Environmental Review Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

ENVIRONMENTAL IMPACT REPORT (DRAFT)

APPENDICES

WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN AREA

Playa Manchester Project

ENV-2008-2610-EIR

Council District No. 11

THIS DOCUMENT COMPRISES THE DRAFT ENVIRONMENTAL IMPACT REPORT AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Address:
7270 through 7298 West Manchester Avenue and 8624 Rayford Drive

Project Description: The Proposed Project involves the demolition of approximately 24,000 square feet of retail uses and the development of a mixed-use structure containing approximately 260 dwelling units, including 16 joint live/work units, above one subterranean and two above-ground parking levels containing approximately 475 parking spaces. The Proposed Project would also contain approximately 58,437 square feet of open and recreational space including landscaped areas, a gym/multi-purpose area, a swimming pool, an outdoor courtyard, and private balconies.

APPLICANT:
Decron Properties

PREPARED BY:
Christopher A. Joseph & Associates

March 2010

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APPENDICES

APPENDIX A
NOTICE OF PREPARATION (NOP)

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION
JANE ELLISON USHER
PRESIDENT
WILLIAM ROSCHEN
VICE-PRESIDENT
DIEGO CARDOSO
REGINA M. FREER
ROBIN R. HUGHES
FR. SPENCER T. KEZIOS
RICARDO LARA
CINDY MONTAÑEZ
MICHAEL K. WOO

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

S. GAIL GOLDBERG, AICP
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DEPUTY DIRECTOR
(213) 978-1274

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DEPUTY DIRECTOR
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FAX: (213) 978-1275

INFORMATION
(213) 978-1270

www.planning.lacity.org

October 30, 2008

NOTICE OF PREPARATION
ENVIRONMENTAL IMPACT REPORT

EIR NO.: ENV-2008-2610-EIR
PROJECT LOCATION/ADDRESS: 7270-7298 W. Manchester Avenue, Los Angeles, CA 90045
COMMUNITY PLANNING AREA: Westchester – Playa del Rey
COUNCIL DISTRICT: 11 (Bill Rosendahl)
DUE DATE FOR PUBLIC COMMENTS: December 1, 2008

The City of Los Angeles, Department of City Planning, will be the Lead Agency and will require the preparation of an Environmental Impact Report (EIR) for the project identified herein (the "Project"). The Department of City Planning requests your comments as to the scope and content of the EIR.

The Project description, location, and the potential environmental effects are set forth below. The environmental file is available for review at the Department of City Planning, 200 North Spring Street, Room 750, Los Angeles, CA 90012.

PROJECT DESCRIPTION: The Project, as proposed, would involve the demolition of the existing three on-site retail and office structures and the construction of a four-story, approximately 266,456-square-foot mixed-use building. The Project would include 260 dwelling units, including: 16 live/work units, 58 studio units, 95 one-bedroom units, and 91 two-bedroom units. The proposed 260-unit building would be constructed in lieu of a previously-approved and vested 134-unit residential building on the Project site pursuant to CPC Case 2003-5554-VZC-SPR, resulting in a net increase of 126 dwelling units.

The live/work units would be located on the ground levels (podium levels) of the building, fronting Manchester Avenue. The fourth-floor residential units that face Manchester Avenue will include mezzanines above the top floor with private terraces. Each mezzanine will be a maximum of 500 square feet. The Proposed Project will include an approximately 1,400-square-foot multi-purpose room/gym area, as well as a pool and landscaped common areas. The Proposed Project would include a landscaped buffer and pedestrian access along Manchester Avenue and would also require a roadway dedication along its Manchester Avenue frontage. It is anticipated that the Project will be completed in one phase and occupied no later than 2012.

The Project would provide a total of 475 parking spaces. The parking, which would be constructed beneath the entirety of the proposed building, would consist of two and one-half subterranean and at-grade parking levels. Vehicular access, which would be shared with the adjacent Playa del Oro development, would be provided on the east side of the building from an existing driveway off of Manchester Avenue, and on the

south side of the building from a previously-approved driveway off of Rayford Drive.

PROJECT LOCATION: The 3.03-acre (approximately 131,943 square feet) Project site is located at the southeast corner of West Manchester Avenue and Rayford Drive. The Project site is situated approximately 0.5 miles north of the Los Angeles International Airport (LAX) and 0.15 miles west of Lincoln Boulevard (State Route 1).

The Project location and proposed site plans are attached.

REQUESTED PERMITS / APPROVALS: The Project Applicant is requesting the following discretionary approvals as part of the Proposed Project: Zone Change (consolidating portions zoned [Q]C4-1 and (T)(Q)RAS4-1 to a single (T)(Q)RAS4-1 zone), Site Plan Review, pursuant to the Los Angeles Municipal Code (LAMC) section 16.05-D.2, and Haul Route Approval, pursuant to LAMC section 91.7006.7.4.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: An Initial Study was completed to determine the areas of focus for the EIR. The following issues will be included in the EIR: Aesthetics, Air Quality, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, Population and Housing, Public Services, Recreation, Transportation Traffic and Parking, and Utilities and Service Systems. All other environmental issues have been found to be less than significant and will be addressed in summary fashion under the section of the EIR titled "Impacts Found to be Less than Significant."

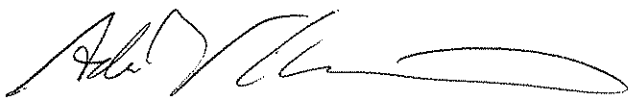
You are being notified of the City of Los Angeles' intent, as Lead Agency, to prepare an EIR for this Proposed Project, which is located in an area of interest to you and/or the organization you represent. This EIR will be prepared by outside consultants and submitted to the Department of City Planning, Environmental Review Section, for certification. The attached materials include a map of the project vicinity, a Conceptual Site Plan, and a Conceptual Elevation.

The Environmental Review Section welcomes all comments regarding environmental impacts of the Project. All comments will be considered in the preparation of the EIR. **Written comments must be submitted to this office by December 1, 2008.**

Please direct your comments to:

Adam Villani, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
(213) 978-1343 (fax)
adam.villani@planninglacity.org

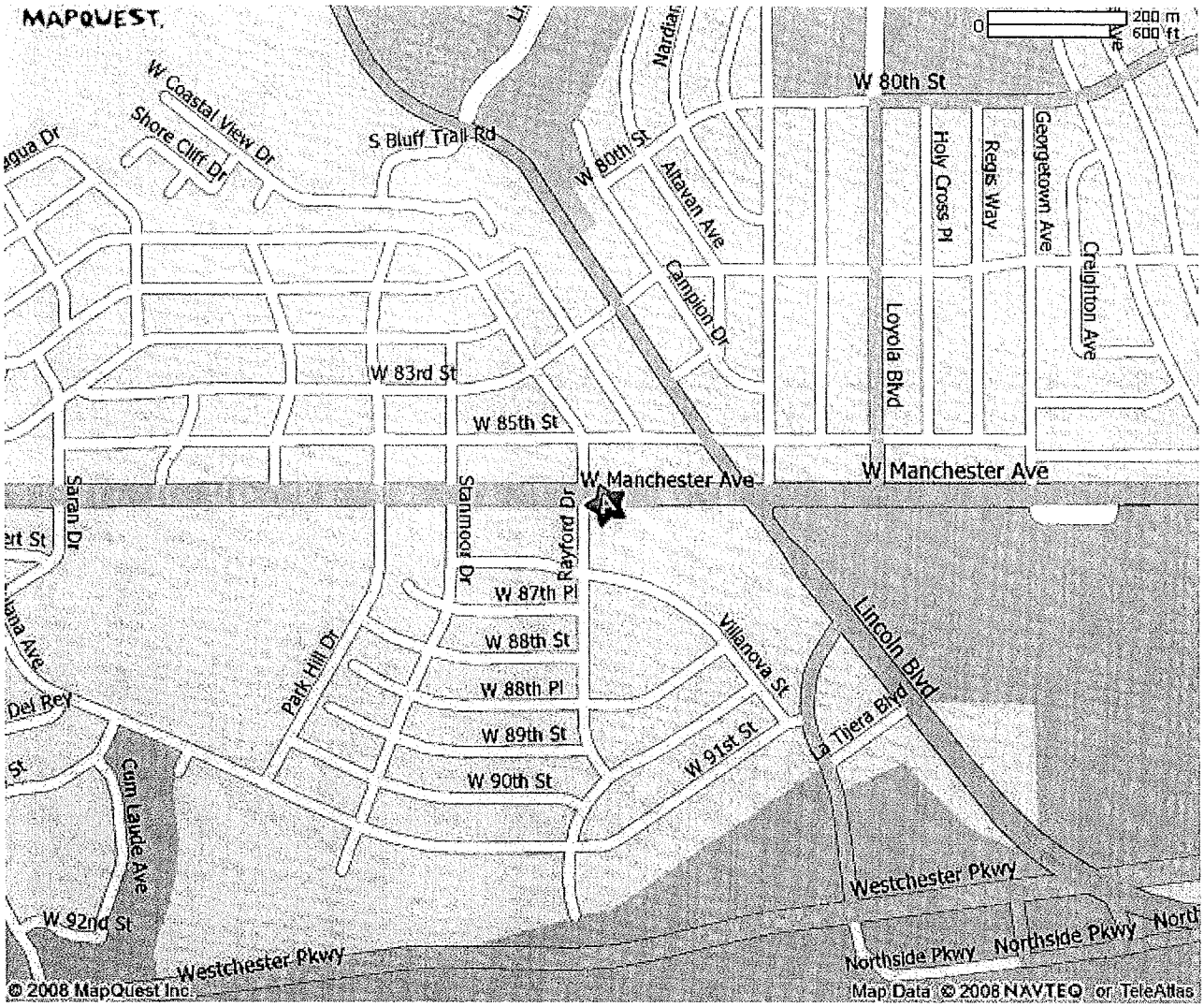
S. Gail Goldberg, AICP
Director of Planning



Adam Villani
Environmental Review Coordinator

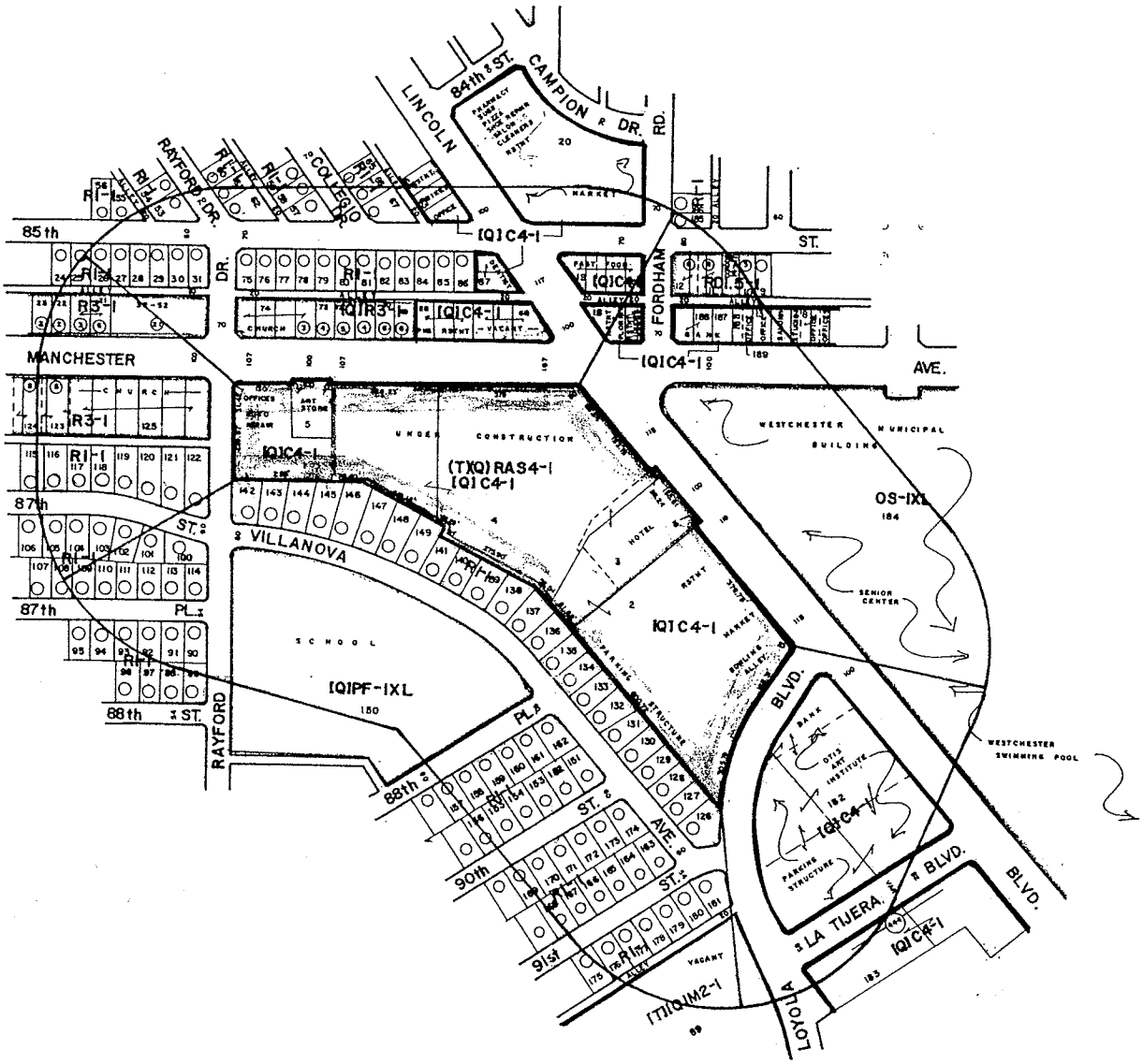
Enclosures

Vicinity Map



Address: 7250-7270 W. Manchester Ave and 8501-8555 S. Lincoln Blvd

QMS #08-115A



500' RADIUS MAP - N.O.P.

QMS Quality Mapping Service
Zoning Consultants

14549 Archwood St., Suite 301
Van Nuys, California 91405
Phone (818) 997-7949 – Fax (818) 997-0351

DRAWN BY:

THOMAS BROTHERS

Page: 702 Grid: E3

LEGAL

LOT: "SEE APPS"

TRACT:

C.D.: 11

C.T.: 2766.02

P.A.: 330 (WESTCHESTER-PLAYA DEL REY)

USES: FIELD

CONTACT: JEFFER MANGELS

PHONE: 310-712-6821

CASE NO.:

SCALE: 1" = 200'

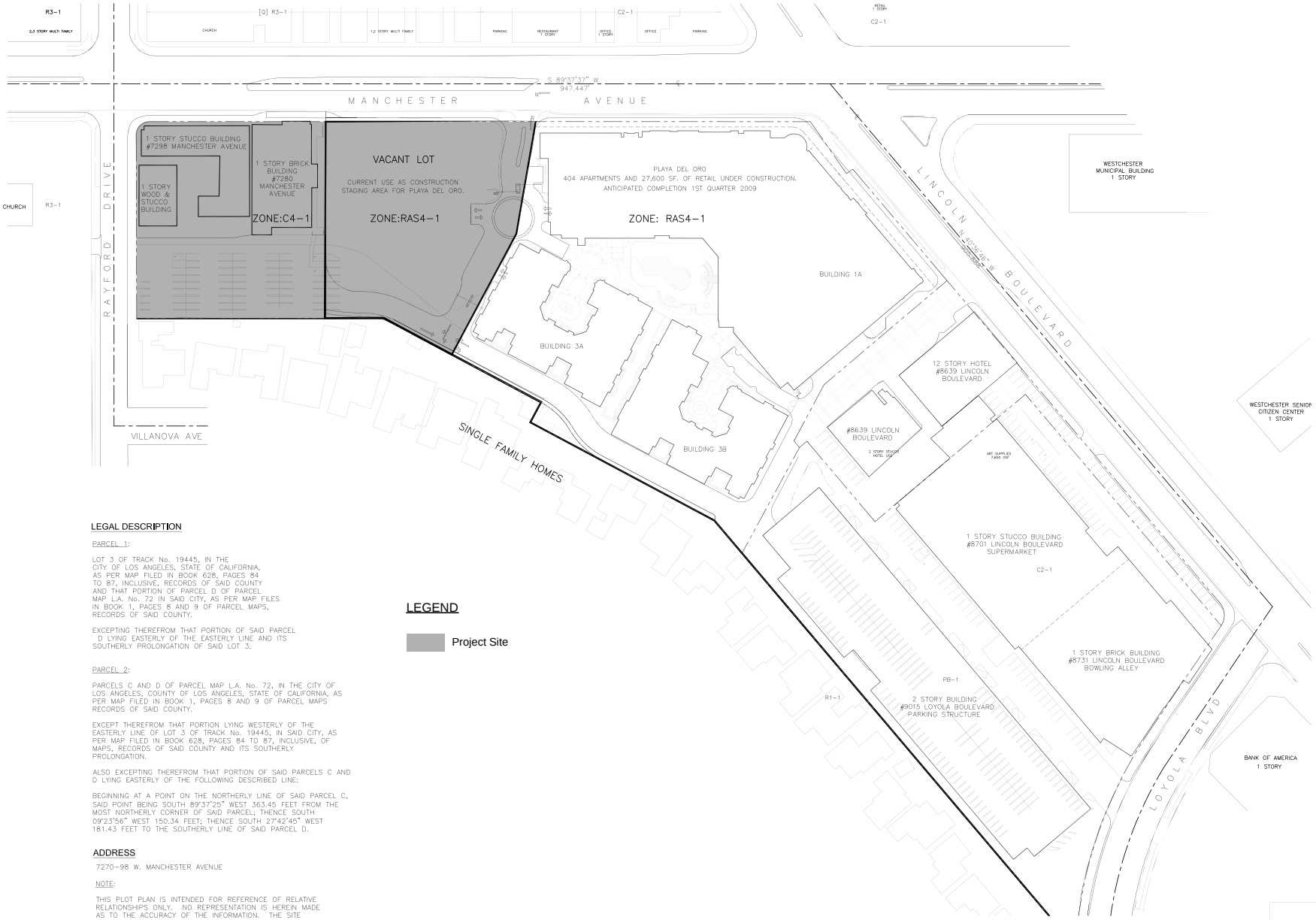
D.M.: 096B157
096B161

DATE: ~~04-08-08~~
Updated: 08-04-08

NET AC = 13.73±

NORTH

08-115 (A)
QMS



LEGAL DESCRIPTION

PARCEL 1:

LOT 3 OF TRACK No. 19445, IN THE CITY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 628, PAGES 84 TO 87, INCLUSIVE, RECORDS OF SAID COUNTY AND THAT PORTION OF PARCEL D OF PARCEL MAP L.A. No. 72 IN SAID CITY, AS PER MAP FILES IN BOOK 1, PAGES 8 AND 9 OF PARCEL MAPS, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION OF SAID PARCEL D LYING EASTERLY OF THE EASTERLY LINE AND ITS SOUTHERLY PROLONGATION OF SAID LOT 3.

PARCEL 2:

PARCELS C AND D OF PARCEL MAP L.A. No. 72, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 1, PAGES 8 AND 9 OF PARCEL MAPS RECORDS OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION LYING WESTERLY OF THE EASTERLY LINE OF LOT 3 OF TRACK No. 19445, IN SAID CITY, AS PER MAP FILED IN BOOK 628, PAGES 84 TO 87, INCLUSIVE, OF MAPS, RECORDS OF SAID COUNTY AND ITS SOUTHERLY PROLONGATION.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID PARCELS C AND D LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE NORTHERLY LINE OF SAID PARCEL C, SAID POINT BEING SOUTH 89°37'25" WEST 363.45 FEET FROM THE MOST NORTHERLY CORNER OF SAID PARCEL; THENCE SOUTH 09°23'56" WEST 150.34 FEET; THENCE SOUTH 27°42'45" WEST 181.43 FEET TO THE SOUTHERLY LINE OF SAID PARCEL D.

ADDRESS

7270-98 W. MANCHESTER AVENUE

NOTE:

THIS PLOT PLAN IS INTENDED FOR REFERENCE OF RELATIVE RELATIONSHIPS ONLY. NO REPRESENTATION IS HEREIN MADE AS TO THE ACCURACY OF THE INFORMATION. THE SITE PROPERTY LINES, OUTLINES OF EXISTING BUILDINGS ON THE SITE AND MISCELLANEOUS SITE NOTATIONS WERE OBTAINED FROM A PARCEL MAP EXCEPTION DOCUMENT PREPARED BY PSOMAS ASSOCIATES.

LEGEND

Project Site

PLAYA MANCHESTER

FOR

DECRON PROPERTIES, CORP.

KEY PLAN

NORTH

SCALE: 1" = 50'-0"

0' 25' 50' 100' 200'

A1.1a

VAN TILBURG BANVARD & SODERBERGH, AIA
ARCHITECTURE PLANNING INTERIORS

AUGUST 5, 2008 #27007



PLAYA MANCHESTER PROJECT SUMMARY:

Site Area: 131,943 SF (Approx. 3.03 acres)
Net Site Area: 132,000 SF

Unit	LW	Studio	1 BR	2BR	Total
Total	16	58	95	91	260
Total Unit Area (sf)	12,380	33,860	73,750	97,166	217,156
Total Unit; Total in %	16=6.2%	58=22.3%	95=36.5%	91=35%	

Common Area: (includes lobbies, corridors, leasing office, etc.) 49,300 SF
Total Building Area: 266,456 SF

Floor Area Ratio: 2.02 (266,456 divided by 132,000)

PARKING SUMMARY:

						Total
Required	Studio	1 stall/ unit	x	58	=	58
	L/W	1.5 stall/ unit	x	16	=	24
	1 BD	1.5 stall/ unit	x	95	=	142.5
	2 BD	2 stall/ unit	x	91	=	182
						406.5

Provided	Direct Access		Tandem		Total
Top Level	109		22		131
Motor Ct. Level	142		60		202
Subterra	80		62		142
Total	331		144		**475**

Total Guest Parking: 65 stalls

ADDRESS
7270–98 W. MANCHESTER AVENUE

NOTE
1. THIS PLOT PLAN IS INTENDED FOR REFERENCE OF RELATIVE RELATIONSHIPS ONLY. NO REPRESENTATION IS HEREIN MADE AS TO THE ACCURACY OF THE INFORMATION. THE SITE PROPERTY LINES, OUTLINES OF EXISTING BUILDINGS ON THE SITE AND MISCELLANEOUS SITE NOTATIONS WERE OBTAINED FROM A PARCEL MAP EXCEPTION DOCUMENT PREPARED BY PSOMAS ASSOCIATES.
2. FOR ZONE DESIGNATION SEE KEY PLAN.

LEGEND
PROPOSED CONSTRUCTION
OUTLINE OF EXISTING BLDG. TO BE DEMOLISHED

PLAYA MANCHESTER
FOR
DECRON PROPERTIES, CORP.

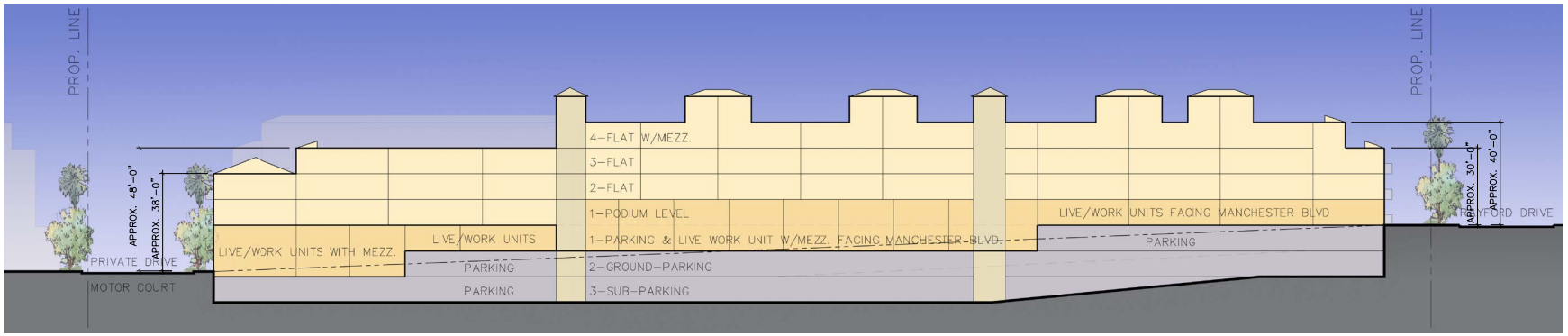
SITE PLAN

NORTH
SCALE: 1" = 40'-0"
0 20' 40' 80' 160'

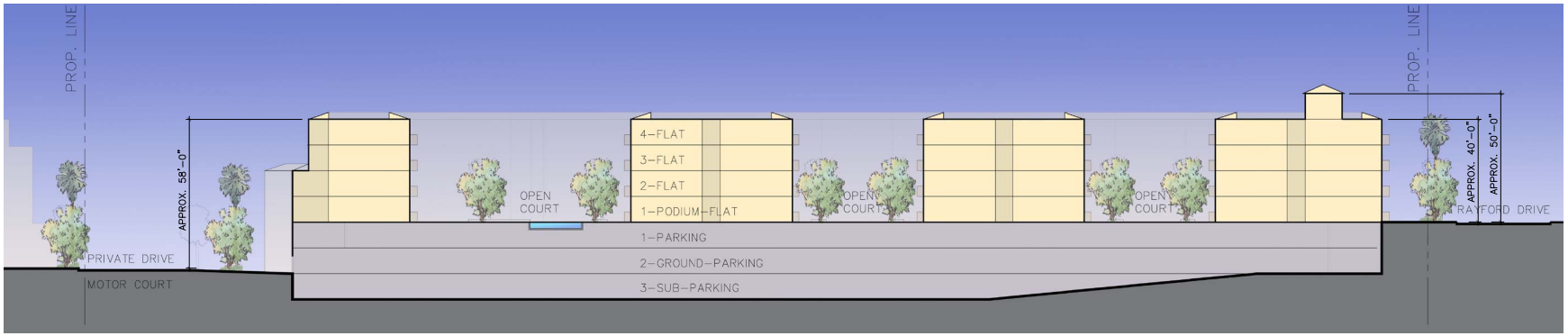
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VAN TILBURG BANVARD & SODERBERGH, AIA
ARCHITECTURE PLANNING INTERIORS

SEPT. 19, 2008 #27007



BUILDING SECTION - A



BUILDING SECTION - B

A1.8

PLAYA MANCHESTER

FOR

DECRON PROPERTIES, CORP.

BUILDING SECTIONS

NORTH

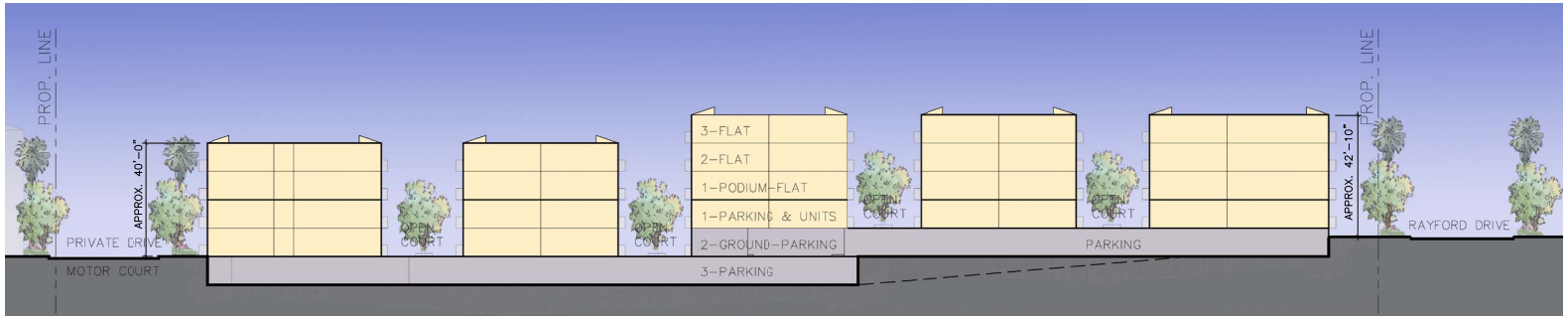
SCALE: 1" = 20'-0"

0' 10' 20' 40' 80'

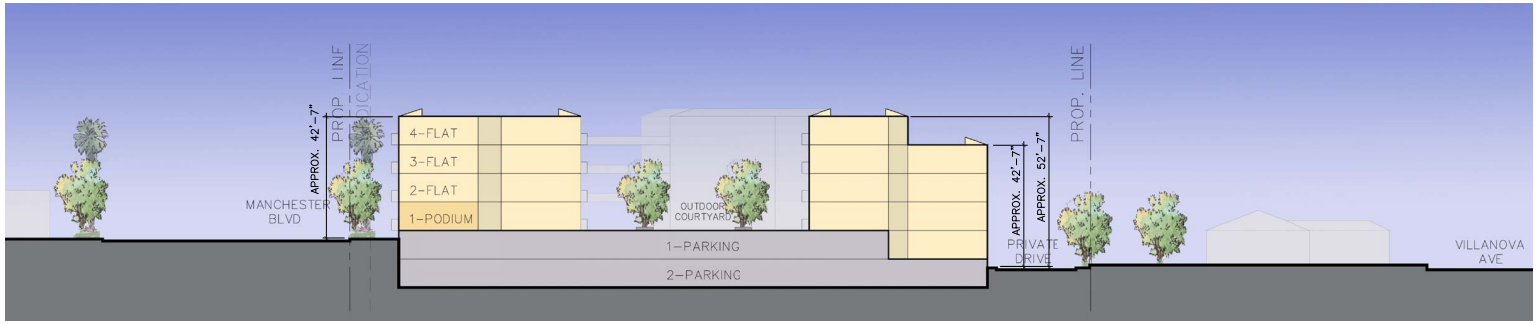
VAN TILBURG BANVARD & SODERBERGH, AIA

ARCHITECTURE PLANNING INTERIORS

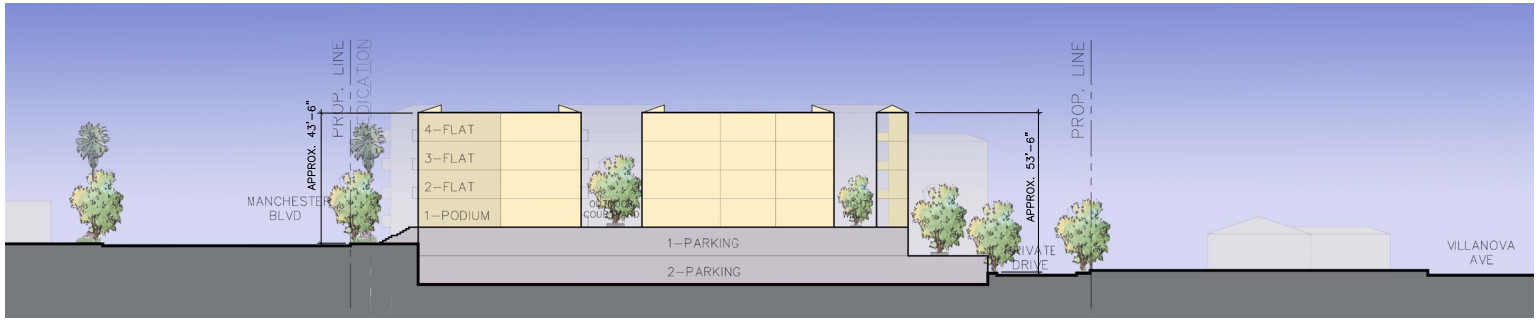
SEPT. 19, 2008 #27007



BUILDING SECTION - C



BUILDING SECTION - D



BUILDING SECTION - E

PLAYA MANCHESTER

FOR

DECRON PROPERTIES, CORP.

BUILDING SECTIONS

NORTH

SCALE: 1" = 20'-0"

A1.9

VAN TILBURG BANVARD & SODERBERGH, AIA

ARCHITECTURE PLANNING INTERIORS

SEPT. 19, 2008 #27007

APPENDIX B
RESPONSES TO THE NOP

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

November 5, 2008

RECEIVED
CITY OF LOS ANGELES
NOV 14 2008
ENVIRONMENTAL
UNIT

Adam Villani
Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Dear Mr. Villani:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the mixed-use project located at 7270-7298 W. Manchester Avenue. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

3. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;
4. A summary of the existing transit services in the area;
5. Estimated project trip generation and mode assignment for both morning and evening peak periods;
6. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;
7. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
8. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

Because of the proposed project's close proximity to Metro transit service, the DEIR should consider construction activities that may impact Metro bus lines:

9. Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. Other Municipal Bus Service Operators including Santa Monica Big Blue Bus may also be impacted and therefore should be included in construction outreach efforts.

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Draft EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,



Susan Chapman
Program Manager, Long Range Planning

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

October 31, 2008

Mr. Adam Villani, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES
NOV 14 2008
ENVIRONMENTAL
UNIT

Dear Mr. Villani:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the ENV-2008-2610-EIR Playa Manchester Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on sitting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Daniel Garcia, Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:DG:AK
LAC081031-04AK
Control Number

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 SO. MAIN ST.
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
E-Mail:NersesYerjanian@dot.ca.gov

RECEIVED
CITY OF LOS ANGELES
NOV 14 2008
ENVIRONMENTAL
UNIT

Flex your power!
Be energy efficient!

Mr. Adam Villani
Planning Department
City of LosAngeles
200 N. Spring St., Room 750
LosAngeles, CA. 90012

IGR/CEQA# 081101/NY
NOP/Playa Manchester-260 Dwelling units
LA/001/31.

November 5, 2008

Dear Mr. Villani:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 260 Dwelling units in City of LosAngeles. Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 1.

2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.

3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be

specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.

5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:

- description of transportation infrastructure improvements
- financial costs, funding sources and financing
- sequence and scheduling considerations
- implementation responsibilities, controls and monitoring

Any mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's **Traffic Impact Study Guidelines.**

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Nerses Armand Yerjanian
IGR/CEQA Project Engineer/Coordinator
Caltrans District 07
Regional Transportation Planning Office
100 S. Main St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 081101/NY.

Sincerely,

Nerses A. Yerjanian

Nerses Armand Yerjanian
IGR/CEQA Project Engineer/Coordinator
Regional Transportation Planning

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

RECEIVED
CITY OF LOS ANGELES
NOV 05 2008
ENVIRONMENTAL
UNIT

October 30, 2008

To: Reviewing Agencies

Re: Playa Manchester
SCH# 2008101153

Attached for your review and comment is the Notice of Preparation (NOP) for the Playa Manchester draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Adam Villani
City of Los Angeles Planning Department
200 N. Spring Street, Room 750
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Assistant Deputy Director & Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2008101153
Project Title Playa Manchester
Lead Agency Los Angeles, City of

Type NOP Notice of Preparation

Description Decron Properties, Corp. ("the Applicant") proposes to develop a mixed-use project containing a total of 260 dwelling units, including 16 ground floor live/work units (the "Proposed Project"). The Proposed Project will be developed on a 3.03 acre site located at 7270 through 7298 W. Manchester Avenue and 8626 Rayford Drive in the Westchester-Playa del Rey Community Plan area (the "Project Site"). The Project Site is currently developed with 24,000 square feet of retail and office uses.

The Proposed Project will contain approximately 266,456 square feet of floor area and have a Floor Area Ratio of approximately 2.0:1. The Proposed Project will consists of a four-story building with one level of subterranean parking. The fourth floor residential units that face Manchester Avenue will include mezzanines above the top floor with private terraces. Each mezzanine will be a maximum of 500 square feet.

Lead Agency Contact

Name Adam Villani
Agency City of Los Angeles Planning Department
Phone (213) 978-1472 **Fax**
email
Address 200 N. Spring Street, Room 750
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Manchester Avenue and Lincoln Boulevard
Lat / Long 33° 57' 33.4" N / 118° 25' 12.5" W
Parcel No. 4119026040, -022, -039
Township 2S **Range** 15W **Section** 35 **Base** San Bern

Proximity to:

Highways 1 and 42
Airports LAX
Railways
Waterways Marina del Rey, Ballona Creek
Schools numberous
Land Use

Project Issues Aesthetic/Visual; Air Quality; Drainage/Absorption; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Water Resources; Native American Heritage Commission; Department of Fish and Game, Region 5; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation

Date Received 10/30/2008 **Start of Review** 10/30/2008 **End of Review** 12/01/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List — County: Los Angeles — SCH# 2008041153

Resources Agency

- [x] **Resources Agency** Nadell Gayou
- [ ] **Dept. of Boating & Waterways** David Johnson
- [ ] **California Coastal Commission** Elizabeth A. Fuchs
- [ ] **Colorado River Board** Gerald R. Zimmerman
- [ ] **Dept. of Conservation** Sharon Howell
- [ ] **California Energy Commission** Dale Edwards
- [ ] **Cal Fire** Allen Robertson
- [x] **Office of Historic Preservation** Wayne Donaldson
- [x] **Dept of Parks & Recreation** Environmental Stewardship Section
- [ ] **Central Valley Flood Protection Board** Mark Herald
- [ ] **S.F. Bay Conservation & Dev't. Comm.** Steve McAdam
- [x] **Dept. of Water Resources** Resources Agency Nadell Gayou
- [ ] _____ Conservancy

Fish and Game

- [ ] **Depart. of Fish & Game** Scott Flint Environmental Services Division
- [ ] **Fish & Game Region 1** Donald Koch
- [ ] **Fish & Game Region 1E** Laurie Harnsberger
- [ ] **Fish & Game Region 2** Jeff Drongesen
- [ ] **Fish & Game Region 3** Robert Floerke
- [ ] **Fish & Game Region 4** Julie Vance
- [x] **Fish & Game Region 5** Don Chadwick Habitat Conservation Program
- [ ] **Fish & Game Region 6** Gabrina Gatchel Habitat Conservation Program
- [ ] **Fish & Game Region 6 I/M** Gabrina Getchel Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M** George Isaac Marine Region

Other Departments

- [ ] **Food & Agriculture** Steve Shaffer Dept. of Food and Agriculture
- [ ] **Depart. of General Services** Public School Construction
- [ ] **Dept. of General Services** Anna Garbeff Environmental Services Section
- [ ] **Dept. of Public Health** Veronica Malloy Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] **Delta Protection Commission** Debby Eddy
- [ ] **Office of Emergency Services** Dennis Castrillo
- [ ] **Governor's Office of Planning & Research** State Clearinghouse
- [x] **Native American Heritage Comm.** Debbie Treadway
- [ ] **Public Utilities Commission** Leo Wong
- [ ] **Santa Monica Bay Restoration** Guangyu Wang
- [ ] **State Lands Commission** Marina Brand
- [ ] **Tahoe Regional Planning Agency (TRPA)** Cherry Jacques

Business, Trans & Housing

- [ ] **Caltrans - Division of Aeronautics** Sandy Hesnard
- [ ] **Caltrans - Planning** Terri Pencovic
- [x] **California Highway Patrol** Shirley Kelly Office of Special Projects
- [ ] **Housing & Community Development** CEQA Coordinator Housing Policy Division

Dept. of Transportation

- [ ] **Caltrans, District 1** Rex Jackman
- [ ] **Caltrans, District 2** Marcelino Gonzalez
- [ ] **Caltrans, District 3** Bruce de Terra
- [ ] **Caltrans, District 4** Lisa Carboni
- [ ] **Caltrans, District 5** David Murray
- [ ] **Caltrans, District 6** Michael Navarro
- [x] **Caltrans, District 7** Elmer Alvarez
- [ ] **Caltrans, District 8** Dan Kopulsky
- [ ] **Caltrans, District 9** Gayle Rosander
- [ ] **Caltrans, District 10** Tom Dumas
- [ ] **Caltrans, District 11** Jacob Armstrong
- [ ] **Caltrans, District 12** Ryan P. Chamberlain

Cal EPA

Air Resources Board

- [ ] Airport Projects Jim Lerner
- [ ] Transportation Projects Ravi Ramalingam
- [ ] Industrial Projects Mike Tollstrup
- [ ] **California Integrated Waste Management Board** Sue O'Leary
- [ ] **State Water Resources Control Board** Regional Programs Unit Division of Financial Assistance
- [ ] **State Water Resources Control Board** Student Intern, 401 Water Quality Certification Unit Division of Water Quality
- [ ] **State Water Resouces Control Board** Steven Herrera Division of Water Rights
- [x] **Dept. of Toxic Substances Control** CEQA Tracking Center
- [ ] **Department of Pesticide Regulation** CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1** Cathleen Hudson North Coast Region (1)
- [ ] **RWQCB 2** Environmental Document Coordinator San Francisco Bay Region (2)
- [ ] **RWQCB 3** Central Coast Region (3)
- [x] **RWQCB 4** Teresa Rodgers Los Angeles Region (4)
- [ ] **RWQCB 5S** Central Valley Region (5)
  - [ ] **RWQCB 5F** Central Valley Region (5) Fresno Branch Office
  - [ ] **RWQCB 5R** Central Valley Region (5) Redding Branch Office
- [ ] **RWQCB 6** Lahontan Region (6)
  - [ ] **RWQCB 6V** Lahontan Region (6) Victorville Branch Office
- [ ] **RWQCB 7** Colorado River Basin Region (7)
- [ ] **RWQCB 8** Santa Ana Region (8)
- [ ] **RWQCB 9** San Diego Region (9)

- [ ] **Other** _____

Last Updated on 10/23/2008

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

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

RECEIVED
CITY OF LOS ANGELES

DEC 02 2008

ENVIRONMENTAL
UNIT

November 20, 2008

Mr. Adam Villani, Planning Assistant
City of Los Angeles City Planning Department
200 North Spring Street, Room 750
Los Angeles, CA 90012

Re: SCH#2008101153; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Playa Manchester Mixed-Use Project; Westchester-Playa del Rey Community Plan Area; Los Angeles; County, California

Dear Mr. Villani:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action: The project area (APE) is within a very culturally sensitive area.

√ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur.. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov. The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ The Native American Heritage Commission (NAHC) performed:

* A Sacred Lands File (SLF) search of the project 'area of potential effect (APE)': The results: No known Native American Cultural Resources were identified.: However the NAHC SLF is not exhaustive and local tribal contacts should be consulted from the attached list.

- The NAHC advises the use of Native American Monitors, also, when professiona

archaeologists or the equivalent are employed by project proponents, in order to ensure proper identification and care given cultural resources that may be discovered. The NAHC, FURTHER, recommends that contact be made with Native American Contacts on the attached list to get their input on potential IMPACT of the project (APE) on cultural resources.. In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s) or Native American individuals or elders.

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Again, a culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.

- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

√ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Ms. Janielle Jenkins
Governor's Office of Legal Affairs

Ms. Sara Drake, Esq.
Office of California Attorney General

Native American Contacts
Los Angeles County
November 20, 2008

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C Gabrielino
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
, Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor Gabrielino Tongva
Los Angeles , CA 90021
office @tongvatribe.net
(213) 489-5001 - Office
(909) 262-9351 - cell
(213) 489-5002 Fax

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008101153; CEQA Notice of Preparation (NOP) and draft Environmental Impact Report (DEIR) for the Playa Manachester Mixed-Use Development; located along West Manchester Avenue in the Westchester-Playa del Rey Community Plan Area; City of Los Angeles; Los Angeles County, California.

November 2, 2008

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CITY OF LOS ANGELES

NOV 06 2008

ENVIRONMENTAL
UNIT

Adam Villani, Environmental Review coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: EIR No: ENV-2008-2610-EIR
7270-7298 W. Manchester Avenue, Los Angeles, CA 90045

Dear Sir:

We are writing to express our absolute objection and opposition to the proposed project at 7270-7298 W. Manchester Avenue, Los Angeles, 90045, for 260 new dwelling units. We own a 6 unit apartment across the street at 7263 W. Manchester Avenue so we know this area very well. This proposed project will add entirely too much new congestion, traffic and crowding to this area. The Playa del Oro development is already adding a huge increase in congestion and traffic so an additional 260 units to this one block is absolutely not environmentally sound or acceptable.

The traffic at the intersections of Lincoln Blvd & Manchester Avenue and of Rayford Drive & Manchester Avenue will be completely overwhelmed by this much new development. Right now in the mornings and afternoons when people are coming and going from work and to the local elementary school (Loyola Elementary School on Rayford Drive) and to the local high school (Westchester High School on Manchester Avenue) the traffic is always backed up for blocks. In addition, all this traffic creates safety issues for the masses of students and pedestrians crossing the intersections. And the Playa del Oro development is not even finished so all those new occupants and cars aren't even on the road yet so we haven't experienced the full effect of that added traffic.

It is completely irresponsible for the city to overlook the excessive congestion in this block of Manchester that already exists and to even consider adding more congestion. We invite you to go to the intersections on any week day morning or afternoon when the schools get out to observe the traffic and pedestrians crossing the intersections. Then factor in all the additional cars from Playa del Oro that are yet to be added. It is beyond comprehension that the city could approve of this new project that will further aggravate an already bad situation.

Thank you for your attention to this information. Please contact us if you need additional input.

Sincerely,

Bob Waldron Kyra Waldron
310-305-4226
2307 John St, Manhattan Beach, CA 90266

Congregational Church of the Messiah
GATHERED 1907
7300 WEST MANCHESTER AVENUE, LOS ANGELES, CALIFORNIA 90045-2397

Reverend David L. Gray, D. Min.

November 20, 2008

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CITY OF LOS ANGELES

DEC 09 2008

ENVIRONMENTAL
UNIT

Adam Villani, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: EIR NO.: ENV-2008-2610-EIR
PROJECT LOCATION/ADDRESS: 7270-7298 W. Manchester Ave, Los Angeles, CA 90045
COMMUNITY PLANNING AREA: Westchester – Playa del Rey
COUNCIL DISTRICT: 11 (Bill Rosendahl)
DUE DATE FOR PUBLIC COMMENTS: December 1, 2008

Dear Mr. Villani:

At the direction of the Board of Directors of the Congregational Church of the Messiah, I am answering your letter of October 30, 2008 regarding EIR NO.: ENV-2008-2610-EIR.

