			<b>112</b>		<b>128</b>	
<b>Safety/Other</b>						
Presence of Bicycle Lane Signs	0.42	No	15	No	15	
Bicycle/Pedestrian Scale Lighting	0.42	No	15	No	15	
			<b>30</b>		<b>30</b>	
<b>Land Use</b>						
Bicycle Parking	0.66	No	12	No	12	
Retail Use	0.66	0	14	0	14	
Line of Site	0.66	Clear Line of Sight	36	Clear Line of Sight	36	
			<b>62</b>		<b>62</b>	
<b>Domain Summary</b>						
	Score Weight		Min Score	Category Score	Min Score	Category Score
Street design	2.05		62	133	62	144
Vehicle Traffic	1.39		59	112	59	128
Safety/Other	0.42		30	30	30	30
Land Use	0.66		33	62	33	62
	4.52		184	337	184	364
			BEQI Score <sup>1</sup> <b>34</b> Eastbound (South side)		BEQI Score <sup>1</sup> <b>40</b> Westbound (North side)	

<sup>1</sup> BEQI calculation did not consider intersection indicators.



**Appendix G:  
Draft Mitigation Monitoring Reporting  
Program**

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## DRAFT MITIGATION MONITORING PROGRAM

Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
<b>CULTURAL RESOURCES</b>		
<p><b>General Plan Mitigation Measure 4-1.</b> If cultural resources are discovered during construction of land development projects in Pasadena that may be eligible for listing in the California Register for Historical Resources, all ground-disturbing activities in the immediate vicinity of the find shall be halted until the find is evaluated by a Registered Professional Archaeologist. If testing determines that significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; and provide a comprehensive final report including site record to the City and the South Central Coastal Information Center at California State University Fullerton. No further grading shall occur in the area of the discovery until Planning Department approves the report.</p>		
<b>HAZARDOUS MATERIALS</b>		
<p><b>MM HAZ-1: Hazardous Building Materials Abatement.</b> Prior to building demolition, the following activities shall be implemented:</p> <ul style="list-style-type: none"> <li>A. The applicant shall retain a State of California-licensed asbestos/lead abatement contractor to conduct surveys to identify the potential presence of asbestos containing material (ACM) and lead-based paint (LBP).</li> <li>B. In the event that ACM and/or LBP are detected, the State of California-licensed asbestos/lead abatement contractor shall perform ACM and/or LBP abatement in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency, Occupational Safety and Health Administration, California Occupational Safety and Health Administration, and the South Coast Air Quality Management District.</li> <li>C. The asbestos/lead abatement contractor shall provide written notification to the local CalOSHA district office regarding its "Intent to Conduct Asbestos Related Work" and/or "Intent to Conduct Lead-Related Work." These notifications shall be submitted at least 24 hours in advance of performing the respective asbestos-related or lead-related work.</li> </ul>		

Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
<p>D. Other potentially hazardous building materials, including mercury-containing equipment, polychlorinated biphenyl (PCB)-containing equipment, lead-containing batteries, chlorofluorocarbon (CFC)-containing equipment, and Universal Wastes (e.g., fluorescent light tubes), shall be segregated and may require further testing and analysis to determine whether they meet the definition of a hazardous waste in California and can be managed under the Universal Waste Rules. Hazardous wastes shall only be handled by properly trained workers.</p> <p>E. Notification shall be provided to contractor and subcontractor personnel as to the presence of ACMs, asbestos-containing construction materials, LBPs, and other hazardous building materials at the site.</p> <p>F. All ACMs removed from on-site structures are to be hauled and disposed of by a transportation company certified to handle asbestos and hazardous materials.</p>		
<p><b>MM HAZ-2: Hazardous On-site Contamination.</b> Prior to the issuance of the Project grading permits, the applicant shall conduct additional characterization of the Project site to delineate the extent of volatile organic compounds (VOCs) contaminated soils associated with the historical uses of the site. Construction of the Project may not commence until it has been confirmed that soil vapor or soil matrix is not impacted or has been remediated.</p> <p>If the contaminated soil exceeds the applicable regulatory standards (i.e., DTSC Human Health Risk Assessment Screening Levels), a remedial action plan shall be prepared and include measures to remove or protect against the contaminated conditions, which may include soil removal, installation of passive venting and a membrane be implemented with the sub-slab design, other vapor barriers and venting systems, and ongoing monitoring of soil vapors, if future construction is planned for the identified affected areas. The remedial action plan must be approved by the Pasadena Fire Department and implemented to the satisfaction of the Pasadena Fire Department, which serves as the CUPA.</p>		
<b>TRIBAL CULTURAL RESOURCES</b>		
<p><b>MM TCR-1:</b> Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.</p>		

Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
<p>A. The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject Project at all Project locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <p>B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.</p> <p>C. The monitor will complete daily monitoring logs that will describe the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered resources including but not limited to Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Project applicant/lead agency upon written request to the Tribe.</p> <p>D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the Project are complete; or (2) a determination and written notification by the Kizh to the Project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the Project site possesses the potential to impact Kizh TCRs.</p>		
<p><b>MM TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects</b></p> <p>A. Native American human remains are defined in Public Resources Code 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary</p>		

Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
<p>objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.</p> <p>B. If Native American human remains and/or grave goods are discovered or recognized on the Project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.</p> <p>C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2).</p> <p>D. Construction activities may resume in other parts of the Project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the Project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5[f])</p> <p>E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p> <p>F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</p>		

Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
<p><b>TCR-3:</b> Procedures for Burials and Funerary Remains:</p> <ul style="list-style-type: none"> <li>A. As the most likely descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, tribal traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.</li> <li>B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.</li> <li>C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.</li> <li>D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed.</li> <li>E. In the event preservation in place is not possible despite good faith efforts by the Project applicant/developer and/or landowner, before ground-disturbing activities may resume on the Project site, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects.</li> <li>F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on-site if possible. These items should be retained and</li> </ul>		

Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
<p>reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p> <p>G. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.</p>		