We oppose this projected additional construction for the following reasons:

1) The original application that was made was for condo units. They are now represented to be rental units. This indicates a transient rather than a stable population.

2) They plan to open the first construction with less than fifty percent (50%) of their commercial units leased. In view of the economic situation, we would like to see a positive rental history before expansion permission is given. The possibility of having an attractive nuisance is present.

3) We wish you to reevaluate the actual additional traffic problems before this construction expansion is granted.

Thank you for your consideration of our concerns.

Sincerely,

Suzanne Wheeler
Secretary, Board of Directors
Congregational Church of the Messiah

Church: 310.670.2242 —— E-mail: messiah1907@sbcglobal.net —— Fax: 310.670.0286

APPENDIX C
LETTERS FROM PUBLIC SERVICE AND UTILITY AGENCIES

Los Angeles Unified School District

Office of Environmental Health and Safety

DAVID L. BREWER III
Superintendent of Schools

DAVID HOLMQUIST
Chief Operating Officer

YI HWA KIM
Interim Director

April 30, 2008

Christopher A. Joseph & Associates
11849 West Olympic Boulevard – Suite 101
Los Angeles, CA 90064

SUBJECT: Request for LAUSD School Service Information
Playa Manchester Project

Thank you for giving the Los Angeles Unified School District (LAUSD) the opportunity to provide information regarding educational facility service in the area of the proposed ***Playa Manchester Project***. Following the demolition of existing structures, the Proposed Project will include the construction of a 250-unit apartment complex with one level of subterranean parking.

The proposed development is located about 100 feet north of ***Loyola Village Elementary School*** and 1,000 feet east of ***Westchester High School***. Based on the extent/location of the proposed development, it is our opinion that significant environmental impacts on the surrounding community (traffic, noise, air pollution, etc.) will occur. Since significant impacts to LAUSD schools are anticipated, mitigation measures designed to help reduce or eliminate such impacts are included in this response. Owing to the project's close proximity to District schools, we also request that a communication line be established directly with the school to ensure that any project construction-related impacts can be reported and promptly mitigated by site construction personnel. Please contact me at (213) 241-3199 and I will help coordinated communication with school administrators.

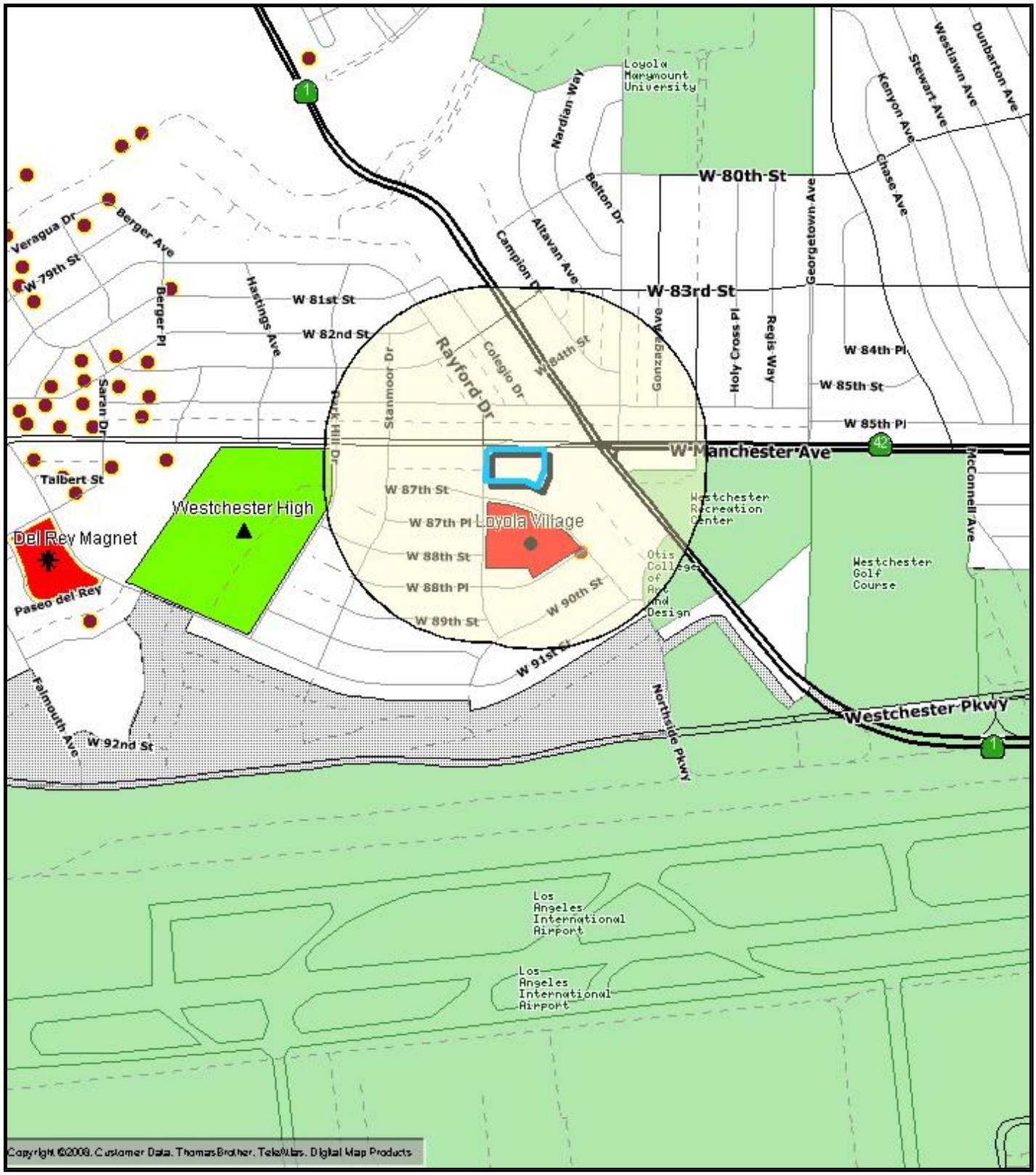
Schools currently serving this project include ***Loyola Village Elementary School***, ***Wright Middle School***, and ***Westchester Senior High School***. Information regarding each school's capacity and enrollments is attached. Additionally, one new school is planned for construction in the project area to help relieve known school overcrowding. Information regarding ***School Developer Fees*** and ***Student Generation Rates*** is available by contacting the ***LAUSD Developer Fee Office*** at *(213) 743-3670*. The District updates this information on a yearly basis. The last update occurred in November 2007.

Thank you for your attention to this matter. If you need additional information, please call me at *(213) 241-3199*.

Glenn Striegler – PG
Environmental Assessment Coordinator

Attachments

c: Michelle King
Melinda Goodall
Anita Barner
Whitney Fields



Playa Manchester Project

250-Unit Apt Complex with 1 Level Subterran Parking After Demo

N

1000ft

CityGIS

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Los Angeles Unified School District

Office of Environmental Health and Safety

DAVID L. BREWER III
Superintendent of Schools

DAVID HOLMQUIST
Chief Operating Officer

YI HWA KIM
Interim Director

ENVIRONMENTAL IMPACT RESPONSE

Construction of the **Playa Manchester Project**, which includes 250-unit apartment complex with one level of subterranean parking following the demolition of existing structures, warrants the following actions to address environmental impacts related to school traffic, pedestrian routes, and transportation safety issues at ***Loyola Village Elementary School*** and ***Westchester Senior High School***:

- ***School Bus Access***
  - Prior to construction, contact LAUSD Transportation Branch at *(323) 342-1400* regarding potential impact to school bus routes.
  - Maintain unrestricted access for school buses during construction.
  - Comply with provisions of the California Vehicle Code by requiring construction vehicles to stop when encountering school buses using red flashing lights.

- ***School Pedestrian/Traffic Safety Access***
  - Not endanger passenger safety or delay student drop-off or pickup due to changes in traffic patterns, lane adjustments, altered bus stops, or traffic lights.
  - Maintain safe and convenient pedestrian routes to LAUSD schools.
  - Maintain ongoing communication with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.
  - Install appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
  - Not haul past affected school sites, except when school is ***not*** in session. If that is infeasible, not haul during school arrival and dismissal times.
  - Not staging or parking of construction-related vehicles, including worker-transport vehicles, adjacent to school sites.
  - Provide crossing guards when safety of students may be compromised by construction-related activities at impacted school crossings.
  - Install barriers and/or fencing to secure construction equipment and site to prevent trespassing, vandalism, and attractive nuisances.
  - Provide security patrols to minimize trespassing, vandalism, and short-cut attractions.

Los Angeles Unified School District

Facilities Services Division

DAVID L. BREWER III
Superintendent of Schools

JOSEPH A. MEHULA
Chief Executive, Facilities Services Division

FREDERICK C. SMITH
Acting Deputy Chief Executive, New Construction Branch

RENA S. PEREZ
Director, Master Planning and Demographics

Date: April 29, 2008

TO: Christopher A. Joseph & Associates
11849 W. Olympic Blvd., Suite 101
Los Angeles, CA 90064
Attn: Cristina Lowery

FROM: Rena Perez, Director
Master Planning & Demographics

SUBJECT: Environmental Impact Report Information Requested for: ***PLAYA MANCHESTER PROJECT, 7250, 7260, 7270, 7280, 7296, AND 7298 MANCHESTER AVENUE, AND 8624 RAYFORD DRIVE, LOS ANGELES, CA 90045***

Included please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools that may be impacted by the development project(s) in question. This report contains data on each school's current and projected capacities, enrollments, and school calendars, and is designed to address any questions pertaining to overcrowding and factors related to school capacity.

Please note that the data in this report *already take into account* portable classrooms on site, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools. **Enrollment and capacity data are updated annually and become available after December 1 of each year. Projected enrollment and capacity data are updated annually and become available after May 1 of each year.**

Additional information can be found in LAUSD's 2008 "Strategic Execution Plan" at www.laschools.org/sep/, on LAUSD's Facilities main webpage at www.laschools.org/, or on LAUSD's general website, at www.lausd.net.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

Questions: 1-2 Please see LAUSD Schools Enrollments and Capacities Report details;

Questions: 3-4 Please refer to the Enrollment and Capacities Report for identification of any new schools planned to relieve known overcrowding. LAUSD is currently using the 2007 Strategic Execution Plan (SEP) for long range planning and implementation of the school construction program;

Questions: 5-6 The school fee justification study is updated annually. Please Contact the LAUSD Developer Fee Office at (213) 743-3670 for more information regarding fees and student generation rates.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT

2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
   Attendance area boundary descriptions for existing schools identified as serving the proposed project.

Sincerely,

Rena Perez, Director

1055 W. 7th St., 9th Floor, Los Angeles, CA 90017 • Mailing Address: P.O. Box 513307-1307, Los Angeles, CA 90017-2577 •Telephone (213)893-6850 •Fax (213)893-6851

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: Playa Manchester Project, 7250, 7260, 7270, 7280, 7296, and 7298 Manchester Ave., and 8624 Rayford Drive, Los Angeles, CA 90045

SCHOOL YEAR: 2007-2008

(Enrollment & Capacities reflect data from School Year (SY) 2007-2008. SEE DISCLAIMER BELOW.)

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Capacity	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
5014	LOYOLA VILLAGE EL	1 TRK	365	165	234	200	**No**	678	156	522	**No**
8493	WRIGHT MS	1 TRK	1643	992	1176	651	**No**	1422	859	563	**No**
8943	WESTCHESTER SH	1 TRK	3258	1266	1847	1992	**No**	2765	1118	1647	**No**

	Schools Planned to Relieve Known Overcrowding	13
	Central Region ES #22	650

DISCLAIMER: ***DATA ARE UPDATED ANNUALLY. SY 2007-2008 DATA WILL BECOME AVAILABLE AFTER DECEMBER 1ST 2007.***
PROJECTED DATA WILL BECOME AVAILABLE AFTER MAY 1ST 2008.

NOTES:

[1] School's ID code

[2] School's name (High schools listed include enrollments & capacities for all co-located programs at the high school site).

[3] The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 3 TRK or 4 TRK), because of overcrowded conditions.

[4] School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar.

[5] The total number of students living in the school's attendance area and who are eligible to attend the school. Includes secondary-grades magnet students.
-Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
-A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[6] The number of students actually attending the school now, including secondary-grades magnet students.

[7] Current seating overage or(shortage); equal to (current capacity) - (resident enrollment).

[8] Current overcrowding status of school. The school is currently overcrowded if any of these conditions exist:
-School is currently on a multi-track calendar
-There is currently a seating shortage
-There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats

[9] The capacity the school will have after shifting to a 2-semester (1 TRK) calendar and implementing operational goals such as full-day kindergarten and class-size reduction.

[10] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes secondary-grades magnet students.

[11] Projected seating overage or(shortage); equal to (projected capacity) - (projected enrollment).

[12] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
-School remains on a multi-track calendar.
-There is a seating shortage in the future.
-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.

[13] The anticipated capacity of new schools planned for the area. While these new seats will help offset projected overcrowding at the existing schools listed in this report, there may other overcrowded schools not listed here that are also targeted to be relieved by these new schools. Therefore, it should not be assumed that these planned school capacities will be allocated solely towards offsetting overcrowding at the existing schools listed here.

* Charter School: Information on the school's current capacity is unavailable.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 5014

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR LOYOLA VILLAGE SCHOOL EFFECTIVE JULY 1, 2006.

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective September 8, 1982 (clarified 9-1-1985; 7-1-1994; 6-6-2003).

This is an official copy for your file.

(GRADES K - 5)

BALLONA CREEK, NORTHERLY AND EASTERLY, FROM LINCOLN BOULEVARD TO EXTENSION OF BAY STREET * BAY STREET AND EXTENSION * JEFFERSON BOULEVARD * DAWN CREEK AND EXTENSION * A LINE EASTERLY AND NORTHERLY ALONG THE BLUFFS SOUTH OF BLUFF CREEK DRIVE, TO THE NORTHERN EXTENSION OF GEORGETOWN AVENUE * GEORGETOWN AVENUE AND EXTENSIONS * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * PERSHING DRIVE TO THE INTERSECTION OF WORLD WAY WEST AND PERSHING DRIVE * STANMOOR DRIVE AND EXTENSION * 90TH STREET * PARK HILL DRIVE * MANCHESTER AVENUE * HASTINGS AVENUE * A LINE EXTENDED NORTHERLY, FROM 80TH STREET AT HASTINGS AVENUE, TO AND EXCLUDING 7901 LINCOLN BOULEVARD * LINCOLN BOULEVARD TO BALLONA CREEK.

OPTIONAL: LOYOLA VILLAGE AND KENTWOOD SCHOOLS (IF SPACE AVAILABLE)

(GRADES 1 - 5)

BALLONA CREEK * LINCOLN BOULEVARD TO AND INCLUDING 7901 LINCOLN BOULEVARD * A LINE EXTENDED SOUTHWESTERLY TO THE INTERSECTION OF HASTINGS AVENUE AND 80TH STREET * HASTINGS AVENUE * MANCHESTER AVENUE * PARK HILL DRIVE * 90TH STREET * STANMOOR DRIVE AND EXTENSION TO THE INTERSECTION OF WORLD WAY WEST AND PERSHING DRIVE * PERSHING DRIVE * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * PACIFIC OCEAN.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
School
Pupil Statistics
Transportation Branch
Master Planning and Demographics
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities Services Division

LOC. CODE: 8493

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR ORVILLE WRIGHT MIDDLE SCHOOL EFFECTIVE JULY 1, 2006.

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective September 18, 1995 (clarified 6-6-2003).

This is an official copy for your file.

(GRADES 6 - 8)

BALLONA CREEK, NORTHERLY AND EASTERLY, TO EXTENSION OF BAY STREET * BAY STREET AND EXTENSION * JEFFERSON BOULEVARD * DAWN CREEK AND EXTENSION * A LINE EASTERLY AND NORTHERLY ALONG THE BLUFFS SOUTH OF TEALE STREET, SEWER ROAD, AND BLUFF CREEK DRIVE * CENTINELA AVENUE (BOTH SIDES EXCLUDED) TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * PACIFIC OCEAN.

OPTIONAL: WRIGHT AND AUDUBON MIDDLE SCHOOLS

STOCKER STREET * VALLEY RIDGE AVENUE * 57TH STREET * ALVISO AVENUE TO 60TH STREET * ALVISO AVENUE (BOTH SIDES) * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * FAIRFAX AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:

School
Pupil Statistics
Transportation Branch
Master Planning and Demographics
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 8943

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR WESTCHESTER SENIOR HIGH SCHOOL EFFECTIVE JULY 1, 2006.

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective September 18, 1995 (clarified 6-27-2005).

This is an official copy for your file.

(GRADES 9 - 12)

BALLONA CREEK, NORTHERLY AND EASTERLY, TO EXTENSION OF BAY STREET * BAY STREET AND EXTENSION * JEFFERSON BOULEVARD * DAWN CREEK AND EXTENSION * A LINE EASTERLY AND NORTHERLY ALONG THE BLUFFS SOUTH OF TEALE STREET, SEWER ROAD, AND BLUFF CREEK DRIVE * CENTINELA AVENUE (BOTH SIDES EXCLUDED) TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * PACIFIC OCEAN.

OPTIONAL: WESTCHESTER AND CRENSHAW HIGH SCHOOLS

STOCKER STREET * VALLEY RIDGE AVENUE * 57TH STREET * ALVISO AVENUE TO 60TH STREET * ALVISO AVENUE (BOTH SIDES) * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * FAIRFAX AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
School
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Transportation Branch
Master Planning and Demographics
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES POLICE DEPARTMENT

WILLIAM J. BRATTON
Chief of Police

P.O. Box 30158
Los Angeles, Calif. 90030
Telephone: (213) 485-4101
TDD: (877) 275-5273
Ref #: 2.2.2

ANTONIO R. VILLARAIGOSA
Mayor

May 27, 2008

Ms. Cristina Lowery
Research Assistant
Christopher A. Joseph & Associates
11849 West Olympic Boulevard, Suite 101
Los Angeles, California 90064

PROJECT TITLE: Playa Manchester

Dear Ms. Lowery:

The proposed project involves the Los Angeles Police Department's Pacific Area. Enclosed are Area crime rates, predominant crimes, response time to emergency calls for service, and personnel statistics, which were obtained from Pacific Area. The Department's response is based on information received from the Area in which the project is located, Information Technology Division and input from Community Relations Section, Crime Prevention Unit personnel.

A project of this size would have a moderate impact on police services in the Pacific Area. The Department is available to advise you on crime prevention features appropriate for design of the property involved in this project. The Department strongly recommends developers contact Crime Prevention Unit personnel regarding these features.

Upon completion of the project, you are encouraged to provide the Pacific Area Commanding Officer with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Should you have any questions regarding this response, please contact Sergeant Karen Leong, Crime Prevention Unit, Community Relations Section, at (213) 485-3134.

Very truly yours,

WILLIAM J. BRATTON
Chief of Police

DOUGLAS G. MILLER, Lieutenant
Officer in Charge
Community Relations Section
Office of the Chief of Police

Enclosures

PACIFIC AREA

The Playa Manchester project is located in Pacific Area in Reporting District (RD) 1483. Pacific Area covers 25.47 square miles and the station is located at 12312 Culver Boulevard, Los Angeles, 90066. The phone number is (310) 482-6310.

The service boundaries of Pacific Area are as follows: Los Angeles City boundary to the North, South, East and Ocean Front Walk to the West.

The service boundaries for RD 1483 inclusively are as follows: Manchester Avenue to the North, 91st Street to the South, Pershing Drive to the West and Lincoln Boulevard to the East.

The average response time to emergency calls for service in Pacific Area during 2007 was 7.5 minutes. The Citywide average during 2007 was 6.9 minutes. There are approximately 292 sworn officers and 20 civilian support staff deployed at Pacific Area.

There were 29 crimes per 1,000 persons in Pacific Area in 2007. Individual RD crime statistics, population and crimes per 1,000 persons are listed on the attached RD information sheets. The predominant crimes in Newton Area were grand theft, burglary from vehicle, and theft.

Prepared by:

Officer Nina Preciado
Community Relations Section
Crime Prevention Unit

LOS ANGELES POLICE DEPARTMENT
CRIMES BY REPORTING DISTRICT OF OCCURRENCE

PROJECT NAME: Playa Manchester

Types of Crime	RD 1483	AREA	CITYWIDE
Burglary from Bus.	1	158	3,441
Burglary from Res.	35	856	13,721
Burglary Other	3	125	2,485
Street Robbery	10	285	9,811
Other Robbery	7	167	3,668
Murder	0	8	394
Rape	2	40	997
Aggravated Assault	6	265	12,960
Burglary from Veh.	62	1,197	21,081
Theft from Vehicle	18	575	9,482
Grand Theft	15	1,236	11,675
Theft From Person	2	65	1,049
Purse Snatch	0	4	347
Other Theft	22	1,026	14,513
Vehicle Theft	29	971	24,391
Bunco	0	5	349
Bike	0	1	221
TOTAL	212	6,984	130,585

CRIMES PER 1000 PERSONS

REPORTING DISTRICT	CRIMES	/	POPULATION X 1000	CRIMES PER 1000 PERSONS
AREA	6,984	/	239,079	29/1000
CITYWIDE	130,585	/	4,346,867	30/1000

*All statistical information is based on 2006 Los Angeles Police Department Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 reports.

CITY OF LOS ANGELES
CALIFORNIA

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FONTAYNE HOLMES
CITY LIBRARIAN

July 9, 2008

Post-it® Fax Note 7671	Date 7/9	# of pages ▶ 2
To Christina Lowery	From Fontayne Holmes	
Co./Dept. CJ	Co.	
Phone # 310	Phone # 228-7594	
Fax # 4739336	Fax #	

Christina Lowery
Christopher Joseph & Associates
11849 W. Olympic Blvd. Suite 101
Los Angeles CA 900064

Re: Playa Manchester Project - Request for Library

Dear Ms. Lowery:

The proposed Playa Manchester Project will have a direct impact on the provision of library services in the community.

Here are responses to your specific questions:

1. The Westchester-Loyola Branch Library at 7114 W. Manchester will serve the proposed project.
2. The Westchester-Loyola Branch is a 12,500 square foot facility.
3. The collection size is 38,214 volumes
4. The service population of the Westchester-Loyola Branch is 39,714 (2000 census). Per Planning Department's estimation, the population in 2005 was 41,945 and will reach 45,411 by 2010.
5. The Westchester-Loyola Branch has a total of 11.5 staff positions.
6. There are no plans for the development of any other new libraries to serve this community.
7.
8. On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes *Criteria for New Libraries,* which recommends new size standards for the provision of LAPL facilities - 12,500 s.f. for community with less than 45,000 population and 14,500 s.f. for community with more than 45,000 population. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area. The Westchester-Loyola Branch adequately meets the current demand for library services.
9. No. Any increase in the residential population that is in close proximity (one block) to this branch has a direct impact on library services with increased demands for library materials, computers and information services. The Branch serves both the residential and the retail/commercial community six days and four nights a week.

10. The Los Angeles Public Library recommends a mitigation fee of $200 per capita based upon the projected population of the development. The funds will be used for books, computers and other library materials. It is recommended that mitigation fees be paid by the developer.

If you have further questions, please call me at (213) 228-7574.

Sincerely,

Rona Berns
Library Facilities Division

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RECEIVED
SEP 24 2008
By

ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
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ALEXANDER E. HELOU
ASSISTANT DIRECTORS
—
WASTEWATER ENGINEERING SERVICES DIV.
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210 OR 6211

September 15, 2008

File: SC.CE.

Brad Perrine
Christopher A. Joseph & Associates
523 W. 6th St. Suite 1134
Los Angeles, CA 90014

Dear Mr. Perrine:

FINAL RESPONSE Playa Manchester – Request for Wastewater Service Information

This is in response to your March 27, 2008 letter requesting wastewater service information for the proposed project. Since April 28, 2008 several Request for Information (RFIs) were sent, requesting for more details regarding the new development. Based on the newly acquired details, the Bureau of Sanitation, Wastewater Engineering Services Division (WESD), has conducted a preliminary evaluation of the potential impacts to the wastewater system for the proposed project.
Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			
Retail	80GPD/1000 SQ.FT	24,000 SQ.FT	1,920
Proposed			
Residential (Studio)	80 GPD/DU	40 DU	3,200
Residential(1BR)	120 GPD/DU	99 DU	11,880
Residential(2BR)	160 GPD/DU	97 DU	15,520
Residential(Live/ Work)	250GPD/DU	14 DU	3,500
Parking Lot	20 GPD/1000 SQ.FT	157,604 SQ.FT	3,152
Gymnasium	250 GPD/ 1000SQ.FT	1400 SQ.FT	350
Pool			N/A
Total			**36,252**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes existing 8-inch line on Loyola Blvd. The sewage from the existing pipe flows to a 10-inch and a 15-inch pipe on Loyola Blvd., and then feeds into an 18-inch line on Northside Pkwy., before discharging to a 114-inch line on Westchester Pkwy. The design capacities at d/D of 50% for the 8-inch line, is 537,809 Gallons per Day, for the 10-inch line is 455,475 Gallons per Day, for the 15-inch line is 1.93 million Gallons per Day, for the 18-inch is 1.09 million Gallons per Day, and for the 114-inch line is 122.40 million Gallons per Day.

Since our last response on August 25, 2008 detailed gauging data has been obtained. Based on our gauging information, the current flow level (d/D) in the sewer system is as follows: 10-inch and 18-inch lines are approximately 26% and 18% full, respectively.

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation may be needed as part of the permit process to identify a sewer connection point. If the local sewer line, the 8-inch lines, to the 18-inch sewer line, has insufficient capacity then the developer will be required to build a secondary line to the nearest larger sewer line with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

Sincerely,

Brent Lorscheider, Acting Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

APPENDIX D
AIR QUALITY CALCULATIONS

EXPLANATION OF CHANGES MADE TO DEFAULT SETTINGS IN URBEMIS 2007

Project Name: Playa Manchester
nalysis Scenario: Existing Uses Fleet Mix

The following pages include the printed results of the air pollutant emissions modeling for one of the land use components of the proposed project. The air emissions modeling was conducted using the URBEMIS 2007 for Windows computer program . URBEMIS 2007 is programmed with EMFAC 2007 emission factors developed by the California Air Resources Board.

As part of this analysis, changes have been made to several of the default values programmed into URBEMIS 2007. These changes were made to more accurately reflect the nature of the proposed land use.

Vehicle Trip Rates

The default vehicle trip rate values were changed to be consistent with the traffic impact analysis prepared

Vehicle Fleet Mix

URBEMIS 2007 is programmed with the following state-wide average vehicle fleet mix:

State-Wide Vehicle Type	Total	
Automobiles	51.6%	
Light-Duty Trucks <3,750 pounds	7.4%	
Light-Duty Trucks 3,751-5,750 pounds	22.9%	
Medium-Duty Trucks 5,751-8,500 pounds	10.6%	
Light-Heavy-Duty Trucks 8,501-10,000 pounds	1.6%	14.20% Total Trucl
Light-Heavy-Duty Trucks 10,001-14,000 pound	0.5%	
Medium-Heavy-Duty Trucks 14,001-33,000 poi	0.9%	
Heavy-Heavy-Duty Trucks 33,001-60,000 pour	0.5%	
Line-Haul Vehicles	0.1%	
Urban Buses	0.1%	
Motorcycles	2.8%	
School Buses	0.1%	
Motor Homes	0.9%	

However, this state-wide average fleet mix is not appropriate for the majority of land use analyses. The project land use assessed in this analysis is identified below along with the total percentage of trucks (medium and heavy) that are expected for this land use. The following vehicle mix was calculated based on the percentage of trucks associated with this land use. The percentage of trucks for each land use

ITE Code	Project Land Use:	Truck %	ADT	Truck #
820	Shopping Center	2.10%	1,064	22
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
	Project Totals:		1,064	22
	Project Truck %:		2.10%	

Vehicle Type	Total	
Automobiles	58.88%	
Light-Duty Trucks <3,750 pounds	8.44%	
Light-Duty Trucks 3,751-5,750 pounds	26.13%	
Medium-Duty Trucks 5,751-8,500 pounds	1.57%	
Light-Heavy-Duty Trucks 8,501-10,000 pounds	0.24%	2.10% Total Trucl
Light-Heavy-Duty Trucks 10,001-14,000 pound	0.07%	
Medium-Heavy-Duty Trucks 14,001-33,000 poi	0.13%	
Heavy-Heavy-Duty Trucks 33,001-60,000 pour	0.07%	
Line-Haul Vehicles	0.01%	
Urban Buses	0.11%	
Motorcycles	3.19%	
School Buses	0.11%	
Motor Homes	1.03%	

EXPLANATION OF CHANGES MADE TO DEFAULT SETTINGS IN URBEMIS 2007

Project Name: Playa Manchester
nalysis Scenario: Proposed Project Fleet Mix

The following pages include the printed results of the air pollutant emissions modeling for one of the land use components of the proposed project. The air emissions modeling was conducted using the URBEMIS 2007 for Windows computer program . URBEMIS 2007 is programmed with EMFAC 2007 emission factors developed by the California Air Resources Board.

As part of this analysis, changes have been made to several of the default values programmed into URBEMIS 2007. These changes were made to more accurately reflect the nature of the proposed land use.

Vehicle Trip Rates

The default vehicle trip rate values were changed to be consistent with the traffic impact analysis prepared

Vehicle Fleet Mix

URBEMIS 2007 is programmed with the following state-wide average vehicle fleet mix:

State-Wide Vehicle Type	Total	
Automobiles	51.5%	
Light-Duty Trucks <3,750 pounds	7.3%	
Light-Duty Trucks 3,751-5,750 pounds	23.0%	
Medium-Duty Trucks 5,751-8,500 pounds	10.7%	
Light-Heavy-Duty Trucks 8,501-10,000 pounds	1.6%	14.30% Total Trucl
Light-Heavy-Duty Trucks 10,001-14,000 pound	0.5%	
Medium-Heavy-Duty Trucks 14,001-33,000 poi	0.9%	
Heavy-Heavy-Duty Trucks 33,001-60,000 pour	0.5%	
Line-Haul Vehicles	0.1%	
Urban Buses	0.1%	
Motorcycles	2.8%	
School Buses	0.1%	
Motor Homes	0.9%	

However, this state-wide average fleet mix is not appropriate for the majority of land use analyses. The project land use assessed in this analysis is identified below along with the total percentage of trucks (medium and heavy) that are expected for this land use. The following vehicle mix was calculated based on the percentage of trucks associated with this land use. The percentage of trucks for each land use

ITE Code	Project Land Use:	Truck %	ADT	Truck #
220	Apartment	0.88%	848	7
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
		Project Totals:	848	7
		Project Truck %:	0.88%	

Vehicle Type	Total	
Automobiles	59.56%	
Light-Duty Trucks <3,750 pounds	8.44%	
Light-Duty Trucks 3,751-5,750 pounds	26.60%	
Medium-Duty Trucks 5,751-8,500 pounds	0.66%	
Light-Heavy-Duty Trucks 8,501-10,000 pounds	0.10%	0.88% Total Trucl
Light-Heavy-Duty Trucks 10,001-14,000 pound	0.03%	
Medium-Heavy-Duty Trucks 14,001-33,000 poi	0.06%	
Heavy-Heavy-Duty Trucks 33,001-60,000 pour	0.03%	
Line-Haul Vehicles	0.01%	
Urban Buses	0.12%	
Motorcycles	3.24%	
School Buses	0.12%	
Motor Homes	1.04%	

1/6/2009 10:25:35 AM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: F:\MSWord 2008 Projects\Playa-Manchester\AQ Data\URBEMIS Runs\Existing Uses - Operational Emissions.urb924

Project Name: Playa Manchester - Existing Uses Operational Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.30	0.25	1.85	0.00	0.00	0.00	281.15

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	9.30	9.84	117.64	0.09	16.39	3.12	9,008.11
TOTALS (lbs/day, mitigated)	8.84	9.34	111.70	0.09	15.56	2.96	8,553.70
Percent Reduction	4.95	5.08	5.05	0.00	5.06	5.13	5.04

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	9.60	10.09	119.49	0.09	16.39	3.12	9,289.26

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

1/6/2009 10:25:35 AM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.02	0.23	0.19	0.00	0.00	0.00	278.40
Hearth							
Landscape	0.14	0.02	1.66	0.00	0.00	0.00	2.75
Consumer Products							
Architectural Coatings	0.14						
TOTALS (lbs/day, unmitigated)	0.30	0.25	1.85	0.00	0.00	0.00	281.15

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	9.30	9.84	117.64	0.09	16.39	3.12	9,008.11
TOTALS (lbs/day, unmitigated)	9.30	9.84	117.64	0.09	16.39	3.12	9,008.11

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	8.84	9.34	111.70	0.09	15.56	2.96	8,553.70
TOTALS (lbs/day, mitigated)	8.84	9.34	111.70	0.09	15.56	2.96	8,553.70

Operational Settings:

1/6/2009 10:25:35 AM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		44.33	1000 sq ft	24.00	1,063.92	9,546.55
					1,063.92	9,546.55

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	59.0	1.7	97.9	0.4
Light Truck < 3750 lbs	8.4	4.1	91.8	4.1
Light Truck 3751-5750 lbs	26.1	0.9	99.1	0.0
Med Truck 5751-8500 lbs	1.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.2	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.1	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.1	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.1	0.0	0.0	100.0
Other Bus	0.0	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.2	78.6	21.4	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	11.1	77.8	11.1

1/6/2009 10:25:35 AM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

1/6/2009 10:27:17 AM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: F:\MSWord 2008 Projects\Playa-Manchester\AQ Data\URBEMIS Runs\Existing Uses - Operational Emissions.urb924

Project Name: Playa Manchester - Existing Uses Operational Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.16	0.23	0.19	0.00	0.00	0.00	278.40

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	10.62	12.14	114.62	0.08	16.39	3.12	8,114.24
TOTALS (lbs/day, mitigated)	10.09	11.53	108.84	0.07	15.56	2.96	7,704.92
Percent Reduction	4.99	5.02	5.04	12.50	5.06	5.13	5.04

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	10.78	12.37	114.81	0.08	16.39	3.12	8,392.64

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

1/6/2009 10:27:17 AM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.02	0.23	0.19	0.00	0.00	0.00	278.40
Hearth							
Landscaping - No Winter Emissions							
Consumer Products							
Architectural Coatings	0.14						
TOTALS (lbs/day, unmitigated)	0.16	0.23	0.19	0.00	0.00	0.00	278.40

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	10.62	12.14	114.62	0.08	16.39	3.12	8,114.24
TOTALS (lbs/day, unmitigated)	10.62	12.14	114.62	0.08	16.39	3.12	8,114.24

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	10.09	11.53	108.84	0.07	15.56	2.96	7,704.92
TOTALS (lbs/day, mitigated)	10.09	11.53	108.84	0.07	15.56	2.96	7,704.92

Operational Settings:

1/6/2009 10:27:17 AM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		44.33	1000 sq ft	24.00	1,063.92	9,546.55
					1,063.92	9,546.55

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	59.0	1.7	97.9	0.4
Light Truck < 3750 lbs	8.4	4.1	91.8	4.1
Light Truck 3751-5750 lbs	26.1	0.9	99.1	0.0
Med Truck 5751-8500 lbs	1.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.2	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.1	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.1	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.1	0.0	0.0	100.0
Other Bus	0.0	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.2	78.6	21.4	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	11.1	77.8	11.1

1/6/2009 10:27:17 AM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

1/6/2009 10:28:03 AM

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: F:\MSWord 2008 Projects\Playa-Manchester\AQ Data\URBEMIS Runs\Existing Uses - Operational Emissions.urb924

Project Name: Playa Manchester - Existing Uses Operational Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.06	0.04	0.34	0.00	0.00	0.00	51.31

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.78	1.94	21.29	0.02	2.99	0.57	1,589.60
TOTALS (tons/year, mitigated)	1.69	1.84	20.21	0.02	2.84	0.54	1,509.42
Percent Reduction	5.06	5.15	5.07	0.00	5.02	5.26	5.04

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.84	1.98	21.63	0.02	2.99	0.57	1,640.91

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

1/6/2009 10:39:27 AM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: F:\MSWord 2008 Projects\Playa-Manchester\AQ Data\URBEMIS Runs\Proposed Project - Operational Emissions.urb924

Project Name: Proposed Project - Operational Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	6.36	1.16	2.03	0.00	0.01	0.01	1,454.65

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	6.22	5.82	75.13	0.08	14.71	2.80	8,058.62
TOTALS (lbs/day, mitigated)	5.87	5.44	70.17	0.08	13.74	2.61	7,526.42
Percent Reduction	5.63	6.53	6.60	0.00	6.59	6.79	6.60

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	12.58	6.98	77.16	0.08	14.72	2.81	9,513.27

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.09	1.14	0.48	0.00	0.00	0.00	1,451.84
Hearth							
Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	5.95						
Architectural Coatings	0.20						
TOTALS (lbs/day, unmitigated)	6.36	1.16	2.03	0.00	0.01	0.01	1,454.65

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Apartments mid rise	6.22	5.82	75.13	0.08	14.71	2.80	8,058.62
TOTALS (lbs/day, unmitigated)	6.22	5.82	75.13	0.08	14.71	2.80	8,058.62

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Apartments mid rise	5.87	5.44	70.17	0.08	13.74	2.61	7,526.42
TOTALS (lbs/day, mitigated)	5.87	5.44	70.17	0.08	13.74	2.61	7,526.42

Operational Settings:

1/6/2009 10:39:27 AM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments mid rise	3.03	7.31	dwelling units	116.00	847.96	8,566.77
					847.96	8,566.77

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	59.7	0.6	99.2	0.2
Light Truck < 3750 lbs	8.4	1.4	95.9	2.7
Light Truck 3751-5750 lbs	26.6	0.4	99.6	0.0
Med Truck 5751-8500 lbs	0.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.1	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.1	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.0	0.0	0.0	100.0
Other Bus	0.0	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.2	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	0.0	88.9	11.1

1/6/2009 10:39:27 AM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

1/6/2009 10:40:17 AM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: F:\MSWord 2008 Projects\Playa-Manchester\AQ Data\URBEMIS Runs\Proposed Project - Operational Emissions.urb924

Project Name: Proposed Project - Operational Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	6.24	1.14	0.48	0.00	0.00	0.00	1,451.84

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	6.61	7.20	71.51	0.07	14.71	2.80	7,242.51
TOTALS (lbs/day, mitigated)	6.20	6.72	66.78	0.06	13.74	2.61	6,764.21
Percent Reduction	6.20	6.67	6.61	14.29	6.59	6.79	6.60

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	12.85	8.34	71.99	0.07	14.71	2.80	8,694.35

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

1/6/2009 10:40:17 AM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.09	1.14	0.48	0.00	0.00	0.00	1,451.84
Hearth							
Landscaping - No Winter Emissions							
Consumer Products	5.95						
Architectural Coatings	0.20						
TOTALS (lbs/day, unmitigated)	6.24	1.14	0.48	0.00	0.00	0.00	1,451.84

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Apartments mid rise	6.61	7.20	71.51	0.07	14.71	2.80	7,242.51
TOTALS (lbs/day, unmitigated)	6.61	7.20	71.51	0.07	14.71	2.80	7,242.51

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Apartments mid rise	6.20	6.72	66.78	0.06	13.74	2.61	6,764.21
TOTALS (lbs/day, mitigated)	6.20	6.72	66.78	0.06	13.74	2.61	6,764.21

Operational Settings:

1/6/2009 10:40:17 AM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments mid rise	3.03	7.31	dwelling units	116.00	847.96	8,566.77
					847.96	8,566.77

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	59.7	0.6	99.2	0.2
Light Truck < 3750 lbs	8.4	1.4	95.9	2.7
Light Truck 3751-5750 lbs	26.6	0.4	99.6	0.0
Med Truck 5751-8500 lbs	0.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.1	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.1	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.0	0.0	0.0	100.0
Other Bus	0.0	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.2	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	0.0	88.9	11.1

1/6/2009 10:40:17 AM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

1/6/2009 10:41:37 AM

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: F:\MSWord 2008 Projects\Playa-Manchester\AQ Data\URBEMIS Runs\Proposed Project - Operational Emissions.urb924

Project Name: Proposed Project - Operational Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.17	0.21	0.37	0.00	0.00	0.00	265.47

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	1.16	1.15	13.49	0.01	2.68	0.51	1,421.05
TOTALS (tons/year, mitigated)	1.09	1.07	12.60	0.01	2.51	0.48	1,327.20
Percent Reduction	6.03	6.96	6.60	0.00	6.34	5.88	6.60

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	2.33	1.36	13.86	0.01	2.68	0.51	1,686.52

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

1/6/2009 10:37:47 AM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: F:\MSWord 2008 Projects\Playa-Manchester\AQ Data\URBEMIS Runs\Proposed Project - Construction Emissions.urb924

Project Name: Proposed Project - Construction Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2011 TOTALS (lbs/day unmitigated)	7.23	78.74	35.12	0.08	384.58	3.52	387.92	80.35	3.24	83.42	10,722.05
2011 TOTALS (lbs/day mitigated)	7.23	78.74	35.12	0.08	117.69	3.52	121.03	24.61	3.24	27.68	10,722.05
2012 TOTALS (lbs/day unmitigated)	50.24	14.48	17.66	0.02	0.08	0.77	0.85	0.03	0.71	0.73	3,188.32
2012 TOTALS (lbs/day mitigated)	50.24	14.48	17.66	0.02	0.08	0.77	0.85	0.03	0.71	0.73	3,188.32
2013 TOTALS (lbs/day unmitigated)	50.09	13.30	16.67	0.02	0.08	0.68	0.76	0.03	0.62	0.65	3,188.19
2013 TOTALS (lbs/day mitigated)	50.09	13.30	16.67	0.02	0.08	0.68	0.76	0.03	0.62	0.65	3,188.19

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

1/6/2009 10:37:47 AM

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 1/3/2011-2/11/2011 Active Days: 30	7.23	**78.74**	**35.12**	**0.08**	22.09	**3.52**	25.61	4.63	**3.24**	7.87	**10,722.05**
Demolition 01/03/2011-02/11/2011	7.23	78.74	35.12	0.08	22.09	3.52	25.61	4.63	3.24	7.87	10,722.05
Fugitive Dust	0.00	0.00	0.00	0.00	21.80	0.00	21.80	4.53	0.00	4.53	0.00
Demo Off Road Diesel	2.68	20.99	12.19	0.00	0.00	1.20	1.20	0.00	1.10	1.10	1,900.51
Demo On Road Diesel	4.53	57.71	22.20	0.08	0.29	2.32	2.61	0.10	2.13	2.23	8,728.27
Demo Worker Trips	0.02	0.04	0.73	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.28
Time Slice 2/14/2011-4/15/2011 Active Days: 45	6.83	73.95	32.50	0.08	**384.58**	3.34	**387.92**	**80.35**	3.07	**83.42**	10,361.81
Mass Grading 02/14/2011-04/15/2011	6.83	73.95	32.50	0.08	384.58	3.34	387.92	80.35	3.07	83.42	10,361.81
Mass Grading Dust	0.00	0.00	0.00	0.00	384.30	0.00	384.30	80.26	0.00	80.26	0.00
Mass Grading Off Road Diesel	2.56	19.85	10.73	0.00	0.00	1.17	1.17	0.00	1.07	1.07	2,063.38
Mass Grading On Road Diesel	4.24	54.05	20.79	0.08	0.27	2.17	2.44	0.09	2.00	2.09	8,174.06
Mass Grading Worker Trips	0.03	0.06	0.98	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.37
Time Slice 4/18/2011-12/30/2011 Active Days: 185	2.03	15.62	16.58	0.02	0.07	0.85	0.92	0.02	0.78	0.81	2,912.63
Building 04/18/2011-01/04/2013	2.03	15.62	16.58	0.02	0.07	0.85	0.92	0.02	0.78	0.81	2,912.63
Building Off Road Diesel	1.54	12.48	6.31	0.00	0.00	0.71	0.71	0.00	0.66	0.66	1,328.52
Building Vendor Trips	0.24	2.66	2.11	0.01	0.02	0.11	0.13	0.01	0.10	0.11	545.40
Building Worker Trips	0.25	0.47	8.15	0.01	0.05	0.03	0.08	0.02	0.02	0.04	1,038.72

Time Slice 1/2/2012-12/14/2012 Active Days: 250	1.88	14.37	15.65	0.02	0.07	0.76	0.83	0.02	0.70	0.72	2,912.46
Building 04/18/2011-01/04/2013	1.88	14.37	15.65	0.02	0.07	0.76	0.83	0.02	0.70	0.72	2,912.46
Building Off Road Diesel	1.44	11.56	6.11	0.00	0.00	0.64	0.64	0.00	0.59	0.59	1,328.52
Building Vendor Trips	0.22	2.38	1.95	0.01	0.02	0.10	0.12	0.01	0.09	0.10	545.41
Building Worker Trips	0.23	0.43	7.58	0.01	0.05	0.03	0.08	0.02	0.02	0.04	1,038.54
Time Slice 12/17/2012-12/31/2012 Active Days: 11	**50.24**	14.48	17.66	0.02	0.08	0.77	0.85	0.03	0.71	0.73	3,188.32
Building 04/18/2011-01/04/2013	1.88	14.37	15.65	0.02	0.07	0.76	0.83	0.02	0.70	0.72	2,912.46
Building Off Road Diesel	1.44	11.56	6.11	0.00	0.00	0.64	0.64	0.00	0.59	0.59	1,328.52
Building Vendor Trips	0.22	2.38	1.95	0.01	0.02	0.10	0.12	0.01	0.09	0.10	545.41
Building Worker Trips	0.23	0.43	7.58	0.01	0.05	0.03	0.08	0.02	0.02	0.04	1,038.54
Coating 12/17/2012-01/04/2013	48.35	0.11	2.01	0.00	0.01	0.01	0.02	0.00	0.01	0.01	275.86
Architectural Coating	48.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	2.01	0.00	0.01	0.01	0.02	0.00	0.01	0.01	275.86
Time Slice 1/1/2013-1/4/2013 Active Days: 4	50.09	13.30	16.67	0.02	0.08	0.68	0.76	0.03	0.62	0.65	3,188.19
Building 04/18/2011-01/04/2013	1.74	13.20	14.80	0.02	0.07	0.67	0.74	0.02	0.62	0.64	2,912.36
Building Off Road Diesel	1.34	10.70	5.95	0.00	0.00	0.56	0.56	0.00	0.51	0.51	1,328.52
Building Vendor Trips	0.20	2.10	1.80	0.01	0.02	0.09	0.10	0.01	0.08	0.08	545.43
Building Worker Trips	0.21	0.39	7.04	0.01	0.05	0.03	0.08	0.02	0.02	0.04	1,038.42
Coating 12/17/2012-01/04/2013	48.35	0.10	1.87	0.00	0.01	0.01	0.02	0.00	0.01	0.01	275.83
Architectural Coating	48.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.10	1.87	0.00	0.01	0.01	0.02	0.00	0.01	0.01	275.83

Phase Assumptions

Phase: Demolition 1/3/2011 - 2/11/2011 - Default Demolition Description

Building Volume Total (cubic feet): 416832.7

Building Volume Daily (cubic feet): 51895.11

On Road Truck Travel (VMT): 2059.33

Off-Road Equipment:

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 2/14/2011 - 4/15/2011 - Default Mass Site Grading/Excavation Description

Total Acres Disturbed: 3.03

Maximum Daily Acreage Disturbed: 3.03

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 3000 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 1928.57

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 4/18/2011 - 1/4/2013 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 12/17/2012 - 1/4/2013 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

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Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 1/3/2011-2/11/2011 Active Days: 30	7.23	**78.74**	**35.12**	**0.08**	22.09	**3.52**	25.61	4.63	**3.24**	7.87	**10,722.05**
Demolition 01/03/2011-02/11/2011	7.23	78.74	35.12	0.08	22.09	3.52	25.61	4.63	3.24	7.87	10,722.05
Fugitive Dust	0.00	0.00	0.00	0.00	21.80	0.00	21.80	4.53	0.00	4.53	0.00
Demo Off Road Diesel	2.68	20.99	12.19	0.00	0.00	1.20	1.20	0.00	1.10	1.10	1,900.51
Demo On Road Diesel	4.53	57.71	22.20	0.08	0.29	2.32	2.61	0.10	2.13	2.23	8,728.27
Demo Worker Trips	0.02	0.04	0.73	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.28
Time Slice 2/14/2011-4/15/2011 Active Days: 45	6.83	73.95	32.50	0.08	117.69	3.34	121.03	24.61	3.07	27.68	10,361.81
Mass Grading 02/14/2011-04/15/2011	6.83	73.95	32.50	0.08	117.69	3.34	121.03	24.61	3.07	27.68	10,361.81
Mass Grading Dust	0.00	0.00	0.00	0.00	117.41	0.00	117.41	24.52	0.00	24.52	0.00
Mass Grading Off Road Diesel	2.56	19.85	10.73	0.00	0.00	1.17	1.17	0.00	1.07	1.07	2,063.38
Mass Grading On Road Diesel	4.24	54.05	20.79	0.08	0.27	2.17	2.44	0.09	2.00	2.09	8,174.06
Mass Grading Worker Trips	0.03	0.06	0.98	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.37

Time Slice 4/18/2011-12/30/2011 Active Days: 185	2.03	15.62	16.58	0.02	0.07	0.85	0.92	0.02	0.78	0.81	2,912.63
Building 04/18/2011-01/04/2013	2.03	15.62	16.58	0.02	0.07	0.85	0.92	0.02	0.78	0.81	2,912.63
Building Off Road Diesel	1.54	12.48	6.31	0.00	0.00	0.71	0.71	0.00	0.66	0.66	1,328.52
Building Vendor Trips	0.24	2.66	2.11	0.01	0.02	0.11	0.13	0.01	0.10	0.11	545.40
Building Worker Trips	0.25	0.47	8.15	0.01	0.05	0.03	0.08	0.02	0.02	0.04	1,038.72
Time Slice 1/2/2012-12/14/2012 Active Days: 250	1.88	14.37	15.65	0.02	0.07	0.76	0.83	0.02	0.70	0.72	2,912.46
Building 04/18/2011-01/04/2013	1.88	14.37	15.65	0.02	0.07	0.76	0.83	0.02	0.70	0.72	2,912.46
Building Off Road Diesel	1.44	11.56	6.11	0.00	0.00	0.64	0.64	0.00	0.59	0.59	1,328.52
Building Vendor Trips	0.22	2.38	1.95	0.01	0.02	0.10	0.12	0.01	0.09	0.10	545.41
Building Worker Trips	0.23	0.43	7.58	0.01	0.05	0.03	0.08	0.02	0.02	0.04	1,038.54
Time Slice 12/17/2012-12/31/2012 Active Days: 11	**50.24**	14.48	17.66	0.02	0.08	0.77	0.85	0.03	0.71	0.73	3,188.32
Building 04/18/2011-01/04/2013	1.88	14.37	15.65	0.02	0.07	0.76	0.83	0.02	0.70	0.72	2,912.46
Building Off Road Diesel	1.44	11.56	6.11	0.00	0.00	0.64	0.64	0.00	0.59	0.59	1,328.52
Building Vendor Trips	0.22	2.38	1.95	0.01	0.02	0.10	0.12	0.01	0.09	0.10	545.41
Building Worker Trips	0.23	0.43	7.58	0.01	0.05	0.03	0.08	0.02	0.02	0.04	1,038.54
Coating 12/17/2012-01/04/2013	48.35	0.11	2.01	0.00	0.01	0.01	0.02	0.00	0.01	0.01	275.86
Architectural Coating	48.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.11	2.01	0.00	0.01	0.01	0.02	0.00	0.01	0.01	275.86

Time Slice 1/1/2013-1/4/2013 Active Days: 4	50.09	13.30	16.67	0.02	0.08	0.68	0.76	0.03	0.62	0.65	3,188.19
Building 04/18/2011-01/04/2013	1.74	13.20	14.80	0.02	0.07	0.67	0.74	0.02	0.62	0.64	2,912.36
Building Off Road Diesel	1.34	10.70	5.95	0.00	0.00	0.56	0.56	0.00	0.51	0.51	1,328.52
Building Vendor Trips	0.20	2.10	1.80	0.01	0.02	0.09	0.10	0.01	0.08	0.08	545.43
Building Worker Trips	0.21	0.39	7.04	0.01	0.05	0.03	0.08	0.02	0.02	0.04	1,038.42
Coating 12/17/2012-01/04/2013	48.35	0.10	1.87	0.00	0.01	0.01	0.02	0.00	0.01	0.01	275.83
Architectural Coating	48.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.06	0.10	1.87	0.00	0.01	0.01	0.02	0.00	0.01	0.01	275.83

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 2/14/2011 - 4/15/2011 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: F:\MSWord 2008 Projects\Playa-Manchester\AQ Data\URBEMIS Runs\Proposed Project - Construction Emissions.urb924

Project Name: Proposed Project - Construction Emissions

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2011 TOTALS (tons/year unmitigated)	0.45	4.29	2.79	0.00	8.99	0.21	9.20	1.88	0.19	2.07	663.39
2011 TOTALS (tons/year mitigated)	0.45	4.29	2.79	0.00	2.99	0.21	3.19	0.63	0.19	0.82	663.39
Percent Reduction	0.00	0.00	0.00	0.00	66.79	0.00	65.29	66.72	0.00	60.60	0.00
2012 TOTALS (tons/year unmitigated)	0.51	1.88	2.05	0.00	0.01	0.10	0.11	0.00	0.09	0.09	381.59
2012 TOTALS (tons/year mitigated)	0.51	1.88	2.05	0.00	0.01	0.10	0.11	0.00	0.09	0.09	381.59
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2013 TOTALS (tons/year unmitigated)	0.10	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.38
2013 TOTALS (tons/year mitigated)	0.10	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.38
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

LST Thresholds - SRA 3

25 Meters

CO

x-value (Area of Site)	y-value (LST)
2	982
5	1823
3	1262.33

NOx

x-value (Area of Site)	y-value (LST)
2	131
5	197
3	153.00

PM10 Construction

x-value (Area of Site)	y-value (LST)
2	8
5	15
3	10.33

PM10 Operation

x-value (Area of Site)	y-value (LST)
2	2
5	4
3	2.67

PM2.5 Construction

x-value (Area of Site)	y-value (LST)
2	5
5	8
3	6.00

PM2.5 Operation

x-value (Area of Site)	y-value (LST)
2	1
5	2
3	1.33

50 Meters

CO

x-value (Area of Site)	y-value (LST)
2	1231
5	2108
3	1523.33

NOx

x-value (Area of Site)	y-value (LST)
2	128
5	189
3	148.33

PM10 Construction

x-value (Area of Site)	y-value (LST)
2	23
5	46
3	30.67

PM10 Operation

x-value (Area of Site)	y-value (LST)
2	6
5	12
3	8.00

PM2.5 Construction

x-value (Area of Site)	y-value (LST)
2	7
5	11
3	8.33

PM2.5 Operation

x-value (Area of Site)	y-value (LST)
2	2
5	3
3	2.33

100 Meters

CO

x-value (Area of Site)	y-value (LST)
2	1697
5	2771
3	2055.00

NOx

x-value (Area of Site)	y-value (LST)
2	139
5	202
3	160.00

PM10 Construction

x-value (Area of Site)	y-value (LST)
2	37
5	60
3	44.67

PM10 Operation

x-value (Area of Site)	y-value (LST)
2	9
5	15
3	11.00

PM2.5 Construction

x-value (Area of Site)	y-value (LST)
2	12
5	19
3	14.33

PM2.5 Operation

x-value (Area of Site)	y-value (LST)
2	3
5	5
3	3.67

200 Meters

CO

x-value (Area of Site)	y-value (LST)
2	2957
5	4377
3	3430.33

NOx

x-value (Area of Site)	y-value (LST)
2	165
5	222
3	184.00

PM10 Construction

x-value (Area of Site)	y-value (LST)
2	65
5	88
3	72.67

PM10 Operation

x-value (Area of Site)	y-value (LST)
2	16
5	21
3	17.67

PM2.5 Construction

x-value (Area of Site)	y-value (LST)
2	25
5	35
3	28.33

PM2.5 Operation

x-value (Area of Site)	y-value (LST)
2	6
5	9
3	7.00

500 Meters

CO

x-value (Area of Site)	y-value (LST)
2	8446
5	10467
3	9119.67

NOx

x-value (Area of Site)	y-value (LST)
2	233
5	277
3	247.67

PM10 Construction

x-value (Area of Site)	y-value (LST)
2	148
5	171
3	155.67

PM10 Operation

x-value (Area of Site)	y-value (LST)
2	36
5	41
3	37.67

PM2.5 Construction

x-value (Area of Site)	y-value (LST)
2	81
5	96
3	86.00

PM2.5 Operation

x-value (Area of Site)	y-value (LST)
2	20
5	24
3	21.33

Highest (Most Conservative) EMFAC2007 (version 2.3)
Emission Factors for On-Road Heavy-Heavy-Duty Diesel Trucks

Projects in the SCAQMD (Scenario Years 2007 - 2026)

Derived from Peak Emissions Inventory (**Winter**, **Annual**, **Summer**)

Vehicle Class:

Heavy-Heavy-Duty Diesel Trucks (33,001 to 60,000 pounds)

Scenario Year: **2011**

All model years in the range 1967 to 2011

HHDT-DSL (pounds/mile)	
CO	0.01112463
NOx	0.03455809
ROG	0.00279543
SOx	0.00003972
PM10	0.00166087
PM2.5	0.00144489
CO2	4.22045680
CH4	0.00012910

HHDT-DSL, Exh (pounds/mile)	
PM10	0.00151936
PM2.5	0.00139772

Scenario Year: **2012**

All model years in the range 1968 to 2012

HHDT-DSL (pounds/mile)	
CO	0.01021519
NOx	0.03092379
ROG	0.00252764
SOx	0.00004042
PM10	0.00149566
PM2.5	0.00129354
CO2	4.21590774
CH4	0.00011651

HHDT-DSL, Exh (pounds/mile)	
PM10	0.00135537
PM2.5	0.00124837

Scenario Year: **2013**

All model years in the range 1969 to 2013

HHDT-DSL (pounds/mile)	
CO	0.00931790
NOx	0.02742935
ROG	0.00226308
SOx	0.00004086
PM10	0.00133697
PM2.5	0.00114629
CO2	4.21518556
CH4	0.00010441

HHDT-DSL, Exh (pounds/mile)	
PM10	0.00119623
PM2.5	0.00109863

Scenario Year: **2014**

All model years in the range 1970 to 2014

HHDT-DSL (pounds/mile)	
CO	0.00846435
NOx	0.02418049
ROG	0.00201594
SOx	0.00004092
PM10	0.00118458
PM2.5	0.00100582
CO2	4.21279345
CH4	0.00009261

HHDT-DSL, Exh (pounds/mile)	
PM10	0.00104243
PM2.5	0.00096059

Scenario Year: **2015**

All model years in the range 1971 to 2015

HHDT-DSL (pounds/mile)	
CO	0.00766891
NOx	0.02122678
ROG	0.00178608
SOx	0.00004082
PM10	0.00104715
PM2.5	0.00087977
CO2	4.20902225
CH4	0.00008369

HHDT-DSL, Exh (pounds/mile)	
PM10	0.00090631
PM2.5	0.00083282

Scenario Year: **2016**

All model years in the range 1972 to 2016

HHDT-DSL (pounds/mile)	
CO	0.00704604
NOx	0.01887374
ROG	0.00161035
SOx	0.00003952
PM10	0.00094448
PM2.5	0.00078443
CO2	4.21063031
CH4	0.00007508

HHDT-DSL, Exh (pounds/mile)	
PM10	0.00080419
PM2.5	0.00073898

Three Acre Site Example - Demolition Phase

		Construction Activity		
3.03-Acre Project Site		Demolition (2011)	n/a	Square Foot Structure[a]
Demolition Schedule -	**30**	**days**[a]		

Equipment Type[a,b]	**No. of Equipment**	**hr/day**	**Crew Size**
Concrete/Industrial Saws	0	8.0	8
Rubber Tired Dozers	1	8.0	
Tractors/Loaders/Backhoes	2	8.0	

Construction Equipment Emission Factors

	CO	**NOx**	**PM10**
Equipment Type[c]	lb/hr	lb/hr	lb/hr
Concrete/Industrial Saws	0.421	0.624	0.052
Rubber Tired Dozers	1.328	2.834	0.121
Tractors/Loaders/Backhoes	0.387	0.628	0.048

Building Dimensions

Description[a]	**Width of Building**	**Length of Building**	**Height of Building**
	ft	ft	ft
Total Project	n/a	n/a	n/a

Fugitive Dust Material Handling

Aerodynamic Particle Size Multiplier[d]	**Mean Wind Speed**[e]	**Moisture Content**[f]	**Debris Handled**[g]
	mph		ton/day
0.35	10	2.0	389

Construction Vehicle (Mobile Source) Emission Factors

	CO	**NOx**	**PM10**
	lb/mile	lb/mile	lb/mile
Heavy-Duty Truck[h]	0.01112463	0.03455809	0.00166087

Construction Worker Number of Trips and Trip Length

Vehicle	No. of One-Way Trips/Day[i]	One Way Trip Length[j] (miles)
Haul Truck	34	0.1

Incremental Increase in Onsite Combustion Emissions from Construction Equipmen

Equation: Emission Factor (lb/BHP-hr) x No. of Equipment x Work Day (hr/day) x Equipment rating (hp) x Load Factor (%/100) = Onsite Construction Emissions (lb/day)

Equipment Type	CO lb/day	NOx lb/day	PM10 lb/day
Concrete/Industrial Saws	0.00	0.00	0.00
Rubber Tired Dozers	10.63	22.67	0.97
Tractors/Loaders/Backhoes	6.20	10.04	0.77
Total	**16.83**	**32.71**	**1.74**

Incremental Increase in Onsite Fugitive Dust Emissions from Construction Equipmen

Material Handling[k]: (0.0032 x Aerodynamic Particle Size Multiplier x (wind speed (mph)/5)$^{1.3}$/(moisture content/2)$^{1.4}$ x debris handled (ton/day)) x (1 - control efficiency) = PM10 Emissions (lb/day)

Description	Control Efficiency %	PM10 Mitigated[m] lb/day
Material Handling (Demolition)[l]	68	0.34
Material Handling (Debris)	68	0.34
Total		**0.68**

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicle

Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)

Vehicle	CO lb/day	NOx lb/day	PM10 lb/day
Haul Truck	0.08	0.23	0.011
Total	**0.08**	**0.23**	**0.011**

Three Acre Site Example - Demolition Phase

Total Incremental Localized Emissions from Construction Activities			
	CO	**NOx**	**PM10**
Sources	lb/day	lb/day	lb/day
On-site Emissions (Mitigated)	**16.90**	**32.95**	**2.43**
Significance Threshold[n]	***1262.33***	***153.00***	***10.33***
Exceed Significance?	**NO**	**NO**	**NO**

Combustion and Fugitive Summary	**PM2.5 Fraction[o]**	**PM10**	**PM2.5**
		lb/day	lb/day
Combustion (Offroad)	0.92	1.74	1.60
Combustion (Onroad)	0.96	0.011	0.011
Fugitive	0.21	0.68	0.14
Total		**2.43**	**1.76**
Significance Threshold[n]			**6.00**
Exceed Significance?			**NO**

Notes:

a) Construction information provided for Project.

b) Equipment name must match CARB Off-Road Model (see Off-Road Model EF worksheet) equipment name for sheet to look up EFs automatically.

c) SCAB values provided by the ARB, Oct 2006. Assumed equipment is diesel fueled.

d) USEPA, AP-42, Jan 1995, Section 13.2.4 Aggregate Handling and Storage Piles, p 13.2.4-3 Aerodynamic particle size multiplier for < 10 µm

e) Mean wind speed - maximum of daily average wind speeds reported in 1981 meteorological data.

f) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, equation 2-13, p 2-28

g) The amount of demolition debris handled daily corresponds to the input into the URBEMIS model.

h) CARB, EMFAC2007 (version 2.3) Burden Model, Winter 2007, 75 F, 40% RH: EF, lb/yr = (EF, ton/yr x 2,000 lb/ton)/VMT

i) Assumed 14 cubic yd truck capacity [(389 tons/day x 2,000 lb/ton x cyd/1,620 lb = 480 cyd)/14 cyd/truck = 34 one-way truck trips/day, where building debris density is assumed to be 1,620 lb/cyd] Mulitple trucks may be used.

j) Assumed trucks travel 0.1 mile through project site.

k) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, equation 2-13, p 2-28. EPA suggusts using the material handling equation for demolition emission estimates.

l) EPA suggests using the material handling equation for demolition emission estimates.

m) Includes watering at least three times a day per Rule 403 (68% control efficiency)

n) LSTs for a three-acre site calculated using the linear regression formula recommended by the SCAQMD.

o) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

Three Acre Site Example - Grading Phase

Construction Activity			
3.03-Acre Project Site	Grading (2011)	131,987	Square Feet[a]
Site Preparation Schedule -	**45**	**days[a]**	

Equipment Type[a,b]	No. of Equipment	hr/day	Crew Size
Excavators	1	8.0	5
Graders	1	8.0	
Tractors/Loaders/Backhoes	1	8.0	

Construction Equipment Emission Factors

	CO	NOx	PM10
Equipment Type[c]	lb/hr	lb/hr	lb/hr
Excavators	0.548	1.063	0.059
Graders	0.622	1.340	0.071
Tractors/Loaders/Backhoes	0.387	0.628	0.048

Fugitive Dust Grading Parameters

Vehicle Speed (mph)[d]	Vehicle Miles Traveled[e,f]
3	0.45

Fugitive Dust Stockpiling Parameters

Silt Content[d]	Precipitation Days[g]	Mean Wind Speed Percent[h]	TSP Fraction	Area[i] (acres)
6.9	10	100	0.5	0.11

Fugitive Dust Material Handling

Aerodynamic Particle Size Multiplier[j]	Mean Wind Speed[k]	Moisture Content[f]	Dirt Handled[a]	Dirt Handled[l]
	mph		cy	lb/day
0.35	10	7.9	40,500	7,500,000

Three Acre Site Example - Grading Phase

Construction Vehicle (Mobile Source) Emission Factors

	CO	NOx	PM10
	lb/mile	lb/mile	lb/mile
Heavy-Duty Truck[m]	0.01112463	0.03455809	0.00166087

Construction Worker Number of Trips and Trip Length

Vehicle	No. of One-Way Trips/Day	One WayTrip Length (miles)
Haul Truck[n]	65	0.1
Water Truck[o]	3	4.2

Incremental Increase in Onsite Combustion Emissions from Construction Equipmen

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

	CO	NOx	PM10
Equipment Type	lb/day	lb/day	lb/day
Excavators	4.39	8.51	0.47
Graders	4.97	10.72	0.57
Tractors/Loaders/Backhoes	3.10	5.02	0.39
Total	**12.46**	**24.25**	**1.42**

Incremental Increase in Fugitive Dust Emissions from Construction Operations

Equations:

Grading[p]: PM10 Emissions (lb/day) = 0.60 x 0.051 x mean vehicle speed$^{2.0}$ x VMT x (1 - control efficiency)

Storage Piles[q]: PM10 Emissions (lb/day) = 1.7 x (silt content/1.5) x ((365-precipitation days)/235) x wind speed percent/15 x TSP fraction x Area) x (1 - control efficiency)

Material Handling[r]: PM10 Emissions (lb/day) = (0.0032 x aerodynamic particle size multiplier x (wind speed (mph)/5)$^{1.3}$/(moisture content/2)$^{1.4}$ x dirt handled (lb/day)/2,000 (lb/ton) (1 - control efficiency)

	Control Efficiency	PM10[s]
Description	%	lb/day
Earthmoving	68	0.04
Storage Piles	68	1.39
Material Handling	68	0.48
Total		**1.91**

Three Acre Site Example - Grading Phase

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicle

Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)

	CO	NOx	PM10
Vehicle	lb/day	lb/day	lb/day
Haul Truck	0.14	0.45	0.02
Water Truck	0.28	0.87	0.04
Total	**0.42**	**1.32**	**0.06**

Total Incremental Localized Emissions from Construction Activities

	CO	NOx	PM10
Sources	lb/day	lb/day	lb/day
On-site Emissions	**12.88**	**25.57**	**3.39**
Significance Threshold[t]	***1262.33***	***153.00***	***10.33***
Exceed Significance?	**NO**	**NO**	**NO**

Combustion and Fugitive Summary	**PM2.5 Fraction[u]**	**PM10**	**PM2.5**
		lb/day	lb/day
Combustion (Offroad)	0.92	1.42	1.31
Combustion (Onroad)	0.96	0.06	0.06
Fugitive	0.21	1.91	0.40
Total		**3.39**	**1.77**
Significance Threshold[t]			**6.00**
Exceed Significance?			**NO**

Notes:

a) Construction information provided for Project.

b) Equipment name must match CARB Off-Road Model (see Off-Road Model EF worksheet) equipment name for sheet to look up EFs automatically.

c) SCAB values provided by the ARB, Oct 2006. Assumed equipment is diesel fueled.

d) Caterpillar Performance Handbook, Edition 33, October 2003 Operating Speeds, p 2-3.

e) Assumed grading of site occurs over 5 days.

f) Assumed 13 foot wide blade with 2 foot overlap (11 foot wide). Vehicle miles traveled (VMT) = (0,000 sq ft/11 foot x mile/5,280 ft)/ 5 days = miles

g) Table A9-9-E2, SCAQMD CEQA Air Quality Handbook, 1993

h) Mean wind speed percent - percent of time mean wind speed exceeds 12 mph. At least one meteorological site recorded wind speeds greater than 12 mph over a 24-hour period in 1981.

i) Assumed storage piles are 0.11 acres in size

j) USEPA, AP-42, Jan 1995, Section 13.2.4 Aggregate Handling and Storage Piles, p 13.2.4-3 Aerodynamic particle size multiplier for < 10 µm

k) Mean wind speed - maximum of daily average wind speeds reported in 1981 meteorological data.

l) The amount of dirt handled daily corresponds with the input into the URBEMIS model.

m) CARB, EMFAC2007 (version 2.3) Burden Model, Winter 2007, 75 F, 40% RH: EF, lb/yr = (EF, ton/yr x 2,000 lb/ton)/VMT

n) Assumed 14 cubic yd truck capacity for 40500 cyd of dirt [(40500 cy x truck/14 cy)/45 days = 65 one-way truck trips/day]. Assumed haul truck travels 0.1 miles through facility. Multiple trucks may be used.

o) Assumed six foot wide water truck traverses over 131,987 square feet of disturbed area

p) USEPA, AP-42, July 1998, Equation 1b and Table 13.2.2-2, AP-42, December 2003. Also see comment g of Table 11.9-1

q) USEPA, AP-42, Jan 1995, Section 13.2.4 Aggregate Handling and Storage Piles, Equation 1

r) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, Sept 1992, EPA-450/2-92-004, Equation 2-12

s) Includes watering at least three times a day per Rule 403 (68% control efficiency).

t) LSTs for a three-acre site calculated using the linear regression formula recommended by the SCAQMD.

u) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

Three Acre Site Example - Structure Construction

	Construction Activity		
3.03-Acre Project Site	Building (2011)	n/a	Square Foot Structure[a]

Construction Schedule Unknown

Equipment Type[a,b]	No. of Equipment	hr/day	Crew Size
Forklifts	2	8.0	8
Cranes	1	8.0	
Tractors/Loaders/Backhoes	1	8.0	
Generator Sets	0	8.0	
Electric Welders	0	8.0	

Construction Equipment Combustion Emission Factors

	CO	NOx	PM10
Equipment Type[c]	lb/hr	lb/hr	lb/hr
Forklifts	0.228	0.474	0.026
Cranes	0.518	1.362	0.060
Tractors/Loaders/Backhoes	0.387	0.628	0.048
Generator Sets	0.320	0.612	0.038
Electric Welders	N/A	N/A	N/A

Construction Vehicle (Mobile Source) Emission Factors

	CO	NOx	PM10
	lb/mile	lb/mile	lb/mile
Heavy-Duty Truck[d]	0.01112463	0.03455809	0.00166087

Construction Worker Number of Trips and Trip Length

Vehicle	No. of One-Way Trips/Day	Trip Length (miles)
Flatbed Truck[e]	30	0.1
Water Truck[f]	0	4.5

Incremental Increase in Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

	CO	**NOx**	**PM10**
Equipment Type	lb/day	lb/day	lb/day
Fork Lifts	3.66	7.59	0.41
Cranes	4.14	10.89	0.48
Tractors/Loaders/Backhoes	3.10	5.02	0.39
Generator Sets	0.00	0.00	0.00
Electric Welders	N/A	N/A	N/A
Total	**10.90**	**23.50**	**1.28**

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicles

Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)

	CO	**NOx**	**PM10**
Vehicle	lb/day	lb/day	lb/day
Flatbed Truck	0.07	0.21	0.01
Water Truck	0	0	0
Total	**0.07**	**0.21**	**0.01**

Total Incremental Combustion Emissions from Construction Activities

	CO	**NOx**	**PM10**
Sources	lb/day	lb/day	lb/day
On-Site Emissions	**10.96**	**23.71**	**1.29**
Significance Threshold[g]	***1262.33***	***153.00***	***10.33***
Exceed Significance?	**NO**	**NO**	**NO**

Combustion and Fugitive Summary	**PM2.5 Fraction**[h]	**PM10**	**PM2.5**
		lb/day	lb/day
Combustion (Offroad)	0.92	1.28	1.17
Combustion (Onroad)	0.96	0.01	0.01
Fugitive	0.21	0.00	0.00
Total		**1.29**	**1.18**
Significance Threshold[g]			**6.00**

Exceed Significance?	**NO**

Three Acre Site Example - Structure Construction

Notes:

a) Construction information provided for Project.

b) Equipment name must match CARB Off-Road Model (see Off-Road Model EF worksheet) equipment name for sheet to look up EFs automatically.

c) SCAB values provided by the ARB, Oct 2006. Assumed equipment is diesel fueled except the welders which are powered by the generator.

d) CARB, EMFAC2007 (version 2.3) Burden Model, Winter 2007, 75 F, 40% RH: EF, lb/yr = (EF, ton/yr x 2,000 lb/ton)/VMT

e) Assumed haul truck travels 0.1 miles through facility

f) No water trucks are expected to be used during this construction phase.

g) LSTs for a three-acre site calculated using the linear regression formula recommended by the SCAQMD.

h) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

Three Acre Site Example - Structure Construction

Construction Activity			
3.03-Acre Project Site	Building (2012)	n/a	Square Foot Structure[a]

Construction Schedule Unknown

Equipment Type[a,b]	No. of Equipment	hr/day	Crew Size
Forklifts	2	8.0	8
Cranes	1	8.0	
Tractors/Loaders/Backhoes	1	8.0	
Generator Sets	0	8.0	
Electric Welders	0	8.0	

Construction Equipment Combustion Emission Factors

Equipment Type[c]	CO lb/hr	NOx lb/hr	PM10 lb/hr
Forklifts	0.226	0.433	0.023
Cranes	0.495	1.275	0.055
Tractors/Loaders/Backhoes	0.382	0.581	0.044
Generator Sets	0.312	0.578	0.035
Electric Welders	N/A	N/A	N/A

Construction Vehicle (Mobile Source) Emission Factors

	CO lb/mile	NOx lb/mile	PM10 lb/mile
Heavy-Duty Truck[d]	0.01021519	0.03092379	0.00149566

Construction Worker Number of Trips and Trip Length

Vehicle	No. of One-Way Trips/Day	Trip Length (miles)
Flatbed Truck[e]	30	0.1
Water Truck[f]	0	4.5

Incremental Increase in Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

	CO	**NOx**	**PM10**
Equipment Type	lb/day	lb/day	lb/day
Fork Lifts	3.61	6.93	0.37
Cranes	3.96	10.20	0.44
Tractors/Loaders/Backhoes	3.06	4.65	0.35
Generator Sets	0.00	0.00	0.00
Electric Welders	N/A	N/A	N/A
Total	**10.63**	**21.78**	**1.16**

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicles

Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)

	CO	**NOx**	**PM10**
Vehicle	lb/day	lb/day	lb/day
Flatbed Truck	0.06	0.19	0.01
Water Truck	0	0	0
Total	**0.06**	**0.19**	**0.01**

Total Incremental Combustion Emissions from Construction Activities

	CO	**NOx**	**PM10**
Sources	lb/day	lb/day	lb/day
On-Site Emissions	**10.69**	**21.96**	**1.17**
Significance Threshold[g]	***1262.33***	***153.00***	***10.33***
Exceed Significance?	**NO**	**NO**	**NO**

Combustion and Fugitive Summary	**PM2.5 Fraction**[h]	**PM10**	**PM2.5**
		lb/day	lb/day
Combustion (Offroad)	0.92	1.16	1.07
Combustion (Onroad)	0.96	0.01	0.01
Fugitive	0.21	0.00	0.00
Total		**1.17**	**1.08**
Significance Threshold[g]			**6.00**

Exceed Significance?	**NO**

Three Acre Site Example - Structure Construction

Notes:

a) Construction information provided for Project.

b) Equipment name must match CARB Off-Road Model (see Off-Road Model EF worksheet) equipment name for sheet to look up EFs automatically.

c) SCAB values provided by the ARB, Oct 2006. Assumed equipment is diesel fueled except the welders which are powered by the generator.

d) CARB, EMFAC2007 (version 2.3) Burden Model, Winter 2007, 75 F, 40% RH: EF, lb/yr = (EF, ton/yr x 2,000 lb/ton)/VMT

e) Assumed haul truck travels 0.1 miles through facility

f) No water trucks are expected to be used during this construction phase.

g) LSTs for a three-acre site calculated using the linear regression formula recommended by the SCAQMD.

h) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

Three Acre Site Example - Architectural Coating and Asphalt Paving

	Construction Activity
3.03-Acre Project Site	Architectural Coating (2012)
Construction Schedule -	**15 days**[a]

Equipment Type[a,b]	No. of Equipment	hr/day	Crew Size
Pavers	0	8.00	8
Paving Equipment	0	8.00	
Rollers	0	8.00	
Cement and Mortar Mixers	0	3.00	
Tractors/Loaders/Backhoes	0	8.00	

Construction Equipment Combustion Emission Factors

Equipment Type[c]	CO lb/hr	NOx lb/hr	PM10 lb/hr
Pavers	0.544	0.898	0.064
Paving Equipment	0.436	0.811	0.057
Rollers	0.411	0.694	0.049
Cement and Mortar Mixers	0.042	0.056	0.003
Tractors/Loaders/Backhoes	0.382	0.581	0.044

Construction Vehicle (Mobile Source) Emission Factors

	CO lb/mile	NOx lb/mile	PM10 lb/mile
Heavy-Duty Truck[d]	0.01021519	0.03092379	0.00149566

Construction Worker Number of Trips and Trip Length

Vehicle	No. of One-Way Trips/Day	Trip Length (miles)
Delivery Truck[e]	3	0.1
Water Truck[f]	0	4.5

Incremental Increase in Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

	CO	**NOx**	**PM10**
Equipment Type	lb/day	lb/day	lb/day
Pavers	0.00	0.00	0.00
Paving Equipment	0.00	0.00	0.00
Rollers	0.00	0.00	0.00
Cement and Mortar Mixers	0.00	0.00	0.00
Tractors/Loaders/Backhoes	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicles

Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)

	CO	**NOx**	**PM10**
Vehicle	lb/day	lb/day	lb/day
Delivery Truck	0.01	0.02	0.001
Water Truck	0.00	0.00	0.00
Total	**0.01**	**0.02**	**0.00**

Total Incremental Combustion Emissions from Construction Activities

	CO	**NOx**	**PM10**
Sources	lb/day	lb/day	lb/day
On-Site Emissions	**0.01**	**0.02**	**0.00**
Significance Threshold[g]	***1262.33***	***153.00***	***10.33***
Exceed Significance?	**NO**	**NO**	**NO**

Three Acre Site Example - Architectural Coating and Asphalt Paving

Combustion and Fugitive Summary	**PM2.5 Fraction[h]**	**PM10**	**PM2.5**
		lb/day	lb/day
Combustion (Offroad)	0.92	0.00	0.00
Combustion (Onroad)	0.96	0.00	0.00
Fugitive	0.21	0.00	0.00
Total		**0.00**	**0.00**
Significance Threshold[g]			**6.00**
Exceed Significance?			**NO**

Notes:

Project specific data may be entered into shaded cells. Changing the values in the shaded cells will not affect the integrity of the worksheets. Verify that units of values entered match units for cell. Adding lines or entering values with units different than those associated with the shaded cells may alter the integrity of the sheets or produce incorrect results.

a) SCAQMD, estimated from survey data, Sept 2004

b) Equipment name must match CARB Off-Road Model (see Off-Road Model EF worksheet) equipment name for sheet to look up EFs automatically.

c) SCAB values provided by the ARB, Oct 2006. Assumed equipment is diesel fueled.

d) CARB, EMFAC2007 (version 2.3) Burden Model, Winter 2007, 75 F, 40% RH: EF, lb/yr = (EF, ton/yr x 2,000 lb/ton)/VMT

e) Assumed haul truck travels 0.1 miles through facility

f) No water trucks are expected to be used during this construction phase.

g) LSTs for a three-acre site calculated using the linear regression formula recommended by the SCAQMD.

h) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

Three Acre Site Example - Structure Construction

Construction Activity			
3.03-Acre Project Site	Building (2013)	n/a	Square Foot Structure[a]

Construction Schedule Unknown

Equipment Type[a,b]	No. of Equipment	hr/day	Crew Size
Forklifts	2	8.0	8
Cranes	1	8.0	
Tractors/Loaders/Backhoes	1	8.0	
Generator Sets	0	8.0	
Electric Welders	0	8.0	

Construction Equipment Combustion Emission Factors

Equipment Type[c]	CO lb/hr	NOx lb/hr	PM10 lb/hr
Forklifts	0.223	0.395	0.020
Cranes	0.474	1.193	0.051
Tractors/Loaders/Backhoes	0.378	0.539	0.039
Generator Sets	0.305	0.543	0.032
Electric Welders	N/A	N/A	N/A

Construction Vehicle (Mobile Source) Emission Factors

	CO lb/mile	NOx lb/mile	PM10 lb/mile
Heavy-Duty Truck[d]	0.00931790	0.02742935	0.00133697

Construction Worker Number of Trips and Trip Length

Vehicle	No. of One-Way Trips/Day	Trip Length (miles)
Flatbed Truck[e]	30	0.1
Water Truck[f]	0	4.5

Incremental Increase in Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

	CO	**NOx**	**PM10**
Equipment Type	lb/day	lb/day	lb/day
Fork Lifts	3.58	6.32	0.33
Cranes	3.79	9.54	0.41
Tractors/Loaders/Backhoes	3.03	4.31	0.31
Generator Sets	0.00	0.00	0.00
Electric Welders	N/A	N/A	N/A
Total	**10.39**	**20.17**	**1.04**

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicles

Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)

	CO	**NOx**	**PM10**
Vehicle	lb/day	lb/day	lb/day
Flatbed Truck	0.06	0.16	0.01
Water Truck	0	0	0
Total	**0.06**	**0.16**	**0.01**

Total Incremental Combustion Emissions from Construction Activities

	CO	**NOx**	**PM10**
Sources	lb/day	lb/day	lb/day
On-Site Emissions	**10.45**	**20.34**	**1.05**
Significance Threshold[g]	***1262.33***	***153.00***	***10.33***
Exceed Significance?	**NO**	**NO**	**NO**

Combustion and Fugitive Summary	**PM2.5 Fraction**[h]	**PM10**	**PM2.5**
		lb/day	lb/day
Combustion (Offroad)	0.92	1.04	0.96
Combustion (Onroad)	0.96	0.01	0.01
Fugitive	0.21	0.00	0.00
Total		**1.05**	**0.97**
Significance Threshold[g]			**6.00**

Exceed Significance?	**NO**

Three Acre Site Example - Structure Construction

Notes:

a) Construction information provided for Project.

b) Equipment name must match CARB Off-Road Model (see Off-Road Model EF worksheet) equipment name for sheet to look up EFs automatically.

c) SCAB values provided by the ARB, Oct 2006. Assumed equipment is diesel fueled except the welders which are powered by the generator.

d) CARB, EMFAC2007 (version 2.3) Burden Model, Winter 2007, 75 F, 40% RH: EF, lb/yr = (EF, ton/yr x 2,000 lb/ton)/VMT

e) Assumed haul truck travels 0.1 miles through facility

f) No water trucks are expected to be used during this construction phase.

g) LSTs for a three-acre site calculated using the linear regression formula recommended by the SCAQMD.

h) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

Three Acre Site Example - Architectural Coating and Asphalt Paving

	Construction Activity
3.03-Acre Project Site	Architectural Coating (2013)
Construction Schedule -	**15 days**[a]

Equipment Type[a,b]	No. of Equipment	hr/day	Crew Size
Pavers	0	8.00	8
Paving Equipment	0	8.00	
Rollers	0	8.00	
Cement and Mortar Mixers	0	3.00	
Tractors/Loaders/Backhoes	0	8.00	

Construction Equipment Combustion Emission Factors

Equipment Type[c]	CO lb/hr	NOx lb/hr	PM10 lb/hr
Pavers	0.536	0.854	0.060
Paving Equipment	0.432	0.771	0.054
Rollers	0.406	0.655	0.045
Cement and Mortar Mixers	0.042	0.056	0.003
Tractors/Loaders/Backhoes	0.378	0.539	0.039

Construction Vehicle (Mobile Source) Emission Factors

	CO lb/mile	NOx lb/mile	PM10 lb/mile
Heavy-Duty Truck[d]	0.00931790	0.02742935	0.00133697

Construction Worker Number of Trips and Trip Length

Vehicle	No. of One-Way Trips/Day	Trip Length (miles)
Delivery Truck[e]	3	0.1
Water Truck[f]	0	4.5

Incremental Increase in Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/hr) x No. of Equipment x Work Day (hr/day) = Onsite Construction Emissions (lb/day)

	CO	**NOx**	**PM10**
Equipment Type	lb/day	lb/day	lb/day
Pavers	0.00	0.00	0.00
Paving Equipment	0.00	0.00	0.00
Rollers	0.00	0.00	0.00
Cement and Mortar Mixers	0.00	0.00	0.00
Tractors/Loaders/Backhoes	0.00	0.00	0.00
Total	**0.00**	**0.00**	**0.00**

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicles

Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)

	CO	**NOx**	**PM10**
Vehicle	lb/day	lb/day	lb/day
Delivery Truck	0.01	0.02	0.001
Water Truck	0.00	0.00	0.00
Total	**0.01**	**0.02**	**0.00**

Total Incremental Combustion Emissions from Construction Activities

	CO	**NOx**	**PM10**
Sources	lb/day	lb/day	lb/day
On-Site Emissions	**0.01**	**0.02**	**0.00**
Significance Threshold[g]	***1262.33***	***153.00***	***10.33***
Exceed Significance?	**NO**	**NO**	**NO**

Three Acre Site Example - Architectural Coating and Asphalt Paving

Combustion and Fugitive Summary	**PM2.5 Fraction[h]**	**PM10**	**PM2.5**
		lb/day	lb/day
Combustion (Offroad)	0.92	0.00	0.00
Combustion (Onroad)	0.96	0.00	0.00
Fugitive	0.21	0.00	0.00
Total		**0.00**	**0.00**
Significance Threshold[g]			**6.00**
Exceed Significance?			**NO**

Notes:

Project specific data may be entered into shaded cells. Changing the values in the shaded cells will not affect the integrity of the worksheets. Verify that units of values entered match units for cell. Adding lines or entering values with units different than those associated with the shaded cells may alter the integrity of the sheets or produce incorrect results.

a) SCAQMD, estimated from survey data, Sept 2004

b) Equipment name must match CARB Off-Road Model (see Off-Road Model EF worksheet) equipment name for sheet to look up EFs automatically.

c) SCAB values provided by the ARB, Oct 2006. Assumed equipment is diesel fueled.

d) CARB, EMFAC2007 (version 2.3) Burden Model, Winter 2007, 75 F, 40% RH: EF, lb/yr = (EF, ton/yr x 2,000 lb/ton)/VMT

e) Assumed haul truck travels 0.1 miles through facility

f) No water trucks are expected to be used during this construction phase.

g) LSTs for a three-acre site calculated using the linear regression formula recommended by the SCAQMD.

h) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Playa Manchester

Background Information

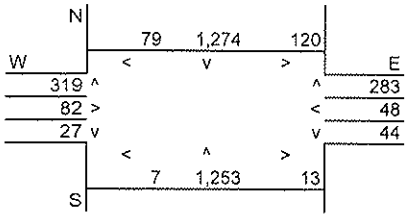
Nearest Air Monitoring Station measuring CO:	SCAQMD Station No. 820
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	2.4
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

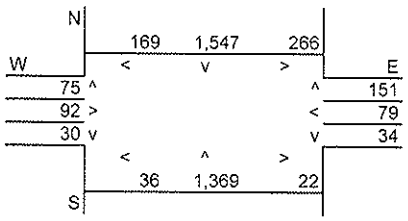
Intersection: 83rd Street and Lincoln Boulevard
Analysis Condition: Existing (2008) Conditions

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Lincoln Boulevard	At Grade	6	5	5
East-West Roadway:	83rd Street	At Grade	2	5	5

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	3,328	N-S Road:	3,577
E-W Road:	590	E-W Road:	644

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	A_4	B	C				
	Reference CO Concentrations				Traffic	Emission	Estimated CO Concentrations			
Roadway	E.O.R.	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	9.5	6.1	4.9	3.5	3,328	9.44	2.99	1.92	1.54	1.10
East-West Road	3.7	2.7	2.2	1.7	590	9.44	0.21	0.15	0.12	0.09
P.M. Peak Traffic Hour										
North-South Road	9.5	6.1	4.9	3.5	3,577	9.44	3.21	2.06	1.66	1.18
East-West Road	3.7	2.7	2.2	1.7	644	9.44	0.23	0.16	0.13	0.10

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	6.2	6.4	4.8
25 Feet from Roadway Edge	5.1	5.2	4.0
50 Feet from Roadway Edge	4.7	4.8	3.7
100 Feet from Roadway Edge	4.2	4.3	3.3

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Playa Manchester

Background Information

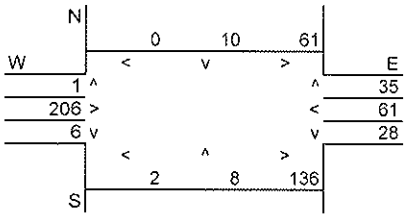
Nearest Air Monitoring Station measuring CO:	SCAQMD Station No. 820
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	2.4
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

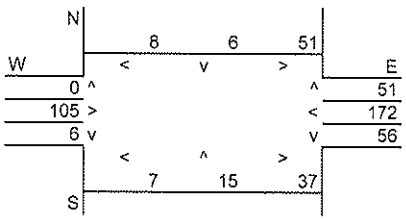
Intersection: 83rd Street and Rayford Drive
Analysis Condition: Existing (2008) Conditions

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Rayford Drive	At Grade	2	5	5
East-West Roadway:	83rd Street	At Grade	2	5	5

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	190	N-S Road:	131
E-W Road:	527	E-W Road:	472

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	A_4	B	C				
	Reference CO Concentrations				Traffic	Emission	Estimated CO Concentrations			
Roadway	E.O.R.	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	3.7	2.7	2.2	1.7	190	9.44	0.07	0.05	0.04	0.03
East-West Road	14.0	7.6	5.7	4.0	527	9.44	0.70	0.38	0.28	0.20
P.M. Peak Traffic Hour										
North-South Road	3.7	2.7	2.2	1.7	131	9.44	0.05	0.03	0.03	0.02
East-West Road	14.0	7.6	5.7	4.0	472	9.44	0.62	0.34	0.25	0.18

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	3.8	3.7	2.9
25 Feet from Roadway Edge	3.4	3.4	2.7
50 Feet from Roadway Edge	3.3	3.3	2.6
100 Feet from Roadway Edge	3.2	3.2	2.6

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Playa Manchester

Background Information

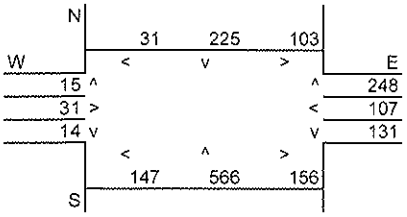
Nearest Air Monitoring Station measuring CO:	SCAQMD Station No. 820
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	2.4
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

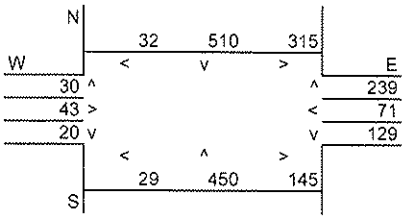
Intersection: Manchester Avenue and Pershing Drive
Analysis Condition: Existing (2008) Conditions

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Pershing Drive	At Grade	4	20	20
East-West Roadway:	Manchester Avenue	At Grade	6	20	20

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	1,239	N-S Road:	1,576
E-W Road:	776	E-W Road:	942

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	A_4	B	C				
	Reference CO Concentrations				Traffic	Emission	Estimated CO Concentrations			
Roadway	E.O.R.	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	11.9	7.0	5.4	3.8	1,239	5.39	0.79	0.47	0.36	0.25
East-West Road	2.8	2.3	2.0	1.7	776	5.39	0.12	0.10	0.08	0.07
P.M. Peak Traffic Hour										
North-South Road	11.9	7.0	5.4	3.8	1,576	5.39	1.01	0.59	0.46	0.32
East-West Road	2.8	2.3	2.0	1.7	942	5.39	0.14	0.12	0.10	0.09

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	3.9	4.2	3.2
25 Feet from Roadway Edge	3.6	3.7	2.9
50 Feet from Roadway Edge	3.4	3.6	2.8
100 Feet from Roadway Edge	3.3	3.4	2.7

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Playa Manchester

Background Information

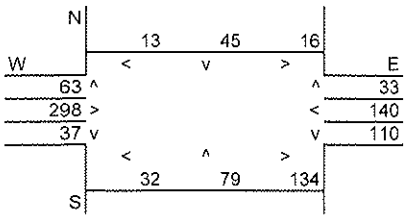
Nearest Air Monitoring Station measuring CO:	SCAQMD Station No. 820
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	2.4
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

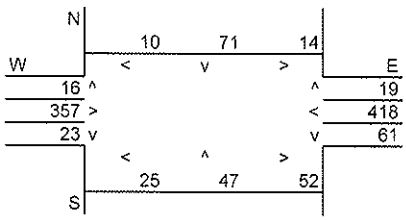
Intersection: Manchester Avenue and Rayford Drive
Analysis Condition: Existing (2008) Conditions

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Rayford Drive	At Grade	2	20	20
East-West Roadway:	Manchester Avenue	At Grade	6	20	20

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	437	N-S Road:	279
E-W Road:	731	E-W Road:	921

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	A_4	B	C				
	Reference CO Concentrations				Traffic	Emission	Estimated CO Concentrations			
Roadway	E.O.R.	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	3.7	2.7	2.2	1.7	437	5.39	0.09	0.06	0.05	0.04
East-West Road	9.5	6.1	4.9	3.5	731	5.39	0.37	0.24	0.19	0.14
P.M. Peak Traffic Hour										
North-South Road	3.7	2.7	2.2	1.7	279	5.39	0.06	0.04	0.03	0.03
East-West Road	9.5	6.1	4.9	3.5	921	5.39	0.47	0.30	0.24	0.17

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	3.5	3.5	2.8
25 Feet from Roadway Edge	3.3	3.3	2.6
50 Feet from Roadway Edge	3.2	3.3	2.6
100 Feet from Roadway Edge	3.2	3.2	2.5

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Playa Manchester

Background Information

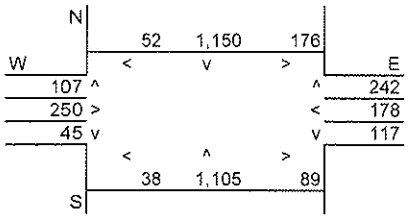
Nearest Air Monitoring Station measuring CO:	SCAQMD Station No. 820
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	2.4
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

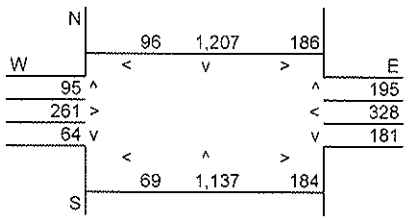
Intersection: Manchester Avenue and Lincoln Boulevard
Analysis Condition: Existing (2008) Conditions

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Lincoln Boulevard	At Grade	6	5	5
East-West Roadway:	Manchester Avenue	At Grade	6	5	5

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	2,832	N-S Road:	2,916
E-W Road:	1,052	E-W Road:	1,335

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	A_4	B	C				
	Reference CO Concentrations				Traffic	Emission	Estimated CO Concentrations			
Roadway	E.O.R.	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	9.5	6.1	4.9	3.5	2,832	9.44	2.54	1.63	1.31	0.94
East-West Road	2.8	2.3	2.0	1.7	1,052	9.44	0.28	0.23	0.20	0.17
P.M. Peak Traffic Hour										
North-South Road	9.5	6.1	4.9	3.5	2,916	9.44	2.62	1.68	1.35	0.96
East-West Road	2.8	2.3	2.0	1.7	1,335	9.44	0.35	0.29	0.25	0.21

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	5.8	6.0	4.5
25 Feet from Roadway Edge	4.9	5.0	3.8
50 Feet from Roadway Edge	4.5	4.6	3.5
100 Feet from Roadway Edge	4.1	4.2	3.2

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Playa Manchester

Background Information

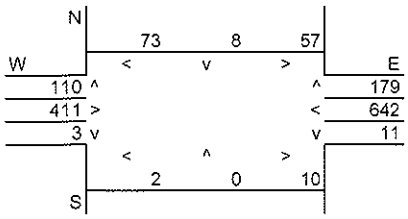
Nearest Air Monitoring Station measuring CO:	SCAQMD Station No. 820
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	2.4
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

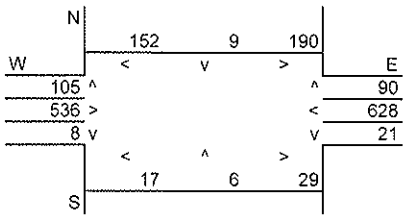
Intersection: Manchester Avenue and Loyola Boulevard
Analysis Condition: Existing (2008) Conditions

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Loyola Boulevard	At Grade	2	20	20
East-West Roadway:	Manchester Avenue	At Grade	6	20	20

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	427	N-S Road:	552
E-W Road:	1,310	E-W Road:	1,494

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	A_4	B	C				
	Reference CO Concentrations				Traffic	Emission	Estimated CO Concentrations			
Roadway	E.O.R.	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	3.7	2.7	2.2	1.7	427	5.39	0.09	0.06	0.05	0.04
East-West Road	9.5	6.1	4.9	3.5	1,310	5.39	0.67	0.43	0.35	0.25
P.M. Peak Traffic Hour										
North-South Road	3.7	2.7	2.2	1.7	552	5.39	0.11	0.08	0.07	0.05
East-West Road	9.5	6.1	4.9	3.5	1,494	5.39	0.76	0.49	0.39	0.28

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	3.8	3.9	3.0
25 Feet from Roadway Edge	3.5	3.6	2.8
50 Feet from Roadway Edge	3.4	3.5	2.7
100 Feet from Roadway Edge	3.3	3.3	2.6

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Playa Manchester

Background Information

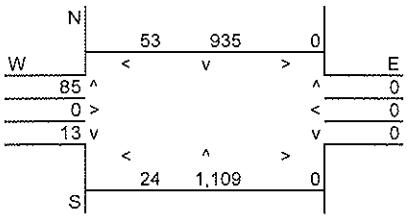
Nearest Air Monitoring Station measuring CO:	SCAQMD Station No. 820
Background 1-hour CO Concentration (ppm):	3.0
Background 8-hour CO Concentration (ppm):	2.4
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

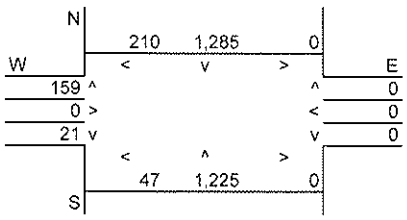
Intersection: Loyola Boulevard and Lincoln Boulevard
Analysis Condition: Existing (2008) Conditions

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Lincoln Boulevard	At Grade	6	5	5
East-West Roadway:	Loyola Boulevard	At Grade	2	5	5

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

	A.M.		P.M.
N-S Road:	2,182	N-S Road:	2,879
E-W Road:	175	E-W Road:	437

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	A_4	B	C				
	Reference CO Concentrations				Traffic	Emission	Estimated CO Concentrations			
Roadway	E.O.R.	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	9.5	6.1	4.9	3.5	2,182	9.44	1.96	1.26	1.01	0.72
East-West Road	3.7	2.7	2.2	1.7	175	9.44	0.06	0.04	0.04	0.03
P.M. Peak Traffic Hour										
North-South Road	9.5	6.1	4.9	3.5	2,879	9.44	2.58	1.66	1.33	0.95
East-West Road	3.7	2.7	2.2	1.7	437	9.44	0.15	0.11	0.09	0.07

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	5.0	5.7	4.3
25 Feet from Roadway Edge	4.3	4.8	3.6
50 Feet from Roadway Edge	4.0	4.4	3.4
100 Feet from Roadway Edge	3.7	4.0	3.1

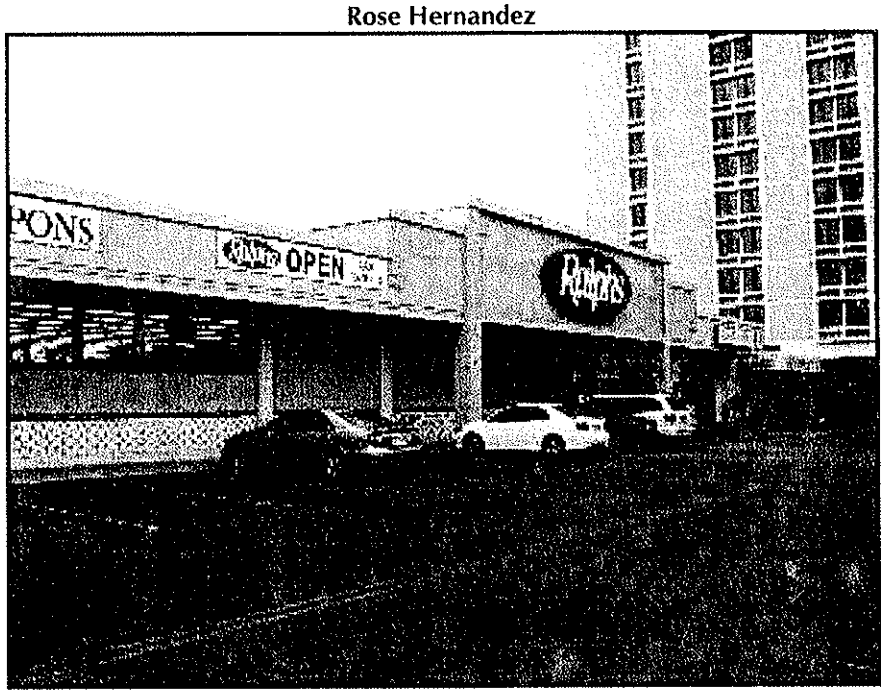
[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

APPENDIX E
PHASE I REPORTS



ENVIRONMENTAL ASSESSMENT

CAPMARK FINANCE INC.
10940 Wilshire Boulevard, Suite 1500
Los Angeles, California 90024
Rose Hernandez



PHASE I ENVIRONMENTAL SITE ASSESSMENT

of

PLAYA DE ORO – PARCEL 1

8655, 8701 & 8731 Lincoln Boulevard
Los Angeles, Los Angeles County, California 90045

PREPARED BY:

EMG
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Hunt Valley, Maryland21031
800.733.0660
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EMG Project #: 80164.06R-001.050
Date of Report: December 1, 2006
On Site Date: October 9, 2006

EMG

DUE DILIGENCE FOR THE LIFE CYCLE OF REAL ESTATE

PROJECT SUMMARY

PLAYA DE ORO – PARCEL 1
8655, 8701 & 8731 LINCOLN BOULEVARD
LOS ANGELES, CALIFORNIA 90045

Conditions noted in the Project Summary Table are representative of the overall conditions of the property. There may be more detail on specific assessment components in the report text, therefore the Project Summary Table should not be used as a stand alone document. The report should be reviewed in its entirety and only after an understanding of the attached scope of work and limitations.

ASTM Practice E 1527-00 Scope Components					
Assessment Component	Recognized Environmental Condition	Historical Recognized Environmental Condition	De Minimis Condition	Item of note	Reference Section
Historical Use	None Identified	None Identified	None Identified	None Identified	4
Federal State and Local Environmental Record Analysis	None Identified	None Identified	None Identified	None Identified	5
Site Reconnaissance	None Identified	None Identified	None Identified	None Identified	6
Interviews	None Identified	None Identified	None Identified	None Identified	7

Non-ASTM Practice E 1527-00 Scope Components		
Assessment Component	Conclusion	Reference Section
Asbestos-Containing Materials Screening	(1)	8.1
Radon Screening	No Further Action Recommended	8.3
Lead-Based Paint Screening	No Further Action Recommended	8.5
Lead-in-water Screening	No Further Action Recommended	8.7
Mold Screening	No Further Action Recommended	8.9
Wetlands	No Further Action Recommended	9.1

(1) The previously identified asbestos-containing resilient floor tile and wallboard/joint compound are in good condition and can be maintained in place if an Operations and Maintenance (O&M) Program is developed and implemented. In addition, suspect asbestos-containing materials in the form of roofing materials, ceiling tile, and the remaining areas of wallboard/joint compound and resilient floor tile/mastic were not sampled as a part of this assessment. These materials can also be maintained in the O&M Program. A properly designed O&M Program is sufficient to maintain the Project in accordance with current regulatory standards and sound business practice. ACM maintained with an O&M Program can remain in place, provided the ACM remain intact and undisturbed.

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1. CERTIFICATION

EMG has completed a Phase I Environmental Site Assessment of the Project listed on the cover page. The assessment was performed at the Client's request using the methods and procedures consistent with good commercial and customary practice designed to conform with acceptable industry standards.

This report is addressed to Capmark Finance, Inc. ("Capmark") and its affiliates. Capmark and its affiliates, their respective successors and assigns (including, without limitation, investors who purchase the mortgage loan or a participation interest in the mortgage loan and the trustee in a securitization that includes the mortgage loan), each servicer of the mortgage loan, and all rating agencies involved in any sale, securitization or syndication involving the mortgage loan may use and rely upon this Report, including, without limitation, utilizing selected information from the Report in the offering materials (either in electronic or hard copy format) relating to any sale, securitization or syndication involving the mortgage loan. The Assessor agrees to cooperate in answering questions by any of the above parties in connection with the sale, securitization or syndication, as communicated by Capmark personnel.

The purpose for which this report shall be used shall be limited to the use as stated in the contract between the client and EMG.

This report is not for the use or benefit of, nor may it be relied upon by any other person or entity, for any purpose without the advance written consent of EMG.

In expressing the opinions stated in this report, EMG has exercised the degree of skill and care ordinarily exercised by a reasonable prudent environmental professional in the same community and in the same time frame given the same or similar facts and circumstances. Documentation and data provided by the Client, designated representatives of the Client or other interested third parties, or from the public domain, and referred to in the preparation of this assessment, have been used and referenced with the understanding that EMG assumes no responsibility or liability for their accuracy.

The following summarizes the independent conclusions representing EMG's best professional judgment based on information and data available to us during the course of this assignment. Factual information regarding operations, conditions, and test data provided by the Client, owner, or their representative has been assumed to be correct and complete. Additionally, the conclusions presented are based on the conditions that existed at the time of the assessment.

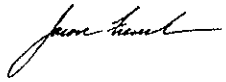
Any questions regarding this report should be directed to the Senior Environmental Consultant (SEC) listed on the cover page of this report.

Researched by: Shannon Vogt, Project Manager

Surveyed by: Shannon Vogt, Project Manager

Written by: Shannon Vogt, Project Manager

Reviewed by:



Jason French, Technical Report Reviewer

2. EXECUTIVE SUMMARY

Item	Description
Executive Summary	EMG performed a Phase I Environmental Site Assessment, that included on site observations of the accessible areas of Playa De Oro – Parcel 1(the "Project"), on October 09, 2006. Summary information concerning the Project is listed below.
Property Type	Retail
Project Address	8655, 8701 & 8731 Lincoln Boulevard, Los Angeles, California, 90045.
Current Use and Operations	The Project consists of a single parcel anchored by Ralph's Market. In the supermarket and bowling alley facility, each tenant uses its unit as a standard retail space with cooking activities that produce relatively small amounts of cooking grease. There are no photographic developing or hazardous waste-generating activities at the Project.
Initial Year Built	1958-59
Number of Stories	1-story buildings
Land Area (acres)	5.18
Building Area (SF)	100,266
Past Use of the Project	The Ralph's Market building was developed in 1958-1959. Prior to this time, the Project was undeveloped.
Current Use of the Adjacent Properties	The adjacent properties include a mixture of residences, new construction, and retail shops and offices. A park with a limited number of municipal buildings is located to the east.

Item	Description
ASTM Summary	We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-00 of Playa De Oro – Parcel 1, the Project. Any exceptions to, or deletions from, this practice are described in the Survey Approach section of this report. This assessment has revealed no evidence of recognized environmental conditions or historical recognized environmental conditions in connection with the Project. No further action or investigation is recommended at this time.

2.1. ASTM CONDITIONS MET

ASTM Conditions Met

Item	Description
Project uses identified to first developed use or 1940, whichever is earlier	Yes
Historical sources reviewed at intervals of five years or less	No, however, this is not considered a significant data gap.

2.2. RECOGNIZED ENVIRONMENTAL CONDITIONS (RECS)

Based on the results of the assessment, no Recognized Environmental Conditions (RECs) were identified at this property.

2.3. HISTORICAL RECOGNIZED ENVIRONMENTAL CONDITION

Based on the results of the assessment, no Historical Recognized Environmental Conditions were identified at this property.

2.4. DE MINIMIS CONDITIONS

Based on the results of the assessment, no de minimis conditions were identified at this property.

2.5. ITEMS OF NOTE

Based on the results of the assessment, no items of note were identified at this property.

2.6. NON ASTM ITEMS OF NOTE

Suspect ACM

Item	Description
Details	The previously identified asbestos-containing resilient floor tile and wallboard/joint compound are in good condition and can be maintained in place if an Operations and Maintenance (O&M) Program is developed and implemented. In addition, suspect asbestos-containing materials in the form of roofing materials, ceiling tile, and the remaining areas of wallboard/joint compound and resilient floor tile/mastic were not sampled as a part of this assessment. These materials can also be maintained in the O&M Program.

Item	Description
Conclusion	A properly designed O&M Program is sufficient to maintain the Project in accordance with current regulatory standards and sound business practice. ACM maintained with an O&M Program can remain in place, provided the ACM remain intact and undisturbed.
Estimated cost	$375

3. SURVEY APPROACH/PURPOSE

3.1. SURVEY APPROACH

EMG conducted an on site Environmental Site Assessment of the Project that consisted of a walk-through observation of the accessible areas and interviews with facility personnel and local agency representatives.

EMG reviewed available federal, state, and local records in an effort to identify sites of known or suspected hazardous waste activity located at or near the Project which could have an adverse impact on the Project. In an attempt to determine whether historical uses of the Project and surrounding area have had an environmental impact on the Project, EMG interviewed individuals knowledgeable about the Project and reviewed available pertinent records and documents. This assessment is based on the evaluation of the information gathered, laboratory analysis of samples collected (when required), and accessibility at the time of the assessment.

The purpose of this report is to provide the Client an assessment concerning environmental conditions (limited to those issues identified in the report) as they existed at the Project.

The scope of work included an evaluation of:

-The Project history in an attempt to identify any possible ownership(s) and/or uses that would suggest an impact to the environmental integrity of the Project as identified through review of reasonably ascertainable standard historical sources.

-Physical characteristics of the Project as identified through review of reasonably ascertainable topographic, wetlands, flood plain, soils, geology, and groundwater data.

-Current Project conditions (as applicable), as they pertain to the presence or absence of:
-Facility storage tanks, drums, containers (above or below ground), etc.
-Transformers and other electrical equipment which utilize fluid which may potentially contain PCBs
-The use of hazardous materials/chemicals and petroleum products, and/or the generation, treatment, storage, or disposal of hazardous, regulated, or medical wastes

-Information contained in programs such as the NPL, CERCLIS, SHWS, RCRIS, SWF, LUST, and other governmental information systems within specific search distances of the Project. This evaluation was performed to identify any sites that would have the potential to impact the environmental integrity of the Project. The regulatory agency report provided is based on an evaluation of the data collected and compiled by a contracted data research company. The report is based on a radius search which focuses on both the Project and neighboring sites that may impact the Project. Neighboring sites listed in governmental environmental records are identified within a specific search distance. The search distance varies depending upon the particular government record being checked. The information provided is assumed to be correct and complete.

-Visual observation of the adjacent properties to identify high-risk neighbors and the potential for known or suspected contamination to migrate onto the Project.

3.2. WEATHER CONDITIONS

Item	Description
Outdoor Temperature (degrees F)	65
Weather Conditions	Cloudy
Wind Conditions	Light

3.3. KEY SITE MANAGER INTERVIEW

Ilana Stein, Portfolio Manager, Decron Properties

Item	Description
Name of Key Site Manager	Ilana Stein
Title of Key Site Manager	Portfolio Manager, Decron Properties
Tenure with Project	4 years
Good knowledge of the Current Use of the Project	Yes
Good knowledge of the Physical Characteristics of the Project	Yes
Good knowledge of the Past Use of the Project	No
Someone else available who does have good knowledge	No
Significant information	Ms. Stein has been associated with the Project for the past four years and is very familiar with the current on site operations. However, Ms. Stein did not have a good historical knowledge of the site prior to her company's involvement and was unable to provide much historical information. Historical information was obtained mostly from building permit dates, aerial photographs, and prior environmental reports.
Completed Pre-Survey Questionnaire	No

4. HISTORICAL USE

The following tables provide a chronological summary of the historical uses of the Project.

1867-Current, Fire Insurance and Other Maps > Project Area Not Mapped

Item	Description
Historical maps identified for the Project area	No
Source that no historical maps have been developed	EDR

1938, Aerial Photograph > Undeveloped Farmland

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The Project is shown as farmland; there are no improvements.
Adjacent north	A roadway runs along the northeast border, with unimproved farmland on the other side.
Adjacent east	The adjacent area to the southeast is unimproved farmland.
Adjacent south	The adjacent area to the southwest is unimproved farmland.
Adjacent west	The adjacent area to the northwest is unimproved farmland.

1953, Aerial Photograph > Undeveloped

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The site is undeveloped and there are no Project improvements.
Adjacent north	A roadway runs along the northeast border, with unimproved land on the other side.
Adjacent east	A roadway runs along the southeast border, with unimproved land on the other side.
Adjacent south	To the southwest are residential homes.
Adjacent west	The area to the northwest is undeveloped.

1963, Aerial Photograph > General Commercial

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The Project improvements consist of a large retail-type building with a surrounding parking area. The retail building is similar in appearance to the current improvements.
Adjacent north	A roadway runs along the northeast border, with a municipal park and one municipal building and parking lot on the other side.
Adjacent east	A roadway runs along the southeast border, with undeveloped land on the other side.
Adjacent south	To the southwest are residential homes.
Adjacent west	The area to the northwest includes a retail building, a hotel complex, and associated parking areas.

1972, Aerial Photograph > General Commercial

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The Project improvements consist of a large retail-type building with a parking structure and surrounding parking area. The improvements are similar in appearance to the current improvements.
Adjacent north	A roadway runs along the northeast border, with a municipal park and one municipal building and parking lot on the other side.
Adjacent east	A roadway runs along the southeast border, with a retail-type structure and associated parking on the other side.
Adjacent south	To the southwest are residential homes.
Adjacent west	The area to the northwest includes a retail building, and a hotel tower and complex with associated parking areas.

1981, USGS 7.5 Minute Topographic Maps > General Commercial

Item	Description
Historical topographic maps identified for the Project area	Yes
Source	Other
Source	TopoZone website
Quadrangle name	USGS Venice CA Quadrangle
Date of photo-revision	1998
Date of photo-inspection	1998
Copy obtained?	Yes
Project improved?	Yes
Noteworthy features	Improved with buildings
Location of Buildings	The Ralph's building is shown along the northeast side of the Project parcel.
Number of Buildings	One; the Ralph's building is shown along the northeast side of the Project parcel.
Vehicular access?	Yes
Description of vehicular access	Lincoln Boulevard provides access from the northeast; Loyola Boulevard provides access from the southeast.
North adjacent property	The property to the north is shown as shaded and high-density.
East adjacent property	The property to the east is shown as a municipal park.
South adjacent property	The properties to the south are shown as homes and shaded/high-density.
West adjacent property	The property to the west is shown as shaded and high-density.

1985, Aerial Photograph > General Commercial

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The Project improvements consist of a large retail-type building with a parking structure and surrounding parking area. The improvements are very similar in appearance to the current improvements.
Adjacent north	A roadway runs along the northeast border, with a municipal park and two municipal buildings and parking areas on the other side.

Item	Description
Adjacent east	A roadway runs along the southeast border, with a retail-type structure and associated parking on the other side.
Adjacent south	To the southwest are residential homes.
Adjacent west	The area to the northwest includes a retail building, a hotel tower and complex, and associated parking areas.

1997, Aerial Photograph > General Commercial

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The Project improvements consist of a large retail-type building with a parking structure and surrounding parking area. The retail building is similar in appearance to the current improvements.
Adjacent north	A roadway runs along the northeast border, with a municipal park and two municipal buildings and parking areas on the other side.
Adjacent east	A roadway runs along the southeast border, with a retail-type structure and associated parking on the other side.
Adjacent south	To the southwest are residential homes.
Adjacent west	The area to the northwest includes a retail building, a hotel tower and complex, and associated parking areas.

2000, Previous Investigation/Assessment > General Commercial

Item	Description
Date of Source	August 18, 2000
Previous reports?	Yes
Previous reports obtained from	Client
Type of report	Phase I ESA
Author and date	ACS Associates; August 18, 2000

Item	Description
Summary of the previous report	The prior Phase I report covered the entire Project parcel, in addition to the off site commercial parcels to the northwest extending to Rayford Drive and including the Re-Max building. The findings of the prior Phase I report are fairly consistent with EMG's current observations, and the prior report supplied supplemental municipal information. According to the prior Phase I report, a UST was in use at Precision Automotive, and a historical UST was identified at a neighboring hardware store. Neither of these facilities is located on or adjacent to the Project lands included as part of EMG's current assessment, and no evidence of leaks or releases was identified. However, a concern was also expressed regarding Carriage Cleaners, a dry cleaning facility located adjacent to Ralph's Grocery, and a Phase II subsurface assessment was recommended. The Phase II subsurface assessment was also reviewed by EMG and is discussed below.

2001, Previous Investigation/Assessment > General Commercial

Item	Description
Date of Source	November 19, 2001
Previous reports?	Yes
Previous reports obtained from	Client
Type of report	Subsurface Investigation
Author and date	Earth Systems Southern California; November 19, 2001
Summary of the previous report	Based on the presence of a UST (and possibly former UST's) at the Re-Max building (not included as part of EMG's current assessment) and a dry cleaning facility adjacent to the Ralph's building, a prior Phase I ESA report recommended a Phase II subsurface assessment be conducted. Laboratory analysis of soil samples collected during the 2001 Phase II assessment yielded no reportable concentrations of gasoline-related hydrocarbons or other evidence of leakage or contamination at the Re-Max parcel (not included as part of EMG's current assessment). In addition, no reportable concentrations of the dry cleaning solvent "perc" (tetrachloroethene) were reported in the soils near the dry cleaning facility adjacent to Ralph's Grocery. The soil sample analysis provides supporting evidence that neither a UST nor dry cleaning release occurred at or nearby the Project prior to 2001.

2004, Aerial Photograph > General Commercial

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The Project improvements consist of a large retail-type building with a parking structure and surrounding parking area. The retail building is similar in appearance to the current improvements.
Adjacent north	A roadway runs along the northeast border, with a municipal park and two municipal buildings and parking areas on the other side.
Adjacent east	A roadway runs along the southeast border, with a retail-type structure and associated parking on the other side.
Adjacent south	To the southwest are residential homes.
Adjacent west	The area to the northwest includes a retail building, a hotel tower and complex, and associated parking areas.

5. FEDERAL, STATE AND LOCAL ENVIRONMENTAL RECORD ANALYSIS

Pepys Galley Inc.

Item	Description
Address	8731 Lincoln Boulevard (former occupant of current AMF bowling alley)
Is the regulatory site listing for the Project?	Yes
Other database(s)	EMI
Additional information	The listing reports 19 tons of carbon monoxide emissions per year in 1990. No other information is available.
Additional action or investigation regarding the listing(s) for the Project recommended.	Based upon factors such as regulatory status and/or the absence of reported releases, no further action or investigation is recommended regarding the Project listing(s).
Walk to the listed site(s)	Yes
Talk to personnel at the listed site	No
Reason couldn't talk to the personnel at the listed site	The occupant listed is no longer present at the site, and there is nothing currently indicative of excessive on-going carbon monoxide emissions at this location.

City of LA General Services; Loyola Village Library

Item	Description
Address	7114 West Manchester Avenue
Is the regulatory site listing for the Project?	No
Is the regulatory site listing for an adjacent property?	Yes
Direction of the regulatory site in relation to the Project	Northeast
Database(s) listed	RCRA-TSD, FINDS
Other database(s)	HAZNET, RCRA-SQG
Estimated groundwater flow direction at this site	Southeast
Elevation relative to subject property	Cross-gradient

Item	Description
Additional information	The waste category is listed as "other organic solids" and the library is listed as a small quantity generator with "no violations found."
Potential for site to have impacted the Project	No
Mitigating factors	Topographic relations, Estimated direction of groundwater flow, Regulatory status, Absence of a reported release
Conclusion	Based upon the mitigating factor(s) listed above no further action or investigation appears warranted for this site.
Walk to the listed site(s)	Yes
Talk to personnel at the listed site	No
Reason couldn't talk to the personnel at the listed site	Not applicable; no releases or contamination issues reported.

Carriage Cleaners

Item	Description
Address	8639 Lincoln Boulevard #104
Is the regulatory site listing for the Project?	No
Is the regulatory site listing for an adjacent property?	Yes
Direction of the regulatory site in relation to the Project	Northwest
Database(s) listed	RCRA-TSD, FINDS
Other database(s)	RCRA-SQG, HAZNET, CLEANERS, EMI
Estimated groundwater flow direction at this site	Southeast
Elevation relative to subject property	Cross-gradient
Additional information	Small quantity RCRA generator with no violations found. No other information available. It should be noted that a subsurface assessment was performed at the Project in 2001 to help assess whether this facility had impacted the environmental integrity of the Project. No evidence of a release was identified (Section 4).
Potential for site to have impacted the Project	No

Item	Description
Mitigating factors	Topographic relations, Estimated direction of groundwater flow, Regulatory status, Absence of a reported release, Phase II soil sampling results (see Section 4)
Conclusion	Based upon the mitigating factor(s) listed above no further action or investigation appears warranted for this site.
Walk to the listed site(s)	Yes
Talk to personnel at the listed site	No
Reason couldn't talk to the personnel at the listed site	The dry-cleaning occupant is no longer present at the site, with equipment removed and the space vacant.

Westchester Recreation Center

Item	Description
Address	7000 West Manchester Avenue
Is the regulatory site listing for the Project?	No
Is the regulatory site listing for an adjacent property?	Yes
Direction of the regulatory site in relation to the Project	Northeast
Other database(s)	HAZNET
Estimated groundwater flow direction at this site	Southeast
Elevation relative to subject property	Cross-gradient
Additional information	The waste category is listed as "other inorganic solid waste" with no releases or violations reported.
Potential for site to have impacted the Project	No
Mitigating factors	Topographic relations, Estimated direction of groundwater flow, Regulatory status, Absence of a reported release
Conclusion	Based upon the mitigating factor(s) listed above no further action or investigation appears warranted for this site.
Walk to the listed site(s)	Yes
Talk to personnel at the listed site	No
Reason couldn't talk to the personnel at the listed site	Not applicable; no releases or contamination issues reported.

LA Westchester Municipal Building

Item	Description
Address	7166 West Manchester Avenue
Is the regulatory site listing for the Project?	No
Is the regulatory site listing for an adjacent property?	Yes
Direction of the regulatory site in relation to the Project	Northeast
Database(s) listed	RCRA-TSD, FINDS
Other database(s)	HAZNET, RCRA-SQG
Estimated groundwater flow direction at this site	Southeast
Elevation relative to subject property	Cross-gradient
Additional information	The site is listed as a small quantity generator with "no violations found." The waste category was listed as 3 tons of asbestos-containing waste.
Potential for site to have impacted the Project	No
Mitigating factors	Topographic relations, Estimated direction of groundwater flow, Regulatory status, Absence of a reported release
Conclusion	Based upon the mitigating factor(s) listed above no further action or investigation appears warranted for this site.
Walk to the listed site(s)	Yes
Talk to personnel at the listed site	No
Reason couldn't talk to the personnel at the listed site	Not applicable; no releases or contamination issues reported.

Airport Marina Hotel; AMFAC Hotel; Furama Hotel

Item	Description
Address	8601 Lincoln Boulevard
Is the regulatory site listing for the Project?	No
Is the regulatory site listing for an adjacent property?	Yes
Direction of the regulatory site in relation to the Project	Northwest

Item	Description
Database(s) listed	RCRA-TSD, FINDS
Other database(s)	HAZNET, RCRA-SQG
Estimated groundwater flow direction at this site	Southeast
Elevation relative to subject property	Up-gradient
Additional information	This facility was formerly located adjacent to the northwest of the Project. Most of the hotel has been demolished, with one remaining tower to be completely renovated. This site is identified as a small quantity generator of "organic" wastes, with no releases or violations reported. In addition, over 13 tons of asbestos-containing waste was removed from the Furama Hotel, presumably before demolition efforts.
Potential for site to have impacted the Project	No
Mitigating factors	Regulatory status, Absence of a reported release
Conclusion	Based upon the mitigating factor(s) listed above no further action or investigation appears warranted for this site.
Walk to the listed site(s)	No
Reason couldn't walk to the listed site(s)	Most of the hotel has been demolished and is now a large vacant construction site.
Talk to personnel at the listed site	No
Reason couldn't talk to the personnel at the listed site	No longer applicable; no current occupant.

Loyola Village Elementary

Item	Description
Address	8821 Villanova Avenue
Is the regulatory site listing for the Project?	No
Is the regulatory site listing for an adjacent property?	No
Approximate distance from the regulatory site to the Project (in feet)	141
Direction of the regulatory site in relation to the Project	West
Database(s) listed	FINDS

Item	Description
Estimated groundwater flow direction at this site	Southeast
Elevation relative to subject property	Cross-gradient
Additional information	No releases or violations reported.
Potential for site to have impacted the Project	No
Mitigating factors	Topographic relations, Estimated groundwater flow direction, Regulatory status, Absence of a reported release
Conclusion	Based upon the mitigating factor(s) listed above no further action or investigation appears warranted for this site.
Walk to the listed site(s)	Yes
Talk to personnel at the listed site	No
Reason couldn't talk to the personnel at the listed site	Not applicable; no releases or contamination issues reported.

Otis College of Art and Design

Item	Description
Address	9045 Lincoln Boulevard
Is the regulatory site listing for the Project?	No
Is the regulatory site listing for an adjacent property?	No
Approximate distance from the regulatory site to the Project (in feet)	300
Direction of the regulatory site in relation to the Project	Southeast
Other database(s)	HAZNET, EMI
Estimated groundwater flow direction at this site	Southeast
Elevation relative to subject property	Down-gradient
Additional information	The waste category is listed as "photochemicals and photoprocessing waste" with no releases or violations reported.
Potential for site to have impacted the Project	No

Item	Description
Mitigating factors	Topographic relations, Estimated groundwater flow direction, Regulatory status, Absence of a reported release
Conclusion	Based upon the mitigating factor(s) listed above no further action or investigation appears warranted for this site.
Walk to the listed site(s)	Yes
Talk to personnel at the listed site	No
Reason couldn't talk to the personnel at the listed site	Not applicable; no releases or contamination issues reported.

Regulatory Summary

Item	Description
Remaining Site(s)	The remaining mapped site(s) do not consist of the Project or adjacent properties, with the closest being approximately 375 feet from the Project. Furthermore, none of the unmapped (orphan) sites were identified in the vicinity of the Project during EMG's area reconnaissance.
Conclusion	Based on such factors as distance, topographic relations, the estimated groundwater flow direction, and/or regulatory status, no further action or investigation is recommended regarding these site(s).

6. SITE RECONNAISSANCE

6.1. GENERAL SITE SETTING

6.1.1. Current Use(s) of the Property

Ralph's Retail

Item	Description
Name	Ralph's Retail
General Project use	Shopping center
Tenant name	Ralph's, AMF El Dorado Lanes
Description of operations	The main building consists of three spaces: Ralph's Market, AMF El Dorado Lanes, and a vacant space. Each tenant uses their unit as a standard retail space with cooking activities that produce relatively small amounts of cooking grease. There are no photographic developing or other hazardous waste-generating activities at the Project.
Any hazardous substances and/or petroleum products beyond the use of routine janitorial and maintenance supplies	Refer to the Hazardous Substances and Petroleum Products section for more information.

6.1.2. Drycleaner

Drycleaner

Item	Description
	No current or former drycleaners were identified at the Project.

6.1.3. Industrial Tenants

Industrial

Item	Description
	No current or former industrial tenants were identified at the Project.

6.1.4. Auto Repair

Auto Repair

Item	Description
	No current or former auto repair tenants were identified at the Project.

6.1.5. Permits

Permits

Item	Description
	No current environmental permits were identified at the Project.

6.1.6. Past Use(s) of the Property

General commercial, Agricultural, Undeveloped

Item	Description
Past improvement(s)	No
Evidence of past use of hazardous substances or petroleum products	No
History of the Project identified back to 1940 or the first developed use	Yes

6.1.7. Current Uses of Adjoining Properties

Northeast

Item	Description
Use	Lincoln Boulevard runs along the northeast border, with a municipal park and two municipal buildings across the street. The buildings include the Westchester Municipal Building and the Westchester Senior Center.
Address	7166 West Manchester Avenue; 8740 Lincoln Boulevard
Listed on a regulatory database	Yes
Conclusion	Refer to Section 5 - Federal, State and Local Environmental Record Analysis for more information.

Southeast

Item	Description
Use	Loyola Boulevard runs along the southeast border, with a Bank of America building and parking area across the street.
Address	9001 Lincoln Boulevard
Listed on a regulatory database	No
High profile type property	No
Conclusion	Conditions have not been identified in which hazardous substances or petroleum products are likely to migrate to the Project groundwater or soil.

Southwest

Item	Description
Use	There a number of residential homes to the southwest of the Property.
Listed on a regulatory database	No
High profile type property	No
Conclusion	Conditions have not been identified in which hazardous substances or petroleum products are likely to migrate to the Project groundwater or soil.

Northwest

Item	Description
Use	The area to the northwest includes a vacant 2-story retail building (which used to house a dry cleaning tenant) and a hotel tower. The construction site which used to be the main hotel complex lies beyond.
Address	8601-8651 Lincoln Boulevard
Listed on a regulatory database	Yes
Conclusion	Refer to Section 5 - Federal, State and Local Environmental Record Analysis for more information.

6.1.8. Past Uses of Adjoining Properties

Undeveloped land, Farmland

Item	Description
Direction	Northeast, Southeast, Southwest, Northwest
Listed on a regulatory database	No
High profile type property	No
Conclusion	Conditions have not been identified in which hazardous substances or petroleum products are likely to have migrated to the Project groundwater or soil from the adjoining properties.

6.1.9. Current Uses in the Surrounding Area

Gasoline station, General commercial, Photo development laboratory, Residential, Municipal park

Item	Description
Current use listed on a regulatory database	Yes
Conclusion	Refer to Section 5 - Federal, State and Local Environmental Record Analysis for more information.

6.1.10. Past Uses in the Surrounding Area

Agricultural, Undeveloped

Item	Description
Conclusion	Conditions have not been identified in which hazardous substances or petroleum products are likely to have migrated to the Project groundwater or soil from the surrounding area.

6.2. TOPOGRAPHIC CONDITIONS

Loyola Village, USGS Venice CA Quadrangle

Item	Description
Publisher	USGS
Date	1981
Photo-revision date	1998
Photo-inspection date	1998
Description of the Project	The Project is shown as developed with a commercial structure.

Item	Description
Number and location of the above described features	The main hotel complex and main Ralph's building are pictured distinctly; the other improvements are not shown individually and are represented as a high-density shaded area.
Improvements identified on the topographic map similar to the improvements observed at the Project during the on site reconnaissance	Yes
Direction of slope at the Project	Southeast
Slope in the general area of the Project differs from the slope at the Project	No
Name of the closest downgradient surface water	Pacific Ocean
Distance of the closest downgradient surface water body	1.75 miles
Direction of the closest downgradient surface water body	Southwest

6.3. PHYSICAL SITE SETTING

Physical Site Setting

Item	Description
	No site specific physical site setting information was available for the Project.

6.4. GENERAL DESCRIPTION OF STRUCTURES

8655, 8701, 8731 Lincoln Boulevard

Item	Description
Land area (acres)	5.18
Improvements	Yes
Number of building(s), type(s) of building(s), number of stories, date(s) of construction, and date(s) of renovation	The site improvements consist of a single one-story retail and bowling alley building, with surrounding parking areas, constructed in 1958-1959.

Item	Description
Ancillary structures	To the rear of the main building is a two-story concrete parking structure, reportedly built in 1966.
Additional improvements	Paved parking area, Landscaping
Number and location of additional improvements	The landscaping and paved areas surround the main building.
Foundation	Slab on grade, Footings
Interior Framing	Concrete and Steel
Perimeter Walls	Columns, Bearing Walls: Brick, Concrete Masonry Unit (CMU), Other, Stucco, Limited sections of painted stone veneer
Roof Type	Flat
Roofing Materials	Asphalt mineral surface, roll roofing
Basement or sub-grade levels?	No
UFFI	No visual evidence of urea formaldehyde foam insulation was observed during EMG's site visit.

6.5. ROADS

Road: Lincoln Boulevard

Item	Description
A public thoroughfare adjoining the Project	Yes
Location of the public thoroughfare adjoining the Project	Northeast

Road: Loyola Boulevard

Item	Description
A public thoroughfare adjoining the Project	Yes
Location of the public thoroughfare adjoining the Project	Southeast

6.6. Potable Water Supply

Potable Water Source

Item	Description
Potable water source	Los Angeles Department of Water and Power
On site well	No
Drinking water quality	The potable water supply meets all Federal, State, and Local drinking water quality standards.
Source of the water quality information	Review of water quality report (on-line or physical document)

6.7. Sewage Disposal Systems

Public Sewer

Item	Description
On site system	No
Select how long on public system	Since construction
Prior on site system	No

6.8. Interior and Exterior Observations

6.8.1. Hazardous Substances and Petroleum Products in Connection with Identified Uses

Routine janitorial and maintenance supplies

Item	Description
Disposition	The Project contains routine janitorial and maintenance supplies, which are utilized for Project maintenance and upkeep and are generally stored in retail-sized containers. Additionally, these supplies are completely consumed and no hazardous or regulated waste products are generated.
Location	The routine janitorial and maintenance supplies are located in utility closets throughout the Project.

6.8.2. Hazardous Substance and Petroleum Products Containers (Not Necessarily in Connection With Identified Uses)

Hazardous Substance and Petroleum Products NICWIU

Item	Description
	No hazardous substances and petroleum products not necessarily in connection with identified uses were identified at the Project.

6.8.3. Drums

Drums

Item	Description
	No hazardous material/petroleum product drums were identified at the Project.

6.8.4. Unidentified Substance Containers

Unidentified Substance Containers

Item	Description
	No unidentified substance containers were identified at the Project.

6.8.5. Generators

Generators

Item	Description
	The Project is not serviced by a generator.

6.8.6. Storage Tanks

AST

Item	Description
	No evidence of current or former ASTs was identified at the Project.

UST

Item	Description
	No evidence of current or former USTs was identified at the Project.

6.8.7. Odors

Odors

Item	Description
	No odors were identified at the Project.

6.8.8. Pools of Liquid

Pools of Liquid

Item	Description
	No pools of liquid were identified at the Project.

6.8.9. PCBs

Transformers

Item	Description
Number of transformers serving the Project	7
Type	Pole-mounted
Ownership	Utility owned
Utility name	Los Angeles Department of Water and Power
PCB Status	Not classified
Evidence of leaking observed	No
Conclusion	The unit(s) should be periodically inspected for leakage. If leakage is visible, the Project owner/manager should contact the public utility, which will remediate the situation. Should the unit(s) have to be replaced, the utility is responsible, provided the cause is equipment failure, not customer misuse.

6.8.10. Other Miscellaneous Systems

Miscellaneous System

Item	Description
	No other miscellaneous systems were identified at the Project.

6.10. Exterior Observations

6.10.1. Pits, Ponds, or Lagoons at the Project

Pits, ponds, or lagoons

Item	Description
	No pits, ponds or lagoons were identified at the Project.

6.10.2. Pits, Ponds, or Lagoons on Adjacent Properties

Pits, ponds, or lagoons adjacent

Item	Description
	No pits, ponds, or lagoons were noted on adjacent properties.

6.10.3. Stained Soil or Pavement

Parking Lot

Item	Description
Minor, incidental oil discharges observed on parking areas	Yes
	Minor oil discharges were observed on the parking area(s); however, the discharges are incidental in nature and corrective action is neither practical nor warranted.

6.10.4. Stressed Vegetation

Stressed Vegetation

Item	Description
	No stressed vegetation was identified at the Project.

6.10.5. Wastes

Municipal Trash

Item	Description
Type	Municipal trash
Specific tenant	No
Pre-disposal storage	Dumpster(s)
Surface	Concrete, Asphalt

Item	Description
Excessive odors	No
Excessive ground trash	No
Storage containers labeled as not receiving hazardous, regulated, and medical wastes	Yes
Evidence of hazardous, regulated, or medical wastes in the non-hazardous waste storage container(s)	No
Disposal method	Municipal trash service

Hazardous, regulated or medical waste

Item	Description
	No hazardous, regulated, or medical wastes were identified at the Project.

Land-filling

Item	Description
	No visual evidence of land-filling was identified at the Project or adjacent properties.

6.10.6. Cooking Grease

Supermarket Kitchen and Diner

Item	Description
Specific tenant	Yes
Tenant name(s)	Ralph's Market and AMF El Dorado Lanes
Pre-disposal storage	55-gallon drum(s)
Location(s) of the cooking grease storage	Each tenant stores its waste drum in their kitchen area
Surface	Kitchen quarry tile floor
Excessive odors	No
	No excessive odors were noted in the vicinity of the cooking grease storage area(s).
Excessive spillage	No
	No excessive spillage was noted in the vicinity of the cooking grease storage area(s).

Item	Description
Name(s) of the contracted waste hauler(s)	Darling (supermarket) and Baker's Commodity (bowling alley)
Disposal method	Contracted waste hauler
Frequency(ies) the cooking grease is disposed	Every few weeks

6.10.7. Waste Water

Storm Water

Item	Description
Storm water	No recognized environmental conditions related to storm water were identified.

6.10.8. Wells

Wells

Item	Description
	No wells were identified at the Project.

6.10.9. Septic Systems

Septic System

Item	Description
	The Project is not serviced by a septic system.

7. INTERVIEWS

7.1. INTERVIEW WITH KEY SITE MANAGER

Ilana Stein, Portfolio Manager, Decron Properties

Item	Description
Name of Key Site Manager	Ilana Stein
Title of Key Site Manager	Portfolio Manager, Decron Properties
Tenure with Project	4 years
Good knowledge of the Current Use of the Project	Yes
Good knowledge of the Physical Characteristics of the Project	Yes
Good knowledge of the Past Use of the Project	No
Someone else available who does have good knowledge	No
Significant information	Ms. Stein has been associated with the Project for the past four years and is very familiar with the current operations of the two parcels. However, Ms. Stein did not have a good historical knowledge of the site prior to her company's involvement and was unable to provide much historical information. Historical information was obtained mostly from building permit dates, aerial photographs, and prior environmental reports.
Completed Pre-Survey Questionnaire	No

7.2. INTERVIEWS WITH OCCUPANTS

Interviews with Occupants

Item	Description
	No occupants were interviewed.

7.3. INTERVIEWS WITH LOCAL GOVERNMENT OFFICIALS

City of Los Angeles Building & Planning Departments

Item	Description
Information readily available for the project	Yes
Name and Title of the agency contact	N/A
Year records date back to	Early 1900s
Significant information	This review indicated that Certificates of Occupancy for the present buildings at the Project were issued in 1960. General building permits for the Project were on file, but did not reveal any information or condition that could impact the environmental integrity of the Project. No permits for previous uses were found in the file for the Project address. The absence of permits for previous uses suggests no official development of the Project took place prior to the current use. The Project is located in a Community Commercial General Plan Land Use area, and is currently zoned [Q]C4-1. No environmentally significant information was identified.
Evidence of a release	No
Conditions identified in which hazardous substances or petroleum products are likely to migrate to the soil and/or groundwater.	No

City of Los Angeles Fire Department

Item	Description
Information readily available for the project	No

7.4. INTERVIEWS WITH OTHERS

Interviews with Others

Item	Description
	No other individuals were interviewed.

8. NON ASTM SCOPE COMPONENTS

8.1. ASBESTOS

EMG performed a screening for the presence of asbestos, including the identification of all suspect materials in accessible areas (interior and exterior) and the collection and analysis of samples from selected homogeneous areas of suspect ACM, if required by the specified Scope of Work. The number of samples collected was determined by the requirements of the assessment Scope of Work (as applicable) and the judgment of the EMG Project Manager. Any suspect materials not tested should be considered suspect for asbestos content until tested and proven otherwise. Friable materials are those which can be easily crumbled or pulverized by hand pressure.

This screening approach is not a comprehensive (i.e., AHERA-Style) asbestos survey, nor is it intended to fulfill the NESHAP requirements for demolition/renovation purposes, but is intended to identify the potential for an asbestos hazard in accessible areas. This screening is not intended to be used for demolition, abatement, renovation, or repair work.

The basis for "suspect" determination is taken from the materials listed in Appendix G of the United States Environmental Protection Agency (USEPA) publication Managing Asbestos in Place (the "Green Book"). Therefore, all materials listed in the Green Book which were installed prior to 1989 are considered suspect with the exception of resilient floor tile, asbestos-cement board (transite), and roofing felt, which are considered suspect regardless of installation date (these materials continue to be manufactured and installed in the United States).

The federal definition of an Asbestos-containing Material (ACM) is any material containing more than 1% asbestos by weight.

8.1.1. Unsampled Suspect Material

Roofing material

Item	Description
Friable	No
Condition	Good
Location	Roof areas
Quantity	Not quantified
Three samples collected and submitted	No
Reason samples were not collected	Potential to void a warranty
	Please refer to Section 2 for further discussion.

Ceiling tile

Item	Description
Friable	No
Condition	Good
Location	The bowling alley ceiling.
Quantity	15,000 SF
Three samples collected and submitted	No
Reason samples were not collected	Material in good condition. Sampling not required.
	Please refer to Section 2 for further discussion.

12" x 12" resilient floor tile/mastic

Item	Description
Friable	No
Condition	Good
Location	Throughout the Ralph's building
Quantity	30,000 SF
Three samples collected and submitted	No
Reason samples were not collected	Material in good condition. Sampling not required.
	Please refer to Section 2 for further discussion.

Wallboard/joint compound

Item	Description
Friable	No
Condition	Good
Location	Throughout the Ralph's building
Quantity	25,000 SF
Three samples collected and submitted	No
Reason samples were not collected	Material in good condition. Sampling not required.
	Please refer to Section 2 for further discussion.

8.1.2. Sampled Suspect Material

No friable or damaged non-friable suspect asbestos was observed at the Project. Therefore no samples were collected.

8.2. PRIOR ASBESTOS

Envirotest dated May 26, 1996

Item	Description
Reliance	Yes
Name of the consultant and the Date of the prior asbestos sampling	American Envirotest dated May 26, 1995
Select the suspect ACM identified	Wallboard/joint compound, Vinyl floor tile
Location of the suspect ACM	The majority of the samples collected and analyzed as part of Abatec's asbestos screening were collected from the off site structures (and former structures) to the northwest, which were not included as part of the Project for the purposes of this report. However, based on review of available information, the following suspect materials were identified and sampled from the portion of the Project included in EMG's current assessment : Wallboard/joint compound - Alpha Beta grocery store (assumed to be the existing Ralph's Grocery); Vinyl floor tile - Former drugstore at 8701 Lincoln Boulevard.
Quantity of the suspect ACM	Neither of the identified asbestos-containing materials were quantified by Abatec
Positive ACM identified	Wallboard/joint compound, Vinyl floor tile
Location of the positive ACM	Wallboard/joint compound - Alpha Beta grocery store (assumed to be the existing Ralph's Grocery); Vinyl floor tile - Former drugstore at 8701 Lincoln Boulevard
Quantity of the positive ACM	Neither of the identified asbestos-containing materials were quantified by Abatec
Comprehensive survey	No
Does the prior report meet EMG's requirements?	Yes. It should be noted that the scope of the prior asbestos screening did not meet EMG's minimum number of samples to be collected from each homogeneous area of suspect ACM; however, the material sampled at the Project were non-friable and in good condition, and would not have been sampled at all by EMG per the current scope of work. Furthermore, the laboratory analytical results for each of the samples collected were positive, negating the need for additional sample collection/analysis.

Item	Description
Findings with regard to identification of asbestos	Abatec recommended that an asbestos O&M Program be developed and implemented, and that an asbestos air screening be performed on a yearly basis to assess the potential health risk to hotel employees and guests from the presence of spray-applied fire-proofing on structural wood members in the hotel plenum. Based on the limited scope of sampling, Abatec also recommended that additional sampling be conducted prior to disturbance of any of the materials not already identified as asbestos-containing.
	Please refer to Section 2 for further discussion.

Other Prior Asbestos Screenings

Item	Description
	No prior sampling results provided for review.
Additional comment	It should be noted that prior asbestos screenings/limited assessments for the Project, prepared by American Envirotest (January 30, 1996); P&D Environmental Services (February 6, 1997); and Abatec (May 22, 1998); discussed the results of bulk and air sampling activities for ACM. However, the sampling discussed in these reports was conducted at the former hotel property and other facilities to the northeast, which are not included as part of EMG's current assessment.

8.3. RADON

Radon

Item	Description
	There are no residences at the Project; therefore, radon was not addressed as a part of this assessment.

8.4. PRIOR RADON

Prior Radon

Item	Description
	No prior sampling results provided for review.

8.5. Lead Based Paint

Lead Based Paint

Item	Description
Property Type	Retail
Conclusion	There are no residences at the Project; therefore, lead based paint was not addressed as a part of this assessment.

8.6. Prior Lead Based Paint

ACS Associates dated June 2, 1998

Item	Description
Reliance	Yes
Prior lead based paint results	The scope of the previous lead paint screening included the former hotel facility to the northwest (now demolished), the now vacant office tower to the northwest, and the ReMax office facility located further northwest. However, at least four lead wipe samples were collected from the Project buildings included as part of EMG's current assessment. Two lead wipe samples were collected from Ralph's (bathroom and exterior) and two from the bowling alley (restroom and playroom). According to ACS, the wipe samples were below the Federal standard, and no further work or assessment was recommended.
Previous sampling adequate	Yes
Laboratory analyses or XRF results of previous samples positive for Lead Based Paint	No
Lead free certification	No

8.7. Lead In Water

Lead In Water

Item	Description
	Lead in water sampling was not requested; therefore, lead in water was not addressed as a part of this assessment. Please refer to the Potable Water Supply section for further discussion.

8.8. Prior Lead In Water

Prior Lead In Water

Item	Description
	No prior sampling results provided for review.

8.9. Mold

The ESA included a screening approach for the potential existence of mold, including the identification of visible mold growth, conditions conducive to mold growth, and evidence of moisture in readily accessible interior areas of the Project. In addition, EMG interviewed Project personnel regarding any known or suspected mold contamination, water intrusion, or mildew-like odor problems. Sampling was not performed as a part of this survey. EMG notes that this survey does not constitute a comprehensive mold assessment of the Project, and the conclusions made are based solely on observable conditions in readily accessible interior areas of the Project on the assessment date.

Mold

Item	Description
Conclusion	EMG did not note obvious visual indications of the presence of mold, conditions conducive to mold growth, or evidence of moisture in readily accessible interior areas of the Project. No further action or investigation is recommended regarding mold at the Project.

9. NON ASTM ENVIRONMENTAL SETTINGS

9.1. WETLANDS

Wetlands

Item	Description
NWI map reviewed	No
Surface water features or vegetation indicative of wetlands identified through review of USGS map and/or site observations at the Project	No
Surface water features or vegetation indicative of wetlands identified through review of USGS map and/or site observations at any adjacent property	No

9.2. FLOOD ZONE

Zone C

Item	Description
FEMA map available	Yes
Date of the FEMA flood map	February 4, 1987
Flood zone(s)	Zone C, areas outside the 500-year flood plain with less than 0.2% annual probability of flooding. Annual Probability of Flooding of Less than one percent.
Additional flood zones	The Project is not located in any additional flood zones.
Source document was obtained and included in Appendices	No

9.3. SOILS

Oceano Association

Item	Description
County the soils information source is for	Los Angeles
State the soils information source is for	California
Agency which published the soils information	USDA NRCS
Date of the soils information	1969
Project area mapped	Yes
Entire Project mapped as Urban Land	No
Soil type	Oceano Association
Slope	2-5%
Soil Drainage information available	Yes
Drainage	Excessively
Texture	Sand
Depth	>60 inches
Soil Permeability information available	Yes
Permeability	Rapid
Soil Reaction information available	Yes
Reaction	Medium acidic
Depth to Seasonal High Water Table (Shallow Aquifer)	Not reported
Site-Specific soils information	No site-specific soils information is available.

9.4. GEOLOGY

Geologic Map of California

Item	Description
Geology Type	Geologic Map of California
Agency which published geologic information	Geologic Map of California published by the California Geological Survey
Date of the Geology Source	1977
Physiographic Province	Peninsular Ranges
Geologic Age	Quaternary
Geologic material type	Alluvium, lake, playa, and terrace deposits, unconsolidated and semi-consolidated, mostly non-marine, but includes marine deposits near the coast
Estimated depth to bedrock	Unspecified
Site-specific geologic information available	No site specific geologic information is available.
Source document obtained and included in Appendices	No
Source document not obtained	Original document available for review only. Copies not available.

9.5. GROUNDWATER HYDROLOGY

Groundwater Atlas of the United States

Item	Description
Agency which published hydrology information	Groundwater Atlas of the United States published by the U.S. Geological Survey
Date of the hydrology source	1995
Estimated depth range of ground water levels in the aquifer	110 to 200 feet
Estimated depth to shallow ground water available	Yes
Estimated depth to shallow ground water	10 to 30 feet
Anticipated ground water flow direction at the Project	Southeast

APPENDICES

APPENDIX A: PHOTOGRAPHIC DOCUMENTATION



Photo #1:	Signage for Ralph's Market parcel



Photo #2:	Northeast elevation of Ralph's Market building



Photo #3:	Northeast elevation of Ralph's building, bowling alley portion



Photo #4:	Southeast elevation of Ralph's building, bowling alley portion

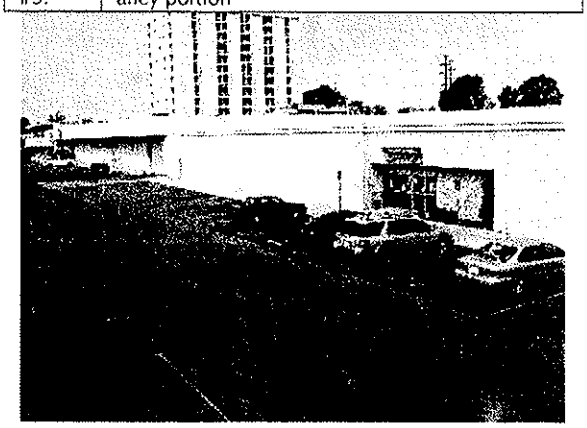


Photo #5:	Southwest elevation of Ralph's building



Photo #6:	Parking overview

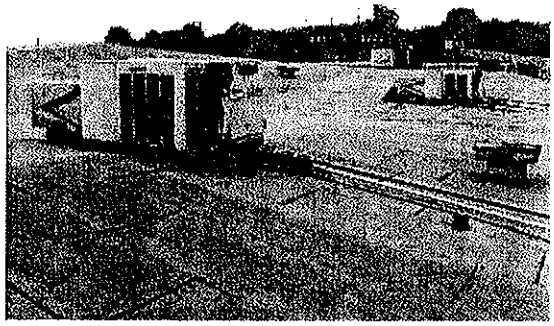


Photo #7:	Roof overview, package HVAC units

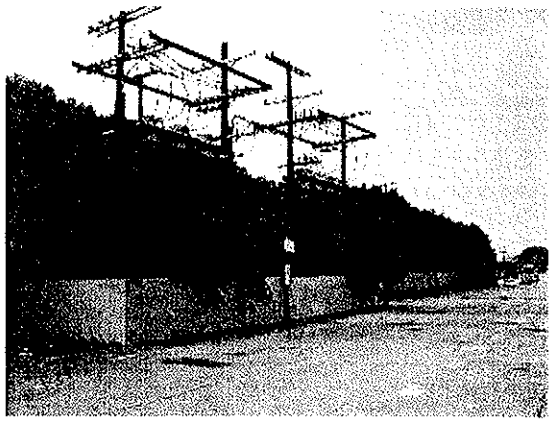


Photo #8:	Pole-mounted transformers



Photo #9:	Dumpster area

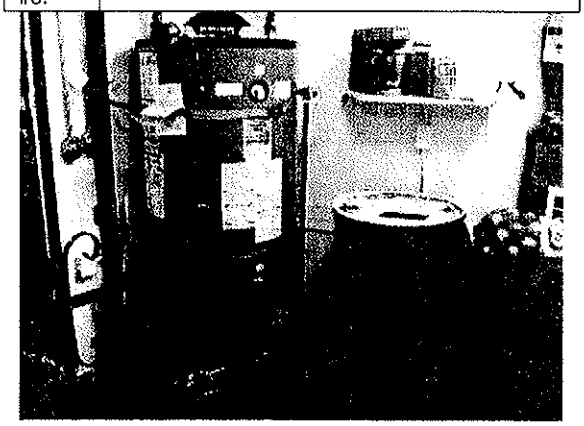


Photo #10:	Gas-fired water heater and cooking grease storage drum

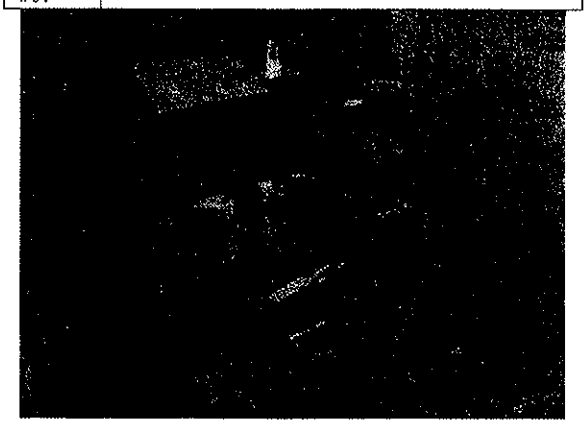


Photo #11:	Routine janitorial supplies and paint



Photo #12:	Ralph's Market interior space

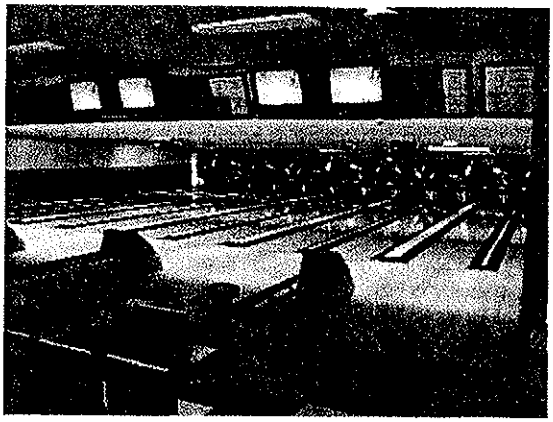


Photo #13:	AMF El Dorado Lanes bowling alley interior

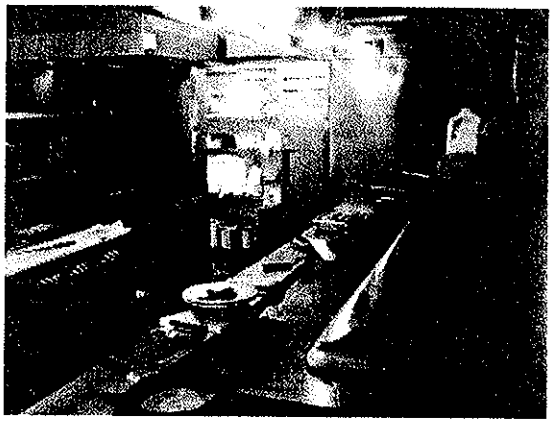


Photo #14:	Bowling alley diner kitchen



Photo #15:	Parking structure on the southwest side of the property

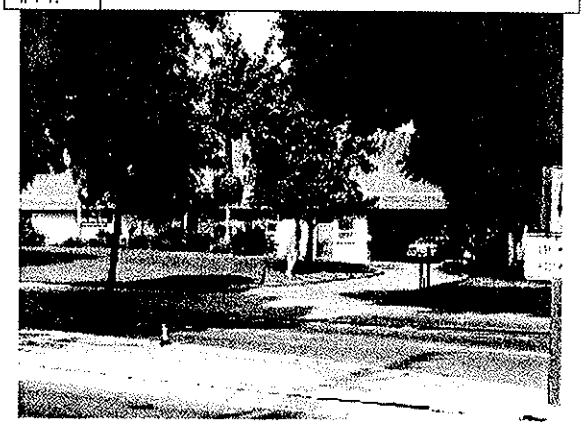


Photo #16:	Adjacent northeast: municipal building and park



Photo #17:	Adjacent southeast: Bank of America

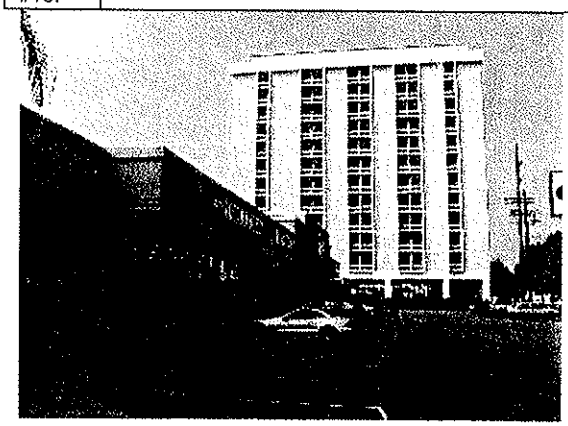


Photo #18:	Adjacent northwest: hotel tower



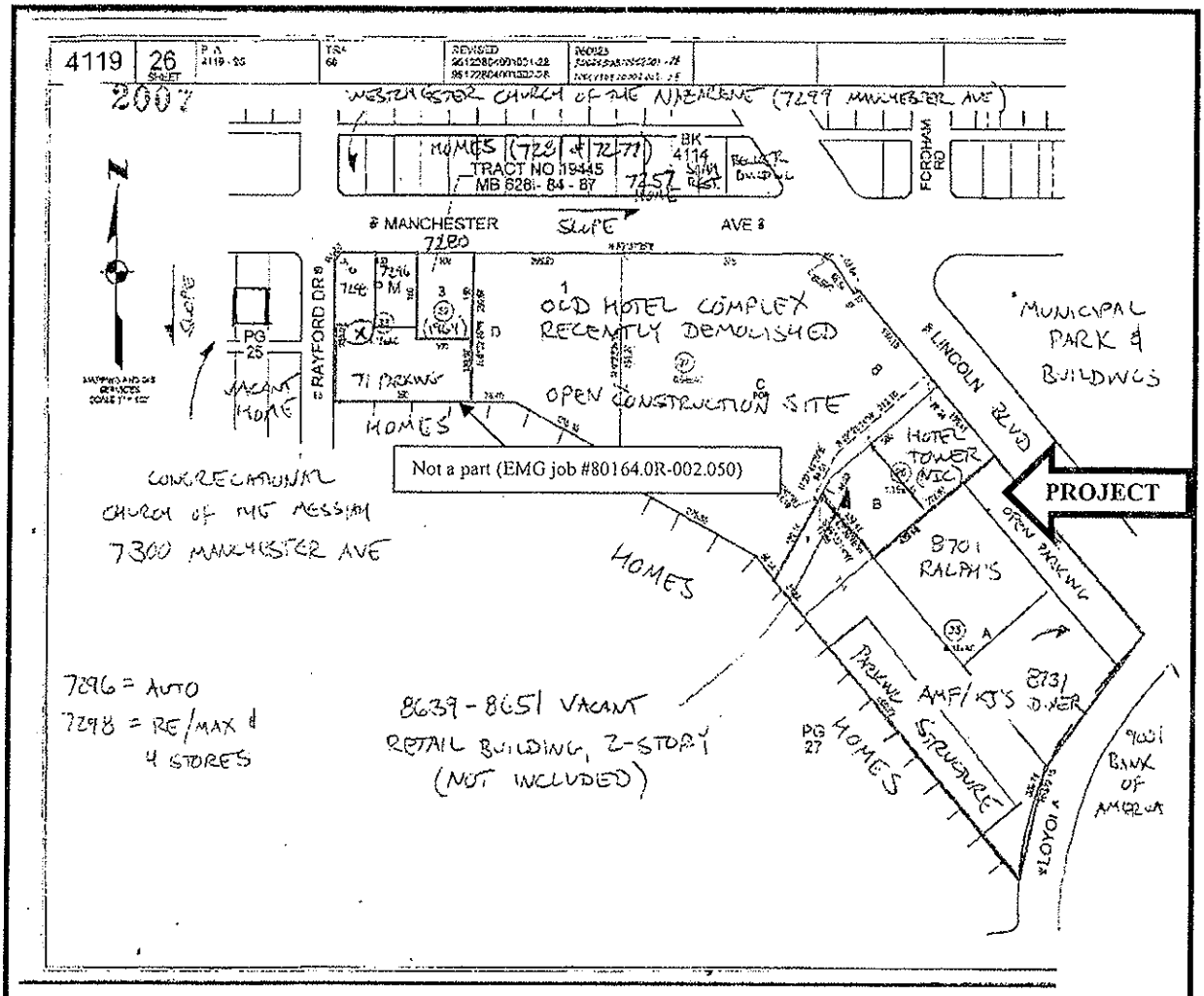
Photo #19:	Adjacent northwest: vacant 2-story retail



Photo #20:	Construction site further northwest

APPENDIX B: FIELD SKETCH

Field Sketch



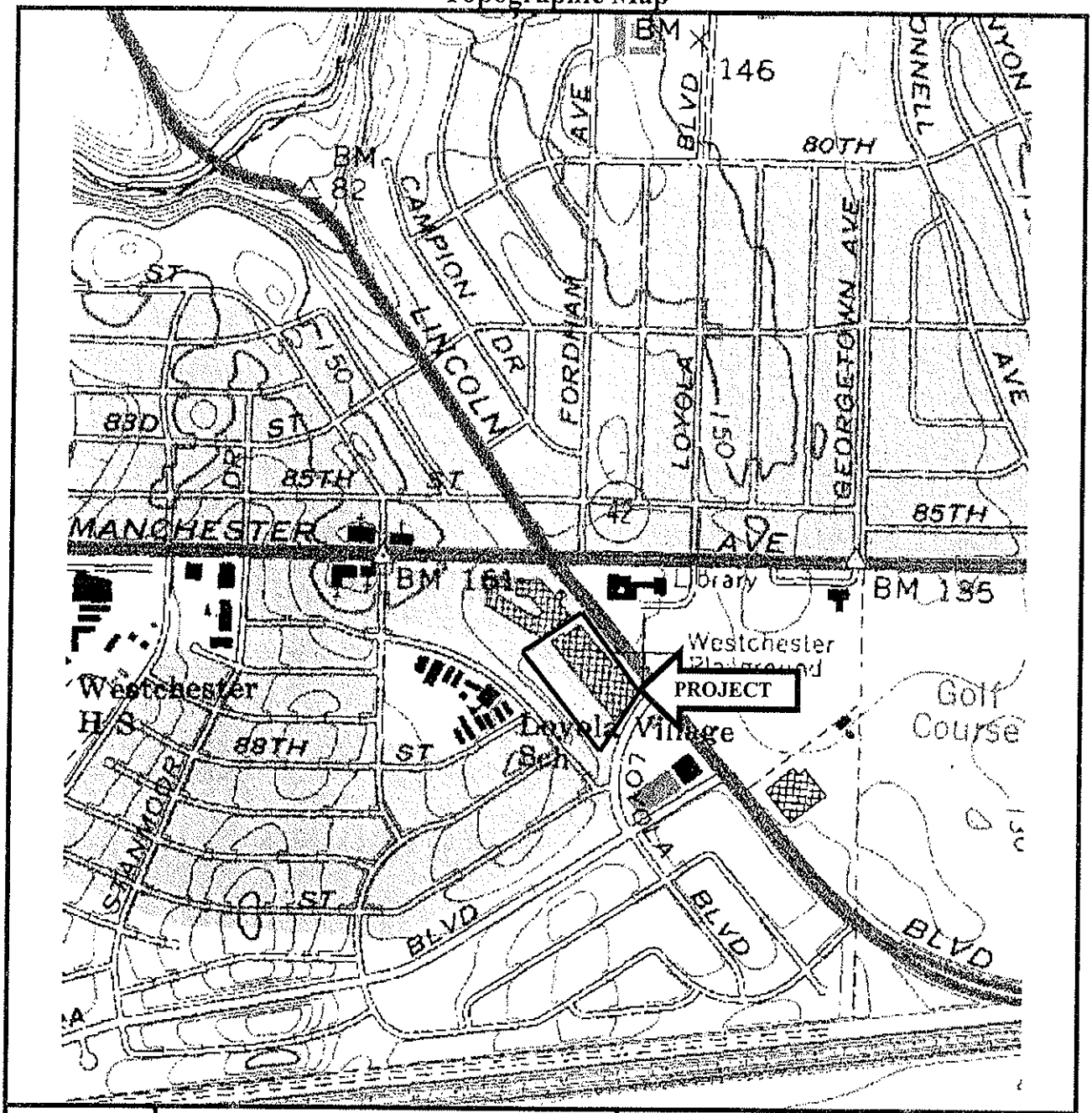
⊗ = PAD-MOUNTED TRANSFORMER

Key:	**Project Number:** 80164.06R-001.050
Project Name: Playa De Oro – Parcel 1	
On-Site Date: October 9, 2006	

Not drawn to scale.
The north arrow indicator is an approximation of 0° North.

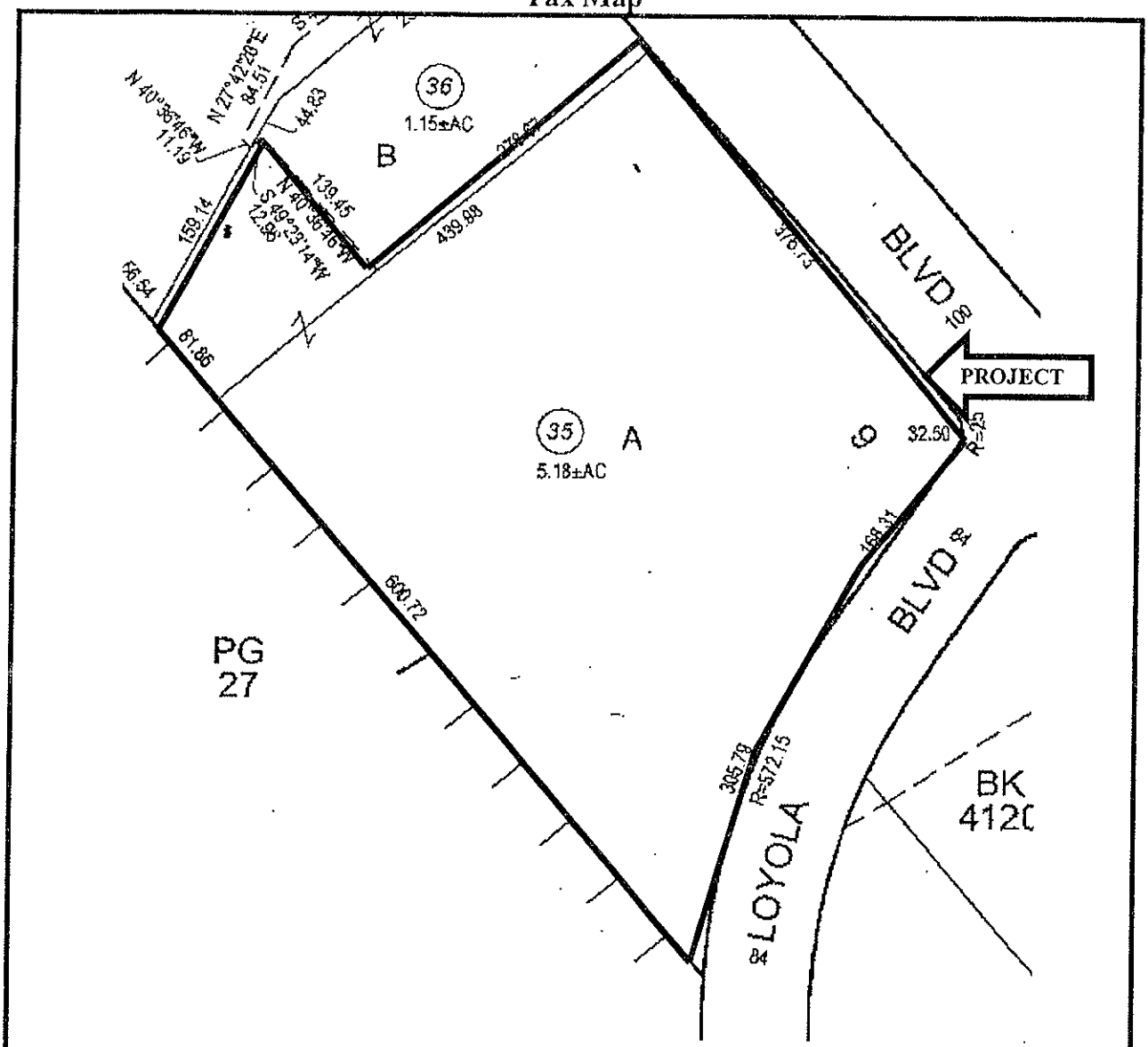
APPENDIX C: MAPS AND AERIAL PHOTOGRAPHS

Topographic Map



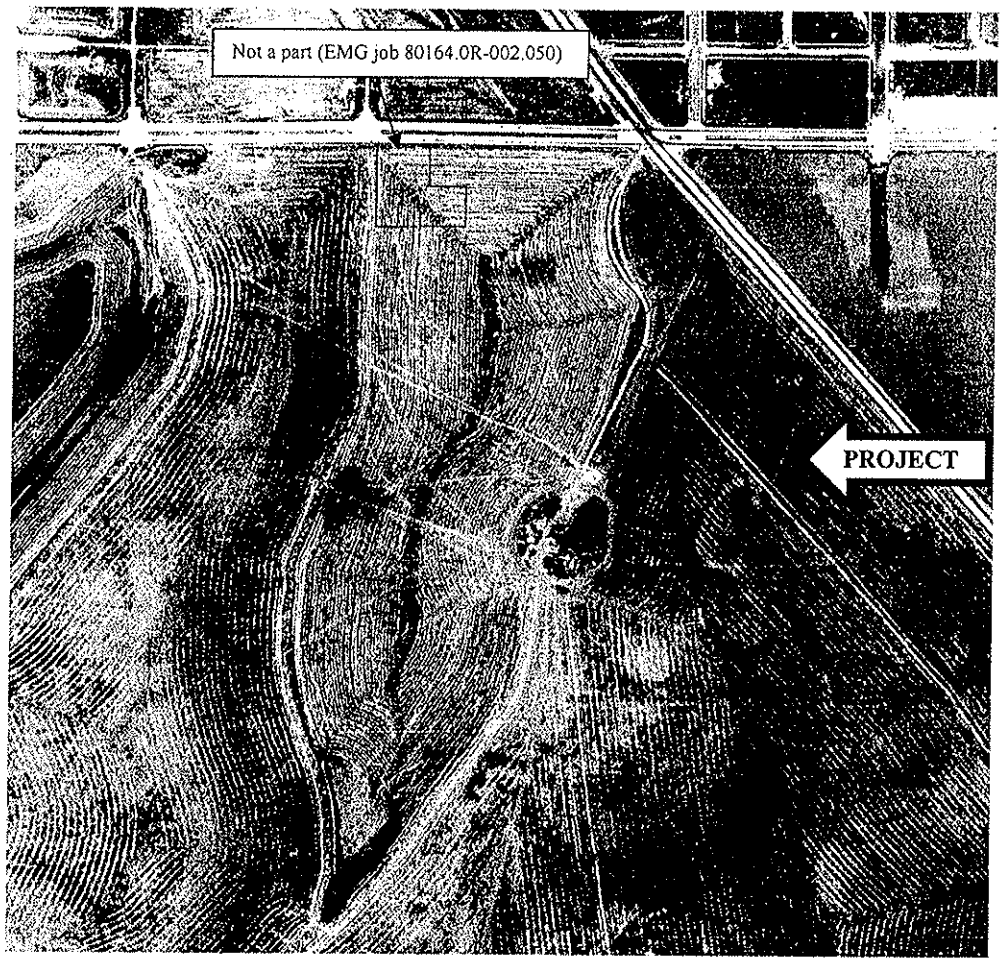
Source: TopoZone Website	**Project Number:** 80164.06R-001.050
The north arrow indicator is an approximation of 0° North.	**Project Name:** Playa de Oro – Parcel 1 **On-Site Date:** October 9, 2006

Tax Map



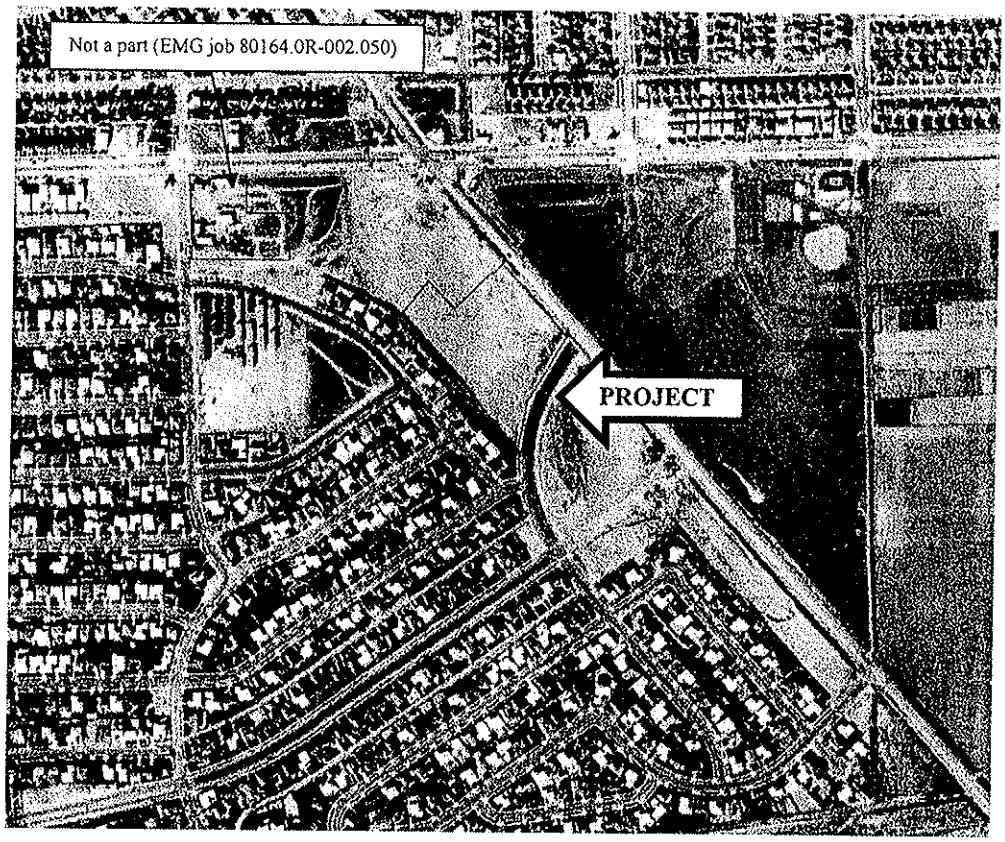
Source: Los Angeles County Assessor Website	**Project Number:** 80164.06R-001.050
	Project Name: Playa de Oro – Parcel 1
The north arrow indicator is an approximation of 0° North.	**On-Site Date:** October 9, 2006

1938 Aerial Photograph



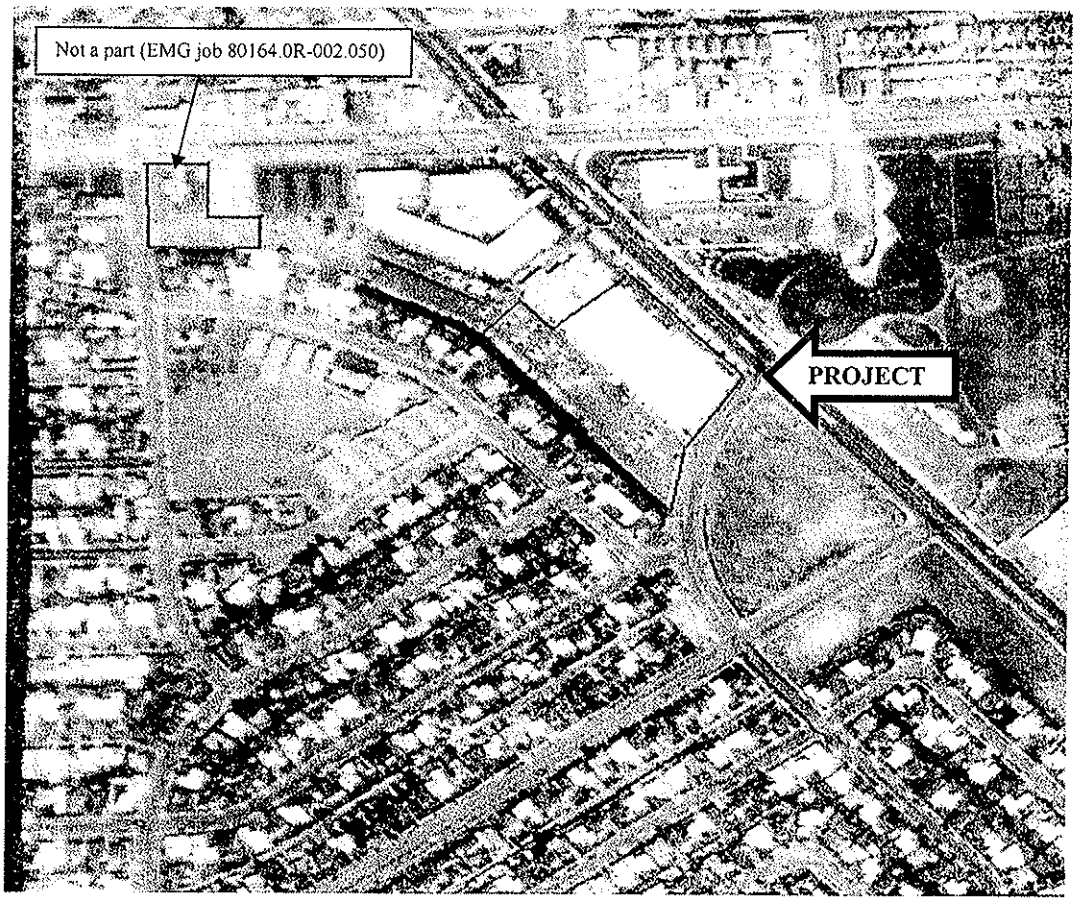
EMG	**Source:** Rupp Aerials/Geopak	**Project Number:** 80164.06R-001.050
N		**Project Name:** Playa de Oro – Parcel 1
The north arrow indicator is an approximation of 0° North.		**On-Site Date:** October 9, 2006

1953 Aerial Photograph



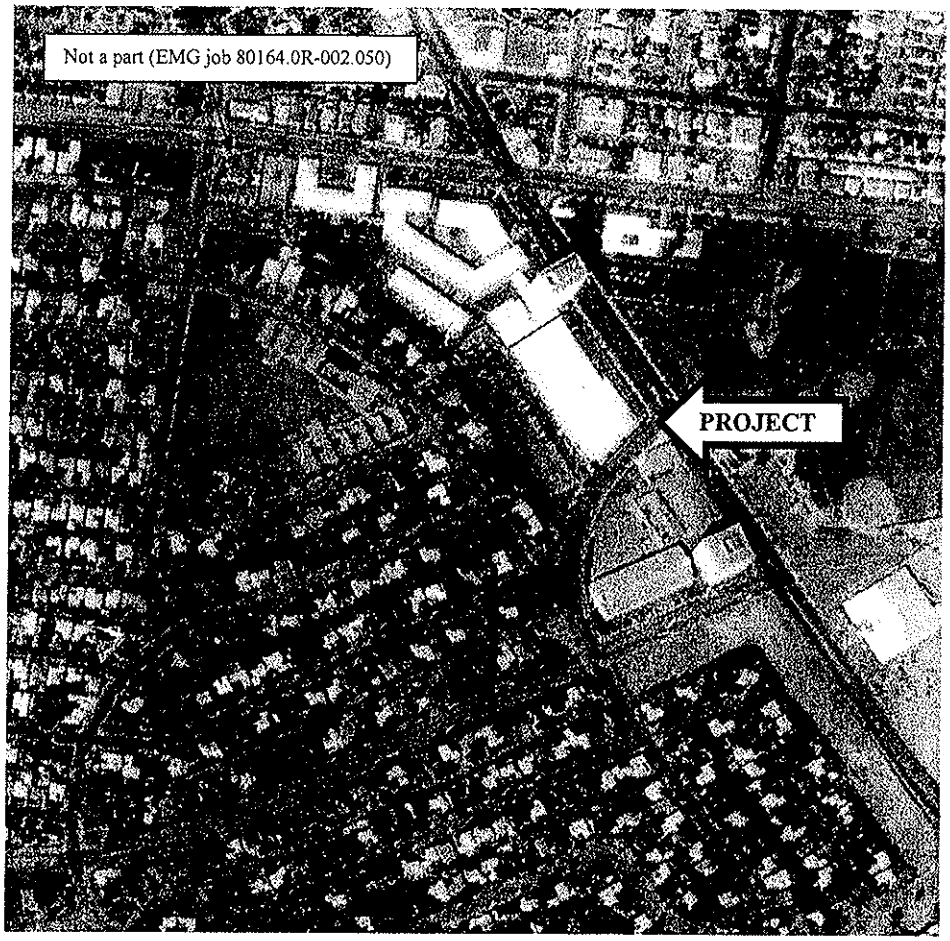
EMG **Source:** Rupp Aerials/Geopak	**Project Number:** 80164.06R-001.050
N The north arrow indicator is an approximation of 0° North.	**Project Name:** Playa de Oro – Parcel 1 **On-Site Date:** October 9, 2006

1963 Aerial Photograph



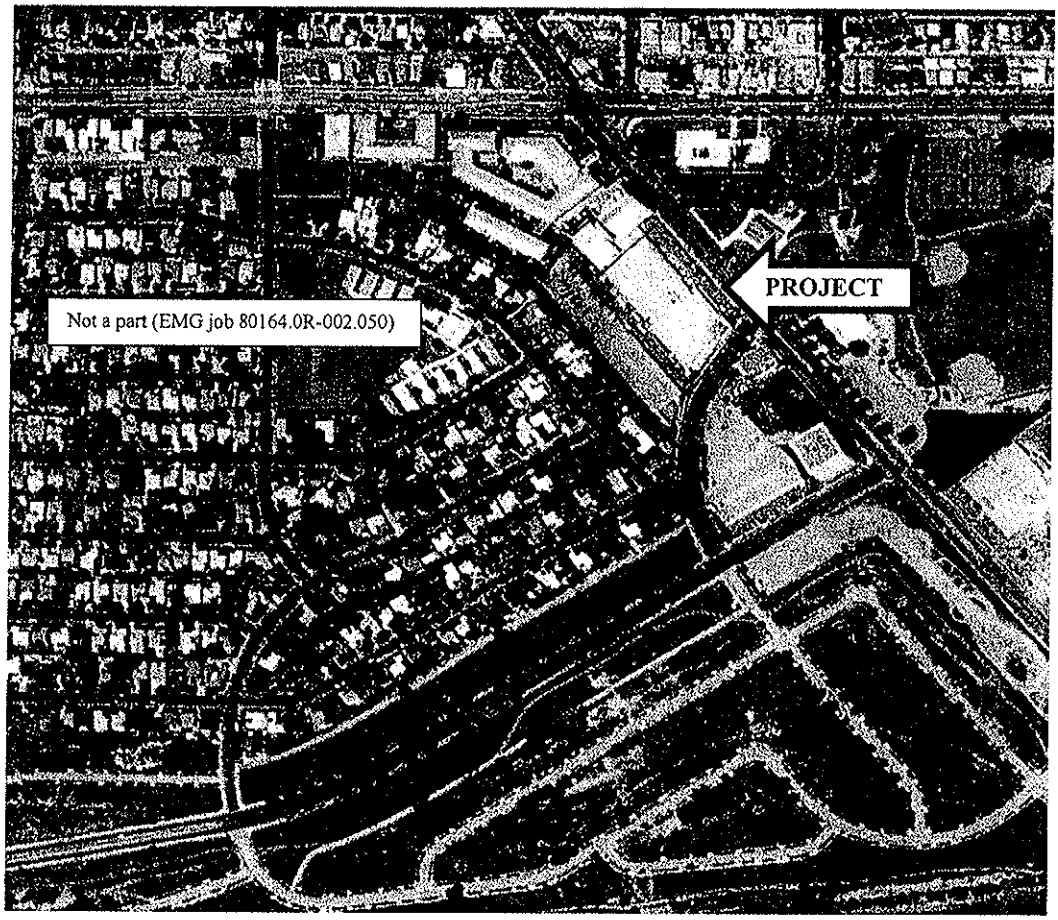
EMG **Source:** Rupp Aerials/Geopak	**Project Number:** 80164.06R-001.050
N The north arrow indicator is an approximation of 0° North.	**Project Name:** Playa de Oro – Parcel 1 **On-Site Date:** October 9, 2006

1972 Aerial Photograph



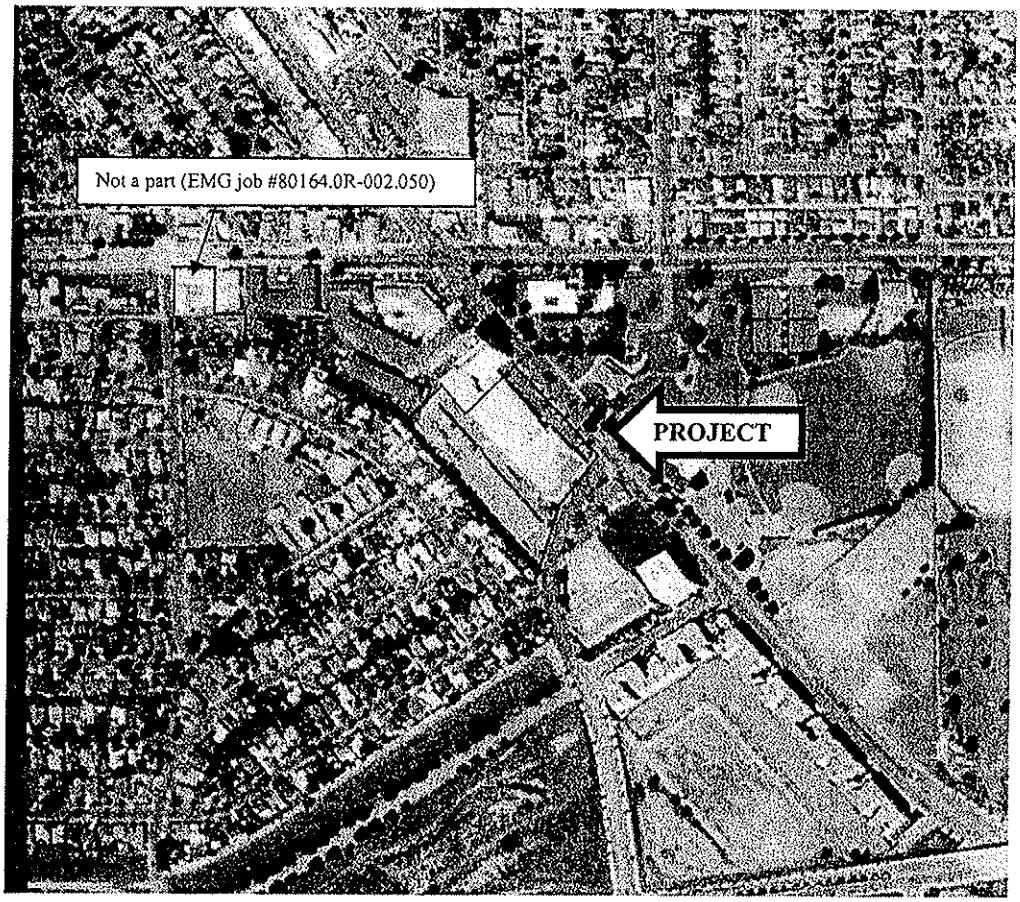
Source: Rupp Aerials/Geopak	**Project Number:** 80164.06R-001.050
	Project Name: Playa de Oro – Parcel 1
The north arrow indicator is an approximation of 0° North.	**On-Site Date:** October 9, 2006

1985 Aerial Photograph



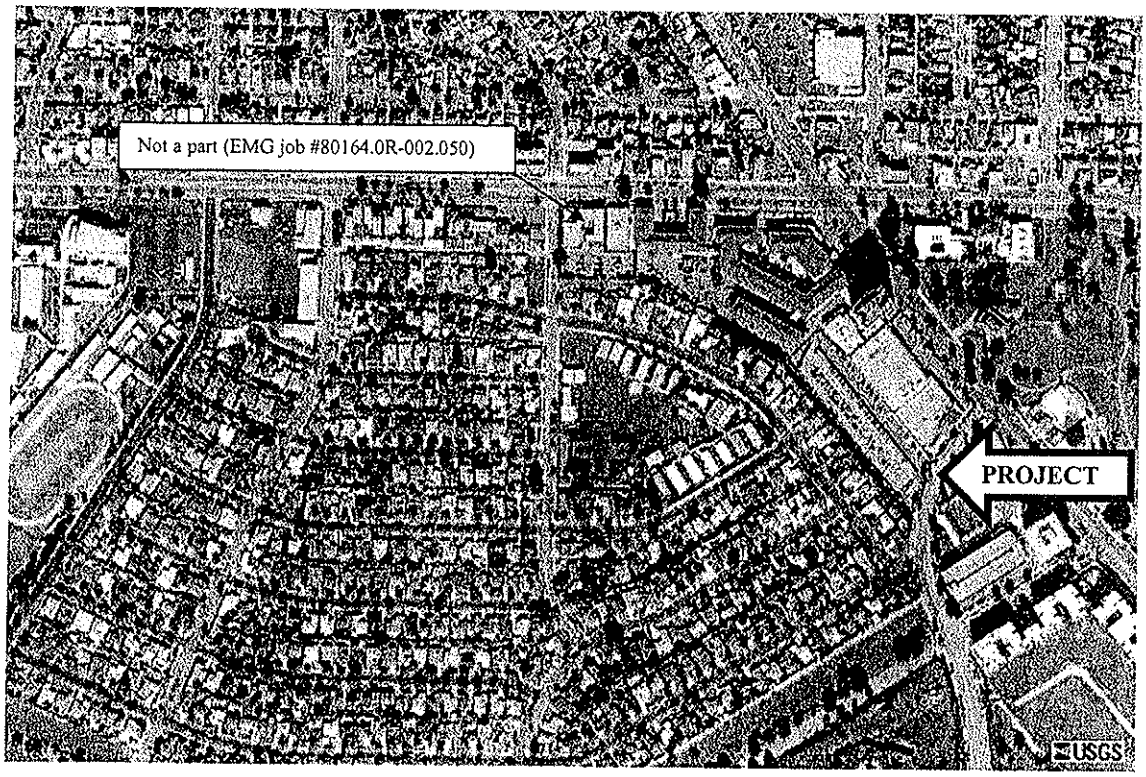
Source: Rupp Aerials/Geopak	**Project Number:** 80164.06R-001.050
	Project Name: Playa de Oro – Parcel 1
The north arrow indicator is an approximation of 0° North.	**On-Site Date:** October 9, 2006

1997 Aerial Photograph



EMG	**Source:** Rupp Aerials/Geopak	**Project Number:** 80164.06R-001.050
N		**Project Name:** Playa de Oro – Parcel 1
The north arrow indicator is an approximation of 0° North.		**On-Site Date:** October 9, 2006

2004 Aerial Photograph



EMG

Source:

USGS Microsoft Terraserver

Project Number:

80164.06R-001.050

Project Name:
Playa de Oro – Parcel 1

On-Site Date:
October 9, 2006

N

The north arrow indicator is an approximation of 0° North.

APPENDIX D: RECORDS OF COMMUNICATION

Record of Communication

Date:	10/9/2006	**Time:**	10:00 AM
Project Number:	80164.06R-001.050	**Recorded by:**	Shannon Vogt
Project Name:	Playa De Oro – Parcel 1		

Communication with: Ilana Stein
of: Decron Properties
Phone: 818.522.1979

Communication via:

- ☐ **Telephone Conversation**
- ☒ **Discussions During Site Inspection**
- ☐ **Office Visitation/Meeting at:**
- ☐ **Other:**

Re:
Site access; historical and background property information.

Summary of Communication:
Ms. Stein cooperatively provided full access to the site and verbally answered a few of the questions included in the pre-survey questionnaire. The written form was not filled out. The POC has been associated with the Project for the past four years and is very familiar with the current operations of the two parcels. However, Ms. Stein did not have a good historical knowledge of the site prior to her company's involvement and was unable to provide much historical information. Historical information was obtained mostly from building permit dates, aerial photographs, and prior environmental reports completed in 2000 and 2001.

Conclusions, Actions Taken, Required, or Recommended:
None; EMG successfully found other sources for historical information.

Follow-up Required: When, With and By Whom:
None.

APPENDIX E: PRE-SURVEY QUESTIONNAIRE

Item	Description
	The Pre-Survey Questionnaire was not completed for the subject property.

APPENDIX F: REGULATORY DATABASE REPORT



The EDR Radius Map

Prepared for EMG

Project #: 80164.001.050

Playa De Oro
8701, 8731, 8855 Lincoln Blvd
Los Angeles, CA 90045

Inquiry Number: 1772202.1s

October 10, 2006

The Standard in Environmental Risk Management Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

TABLE OF CONTENTS

SECTION	PAGE
Executive Summary	ES1
Overview Map	2
Detail Map	3
Map Summary	4
Map Findings	6
Orphan Summary	41
Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

GeoCheck - Not Requested

Orphan Details	OD-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

8701, 8731, 8855 LINCOLN BLVD
LOS ANGELES, CA 90045

COORDINATES

Latitude (North):	33.958700 - 33° 57' 31.3"
Longitude (West):	118.419400 - 118° 25' 9.8"
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	368850.1
UTM Y (Meters):	3758290.0

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	33118-H4 VENICE, CA
Most Recent Revision:	1981

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following government records. For more information on this property see page 6 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
PEPYS GALLEY INC 8731 LINCOLN LOS ANGELES, CA 90045	EMI	N/A
GERALD'S HARDWARE STORE 7280 W MANCHESTER AVE LOS ANGELES, CA 90045	CA FID UST SWEEPS UST	N/A
GERALD'S ENTERPRISES, INC. 7280 W MANCHESTER AVE LOS ANGELES, CA 90045	HIST UST	N/A
FRITZ B BURNS FOUNDATION 7298 W MANCHESTER AVE LOS ANGELES, CA 90045	CA FID UST SWEEPS UST	N/A
PRECISION DYNO TUNE CORPORATIO 7296 W MANCHESTER AVE LOS ANGELES, CA 90045	HAZNET CA FID UST SWEEPS UST	N/A

EXECUTIVE SUMMARY

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL RECOVERY	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CORRACTS	Corrective Action Report
RCRA-TSDF	Resource Conservation and Recovery Act Information
RCRA-LQG	Resource Conservation and Recovery Act Information
ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
US BROWNFIELDS	A Listing of Brownfields Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
RAATS	RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

HIST Cal-Sites	Historical Calsites Database
CA BOND EXP. PLAN	Bond Expenditure Plan
SCH	School Property Evaluation Program
Toxic Pits	Toxic Pits Cleanup Act Sites
SWF/LF	Solid Waste Information System
CA WDS	Waste Discharge System
WMUDS/SWAT	Waste Management Unit Database
Cortese	"Cortese" Hazardous Waste & Substances Sites List
SLIC	Statewide SLIC Cases

EXECUTIVE SUMMARY

AOCONCERN..... San Gabriel Valley Areas of Concern
AST..... Aboveground Petroleum Storage Tank Facilities
CHMIRS..... California Hazardous Material Incident Report System
Notify 65..... Proposition 65 Records
LA Co. Site Mitigation..... Site Mitigation List
DEED..... Deed Restriction Listing
VCP..... Voluntary Cleanup Program Properties
WIP..... Well Investigation Program Case List
LOS ANGELES CO. HMS..... HMS: Street Number List
CDL..... Clandestine Drug Labs
RESPONSE..... State Response Sites
ENVIROSTOR..... EnviroStor Database

TRIBAL RECORDS

INDIAN RESERV..... Indian Reservations
INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land
INDIAN UST..... Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants... EDR Proprietary Manufactured Gas Plants
EDR Historical Auto StationsEDR Proprietary Historic Gas Stations

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL RECORDS

RCRAInfo: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System(RCRIS). The database includes selective information on sites which generate, transport, store , treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/13/2006 has revealed that there are 5 RCRA-SQG sites within approximately 0.125 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
CARRIAGE CLEANERS	*8639 LINCOLN BLVD #104*	*0 - 1/8*	*6*	*10*
LA LOYOLA VILLAGE LIBRARY	*7114 W MANCHESTER AVE*	*0 - 1/8*	*C9*	*15*

EXECUTIVE SUMMARY

Site	Address	Dist / Dir	Map ID	Page
LA W CHESTER MUNI BLDG	*7166 W MANCHESTER AVE*	*0 - 1/8*	*10*	*16*
AMFAC HOTEL	*8601 LINCOLN BLVD*	*0 - 1/8*	*B11*	*17*
LOYOLA CLEANERS	*8409 LINCOLN BLVD*	*0 - 1/8 N*	*E23*	*26*

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 07/21/2006 has revealed that there are 25 FINDS sites within approximately 1 mile of the target property.

Site	Address	Dist / Dir	Map ID	Page
CARRIAGE CLEANERS	*8639 LINCOLN BLVD #104*	*0 - 1/8*	*6*	*10*
LA LOYOLA VILLAGE LIBRARY	*7114 W MANCHESTER AVE*	*0 - 1/8*	*C9*	*15*
LA W CHESTER MUNI BLDG	*7166 W MANCHESTER AVE*	*0 - 1/8*	*10*	*16*
AMFAC HOTEL	*8601 LINCOLN BLVD*	*0 - 1/8*	*B11*	*17*
LOYOLA VILLAGE ELEMENTARY	8821 VILLANOVA AVE.	0 - 1/8 SSW	15	20
LOYOLA CLEANERS	*8409 LINCOLN BLVD*	*0 - 1/8 N*	*E23*	*26*
HUGHES AIRCRAFT CO,SP & COMM G	9320 LINCOLN BOULEVARD	1/8 - 1/4 SE	F27	28
HUGHES AIRCRAFT CO SCG	*9320 S LINCOLN BLVD*	*1/8 - 1/4 SE*	*F28*	*28*
LOYOLA AUTOMOTIVE	*8314 LINCOLN BLVD*	*1/8 - 1/4 N*	*G29*	*29*
WESTCHESTER SENIOR HIGH	7400 W. MANCHESTER AVE.	1/8 - 1/4 W	34	34
DEL REY CONTINUATION	8701 PARK HILL DR.	1/8 - 1/4 W	35	35
MARINA PIT STOP	*8131 LINCOLN BLVD*	*1/4 - 1/2 N*	*I36*	*35*
EQUILON ENTERPRISES	8126 LINCOLN	1/4 - 1/2 N	I37	35
LOYOLA MARYMOUNT UNIV COLLEGE	*LOYOLA BLVD AT W 80TH S*	*1/4 - 1/2 NNE*	*38*	*36*
PASEO DEL REY FUNDAMENTAL	7751 PASEO DEL REY	1/2 - 1 WSW	39	36
LA FIRE STATION 5	*6621 W MANCHESTER*	*1/2 - 1 ENE*	*40*	*37*
LAX FUEL CORPORATION	9900 LAX FUEL ROAD	1/2 - 1 SSE	41	37
EXXON MOBIL OIL CORP	6600 W MANCHESTER AVE	1/2 - 1 ENE	J42	38
LEONARDS SERVICE	*6600 W MANCHESTER*	*1/2 - 1 ENE*	*J43*	*38*
KENTWOOD ELEMENTARY	8401 EMERSON AVE.	1/2 - 1 ENE	44	38
SOCAL GAS - OLYMPIC	*8141 GULANA AVENUE*	*1/2 - 1 WNW*	*45*	*39*
PLAYA WEST AUTOMOTIVE	*8145 W MANCHESTER AVE*	*1/2 - 1 W*	*46*	*39*
LA VENTILATOR STATION #1	*8125 GULANA AVE*	*1/2 - 1 WNW*	*47*	*40*
PLAYA CAPITAL COMPANY LLC	*13250 W JEFFERSON BLVD*	*1/2 - 1 NNW*	*48*	*40*
CHEVRON USA INC LOS ANGELES IN	*6900 WORLD WAY WEST*	*1/2 - 1 S*	*49*	*40*

STATE AND LOCAL RECORDS

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 07/10/2006 has revealed that there is 1

EXECUTIVE SUMMARY

SWRCY site within approximately 0.5 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
TOMRA PACIFIC INC/ALBERTSONS #	8448 LINCOLN BLVD	0 - 1/8 N	D18	23

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 07/11/2006 has revealed that there is 1 LUST site within approximately 0.5 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
76 PRODUCTS STATION #0768	8300 LINCOLN BLVD	1/8 - 1/4 N	H33	32

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 07/11/2006 has revealed that there is 1 UST site within approximately 0.25 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
TOSCO CORPORATION #30344	8300 LINCOLN BLVD	1/8 - 1/4 N	H32	32

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there is 1 HIST UST site within approximately 0.125 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
96256	8500 LINCOLN BLVD	0 - 1/8 N	D16	20

SWEEPS: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 4 SWEEPS UST sites within approximately 0.25 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
96256-CHEVRON STATION	*8500 LINCOLN BLVD*	*0 - 1/8 N*	*D17*	*22*
WESTCHESTER GOLF COURSE	*6900 W MANCHESTER AVE*	*0 - 1/8 NE*	*26*	*28*
SERVICE STATION 0768	*8304 LINCOLN BLVD*	*1/8 - 1/4 N*	*G30*	*29*
UNOCAL SS#768 JEFFEREY A. PATC	*8300 LINCOLN BLVD*	*1/8 - 1/4 N*	*H31*	*30*

EXECUTIVE SUMMARY

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the CLEANERS list, as provided by EDR, and dated 04/18/2005 has revealed that there are 7 CLEANERS sites within approximately 0.125 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
CARRIAGE CLEANERS	***8639 LINCOLN BLVD #104***	***0 - 1/8***	***6***	***10***
ROWENA'S CLEANERS	8430 LINCOLN BLVD	0 - 1/8 N	E19	24
ROWENA'S CLEANERS	8430 LINCOLN BLVD	0 - 1/8 N	E20	24
ROWENA'S CLEANERS	8430 LINCOLN BLVD	0 - 1/8 N	E21	25
ROWENA'S CLEANERS	8430 LINCOLN BLVD	0 - 1/8 N	E22	25
LOYOLA CLEANERS	***8409 LINCOLN BLVD***	***0 - 1/8 N***	***E23***	***26***
LOYALA VILLAGE CLEANERS	***8409 LINCOLN BLVD***	***0 - 1/8 N***	***E24***	***27***

EDR PROPRIETARY RECORDS

EDR Historical Cleaners: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.

A review of the EDR Historical Cleaners list, as provided by EDR, has revealed that there is 1 EDR Historical Cleaners site within approximately 0.25 miles of the target property.

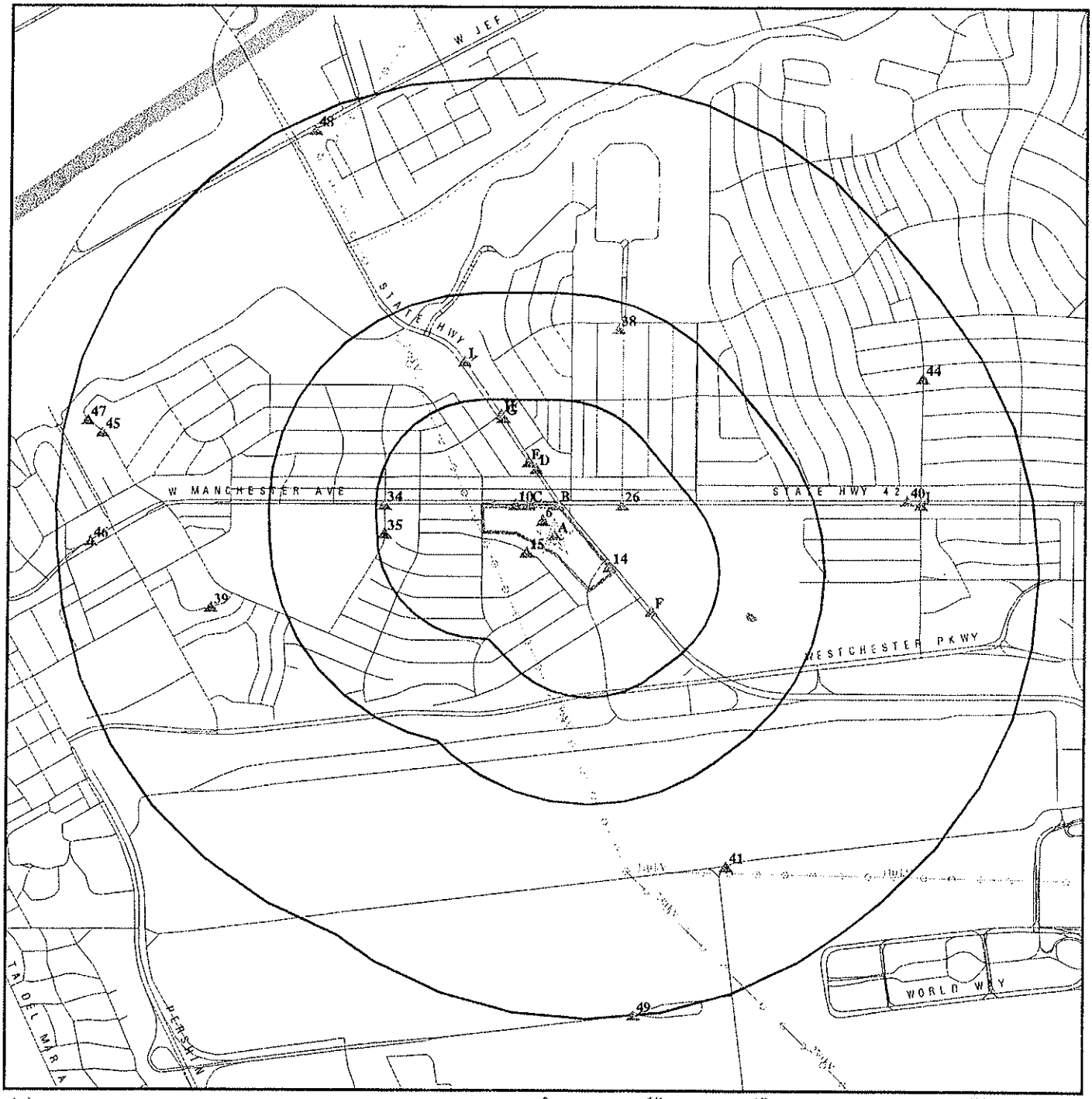
Site	Address	Dist / Dir	Map ID	Page
LOYOLA VILLAGE CLEANERS & LAUN	8409 LINCOLN BLVD	0 - 1/8 N	E25	27

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
UNION OIL SERVICE STATION #420	CA FID UST, SWEEPS UST
2 / 3 MI DUE SOUTH NEWPORT	HAZNET, LUST, CHMIRS
ARCO FACILITY NO. 05187	LUST
KOREAN AIRLINES FREIGHT	LUST
PLAYA PHASE I COMMERCIAL LAND CO L	FINDS, HAZNET
EQUILON ENTERPRISES	FINDS, HAZNET
LA BERTH 212, LOS ANGELES HARBOR "	ERNS
NB GOLDEN STATE FRWY 1/2 MI N OF V	ERNS
MAGUIRE THOMAS PARTNERS/PLAYA	FINDS, EMI
QUALITY EXPRESS CLEANER	SLIC
DE LAURIER ERNEST	EDR Historical Auto Stations
DE PALMA LOUIS	EDR Historical Auto Stations
PENCE DE LEON AUGUSTINE	EDR Historical Auto Stations
DE WEAVER FRED	EDR Historical Auto Stations
DE ROULE J E	EDR Historical Auto Stations
DE MIRIS THOS	EDR Historical Auto Stations
DE CARLO ROBT	EDR Historical Auto Stations
DE LAURIE E L	EDR Historical Auto Stations
DE BELL RALPH	EDR Historical Auto Stations
DE CARLI HENRY	EDR Historical Auto Stations
DE CARLI HENRY	EDR Historical Auto Stations
DE MOULIN EDMOND	EDR Historical Auto Stations
DE NUNZIO H A	EDR Historical Cleaners
DE LUXE LAUNDRY ASSN	EDR Historical Cleaners
DE CAMPO MIGUEL	EDR Historical Cleaners
DE SUES JOS	EDR Historical Cleaners
DE SUES F C	EDR Historical Cleaners
DE LUXE CLEANERS	EDR Historical Cleaners
DE NUNZIO DANE	EDR Historical Cleaners
DE VAULT F S	EDR Historical Cleaners
DE FORD I E MRS	EDR Historical Cleaners
DE SUES L W	EDR Historical Cleaners
M & L RECYCLING/ROBERTS MKT	SWRCY

OVERVIEW MAP - 1772202.1s



Target Property
Toxic Sites
Manufactured Gas Plants
National Priority List Sites
Landfill Sites
Dept. Defense Sites

0 1/4 1/2 1 Miles

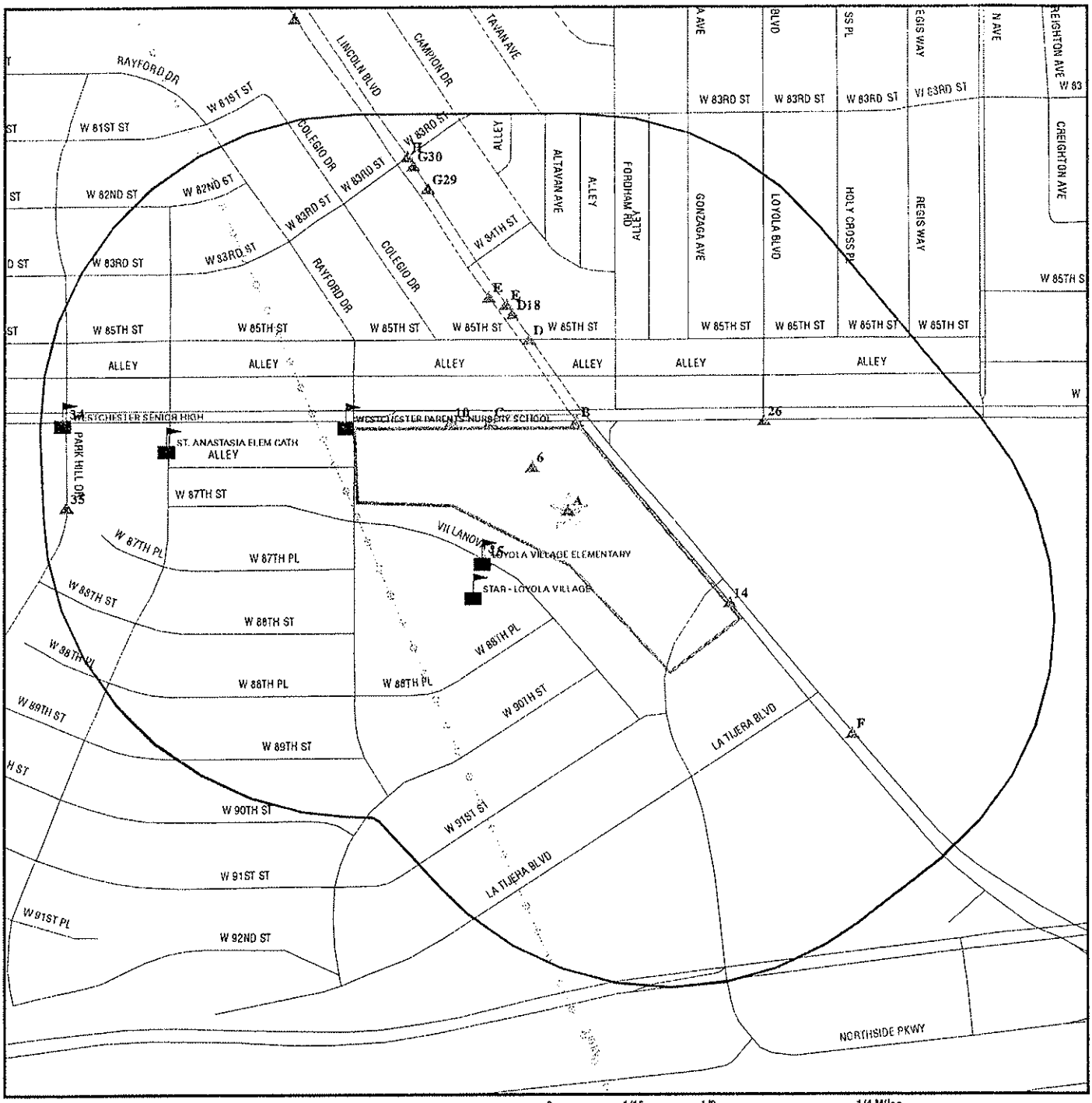
Indian Reservations BIA
Power transmission lines
Oil & Gas pipelines

Areas of Concern

SITE NAME:	Playa De Oro	CLIENT:	EMG
ADDRESS:	8701, 8731, 8855 Lincoln Blvd Los Angeles CA 90045	CONTACT:	Robyn Kennedy
LAT/LONG:	33.9587 / 118.4194	INQUIRY #:	1772202.1s
		DATE:	October 10, 2006 10:13 am

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DETAIL MAP - 1772202.1s


RAYFORD DR
W 81ST ST
W 81ST ST
LINCOLN BLVD
CAMPION DR
TAVAN AVE
COLEGIO DR
W 82ND ST
W 82ND ST
W 83RD ST
W 83RD ST
W 83RD

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FEDERAL RECORDS								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
NPL RECOVERY		TP	NR	NR	NR	NR	NR	0
CERCLIS		0.500	0	0	0	NR	NR	0
CERC-NFRAP		0.500	0	0	0	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
RCRA TSD		0.500	0	0	0	NR	NR	0
RCRA Lg. Quan. Gen.		0.125	0	NR	NR	NR	NR	0
RCRA Sm. Quan. Gen.		0.125	5	NR	NR	NR	NR	5
ERNS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
US ENG CONTROLS		0.500	0	0	0	NR	NR	0
US INST CONTROL		0.500	0	0	0	NR	NR	0
DOD		TP	NR	NR	NR	NR	NR	0
FUDS		1.000	0	0	0	0	NR	0
US BROWNFIELDS		TP	NR	NR	NR	NR	NR	0
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
ODI		0.500	0	0	0	NR	NR	0
TRIS		1.000	0	0	0	0	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
ICIS		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0.125	0	NR	NR	NR	NR	0
FINDS		1.000	6	5	3	11	NR	25
RAATS		TP	NR	NR	NR	NR	NR	0
STATE AND LOCAL RECORDS								
Hist Cal-Sites		1.000	0	0	0	0	NR	0
CA Bond Exp. Plan		TP	NR	NR	NR	NR	NR	0
SCH		TP	NR	NR	NR	NR	NR	0
Toxic Pits		TP	NR	NR	NR	NR	NR	0
State Landfill		0.500	0	0	0	NR	NR	0
CA WDS		TP	NR	NR	NR	NR	NR	0
WMUDS/SWAT		TP	NR	NR	NR	NR	NR	0
Cortese		TP	NR	NR	NR	NR	NR	0
SWRCY		0.500	1	0	0	NR	NR	1
LUST		0.500	0	1	0	NR	NR	1
CA FID UST	X	TP	NR	NR	NR	NR	NR	0
SLIC		1.000	0	0	0	0	NR	0
AOCONCERN		TP	NR	NR	NR	NR	NR	0
UST		0.250	0	1	NR	NR	NR	1

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
HIST UST	X	0.125	1	NR	NR	NR	NR	1
AST		TP	NR	NR	NR	NR	NR	0
SWEEPS UST	X	0.250	2	2	NR	NR	NR	4
CHMIRS		TP	NR	NR	NR	NR	NR	0
Notify 65		TP	NR	NR	NR	NR	NR	0
LA Co. Site Mitigation		TP	NR	NR	NR	NR	NR	0
DEED		TP	NR	NR	NR	NR	NR	0
VCP		1.000	0	0	0	0	NR	0
DRYCLEANERS		0.125	7	NR	NR	NR	NR	7
WIP		0.250	0	0	NR	NR	NR	0
Los Angeles Co. HMS		TP	NR	NR	NR	NR	NR	0
CDL		TP	NR	NR	NR	NR	NR	0
RESPONSE		1.000	0	0	0	0	NR	0
HAZNET	X	TP	NR	NR	NR	NR	NR	0
EMI	X	TP	NR	NR	NR	NR	NR	0
ENVIROSTOR		1.000	0	0	0	0	NR	0
TRIBAL RECORDS								
INDIAN RESERV		1.000	0	0	0	0	NR	0
INDIAN LUST		0.500	0	0	0	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
EDR PROPRIETARY RECORDS								
Manufactured Gas Plants		0.125	0	NR	NR	NR	NR	0
EDR Historical Auto Stations		0.250	0	0	NR	NR	NR	0
EDR Historical Cleaners		0.250	1	0	NR	NR	NR	1

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

APPENDIX G: SUPPORTING DOCUMENTATION

EDR® Environmental
Data Resources Inc

"Linking Technology with Tradition"®

Sanborn® Map Report

Ship To: Robyn Kennedy
EMG
11011 McCormick Road
Hunt Valley, MD 21031

Order Date: 10/10/2006 **Completion Date:** 10/10/2006
Inquiry #: 1772202.2
P.O. #: 80164.001.050
Site Name: Playa De Oro
Address: 8701, 8731, 8855 Lincoln Blvd
City/State: Los Angeles, CA 90045
Cross Streets:

Customer Project: 80164.001.050
1011857KFG 410-785-6200

This document reports that the largest and most complete collection of Sanborn fire insurance maps has been reviewed based on client supplied information, and fire insurance maps depicting the target property at the specified address were not identified.

NO COVERAGE

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report AS IS. Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

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DECRON PROPERTIES

DEVELOPMENT – MANAGEMENT – CONSTRUCTION

David J. Nagel
President and CEO

VIA MESSENGER

September 29, 2006

Ed Zimbler
Capmark Financial, Inc.
10940 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90024

Re: Ralph's & ReMax Parcels

Dear Ed:

Enclosed please find an original form of the Letter of Intent that includes the discussed change to the Index from 135 basis points to 133 basis points in exchange for our willingness to allow interest to accrue on the 15th day of the month prior to the date a payment is due.

I also wish to confirm that the "Property" that will be encumbered as security for this loan shall consist of the entirety of the ReMax parcel (7298 West Manchester) and the entirety of the Ralph's parcel (8701 Lincoln Boulevard), but it will exclude the 11,000 square foot Gerald's piece (located at 7280 West Manchester). The Gerald's land will soon be a part of the mixed-use parcel (as a part of the lot line adjustment application in place) so we had to make that adjustment and exclude it from your security. Notwithstanding, please note from the attached Operating Statement and Rent Roll that the combined income from the combined Ralph's and ReMax parcels still exceed $950,000 and still meets the 1.0 Debt Coverage Ratio requirement you are counting on.

Please proceed immediately with the order of the Appraisal and the other Third-Party reports so that we are timely with our closing which is anticipated to be on or about October 30, 2006.

Sincerely,
DECRON PROPERTIES CORP.

David J. Nagel

DJN/cg Enclosures

cc: Jack Nagel
Jacob Friedman
Mark Wiesenthal

6222 Wilshire Blvd., Suite 650 • Los Angeles, California 90048
(323) 556-6600 • FAX (323) 556-6621
dnagel@decronproperties.com

GMAC COMMERCIAL MORTGAGE
RENT ROLL
(as of)

PROPERTY NAME: Playa del Oro
CITY, STATE: 8701 Lincoln, Los Angeles, CA

TENANCY:

Remax Center								
7260 A	Decron/Playa del Oro Construction Of	6.72%	mtm			$1.00	$78,000	
7260 B	Graphaids	4.65%		5/31/2009		$1.15	$62,100	
7296	Precision Dyno Tune	1.99%		7/31/2009		$2.54	$58,613	
7298	Remax Beach Cities Realty	7.59%		5/31/2009		$1.86	$163,829	
7298 A	World Karate Training	1.03%		5/31/2009		$2.00	$24,000	
7298 B	ADA Creations	1.03%		5/31/2009		$2.00	$24,000	
7299 C	Vacant	1.03%	vacant			$2.00	$24,000	
7299 D	Sunflower Nat - Sook	1.03%		5/31/2009		$2.00	$24,000	
Ralph's Center								
8701	Ralph's	32.45%		12/31/2013		$0.72	$272,435	
8731	AMF Bowling	35.24%		6/30/2010		$0.91	$373,322	
8855	Decron	7.24%	mtm			$2.00	$168,000	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
TOTAL		**96,744**	**100.00%**		**0.00**	**$13.15**	**$1.10**	**$1,272,299**	**$0.00**
Vacant		1,000	1.03%					
Leased		95,744	98.97%					

Must include a discussion of how the vacant space is configured, i.e., size of bays for retail and full or partial floors for an office building, and how that configuration impacts our releasing analysis.

(1) Note: Enter (a) Square Footage Amount and (b) either Annual Rent / SF or Monthly Rent / SF amount. DO NOT ENTER INFORMATION IN BOTH FIELDS.
If Monthly Rent / SF is entered, Annual Rent / SF will calculate automatically. If Annual Rent / SF is entered, Monthly Rent / SF should be left blank.
Upon completion of (a) and (b) above, Annual Gross Rent amounts will be calculated automatically off of the Square Foot Amount and the Annual Rent / SF.

(2) Note: For Vacant Space, enter VACANT in the Occup. Start column; for Month to Month Tenants, enter MTM in the Occup. Start column.

I. INTRODUCTION

A Phase I environmental assessment was conducted for Furama Hotel (8601 Lincoln Boulevard) Los Angeles, CA. 90045 and the adjoining properties (SITE) in August, 2000 by ACS Associates (ACS).

The field inspection of the SITE by ACS personnel took place on August 4, 2000. The current assessment incorporates the previous report prepared for the Development Bank of Singapore (dated June 2, 1998), and is an update of that earlier report.

The environmental assessment included the following scope of work:

- A literature and record search on the hydrogeologic setting of the area.
- A visual investigation of the property for potentially hazardous materials, including building materials, storage materials, etc.
- A visual survey of the adjacent land uses and determination of any current nearby operations, which would potentially impact the subject SITE.
- A government document search of records compiled by various government agencies for on-site or nearby operations (past and present) to aid in the identification of any potential contamination sources.
- A review of local building department permits and a tenant check to identify any past on-site operations, which could have environmental implications.
- A review of historical tenant reports, historical aerial photographs, and historical topographic maps, to identify any potential past on-site operation, which may have environmental implications.
- A limited lead-based survey and a limited asbestos survey.

The property surveyed includes the subject SITE and the adjacent area. Enclosure I presents the SITE Location Map (Figure 1-1) and the SITE Plan Map (Figure 1-2). Enclosure II presents the results of an environmental record search of government files. Enclosure III contains copies of building permits, records, and a historical tenant report. Enclosure IV presents lead survey results, including analytical data and interpretation. Enclosure V is the asbestos survey report. All of the aforementioned Enclosures are gathered and prepared during current and the 1998 ACS assessments. Enclosure VI is pre-existing documents of previous asbestos survey reports, dated 5/26/1995, 1/30/1996, and 2/6/1997.

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II. SITE DESCRIPTION

The SITE consists of ten lots located at 8601-8625 Lincoln Boulevard and 7250 Manchester Avenue (Furama Hotel), 8639 Lincoln Boulevard, 8655 Lincoln Boulevard (vacant ex-gift store), 8701 Lincoln Boulevard (Ralph's Market), 8731 Lincoln Boulevard (El Dorado Bowl), 7296 Manchester (Precision Automotive), 7298 Manchester Avenue (ReMax office, Chicago Title, and Inosanto Martial Art School) [Figure 1-1 and Figure 1-2]. It is under the jurisdiction of the City of Los Angeles (the City), Los Angeles County (the County). The SITE is identified by the County tax assessor (the ASSESSOR) with Assessor's Parcel Numbers (APN) mapbook 4119-page 026, parcels 002, 009, 010, 011, 015, 016, 023, 026, 027, and 028.

The SITE currently is a hotel and retail complex, and it consists of a high-rise hotel building, a low-rise hotel/restaurant building, two other hotel buildings (the West Wing and the Fountain Wing), a two-story retail/office building, a one-story retail (bowling alley and grocery) building, an office building (ReMax etc.), an automotive service building, a two-story parking structure, a parking lot, and landscaping. The plan view of the complex is shown in Figure 1-2, Enclosure I. It is located in a topographically flat area, at an elevation of about 140 feet above sea level. The plan view of the building and structures in connection with the SITE is shown in Figure 1-2, Enclosure I.

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III. HYDROGEOLOGIC SETTING

The subject SITE is located in the West Coast Basin in Los Angeles Basin area. The area is typically characterized by alluvium and associated deposits, which mainly belong to the Lakewood Formation of Recent or Pleistocene age. This alluvium is typically characterized by sedimentary deposits ranging in grain size from sand to silt and clay.

Ground water within this aquifer is unconfined and occurs at an approximate depth of 110 feet with a general flow direction to the west. The uppermost aquifers in the immediate area are the Exposition and Gage Aquifers, which consist predominantly of fluvial sand and gravel. These aquifers have a combined thickness of about 200 feet, but the aquifer characteristics are not well documented at the vicinity of the SITE.

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IV. FIELD SURVEY RESULTS

The field survey included two parts:
1) investigation of the property for potential hazardous materials.
2) adjacent land uses survey.

Investigation of the potentially hazardous materials at the SITE included building materials, storage materials, soil, and paving materials.

The Property

The SITE plan, Figure 1-2, shows the location of buildings at the SITE. It is essentially the city block bounded by Loyola Boulevard to the southeast, Lincoln Boulevard to the east, Manchester Avenue to the north, and Rayford Avenue to the west. The combined lot is irregular in shape, as illustrated in the Parcel Map (Enclosure III, Page C-3).

Located at the corner of Lincoln Boulevard and Manchester Avenue, the three-story main hotel building contains a conference center, a restaurant, a retail shop, offices, and guestrooms. The building is constructed of brick, concrete, wood, and concrete floor slab. The high-rise (also known as the Tower) building is 12-story high, and has 25 guestrooms on each floor. In addition, it has a machine room on the roof and some utility rooms in the basement. It is a reinforced concrete building. There are two other wings along Manchester Ave.: the West Wing and the Fountain Wing buildings, which are three-story high and they consist mainly of guestrooms. The hotel, Furama Hotel, has a total of about 760 rooms, and is being managed by a representative of the owner, Mr. Beng Hap Tjia.

Next to the high-rise building is a two-story professional/retail building along Lincoln Blvd. The first floor tenants include the Carriage Dry Cleaner (8639 Lincoln Blvd.), a food store, and two retail clothing stores, on the first floor. The second floor tenants are an office and a karate school. There are a few unoccupied units in the building. The Carriage Dry Cleaner is equipped with a dry cleaning machine, which has a vapor-recovery system, and is operating under appropriate licenses, including the County Hazardous Waste License (No.100, -174210). Between the high-rise and the Loyola Boulevard is a retail building occupied by Ralph's grocery store, a bowling alley and restaurant, and a recently vacated gift shop/drug store, these units also face Lincoln Blvd. Behind the retail building, there is a two-level parking structure. These low rises are built with materials similar to the main hotel building.

On the north side along Manchester Ave., the Precision Automotive building (7296 W. Manchester Ave.) and the ReMax/Inosanto Martial Arts building (7298 W. Manchester Ave.) are located between the Fountain Wing and Rayford Avenue. These buildings are one to two-story high. Precision Automotive has the appropriate hazardous waste license (see Enclosure III), including an underground waste oil tank and a clarifier. Charles Dunn Co. professionally manages the non-hotel buildings. An Ace Hardware building, which is not part of the SITE, stands between the Precision Automotive building and the Fountain Wing.

A visual inspection of the SITE revealed no evidence of existing vent pipes or product delivery pipes for underground storage tanks except for the clarifier at the Precision Automotive. The parking areas and the sidewalk are covered with asphalt and concrete, and they appeared to be in very good conditions. There were no drums or other potentially hazardous waste and material containers present at the SITE and its surrounding during the SITE visit.

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According to available building permits at the City (see section V), the buildings at the SITE were constructed between 1960s and 1990. Because U.S. Environmental Protection Agency banned the use of asbestos as insulation material in 1978, there is some concern of asbestos being present in the construction material placed in some of these buildings. The asbestos issue has been addressed elsewhere in this report. The owner provided existing documents of asbestos surveys, which are excerpted in Enclosure VI. The current assessment builds on that database, and further defines the asbestos presence in an additional limited survey. Enclosure V includes the asbestos report.

Other than the buildings, asphalt, concrete, planters, and bare soil occupy the remainder of the SITE. The lots have a limited amount of bare soil except for several strips of planters and landscaping. The soil and the planter areas were inspected. The vegetation on the SITE appeared to be healthy, as they show no signs of discoloration or wilting or other stress, which could indicate hazardous material beneath the surface. The bare soil at the subject SITE contained no indications of hazardous materials, such as stains caused by chemicals or oil.

Several transformers are present at the SITE, and they bear a Southern California Edison decal with no identification number. There appeared to be no leaks from the transformer. The SITE is currently hooked to the sewer system provided by the City.

The Adjacent Areas

The SITE is located in a commercial and residential area. The east side of the SITE faces Lincoln Boulevard, across which are a golf course and a government office building. The north side faces Manchester Avenue, beyond which are retail stores, restaurants, a church, and some residential buildings. The west side borders Rayford Avenue, beyond which are a church and some houses. Portions of the south side faces Loyola Boulevard, across which are office buildings. Other neighbors along the south side of the SITE are houses. The Los Angeles Airport boundary, although not an immediate neighbor, is about 2,000 feet south of the SITE.

The neighboring properties are fairly well maintained, and the ground surface, including the soil, does not show any sign of surface stains or discoloration that might indicate chemicals or hazardous material has been discharged into the ground.

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V. PERMITS AND GOVERNMENT RECORDS SEARCH

Building permit records available at the City, including certificates of occupancy, permits, building plans, and violations were examined by ACS personnel. The City records show no current outstanding violations for the SITE. Based on the City records, the SITE was previously an empty lot before the current building was constructed.

City and County Department of Public works fire prevention records did not show any presence of underground tank at the SITE. The database at the California Water Quality Control Board indicated that there are no files in connection with the SITE or its immediate neighbors.

According to the available building permits at the City, the buildings at the SITE were initially constructed in mid-1970s. There were minor modifications subsequently. The SITE has been connected to the City sewer since its construction, and has no known septic tanks or leach field. According to the governmental records, the previous tenants were not known to engage in activities such as the handling of hazardous material. The owner of the Carriage Dry Cleaner, Mr. Park, indicated that he has owned operated the business for about 17 years. His business has been using a dry cleaning machine with vapor recovery system, first with a Permax brand machine then with a Lindus brand machine; both of these required no vents. When he took over the store in 1982, the Permax machine had already been in use by a previous owner.

A computerized government Environmental Record Search was also conducted by OHEC, a subcontractor. The record search was performed to aid the identification of companies or facilities, located within a one-mile radius to the subject property, which might pose a potential threat to the surface environment at the SITE. The results of this search are included in Enclosure II. The sites are plotted on Page B-4 and 5 of Enclosure II. The Environmental Record Search report listed no National Priority List sites, no Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) sites. Two (2) facilities within the one-mile survey radius were identified in the Environmental Record Search to have on-going leaking underground storage tanks investigation, per California State records. This facility is not in the immediate neighbors of the subject SITE, and is not considered an environmental threat to the SITE.

The historical aerial photographs at Whittier College, Whittier, CA were reviewed for checking the age of buildings and the historical tenant activities. The photographs are listed below:

DATE FLOWN	FLIGHT NUMBER
08-1927	C-113
1928	C-300
08-01-46	C-10622
01-01-47	C-11023
1947	C 21351
08-22-47	C-11703
05-17-48	C-12594
05-28-51	C-16580
05-08-53	C-19375
1953	C-19400
12-18-54	C-21250
04-05-56	C-22478
1956	C-22555
1957	C-22953
1958	C-23023
01-23-59	C-23314
11-20-62	C-24385

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The photographs indicated that the SITE was a vacant lot between 1927 and 1953, when two buildings at the northwest corner of the SITE were constructed. In about 1962, a commercial building (possibly a service station) was built at the corner of Manchester and Rayford Avenues (7298 West Manchester Avenue). Between 1959 and 1962, the bowling alley building and the main building of the SITE were also constructed, according to aerial photographs observations.

City Fire Department documents indicated that gasoline tanks were removed from 7298 West Manchester Avenue and no further actions were required. The case was closed as of September 21, 1989.

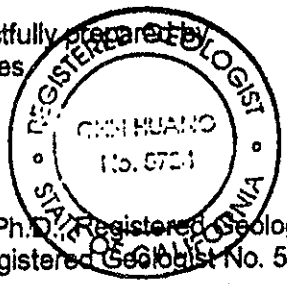
Based on the aforementioned investigations, there is no major potential environmentally hazardous material that could conceivably degrade the environment at the SITE. There is a minor environmental concern at the SITE or its immediate neighbors, namely the Carriage Dry Cleaner. A prudent potential buyer is recommended to check the substrate soil condition by taking soil samples from the Carriage Dry Cleaner and analyzing them.

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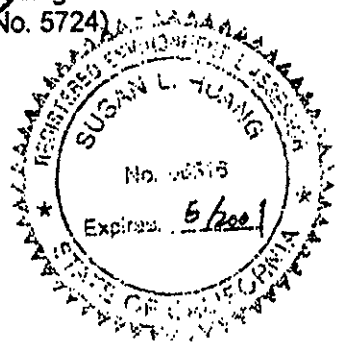
VII. LIMITATIONS

The opinion expressed herein is based on the information collected during our study, our present understanding of the SITE conditions, and our professional judgment in light of such information at the time of preparation of this opinion. We are not responsible for the inaccuracy of the data supplied to us, which are used by others or us in connection with the preparation of this opinion. The report is an opinion work, and no warranty is either expressed, implied, or made as to the conclusions, advice, and recommendations offered in this report.

Report respectfully prepared by,
ACS Associates



Chi-I Huang, Ph.D., Registered Geologist
(California Registered Geologist No. 5724)



Susan Huang, M. S., REA
(California Registered No. 6516)

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ENCLOSURE I – SITE LOCATION (INDEX) MAP, SITE PLAN MAP AND SITE PHOTOGRAPHS



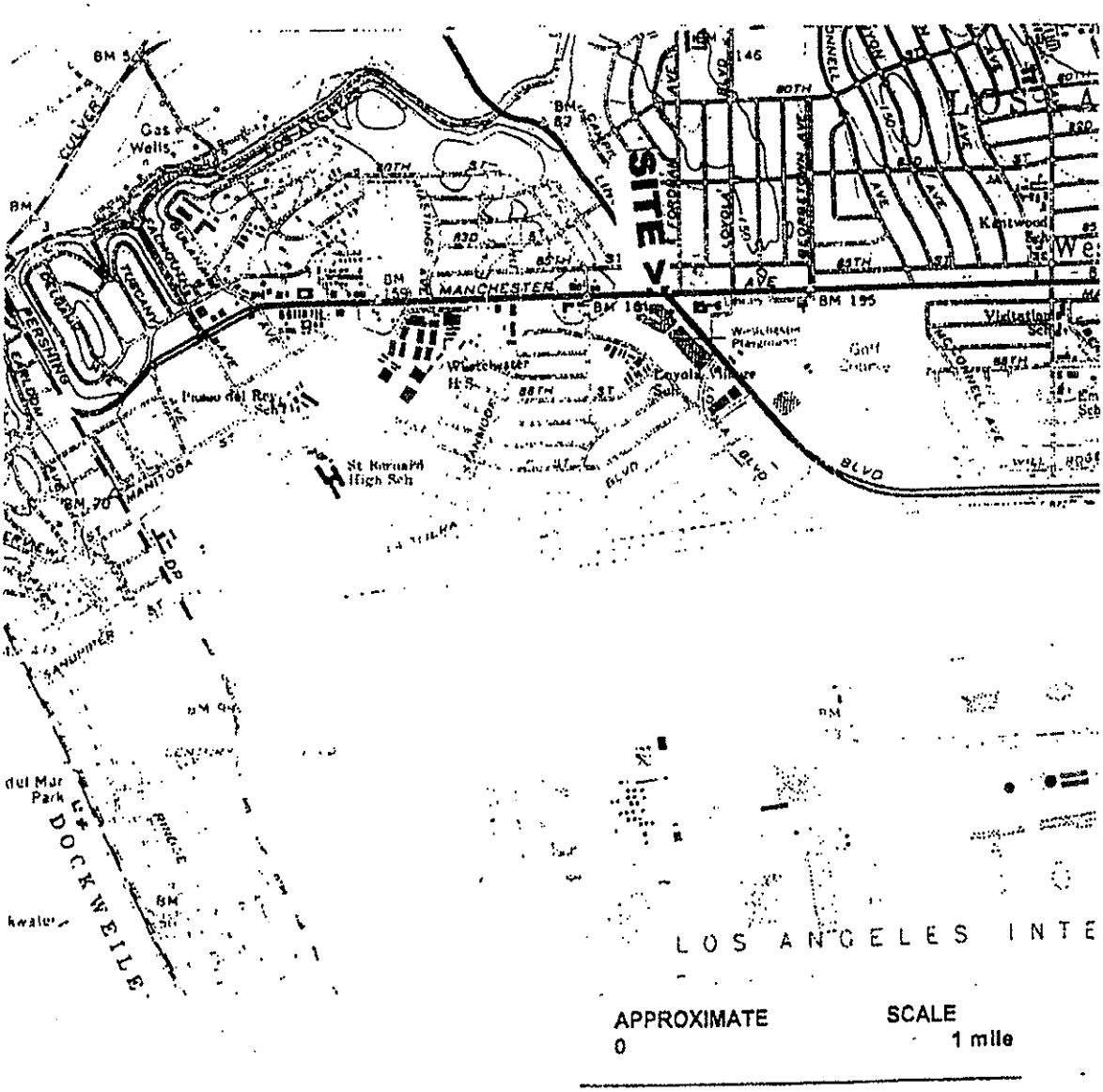


Figure 1-1 Site Location Map

north

Project: Furama Hotel and Adjoining Properties, corner of Manchester Ave. and Lincoln Blvd., Los Angeles, CA 90045

Base map: U. S. Geological Survey Venice Quad.

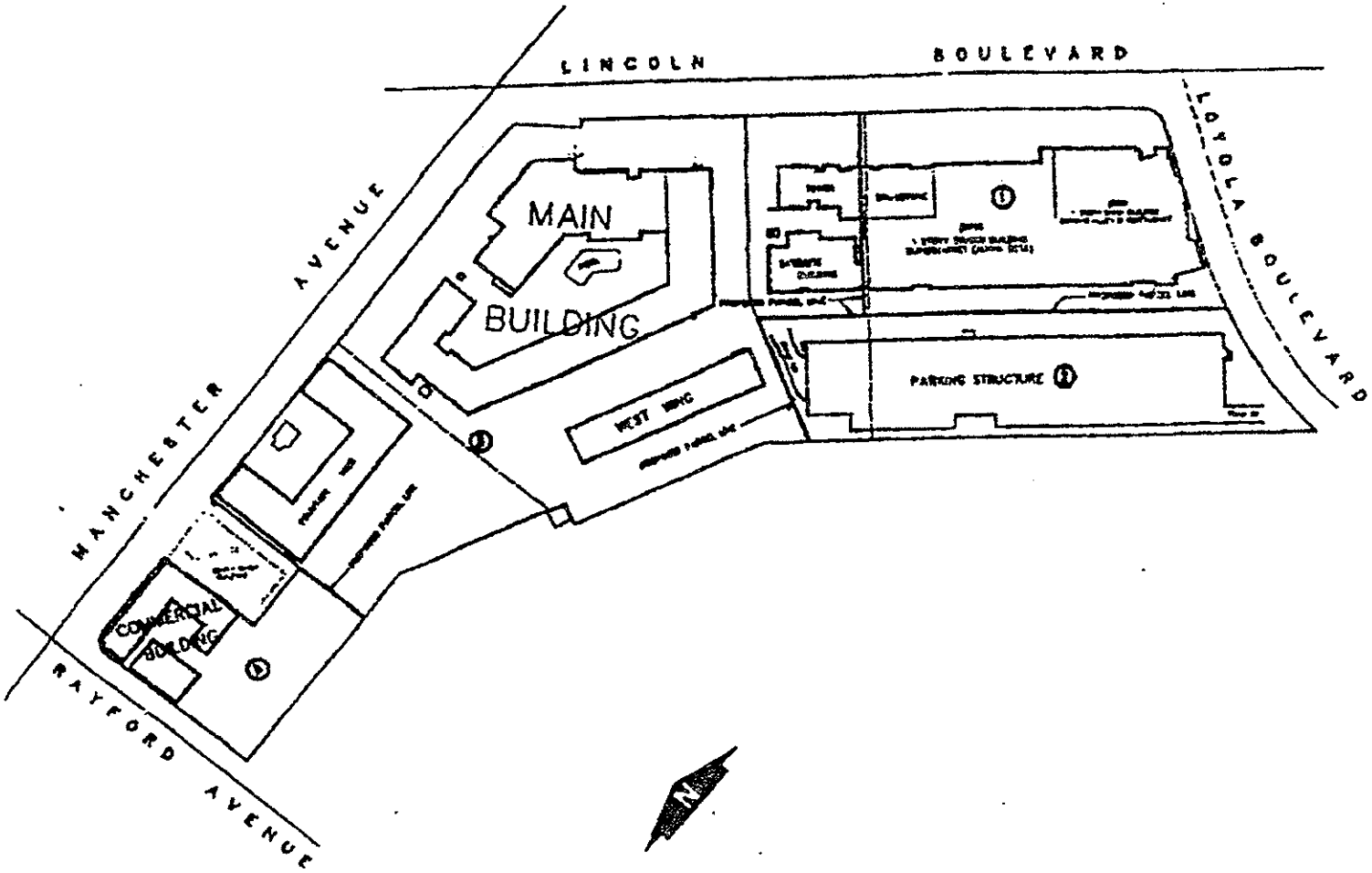


Figure 1-2 Site Plan Map, showing footprints of buildings

Project: Furama Hotel and Adjoining Properties, corner of Manchester Ave. and Lincoln Blvd., Los Angeles, CA 90045
This is a sketch, not to scale.





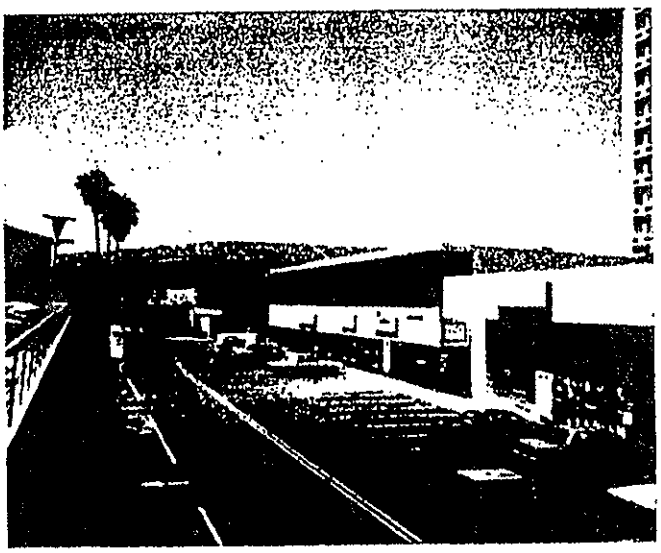




Figure 1-3 Site Photographs
Top left: view of Furama Hotel Fountain Wing, looking southeast, along Manchester
Top right: view of Furama Hotel Tower and Grocery store along Lincoln Blvd., looking north
Bottom left: view of the retail stores including Carriage Dry cleaner, looking northwest
Bottom right: view of Precision Auto Repair, Remax building, and others along Manchester Av., looking northwest.
Project: Furama Hotel and Adjoining Properties, corner of Manchester Ave. and Lincoln Blvd., Los Angeles, CA

ENCLOSURE II – ENVIRONMENTAL RECORD SEARCH

Online HazMat Archives & Records Access

Search for Public Hazardous Materials Records for:

Furama

8601 Lincoln Boulevard
Los Angeles, CA 90045

Los Angeles County

Latitude: 33.9595
Longitude: 118.4185

August 16, 2000

IMPORTANT: This report is based on public information data files provided by the various public agencies identified within. It has been generated by a computerized search service designed to meet the specifications of ASTM Standard E1527-97.

O'Hara Environmental Consulting maintains accurate copies of these data files, and updates the files regularly as new editions are released, but cannot be responsible for errors and/or omissions in the data.

Lack of appearance in this report does not constitute direct evidence that no contamination exists at a site.

This report is intended to be used as one tool, along with additional site review and analysis by a qualified environmental professional, to assist in making that determination.

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Online HazMat Archives & Records Access

Summary of Findings

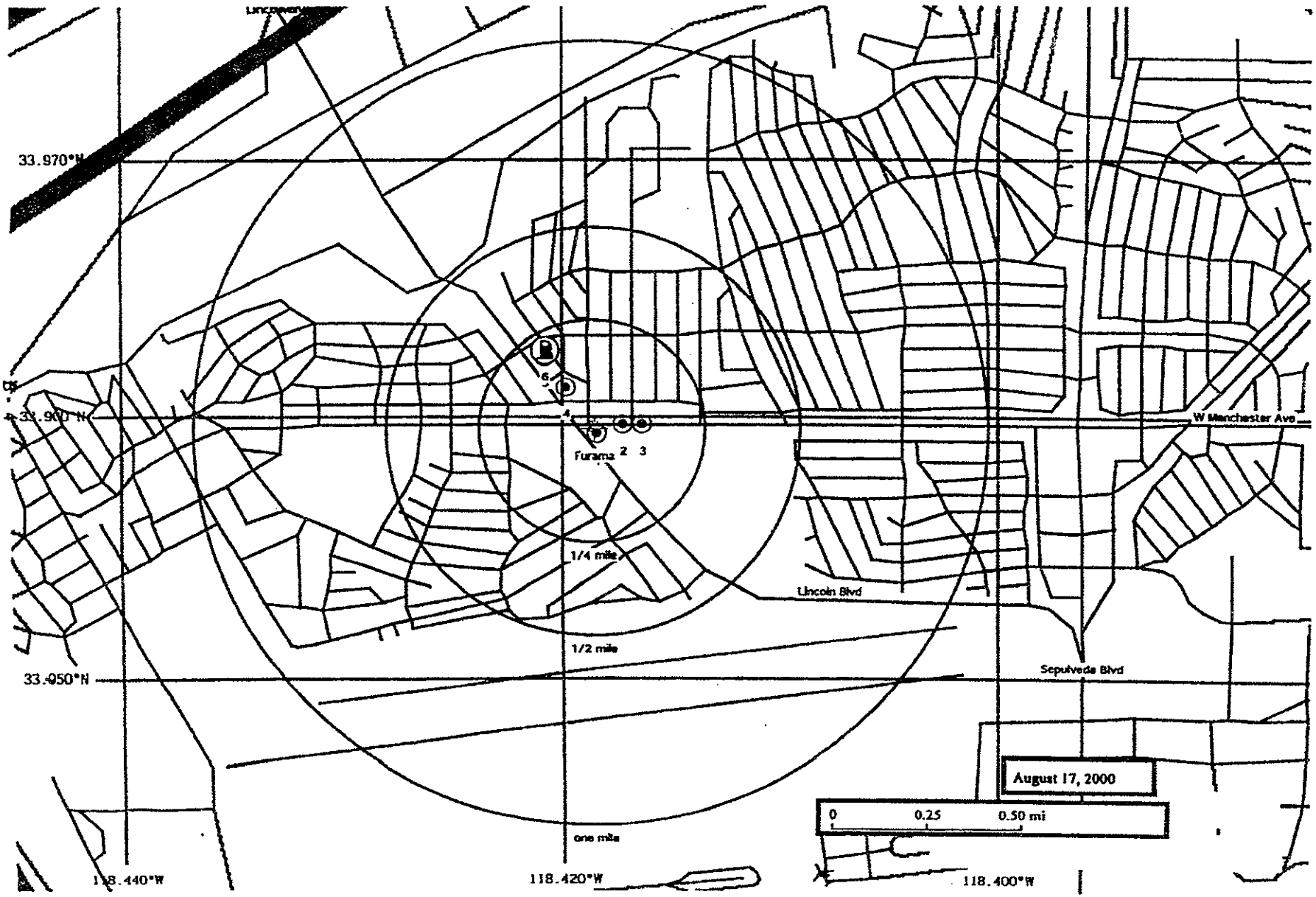
Map Symbol	Data Source		Date of data	Search Radius (mi.)	Mapped Sites	Unmapped Sites
	Hazardous Waste Cleanup Sites					
■	NPL	National Priorities List ("Superfund")	12/13/1999	1.00	0	0
◪	CERCLIS	Active CERCLIS Sites, not on Superfund list	07/25/2000	0.50	0	0
□	NFRAP	CERCLIS: No Further Remedial Action	12/13/1999	0.25	0	2
⊛	AWP	CalSites - Annual Workplan	04/18/2000	1.00	0	0
●	CALSITES	CalSites - State Hazardous Waste Sites	04/18/2000	1.00	0	2
	Hazardous Materials Handlers					
◊	TSD	RCRIS:Transport, Storage and Disposal	04/20/2000	1.00	0	0
◑	CORRACTS	RCRIS:Handlers with Corrective Actions	04/20/2000	1.00	0	0
◉	RCRIS	RCRIS Generators	04/20/2000	0.25	5	7
	Landfills					
Ⓛ	LANDFILL	State Permitted Landfills	03/21/2000	0.50	0	0
	Storage Tanks and Facilities					
Ⓤ	LUST	State-listed Leaking UST Sites	04/18/2000	0.50	1	40
	Spills ands Emergency Responses					
▮	ERNS	Emergency Response Notification System	12/16/1999	0.20	0	28

Unmapped sites include listings with incorrect or incomplete address information, and listings where the adress was not found in the geocoding database, for the following zipcodes:

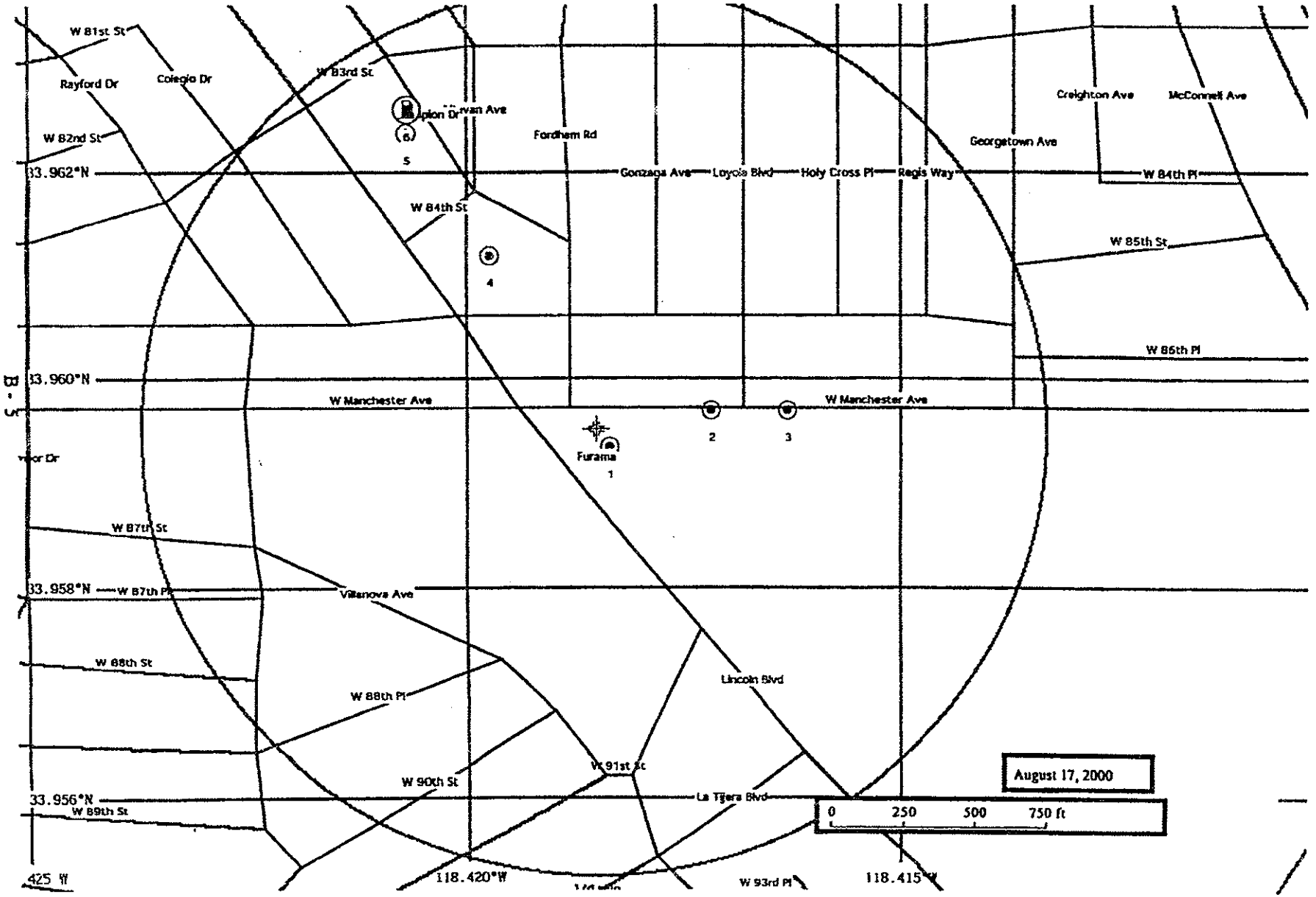
90045 90066 90292 90293

©2000 NOA Environmental

LOS ANGELES COUNTY, CA



LOS ANGELES COUNTY, CA



CERCLIS: No Further Remedial Action Planned

Sites located by city or zip code- not mapped

PLAYA VISTA
COASTAL PROP NEAR MARINA DEL REY
MARINA DEL REY CA 90292

Located by city or zip code, not mapped
Agency ID#: CAD982418139

Not on the NPL
- 19880101 DISCOVERY
- 19891219 PRELIMINARY ASSESSMENT

TRANSACTION COMPANIES LIMITED
12120 WAGNER STREET
LOS ANGELES CA 90066

Located by city or zip code, not mapped
Agency ID#: CAD983567314

Not on the NPL
- 19900917 DISCOVERY
- 19920107 PRELIMINARY ASSESSMENT
19941017 - 19950614 SITE INSPECTION

CalSites - State Hazardous Waste Sites

Sites located by city or zip code- not mapped

PLAYA VISTA — Located by city or zip code, not mapped
WEST OF 405 FREEWAY, SW OF 90 FREEW — Agency ID#: 19370361
MARINA DEL REY CA 90292

12/19/89: Facility Identified: EPA Preliminary Assessment. EPA is taking no further action. State recommendation is Site Screening. Site is intersected by the Balloona Channel and is bounded by the San Diego Freeway (405) to the east, the Marina Freeway (90) to the northeast, and the Pacific Ocean to the west.
11/03/94: SITE SCREENIN/FILE REVIEW CONCLUDE NFA FOR DTSC.
05/01/95: EPA Preliminary Assessment. 9/27/94 Spoke to Elija Hill of RWQCB; they provide oversight to Playa Vista.
Status: PROPERTY/SITE REFERRED TO RWQCB
Background:

Alternate names, addresses & known typos:
PLAYA VISTA

WESTCHESTER 3 ACRE PROPERTY — Located by city or zip code, not mapped
ARIZONA CIR, ARIZONA AVE & CENTINEL — Agency ID#: 19650010
LOS ANGELES CA 90045

08/05/93: The Department received a notice of intent to sue under RCRA. W3A property is an unimproved real property adjacent to Burton Plating Co.. Burton operated a metal plating facility from 1973 to 1992 a the adjacent property. W3A alleges that the soil and groundwater is contaminated with TCE and PCE, which was originated from Burton Plating. The site remediation activities at the Burton Plating site is currently overseeing by the RWQCB. DTSC referred the W3A site to the RWQCB. NFA for DTSC.
Status: PROPERTY/SITE REFERRED TO RWQCB
Background:

Alternate names, addresses & known typos:
W3A PROPERTY
WESTCHESTER 3 ACRE PROPERTY

RCRIS Generators

Sites within search radius

Map# 1 CARRIAGE CLEANERS
8639 LINCOLN BLVD #104
LOS ANGELES CA 90045
Distance from subject property: 0.00 mi. SE
Agency ID#: CAD981963457
Small Quantity Generator

Map# 2 LA W CHESTER MUNI BLDG
7166 W MANCHESTER AVE
WESTCHESTER CA 90045
Distance from subject property: 0.03 mi. E
Agency ID#: CAD981963051
Small Quantity Generator

Map# 3 LA LOYOLA VILLAGE LIBRARY
7114 W MANCHESTER AVE
LOS ANGELES CA 90045
Distance from subject property: 0.08 mi. E
Agency ID#: CAD981989346
Small Quantity Generator

Map# 4 LOYOLA CLEANERS
8409 LINCOLN BLVD
WESTCHESTER CA 90045
Distance from subject property: 0.09 mi. NW
Agency ID#: CAD983645797
Small Quantity Generator

Map# 5 LOYOLA AUTOMOTIVE
8314 LINCOLN BLVD
LOS ANGELES CA 90045
Distance from subject property: 0.19 mi. NW
Agency ID#: CAD982368714
Small Quantity Generator

Sites located by city or zip code- not mapped

AURORA ELECTRONICS INC
4755 ALLA ST
MARINA DEL REY CA 90292
Located by city or zip code, not mapped
Agency ID#: CAR000014324
Small Quantity Generator

CALTRANS CENTURY
5360 IMPERIAL HWY
LOS ANGELES CA 90045
Located by city or zip code, not mapped
Agency ID#: CAR000048124
Small Quantity Generator
Handler is a Transporter

PLAYA VISTA
6775 CENTINELA AVE TRAILER T2
LOS ANGELES CA 90066
Located by city or zip code, not mapped
Agency ID#: CAR000046201
Large Quantity Generator

Online HazMat Archives & Records Access

Furama — RCRIS Generators

RAYTHEON SYSTEMS CO
7200 HUGHES TERRACE
WESTCHESTER CA 90045
Located by city or zip code, not mapped
Agency ID#: CAD982049249
Small Quantity Generator

RAYTHEON SYSTEMS CO
7300 WORLD WAY WEST BAY 5
LOS ANGELES CA 90045
Located by city or zip code, not mapped
Agency ID#: CAR000014936
Small Quantity Generator

SPRING CLEANERS
8611 SEPULVEDA BLVD
WESTCHESTER CA 90045
Located by city or zip code, not mapped
Agency ID#: CAR000015529
Small Quantity Generator

THE CLEANING BARON
510 WASHINGTON ST
MARINA DEL REY CA 90292
Located by city or zip code, not mapped
Agency ID#: CAR000016964
Small Quantity Generator

State-listed Leaking UST Sites

Sites within search radius

Map# 76 PRODUCTS STATION #0768
6 8300 LINCOLN BLVD
083RD ST
WESTCHESTER 90045

Distance from subject property: 0.20 mi. NW
Agency ID#: 900450116

Case type: Other
Substance leaked: Gasoline
Status: Case Closed

05/01/1989 Remediation plan submitted
12/07/1989 Remedial action underway
05/22/1997 Post remedial action monitoring began
01/08/1998 Site closed

Sites located by city or zip code- not mapped

76 PRODUCTS STATION #5986
8525 SEPULVEDA BLVD
MANCHESTER
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450370

Case type: Soil Only
Substance leaked: Gasoline
Status: Case Closed

04/06/1993 Site closed

ALLIED AVIATION SERVICE OF CA
7251 WORLD WY W
PERSHING DR
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450207

Case type: Soil Only
Substance leaked: Hydrocarbons
Status: Remedial action underway

03/22/1988 Pollution characterization began
02/13/1998 Remedial action underway

ALLIED-SIGNAL INC. (PARK ONE)
9851 SEPULVEDA BLVD
CENTURY BLVD
LOS ANGELES 90045

Located by city or zip code, not mapped
Agency ID#: 900450225

Case type: Other
Substance leaked: Solvents
Status: Remedial action underway

Continued

05/10/1991 Pollution characterization began
09/11/1995 Remediation plan submitted
09/23/1998 Remedial action underway

AMERICAN A/L
7000 WORLD WY W
PERSHING
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450625

Case type: Undefined
Substance leaked: Gasoline
Status: No Action

ARCO DAY STORAGE FACILITY (FOR
6950 WORLD WAY W
LOS ANGELES 90045

Located by city or zip code, not mapped
Agency ID#: 900450643

Case type: Soil Only
Substance leaked: Jet fuel
Status: Pollution characterization (extent of spread being determined)
Abatement method(s):
No action required

06/14/1999 Pollution characterization began

AVON RENT-A-CAR
9220 SEPULVEDA BLVD
TUPPER
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450052

Case type: Soil Only
Substance leaked: Waste oil
Status: Case Closed

07/14/1988 Pollution characterization began
12/12/1988 Site closed

BUDGET RENT-A-TRUCK
5560 MANCHESTER AVE
OSAGE AVE
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450289

Case type: Other
Substance leaked: Hydrocarbons
Status: Remediation plam submitted

03/28/1997 Preliminary site assessment began
05/31/1999 Remediation plan submitted

CHEVRON #9-0231 Located by city or zip code, not mapped
811 WASHINGTON BLVD E Agency ID#: 902920043
VENICE 90292

Case type: Other
Substance leaked: Gasoline
Status: Case Closed
Abatement method(s):
Remove free product

10/07/1987 Remedial action underway
11/22/1996 Site closed

CHEVRON #9-2916 Located by city or zip code, not mapped
5975 CENTINELA AVE Agency ID#: I-07144
CULVER CITY 90045

Case type: Soil Only
Substance leaked: Waste oil
Status: Case Closed

06/14/1993 Leak confirmation
04/11/1996 Pollution characterization began
06/09/1997 Site closed

CONTINENTAL AIRLINES Located by city or zip code, not mapped
7300 WORLD WY W Agency ID#: 900450325
PERSHING DR
LOS ANGELES 90045

Case type: Other
Substance leaked: Solvents
Status: Leak being confirmed

10/24/1998 Leak confirmation

DOCKWEILER BEACH SERVICE YARD Located by city or zip code, not mapped
8255 VISTA DEL MAR PL Agency ID#: 902930043
IMPERIAL HWY
PLAYA DEL REY 90293

Case type: Soil Only
Substance leaked: Gasoline
Status: Case Closed

07/09/1990 Pollution characterization began
10/01/1997 Site closed

Continued GARRETT AIRESEARCH
6201 IMPERIAL HWY E
SEPULVEDA
WESTCHESTER 90045

Case type: Soil Only
Substance leaked:
Status: Case Closed

12/06/1996 Site closed

H & H PROPERTY
6530 SEPULVEDA BLVD
CENTINELA AVE
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450361

Case type: Other
Substance leaked: Hydrocarbons
Status: Case Closed
Abatement method(s):
Other actions

02/27/1989 Pollution characterization began
07/28/1989 Remediation plan submitted
08/30/1989 Remedial action underway
07/17/1996 Site closed

HEWLETT PACKARD
5651 MANCHESTER BLVD W
AVIATION
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450034

Case type: Soil Only
Substance leaked:
Status: Case Closed

04/21/1988 Remedial action underway
01/17/1990 Site closed

HOWARD HUGHES PROP LOT #2
6540 SEPULVEDA BLVD
CENTINELA
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450107

Case type: Soil Only
Substance leaked: Gasoline
Status: Case Closed
Abatement method(s):
Pump and treat groundwater

01/30/1989 Pollution characterization began
01/09/1992 Remedial action underway

Continued

07/17/1996 Site closed

HYPERION SEWAGE TUNNEL
1200 VISTA DELMAR
PERSHING DR.
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450589

Case type: Undefined
Substance leaked:
Status: Case Closed

02/01/1991 Leak confirmation
11/14/1991 Site closed

INTERNATIONAL FUELS CORP
7451 WORLD WY W
PERSHING
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450216

Case type: Other
Substance leaked: Hydrocarbons
Status: Remedial action underway

02/13/1998 Remedial action underway

KING DELIVERY, INC
5600 ARBOR VITAE ST W
BELLANCA AVENUE
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450143

Case type: Other
Substance leaked: Gasoline
Status: Pollution characterization (extent of spread being determined)
Abatement method(s):
Cap site to reduce rainfall infiltration

03/25/1988 Pollution characterization began

KOREAN AIRLINES FREIGHT
6101 IMPERIAL HWY E
SEPULVEDA BLVD
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450561

Case type: Soil Only
Substance leaked: Kerosene
Status: Leak being confirmed

02/07/1990 Leak confirmation

LA CO DEPT OF PUBLIC WORKS
5520 083RD ST W
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450316

Case type: Soil Only
Substance leaked:
Status: Case Closed

02/25/1992 Preliminary site assessment began
07/22/1996 Site closed

LA CO DPW ROAD MD3
5530 083RD ST W
OSAGE AVE.
LOS ANGELES 90045

Located by city or zip code, not mapped
Agency ID#: I-10702

Case type: Soil Only
Substance leaked: Gasoline
Status: Case Closed

06/09/1992 Site closed

LA CO FIRE STATION #110
4433 ADMIRALTY WY
BALI BY
MARINA DEL REY 90292

Located by city or zip code, not mapped
Agency ID#: R-06623

Case type: Other
Substance leaked: Diesel
Status: Case Closed

01/14/1998 Pollution characterization began
06/25/1998 Site closed

LAX FUEL CORP
7253 WORLD WY W
PERSHING
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450134

Case type: Other
Substance leaked: Hydrocarbons
Status: Remedial action underway

02/13/1998 Remedial action underway

LAX FUEL CORP
7261 WORLD WY W
PERSHING
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450161

Case type: Other

Continued

Substance leaked: Hydrocarbons
Status: Remedial action underway

02/13/1998 Remedial action underway

LAX FUEL CORP
6900 WORLD WY W
PERSHING
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450170

Case type: Other
Substance leaked:
Status: Remedial action underway

07/14/1988 Pollution characterization began
02/13/1998 Remedial action underway

LAX FUEL CORP
7259 WORLD WY W
PERSHING
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450189

Case type: Other
Substance leaked: Hydrocarbons
Status: Remedial action underway

02/13/1998 Remedial action underway

LAX FUEL-DFSF
7265 WORLD WY W
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450198

Case type: Other
Substance leaked: Gasoline
Status: Case Closed
Abatement method(s):
Remove free product
Enhanced biodegradation

06/11/1992 Remediation plan submitted
05/30/1996 Post remedial action monitoring began
11/07/1997 Site closed

LAX TERMINAL 2
200 WORLD WY
SEPULVEDA
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450607

Case type: Other
Substance leaked:
Status: Pollution characterization (extent of spread being determined)

Continued

07/07/1986 Pollution characterization began

MARINA CITY CLUB COMPANY
4333 ADMIRALTY WY
MINDANAO WY
MARINA DEL REY 90292

Located by city or zip code, not mapped
Agency ID#: I-01981

Case type: Soil Only
Substance leaked: Gasoline
Status: Case Closed

03/31/1988 Pollution characterization began
09/12/1994 Site closed

MOBIL #11-JPA
5215 CENTINELA AVE
LA TIJERA
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450516

Case type: Undefined
Substance leaked: Gasoline
Status: Case Closed

05/13/1988 Pollution characterization began
01/18/1998 Site closed

MOBIL #18-GN8 (FORMER #11-GN8)
449 MANCHESTER BLVD W
PERSHING DR
PLAYA DEL REY 90293

Located by city or zip code, not mapped
Agency ID#: 902930025

Case type: Other
Substance leaked: Gasoline
Status: Pollution characterization (extent of spread being determined)
Abatement method(s):
Remove free product

01/18/1991 Leak confirmation
12/31/1991 Preliminary site assessment began
08/08/1995 Pollution characterization began

NEUTROGENA FACILITY
5800 ARBOR VITAE AVE
AIRPORT BLVD
LOS ANGELES 90045

Located by city or zip code, not mapped
Agency ID#: 900450334

Case type: Other
Substance leaked: Diesel
Status: Case Closed

Continued

10/26/1995 Preliminary site assessment plan submitted
01/08/1997 Remedial action underway
01/14/1997 Site closed

SHELL LAX FACILITY
1 ONE WORLD CIRCLE-
LAX-LOS ANGELES 90045

Located by city or zip code, not mapped
Agency ID#: 900450098

Case type: Undefined
Substance leaked: Hydrocarbons
Status: Remedial action underway

03/18/1988 Pollution characterization began
02/13/1998 Remedial action underway

TERMINAL #1 LAX
100 WORLD WY
SEPULVEDA
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450598

Case type: Soil Only
Substance leaked: Gasoline
Status: Preliminary Site Assessment workplan submitted

11/06/1990 Preliminary site assessment plan submitted

TERMINAL 6 LAX
600 WORLD WY
SEPULVEDA
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450616

Case type: Soil Only
Substance leaked:
Status: No Action

TEXACO #0358
6575 MANCHESTER BLVD W
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450043

Case type: Soil Only
Substance leaked: Gasoline
Status: Case Closed

07/29/1996 Site closed

Continued TRANSACTION TECHNOLOGY, INC
12959 CORAL TREE PL
BEETHOVEN
MARINA DEL REY 90292

Case type: Other
Substance leaked: Solvents
Status: Remedial action underway
Abatement method(s):
Excavate and dispose of contaminated soil

04/04/1988 Pollution characterization began

UNITED OIL #60
12401 JEFFERSON BLVD N
CENTINELLA BLVD
LOS ANGELES 90066

Located by city or zip code, not mapped
Agency ID#: R-24030

Case type: Undefined
Substance leaked: Hydrocarbons
Status: No Action
Abatement method(s):
Other actions

UNOCAL #0407
13800 BORA BORA WY
MARINA DEL REY 90292

Located by city or zip code, not mapped
Agency ID#: I-14893

Case type: Other
Substance leaked: Gasoline
Status: Case Closed

03/26/1991 Pollution characterization began
09/30/1997 Site closed

WORLD SERVICE
8611 SEPULVEDA BLVD
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450489

Case type: Soil Only
Substance leaked:
Status: Leak being confirmed

Emergency Response Notification System

Sites located by city or zip code- not mapped

Located by city or zip code, not mapped

2222 S. Stoner Ave
Los Angeles CA

Agency ID#: 624501

02/10/1999: Industrial Plant Illegal dumping. Unknown person left the substance in a marked 55 gallon drum approximately 2 weeks ago according to eye witnesses. The drum; Cleanup by: L.A. County Hazmat; The spill is contained with the exception of an unknown amount in the storm drain which was lost. R/P does not know if this storm drain leads to marine wateers.OES Notification:AA/CUPA; MURIATIC ACID 50 GAL

AIR EXPRESS INTERNATIONAL
8500 OSAGE AVE/WAREHOUSE
CA 90045-

Located by city or zip code, not mapped

Agency ID#: 117988

07/03/1989: DRUM DAMAGED IN TRANSIT; ; 5 PEOPLE SENT TO HOSPITAL/20 PEOPLE EXAMINED AT HARBOR UCLA; TOLUENE SULFONYL ISOCYANTE 55 GAL

AIRCRAFT SERVICE INTL
9900 LAXFUEL RD
LOS ANGELES CA 90045

Located by city or zip code, not mapped

Agency ID#: 446195

07/11/1995: HYDRANT FUEL LINE/VANDALS OPENED THE LINE; SECURED/USED ABSORBENTS; ; JET FUEL: JP-8 200 GAL

AIRCRAFT SERVICE INTL
LAX AIRPORT U.A. MAINT. LINE SERVIC
LOS ANGELES CA 90045-

Located by city or zip code, not mapped

Agency ID#: 475305

06/12/1995: DEPT OF AIRPORTS CONTRACTOR DUG INTO FUEL LINE CAUSING IT TO RUPTURE; AIRCRAFT SERVICES TO C/U; ; JET FUELS: JP-1 5000 GAL

CONTINENTAL AIRLINES
7300 WORLD WAY WEST
LOS ANGELES CA 90045

Located by city or zip code, not mapped

Agency ID#: 265104

04/19/1992: TANK TRUCK/ ROLLED OVER; VAC TRUCKS AND SPEEDY DRY USED TO RECOVER THE MATERIAL; WILL NTFY CA OES; JET FUEL: A 10000 GAL

CONTINENTAL AIRLINES
7300 WORLD WAY WEST
LOS ANGELES CA 90045

Located by city or zip code, not mapped

Agency ID#: 297952

11/30/1992: CHROME SCUBBER/ LOW WATER LEVEL; REMOVING CONTAMINATED AREA; ; CHROMIC ANHYDRIDE 10 GAL

City of Los Angeles
7913 Flight Place
Los Angeles CA 90045

Located by city or zip code, not mapped

Agency ID#: 634251

03/01/1999: Road Considerable amount of fluid leaked out of a garbage truck in front of 4 residences. The city sent out a team, spread absorbant on the oil bu; Cleanup by: Unknown; If it rains the material will go down a storm drain which is 30 feet away. Also, the cars in the area are coated with absorbant dust and there are children riding bikes in the area. Previous Case #: 99-0972; HYDRAULIC FLUID 0 UNK

City of Los Angeles — Located by city or zip code, not mapped
7913 Flight Place — Agency ID#: 634770
Los Angeles CA 90045

03/01/1999: Road Considerable amount of fluid leaked out of a garbage truck in front of 4 residences. The city sent out a team, spread absorbant on the oil bu; Cleanup by: Unknown; If it rains the material will go down a storm drain which is 30 feet away. Also, the cars in the area are coated with absorbant dust and there are children riding bikes in the area. Previous Case #: 99-0972; Hydraulic Fluid 0 UNK

DYNAIR — Located by city or zip code, not mapped
5600 W CENTURTY — Agency ID#: 480139
LOS ANGELES CA 90045

02/17/1996: FIBERBOARD BOX/HIT WITH A FORKLIFT; NONE. EMPLOYEES DO NOT WANT TO COME IN CONTACT WITH IT.; MATERIAL LEAKING FROM CONTAINER ONTO CONCRETE/DOT CLASS 3/UN#1162 ALSO CORROSIVE;SHIPMENT FOR GARUNDA AIR OF INDONESIA; DIMETHYLDICHLOROSILANE 1 LTR

FEDERAL EXPRESS — Located by city or zip code, not mapped
7401 WORLD WAY WEST LAX MAINTENANCE — Agency ID#: 460947
LOS ANGELES CA 90045

11/12/1995: AIRCRAFT #FE606/MATERIAL SPILLED FROM OPEN LINES IN ENGINES ONE ANDE THREE DURING MAINTENANCE; ABSORBENTS USED; WILL NOTIFY:CAERC; JET FUEL: JP-5 (KEROSENE, HEAVY) 65 GAL

FEDERAL EXPRESS — Located by city or zip code, not mapped
TAXIWAY A2 SPOT 6 LAX — Agency ID#: 649942
LOS ANGELES CA 90045

11/26/1999: DC-10 AIRCRAFT (N317FE) / THE MATERIAL OVERFLOWED DUE TO A VENT FAILUREON THE WING; 125-150 SPILLED INTO THE STORM DRAIN / USING ABSORBENTS ON THE AREA AROUND THE AIRCRAFT / NO ACTIONS HAVE BEEN TAKEN IN THE STORM DRAIN; ; JET FUEL: JP-8 150 GAL

LA INTERNATION AIRPORT (LAX) — Located by city or zip code, not mapped
11101 S AVIATION BLVD — Agency ID#: 273611
LOS ANGELES CA 90045-

06/19/1992: * DIAMINODIPHENYL METHANE) FORK LIFT OPERATOR PUNCTURED A CARDBOARD DRUM WHILE LOADING; CLEANUP BY LA CO DOH; ; METHYLENE DIANILINE(P,P1-DIAMI*) 2 LBS

LAX AIRPORT OPERATIONS — Located by city or zip code, not mapped
GATE 119 - LAX — Agency ID#: 346335
LOS ANGELES CA 90045-

10/16/1993: HYDRANT TRUCK OPERATOR ERROR; AIRPORT MAINTENANCE CREW TO CLEANUP; ; JET FUELS: JP-4 20 GAL

LOS ANGELES WASTE WATER — Located by city or zip code, not mapped
AIRPORT BLVD & FLIGHT AVENUE — Agency ID#: 175818
LOS ANGELES CA 90045-

07/26/1990: QUANTITY=UNKNOWN OVERFLOW; CHLORINATED AND WASHED; ; SEWAGE 0 OTH

LOS ANGELES WASTE WATER — Located by city or zip code, not mapped
AIRPORT BLVD. & FLIGHT AVENUE — Agency ID#: 175819
LOS ANGELES CA 90045-

07/26/1990: QUANTITY=UNKNOWN OVERFLOW; CHLORINATED AND WASHED; ; SEWAGE
0 OTH

QuartsBNSF — Located by city or zip code, not mapped
Lot 5 Trailer dock, Hobart — Agency ID#: 634479
Los Angeles CA

03/22/1999: Rail Road Spill was 20 gallons with 1 quart on the ground. Found a nick in one of the 78 drums in the container. Trailer is being transloaded.; Cleanup by: Reporting Party; Quantity = Quarts OES Notification:AA/CUPA,DFG,DTSC,LANDS,PUC,WB,FWS Previous Case #: 99-1302; TOLULENE
1 OTH

QuartsBNSF — Located by city or zip code, not mapped
Lot 5 Trailer dock, Hobart — Agency ID#: 634998
Los Angeles CA

03/22/1999: Rail Road Spill was 20 gallons with 1 quart on the ground. Found a nick in one of the 78 drums in the container. Trailer is being transloaded.; Cleanup by: Reporting Party; Quantity = Quarts OES Notification:AA/CUPA,DFG,DTSC,LANDS,PUC,WB,FWS Previous Case #: 99-1302; Tolulene 1
OTH

SEKO AIR FREIGHT C MONOLOULES — Located by city or zip code, not mapped
5600 ARBOUVITAE — Agency ID#: 464320
LOS ANGELES CA 90045-

05/26/1989: QT=12 LITERS/3 4-LITER BOTTLES RECEIVED IN SHIPPING BROKEN; ; SHIPPER-SARGENT WELCH SCIENTIFIC CORP 312-677-0600/7300 N LINDER AVENUE SKOKIE, IL 60077; DICHLOROMETHANE 0 OTH

SINGAPORE AIRLINES — Located by city or zip code, not mapped
5761 W IMPERIAL HWY LAX AIRPORT SIN — Agency ID#: 373949
LOS ANGELES CA 90045

04/30/1994: 5LBS PLYWOOD PACKAGE/ PAINT IS LEAKING FROM SEAMS OF PACKAGE/ IN; DRYING UP ON ITS OWN/ PACKAGE IS ON SKID; ; PAINT 1 OTH

SINGAPORE AIRLINES — Located by city or zip code, not mapped
5761 W IMPERIAL HWY LAX AIRPORT SIN — Agency ID#: 373990
LOS ANGELES CA 90045

04/30/1994: 5LBS PLYWOOD PACKAGE/ PAINT IS LEAKING FROM SEAMS OF PACKAGE/ IN; DRYING UP ON ITS OWN/ PACKAGE IS ON SKID; ; PAINT 1 OTH

TNT EXPRESS WORLDWIDE — Located by city or zip code, not mapped
5758 CENTURY BLVD — Agency ID#: 497632
LOS ANGELES CA 90045-

03/01/1996: ILLEGALLY TRANSPORTED OVERSEAS AND THEN SEIZED BY CUSTOMS; OCEANBLUE TO C/U; ; BUTANE (LIGHTERS) 7 LBS

TRANSWORLD AIRLINES — Located by city or zip code, not mapped
7001 WORLD WAY WEST (IN HANGER) — Agency ID#: 256858
LOS ANGELES CA 90045

01/19/1992: VALVE ON AIRCRAFT WING TANK/VALVE WAS LEFT OPEN.; USED ABSORBENT MATERIAL TO CLEAN UP THE SPILL.; WILL CALL THE STATE.; JET-A FUEL 20 GAL

UNOCAL — Located by city or zip code, not mapped
5552 WEST CENTURY BLVD, SERVICE STA — Agency ID#: 381056
LOS ANGELES CA 90045-

06/14/1994: DURING CONSTRUCTION PROJECT, SOIL SAMPLE SHOWS CONTAMINATION; CLEANUP BY RP; ; PETROLEUM HYDROCARBONS 0 UNK

UPRR — Located by city or zip code, not mapped
5500 Ferguson Dr., the Los Angeles — Agency ID#: 624297
Los Angeles CA

01/31/1999: Rail Road Mechanical problems with motor or tank caused an overflow to the retention tank. UPRR is working on the cleanup at this time.; Cleanup by: Responsible Party; OES Notification:AA/CUPA; DIESEL FUEL 50 GAL

UPRR — Located by city or zip code, not mapped
5500 Ferguson Dr., the Los Angeles — Agency ID#: 624355
Los Angeles CA

01/31/1999: Rail Road Mechanical problems with motor or tank caused an overflow to the retention tank. UPRR is working on the cleanup at this time.; Cleanup by: Responsible Party; OES Notification:AA/CUPA; DIESEL FUEL 50 GAL

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unk — Located by city or zip code, not mapped
LA County — Agency ID#: 624383
Los Angeles CA

02/01/1999: Other Assualt on individuals and ethnic groups. Illegal transmissions of high frequency microwaves and Microlasers. They are using this to track in; Cleanup by: Unknown; OES Notification:AA/CUPA; RADIOACTIVE SUBSTANCE 0 UNK

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unk — Located by city or zip code, not mapped
Berth 268B LA Harbor — Agency ID#: 634474
Los Angeles CA

03/23/1999: Ship/Harbor/Port Fishing vessel sunk at berth, cause is under investigation, vessel Eclipse. Port of Los Angeles taking financial responsibity for clean-up; Cleanup by: Contractor; OES Notification:AA/CUPA Previous Case #: 99-1316; DIESEL 50 GAL ; OIL AND LUBE OIL 10 GAL

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unk — Located by city or zip code, not mapped
Berth 268B LA Harbor — Agency ID#: 634993
Los Angeles CA

03/23/1999: Ship/Harbor/Port Fishing vessel sunk at berth, cause is under investigation, vessel Eclipse. Port of Los Angeles taking financial responsibity for clean-up; Cleanup by: Contractor; OES Notification:AA/CUPA Previous Case #: 99-1316; Diesel 50 GAL ; Oil and Lube Oil 10 GAL

ENCLOSURE III –BUILDING PERMITS AND RECORDS
with historical tenant report, if available

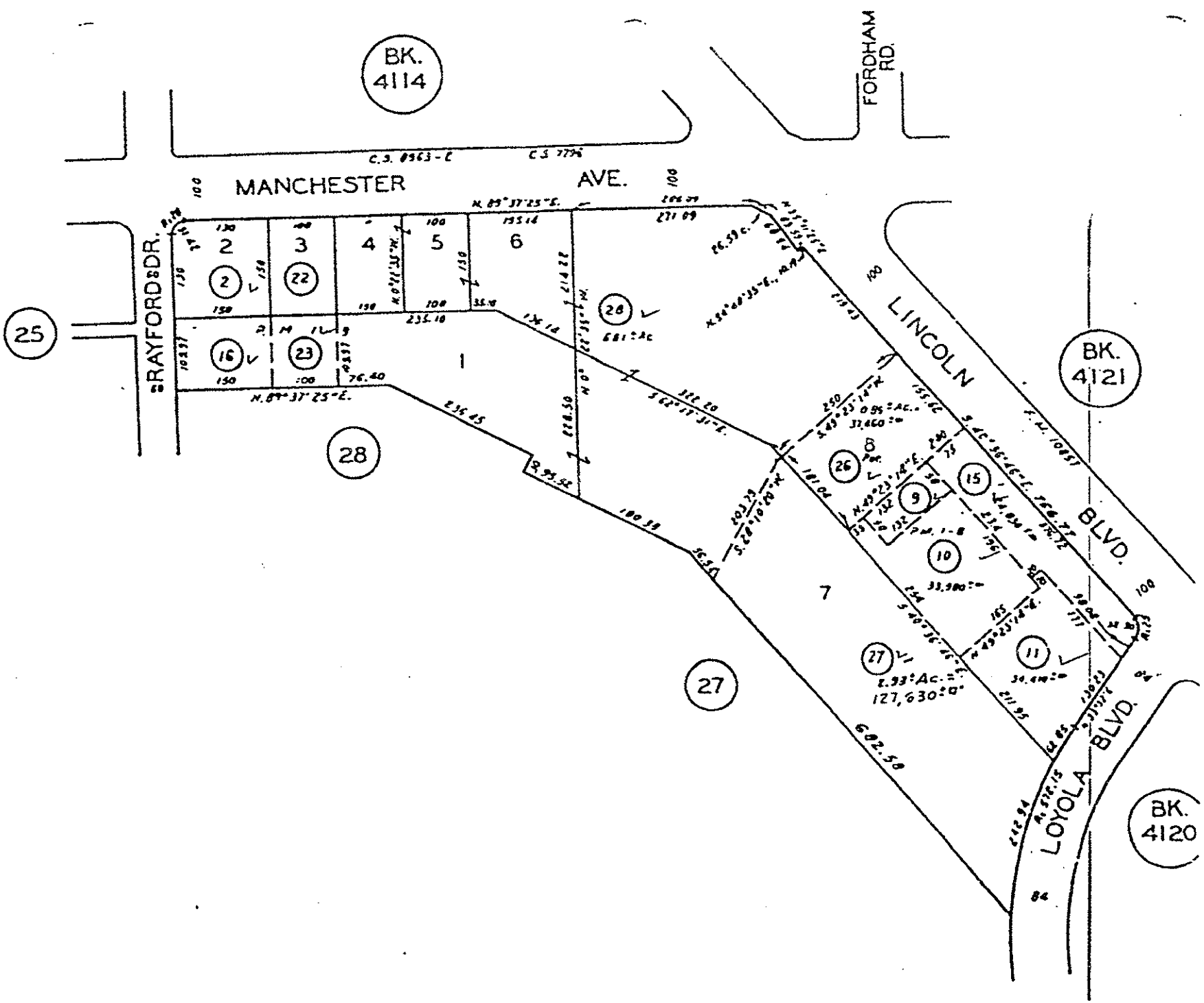
A List of documents in Enclosure III

Page Number	Date	Unit address	Name of document/source
C-3	NA	SITE	Plat map/County assessor
C-4	10/12/91	7296 W. Manchester Ave	Hazardous Substance and Tax Registration
C-5	10/7/97	7296 W. Manchester Ave	Hazardous waste License/City
C-5	9/20/89	7296 W. Manchester Ave	Fire Permit, underground tank/City
C-6	5/11/88	7296 W. Manchester Ave	Fire Permit, underground tank/City
C-7, C-8	9/21/89	7296 W. Manchester Ave	No further action letter, Underground tank case/City fire Department
C-9	12/9/66	8625 Lincoln Blvd.	Certificate of Occupancy/City
C-9	1/6/67	7250 Manchester	Certificate of Occupancy/City
C-9	1/6/67	7250 Manchester	Certificate of Occupancy/City
C-10	2/16/67	8625 Lincoln Blvd.	Certificate of Occupancy/City
C-10	6/8/67	8601 Lincoln Blvd.	Certificate of Occupancy/City
C-10	4/24/69	8639 Lincoln Blvd.	Certificate of Occupancy/City
C11	3/28/60	8639 Lincoln Blvd.	Certificate of Occupancy/City
C11	4/13/60	8731 Lincoln Blvd.	Certificate of Occupancy/City
C11	4/19/61	8639-51 Lincoln Blvd.	Certificate of Occupancy/City
C-12	9/27/63	8625 Lincoln Blvd	Certificate of Occupancy/City
C-12	4/29/64	8625 Lincoln Blvd	Certificate of Occupancy/City
C-12	8/5/64	8625 Lincoln Blvd	Certificate of Occupancy/City
C-13	10/28/64	8625 Lincoln Blvd	Certificate of Occupancy/City
C-13	3/22/65	8639 Lincoln Blvd.	Certificate of Occupancy/City
C-13	3/22/66	9015 Loyola Blvd.	Certificate of Occupancy/City
C-14	1960	8639 Lincoln Blvd.	Remodeling permit/City
C-15	12/5/62	8601 Lincoln Blvd.	Sign permit/City
C-16	10/26/67	8639 Lincoln Blvd.	Demolition permit/City
C-17	8/24/67	8639 Lincoln Blvd.	Construction permit/City
C-18	1/29/69	8639 Lincoln Blvd.	Modification permit/City
C-19	1/15/68	8639 Lincoln Blvd.	Remodeling permit/City
C20, C21	NA	Airport Marina Hotel	Layout map, Hotel/owner

Note: NA : not available

Index for address vs. current tenant

8601-8625 Lincoln Blvd. Furama Hotel, main building (previously Airport Marina Hotel)
8625 Lincoln Blvd., : the High-rise Tower building
8639 Lincoln Blvd. 2-story retail building
8655 Lincoln Blvd. Card drug store
8701 Lincoln Blvd. Ralph's grocery
8731 Lincoln Blvd. El Dorado Bowl
9015 Loyola: Parking structure
7250 Manchester: Fountain Wing
7296 W. Manchester Ave. : Precision Automotive
7298 W. Manchester Ave. Remax and Inosanto Academy


BK. 4114
FORDHAM RD.
C.S. 8963-C
C.S. 7776
MANCHESTER AVE.
100
N. 89° 37' 25" E.
206.39
271.09
RAYFORD & DR.
25
2
3
4
5
6
22
16
23
1
28
76.40
N. 89° 37' 25" E.
836.45
895.54
100.59
602.50
LINCOLN BLVD.
F.H. 10857
BK. 4121
BK. 4120
LOYOLA BLVD.
7
8
9
10
11
15
26
27
28
0.95± Ac.
32,460±
33,980±
2.93± Ac.±
127,630±

THIS CERTIFICATE MUST BE POSTED AT PLACE OF BUSINESS

CERTIFICATE OF DISCLOSURE OF HAZARDOUS SUBSTANCES

CITY OF LOS ANGELES ISSUED: 04-01-[illegible]

THIS CERTIFICATE MUST BE POSTED AT PLACE OF BUSINESS

CERTIFICATE OF DISCLOSURE OF HAZARDOUS SUBSTANCES

CITY OF LOS ANGELES ISSUED: 10-12-91 S

ACCOUNT NO.	FUND	CLASS	DESCRIPTION	STARTED

THIS CERTIFICATE MUST BE POSTED AT PLACE OF BUSINESS

CERTIFICATE OF DISCLOSURE OF HAZARDOUS SUBSTANCES

CITY OF LOS ANGELES ISSUED: [illegible]

ACCOUNT NO.	FUND	CLASS	DESCRIPTION	STARTED
313519-61	L	501	RETAIL SALES REPORTING	03-31-94

THIS CERTIFICATE MUST BE POSTED AT PLACE OF BUSINESS

CITY OF LOS ANGELES TAX REGISTRATION CERTIFICATE

BUSINESS TAX ISSUED: 06-16-90 S

ACCOUNT NO.	FUND	CLASS	DESCRIPTION	STARTED
313519-61	L	190	PROFS/OCCUPATIONS	06-02-80

THIS CERTIFICATE MUST BE POSTED AT PLACE OF BUSINESS

CITY OF LOS ANGELES TAX REGISTRATION CERTIFICATE

BUSINESS TAX ISSUED: 06-16-90 S

ACCOUNT NO.	FUND	CLASS	DESCRIPTION	STARTED
313519-61	L	167	RETAIL SALES	06-02-80

THIS CERTIFICATE IS GOOD UNTIL VOIDED OR REVOKED. IT BECOMES VOID UPON ANY CHANGE OF OWNERSHIP OR LOCATION. ANNUAL TAXES ARE DUE AND PAYABLE JANUARY 1ST EACH YEAR, AND DELINQUENT IF NOT PAID ON OR BEFORE THE LAST DAY OF FEBRUARY EACH YEAR. QUARTERLY TAXES ARE DUE AND PAYABLE ON THE FIRST DAY OF JANUARY, APRIL, JULY, AND OCTOBER OF EACH YEAR, AND DELINQUENT IF NOT PAID ON OR BEFORE THE LAST DAY OF THE MONTH DUE.

ISSUED TO:
PRECISION DYNO TUNE CORP
PRECISION DYNO TUNE
7296 W MANCHESTER AV
LOS ANGELES CA 90045

ISSUED BY: Elsie Martinez
CITY CLERK

NOTIFY THE CITY CLERK IN WRITING OF ANY CHANGE IN OWNERSHIP OR ADDRESS—ROOM 101, CITY HALL, LOS ANGELES, CALIF. 90012
IMPORTANT - READ REVERSE SIDE

FORM 3006

[redacted]

THIS HAZARDOUS WASTE LICENSE MUST BE CONSPICUOUSLY DISPLAYED IN PLACE OF BUSINESS

COUNTY OF LOS ANGELES

100
437315

HAZARDOUS WASTE LICENSE

See Reverse Side

Fiscal year 1997-98

LOCATION OF BUSINESS BEING LICENSED

7296 W MANCHESTER AV LOS ANGELES

EXPIRATION DATE
June 30, 1998

ISSUE DATE
October 6, 1997

BARNARD, BRUCE
PRECISION DYNO TUNE
7296 W MANCHESTER AVE
LOS ANGELES, CA 90045

P. MICHAEL FREEMAN
L.A. COUNTY FIRE CHIEF

THIS LICENSE IS NOT TRANSFERABLE. VOID UPON CHANGE IN OWNERSHIP OR LOCATION.

FIRE PERMIT

CITY OF LOS ANGELES

ISSUED: 10-07-97 S

PERMIT NO	FUND	CLASS	DESCRIPTION	STARTED
7-9501-4	F	71A	UNDERGROUND TANKS	09-20-97

THIS FIRE PERMIT IS DUE AND PAYABLE NOVEMBER 1ST EACH YEAR, AND IS DELINQUENT IF NOT PAID ON OR BEFORE DECEMBER 31ST EACH YEAR.

ISSUED TO

FRITZ B BURNS FOUNDATION /C
7296 W MANCHESTER AV
WESTCHESTER CA 90045

BY:

CHIEF BLG INSPN, MGR

THIS PERMIT IS GOOD UNTIL VOIDED OR REVOKED. IT BECOMES VOID UPON ANY CHANGE OF OWNERSHIP OR LOCATION

NOTIFY THE CITY CLERK IN WRITING OF ANY CHANGE IN OWNERSHIP OR ADDRESS—ROOM 101, CITY HALL, LOS ANGELES, CALIF 90012

FORM 867 IMPORTANT - READ REVERSE SIDE

5

FIRE PERMIT APPLICATION FOR UNDERGROUND TANKS OR ATMOSPHERIC TANK SYSTEMS

INSTRUCTIONS: Complete all items below. Return page with payment. Type or print neatly.

SECTION 1

CURRENT FIRE PERMIT NO. 313519-61

CITY CLERK USE ONLY | PD DT 05-27-88

LEGAL NAME Precision Dyno Tune Corp

BUSINESS ADDRESS (Where underground tanks are located) 7396 W. Manchester Ave (Street No. / Full Street Name) UNIT #

CITY CLERK USE ONLY | ED

CITY Los Angeles STATE CA ZIP 90045

DOING BUSINESS AS "PRECISION DYNO TUNE"

IN CARE OF Same BUSINESS MAILING ADDRESS Same (P.O. Box, Address, and Street / State / Zip)

NAME OF BUSINESS OWNER Bruce W. Barnard

TELEPHONE NO.: BUSINESS (213) 649-5770 24-HOUR EMERGENCY (213) 645-3738

NAME OF PROPERTY OWNER Fritz Burns Foundation MAILING ADDRESS 4001 W Alameda Burbank, CA 91505

Briefly describe nature of your business (use additional sheet if needed) Automotive Repair

FOR CITY CLERK USE ONLY	FD	CLASS	MC	PC	PERIOD	AMOUNT
	F	714	P	21	A88	$ 369.00

SECTION 2

FEE CALCULATION

		No. of tanks	Subtotal
Permit for Underground Tanks	$67.00 X	3	= ~~201~~ 3
State of California surchage for Underground Tanks	$56.00 X	3	= ~~168~~ 3

FEE EXEMPTION:

If your establishment is a government agency, check here ____
Do not fill in fee calculation
Government agencies must file an application, however no fee is required.

PAY THIS AMOUNT → 369.00

MAKE ALL CHECKS PAYABLE TO ELIAS MARTINEZ, CITY CLERK

REMIT TO:

CITY OF LOS ANGELES
TAX AND PERMIT DIVISION
P.O. BOX 30626
LOS ANGELES, CA 90030-0626

Please retain a copy for your records

Bruce W Barnard — PRESIDENT — 5/26/88

Signature of Owner or Authorized Representative — Title — Date

FIRE DEPT USE ONLY	MASTER CODE		Date	LAFD Signature

BOARD OF
FIRE COMMISSIONERS
485-6032

KENNETH S. WASHINGTON
PRESIDENT
ANN REISS LANE
VICE-PRESIDENT
AILEEN ADAMS
JAMES E. BLANCARTE
LEON KIRAKOSIAN

EVA WHITELOCK
EXECUTIVE ASSISTANT

CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

DEPARTMENT OF FIRE
200 NORTH MAIN ST.
LOS ANGELES, CA 90012

DONALD O. MANNING
CHIEF ENGINEER
AND
GENERAL MANAGER

September 21, 1989

Mr. Casey P. Kerwin
Environmental Services
24404 South Vermont Avenue, #307
Harbor City, CA 90720

Birdsong Corporation
7298 West Manchester Avenue
Los Angeles, California

The Fire Department has reviewed your report (Addendum No. 2) dated May 2, 1989 concerning the location of groundwater.

We concur with your findings and have determined that no further action is required at this time.

If you require additional information, contact Inspector Gene Gallagher, of the Underground Tank Unit, at (213) 485-7543.

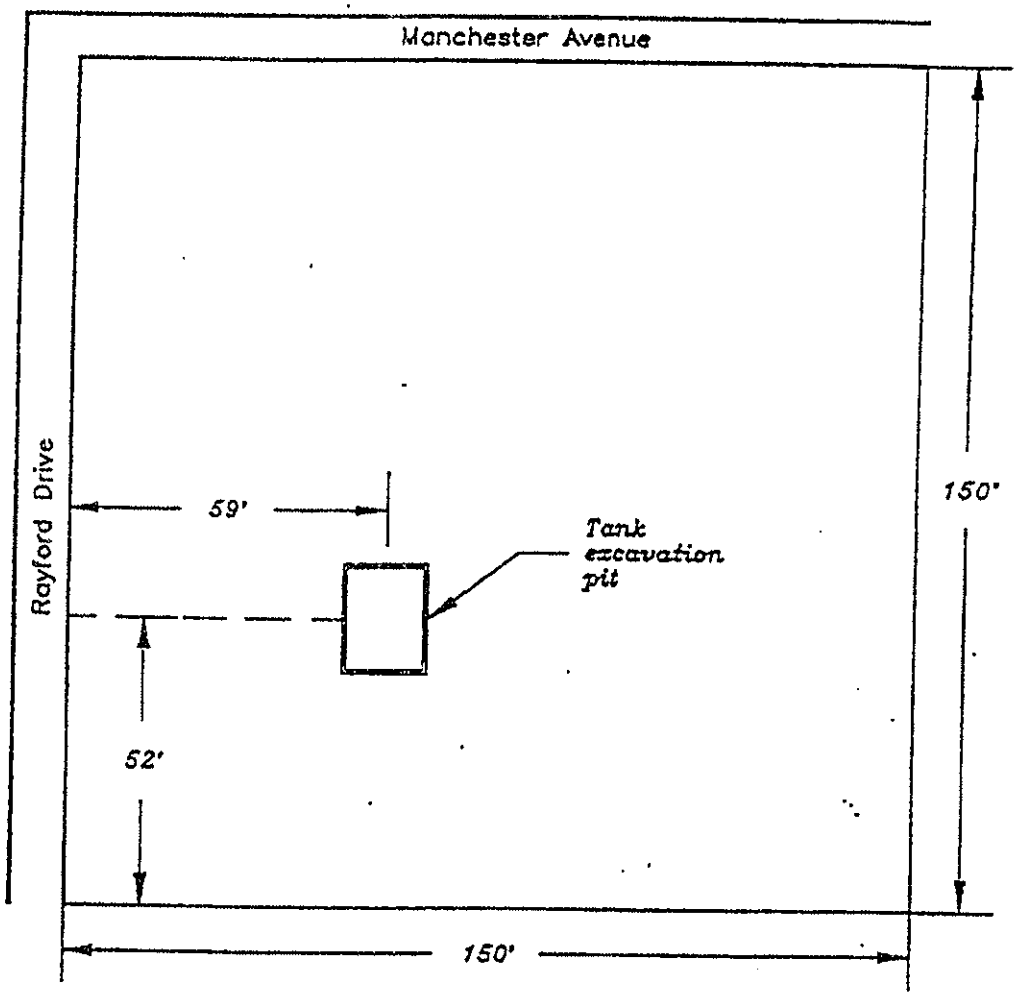
Very truly yours,

DONALD O. MANNING
Chief Engineer and General Manager

Robert T. Teachenor, Captain II
Commander, Underground Tank Unit

RTT:GG:la/1208w

EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER



NORTH

NOT TO SCALE

.T : BIRDSONG CORPORATION

: 7298 W. Manchester Ave.
Los Angeles , CA 90045

ENVIRONMENTAL
SERVICES
24404 S. VERMONT AVE
SUITE 307.
HARBOR CITY, CA 9071

Address of Building 8625 [illegible] coln Blvd. [illegible]

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 12-9-66 Permit No. and Year WLA63926/66

One story, Type IV, 16 x 167,
Metal Canopy
H/3 occupancy

Owner Lincoln Manchester Prop.
Owner's Address 4950 Wilshire Boulevard
Los Angeles, Calif. 90005

Fountain Wing
Canopy

—2M Sht. Sets—3-64 (C-10)

By A.E. KEWITT:apm

Address of Building 7250 Manchester

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 1-6-67 Permit No. and Year WLA59652/65

One story, Type V, 24 x 36,
Fountain & pools,
G-1 occupancy

Owner Lincoln Manchester Prop. Inc.
Owner's Address 4950 Wilshire Blvd.
Los Angeles, Calif. 90005

Form 8-95b—2M Sht. Sets—3-64 (C-10) Fountain Wing

By A.E. KEWITT:apm

Address of Building 7250 Manchester Avenue

Airport Marina Hotel
Bldg. 7.1c

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 1-6-67 Permit No. and Year WLA59653/65

Three story, Type III-B, 236'10"x55'10"
88' x 55'10",
Hotel, 1 dwelling apartment and 147
guest rooms, 75 required parking spaces
provided, H-3 occupancy

Owner Lincoln Manchester Prop. Inc.
Owner's 4950 Wilshire Blvd.

Address of Building 8025 Lincoln Blvd.

CITY OF LOS ANGELES
CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.
This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 2-16-67 Permit No. and Year WLA64026/66

Three story, Type II/III-B, 186' x 351',
Change existing guest room to new lobby
and storage area,
G-2/M-3/B-2 occupancy

Owner Lincoln Manchester Prop.
Owner's Address 4950 Wilshire Blvd.
Los Angeles, Calif. 90005

By A.E. HEWITT:pm

Form B-95b—2M Sht. Sets—8-65 (C-10)

Address of Building 8601 Lincoln

CITY OF LOS ANGELES
CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.
This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 6-8-67 Permit No. and Year WLA67280/67 WLA67299/67

Correct Certificate of Occupancy to show hotel
and recreation area, H-3 and G-1 occupancy.

Owner Fritz Burns
Owner's Address 8601 Lincoln Blvd.
Los Angeles, California 90045

ORIGNAL
Bldg.

Form B-95c—1M Sheet Sets—3-67 (C-10)

By A.E. HEWITT:hj

Address of Building 8639 Lincoln Boulevard

CITY OF LOS ANGELES
CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.
This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 4-24-69 Permit No. and Year LA56610/67 LA10286/67
LA72759/67 LA75697/69

Add 12-story, type I/III-B, 85' x 187', hotel and
shop building with 275 guest rooms to existing
hotel and shopping center complex, 700 parking
spaces required, 866 parking spaces provided,
H-3/F-1/G-1 occupancy.

BOARD OF BUILDING COMMISSIONERS

Form 8-95—(R-37)

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

Issued March 28, 1960

Address of Building 8701 Lincoln

Permit No. and Year LA3563/58, LA14627/58, LA15773/58

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

One story, type III, 254' x 165' public food market.
G-2 occupancy.

Owner Lincoln-Manchester Props.
Owner's Address 4953 Wilshire Blvd. Los Angeles, California

G. E. MORRIS, Superintendent of Building—By R.H. GROVERMAN dm

Form 8-95b—(R-37)

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

Issued April 13, 1960

Address of Building 8731 Lincoln Blvd.

Permit No. and Year LA13932/58

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

One story, type V, 177' to 208' x 185' to 191' bowling alley assembly area - 730 occupants; cocktail lounge - 120 occupants; billiard room - 155 occupants; meeting room - 99 occupants and offices and accessory rooms.
G-1 & B-2 occupancy.
68 required parking spaces.
EXCEPT FOR DEVIATIONS APPROVED BY BOARD OF BLDG. & SAFETY COMMISSIONERS

Owner Lincoln-Manchester Propeties Inc.
Owner's Address 4950 Wilshire Blvd. Los Angeles 5, California

G. E. MORRIS, Superintendent of Building—By R.H. GROVERMAN dm

Address of Building 8639-51 Lincoln Boulevard

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

Issued 4-19-61 Permit No. and Year LA48451/59 LA52942/60

One and two story, type V, 135' x 165' retail stores, bank and bakery addition.
60 required parking spaces.
C-1 C-2 occupancy.

SATELLITE BLDG.

Lincoln-Manchester Properties Inc.

Address of Building 8625 ncoln Blvd.

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 9-27-63 Permit No. and Year LA 97681/61

Three Story - Type II, III B - 186' x 351' Restaurant, Hotel & Shops. 248 Guest Rooms. 1ST FLOOR- Dining Room- 230 occupants.-Cocktail Lounge.--188 occupants. Coffee Shop - 94 occupants. 2ND FLOOR- Banquet Room - 1000 occupants. Club Room #1 - 76 occupants - Club Room #2 - 94 occupants.
B-2, H-3 and B-2 Occupancy 185 required parking spaces

MAIN BLDG

Owner Lincoln Manchester Properties Inc.
Owner's Address 4950 Wilshire Blvd. Los Angeles 5, California

Form B-95b—2M Sets—3-62 (C-10) J. C. MONNING, Superintendent of Building—By A. E. HEWITT:jb

Address of Building 8625 Lincoln Blvd.

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 4-29-64 Permit No. and Year WLA 49496/64

Three story, type II, III B, 186' x 351' Second floor lounge addition to hotel and public recreation building. No required parking spaces.
H-2 and B-2 Occupancy.

MAIN BLDG

Owner Lincoln Manchester Properties Inc.
Owner's Address 4950 Wilshire Blvd. Los Angeles 5, Calif.

Form B-95b—2M Sets—4-63 (C-12) J. C. MONNING, Superintendent of Building—By A. E. HEWITT:jb

Address of Building 8625 Lincoln Blvd.

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 8-5-64 Permit No. and Year LA 50620/64

Two story, type V, 12' x 56' Storage Room addition to Hotel. One additional Parking space.
H-3 and B-2 Occupancy.

MAIN BLDG

Owner Lincoln Manchester Properties Inc.

Address of Building 8625 Lincoln Blvd.

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 10-28-64 Permit No. and Year LA 50133/63
WLA 51961/64

Three story, type III B, 51'10" x 264'8" hotel
112 guest rooms and assembly room. 405 occupants
in assembly room. 107 required parking spaces.

H-3 and B-2 occupancy

EXCEPT FOR DEVIATIONS APPROVED BY BOARD OF BUILDING AND SAFETY COMMISSIONERS

WEST WING

Owner Lincoln Manchester Properties
Owner's Address 3450 Wilshire Blvd.
Los Angeles 5, California

Form B-95b—2M Sets—4-63 (C-10) J. C. MONNING, Superintendent of Building—By A. E. Hewitt/in

---

8639 Lincoln Blvd.

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 3-22-65 Permit No. and Year LA78150/64

Two story, type V, 14x7
Elevator
G-1 occupancy

SATELLITE BLDG

Owner Lincoln Manchester Development
Owner's Address 8639 Lincoln Blvd.
Los Angeles, California

Form B-95b—2M Sets—4-63 (C-10) J. C. MONNING, Superintendent of Building—By A.E. HEWITT/pss

---

Address of Building 9015 Loyola Blvd.

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 3-22-66 Permit No. and Year WLA58773/65

Two story, Type I, 121 x 555,
Parking deck, 401 parking
spaces provided, P-1 occupancy

Owner Lincoln Manchester Prop.
Owner's 4950 Wilshire Blvd.

DECRON properties

DEVELOPMENT — MANAGEMENT — CONSTRUCTION

October 11, 2006

Ms. Rose Hernandez
Capmark Finance, Inc.
10940 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90024

VIA OVERNIGHT MAIL

RE: PLAYA DEL ORO
ENVIRONMENTAL REPORTS

Dear Rose:

As follow up to your request, enclosed you will find the following:

- Phase I Environmental Assessment Report dated August 18, 2000
- Phase II Environmental Assessment dated November 19, 2001

Please note that the parcel containing the former dry cleaners was sold and is not a part of the Playa Del Oro project.

If you have any questions or need additional information, please give me a call at (323) 556-6600 x 213.

Sincerely,

Robin A. Dean
Senior Portfolio Manager

6222 Wilshire Blvd., Suite 650 • Los Angeles, California 90048
(323) 556-6600 • FAX (323) 556-6620
www.decronproperties.com

RESULTS OF LIMITED PHASE II ENVIRONMENTAL ASSESSMENT

7296 West Manchester Avenue
and 8639 Lincoln Boulevard
Los Angeles, California
PL-05688-02

Prepared for

DECRON PROPERTIES CORPORATION

November 19, 2001

Prepared By

Earth Systems Southern California
7949 Woodley Avenue
Van Nuys, California 91406

(818) 779-1999
FAX (818) 779-1990

Earth Systems
Southern California

7949 Woodley Avenue
Van Nuys, CA 91406
(818) 779-1999
Fax (818) 779-1990

November 19, 2001

PL-05688-02

Decron Properties Coroporation
15350 Sherman Way, Suite 410
Van Nuys, California 91406

Attention: Mr. David Nagel

Subject: **Results of Limited Phase II Environmental Assessment**
Precision Automotive - 7296 West Manchester Avenue
Carriage Cleaners - 8639 Lincoln Boulevard
Los Angeles, California

Presented herewith are the results of the limited phase II environmental assessment of the above-referenced sites, prepared in accordance with the authorized proposal dated October 11, 2001. This investigation was undertaken as a follow up to the Phase I environmental assessment of the hotel and commercial complex (ACS, August 2000). This limited phase II assessment was intended to provide a preliminary indication of the potential environmental impact of commercial activities on underlying soils at the above-referenced locations.

This report includes:

1. Description of the soil sampling procedures.

2. Results of the laboratory analyses completed on the soil samples.

SITE DESCRIPTION

The two subject properties are commercial enterprises located within a larger hotel and shopping mall complex. The complex is located on the southwest corner of the intersection of Lincoln Boulevard and Manchester Avenue in the Westchester community of the City of Los Angeles, California. Topographically, the complex consists of gently sloping ground at an elevation of approximately 160 feet above mean sea level (see Figure 1). The above-cited descriptions are intended to be illustrative, and are specifically not intended for use as a legal description of the subject property.

The Precision Automotive shop (7296 W. Manchester Avenue) is located in the northwesterly portion of the complex near Rayford Avenue (Figure 2). The auto repair shop includes an office with four repair bays. An underground clarifier and underground waste oil tank are located on the south side of the building in front of the auto shop bays. The floor of the auto shop building and the front parking apron on the south side of the building consist of concrete slabs-on-grade approximately four to five inches thick.

The Carriage Cleaners (8639 Lincoln Blvd.) dry-cleaning shop is located within the southeasterly portion of the hotel/commercial complex. The shop shares common walls with other commercial outlets on both the northwest and southeast sides. The front and rear of the shop open onto the parking lot and back patio, respectively. The dry-cleaning equipment and solvent storage are located near the rear-center of the shop. The dry cleaning solvent "Perc" (tetrachloroethene, aka perchloroethene) is used for dry cleaning in this shop. A drum labeled "tetrachloroethene" was observed within the shop. The floor of the dry-cleaner shop consists of a concrete slab-on-grade approximately four inches thick.

SOIL SAMPLING AND SOIL-GAS SCREENING

The field investigation beneath both sites took place on November 5, 2001. A truck-mounted geoprobe was used to collect soil samples at the Precision Automotive shop. The concrete floor slab was penetrated using the geoprobe percussion hammer. The geoprobe drove hollow steel rods by percussion and hydraulic push to each sample depth. Two soil samples were collected at each of six sample locations (P1 through P6) shown on Figure 3. Samples adjacent to the clarifier and waste oil tank (P1, P2 and P3) were collected at depths of approximately 5 feet and 10 feet below the existing grade. The remaining samples were collected from 1-foot and 5-foot depths at locations P4 through P6. The soil samples were recovered in clean acetate sleeves.

Soil samples at the dry-cleaner shop were collected adjacent to the dry cleaning machinery and the solvent storage area (Figure 4). Four-inch diameter holes were cored through the dry cleaning shop floor slab using a coring machine. Because of the limited access to the sampling area (interior of the active dry cleaning shop), hand–operated augers and samplers rather than geoprobe driven samplers were used. Two hand-auger holes (HB1 and HB2) were bored and soil samples were collected at depths of 2 feet and 4 feet below the existing floor slab surface elevation. The soil samples were recovered in clean brass sleeves.

After sample retrieval, the sample sleeves from each sample depth were sealed with Teflon film and plastic slip-caps, labeled, and placed in an ice chest pending transport to a California Department of Health Services (DHS) certified analytical laboratory. The "head space" of a soil sample from each sampling location was screened in the field for volatile organic vapors using a hand-held photo-ionization detector (PID). Subsequent to collecting the deeper sample at each location, a rod with an expendable tip was driven an additional one-foot, clean plastic tubing was connected to the rod ends and a vacuum was applied to the tubing. The vacuum was applied to each of the points for a minimum of 10 minutes to evacuate the tubing and obtain a representative sample of soil-gas from each location. The soil gas was then screened in the field for volatile organic vapors using the hand-held PID. This soil-gas screening was completed at both the Precision Auto shop and the Carriage Cleaners shop. After sampling, each geoprobe hole at the auto shop and each hand-auger hole at the

dry cleaner shop was backfilled with bentonite chips. The surface of each hole was finished with concrete.

LABORATORY TESTING

Chain of custody procedures were utilized for all laboratory samples collected to document sample integrity and sample possession from the time of collection to the final destination. Samples were delivered under chain of custody documentation to a California DHS-certified testing laboratory.

The soil samples from beneath the Precision Automotive shop (7296 W. Manchester Avenue) were analyzed for volatile fuel hydrocarbons (gasoline range) using EPA Test Method 8015B, and for aromatic hydrocarbons (Benzene, Toluene, Ethylbenzene and Xylenes, BTEX) and Methyl tert-Butyl Ether (MtBE) using EPA Test Method 8020. Soil samples from the auto shop were also tested for diesel range hydrocarbons using EPA Test Method 8015M. Additionally, the three upper soil samples adjacent to the clarifier and waste-oil tank were analyzed for 17 metals (CAM metals) using EPA Test Methods 6010B and 7471A.

The soil samples from beneath the Carriage Cleaners dry cleaning shop (8639 Lincoln Boulevard) were analyzed for volatile organic compounds (VOC's) according to USEPA test method 8260B. The analytes for this method include the dry cleaning solvent "Perc" or tetrachloroethene. Refer to Appendix B for the complete laboratory reports and chain test results. References to EPA and other test standards refer to the standard currently in effect.

FINDINGS

No detectable levels of gasoline-range hydrocarbons (including BTEX or MtBE) were detected in soils beneath the Precision Automotive shop at 7296 West Manchester Avenue. The concentrations of metals found in soils beneath that site were within naturally occurring levels. The hand-held PID did not detect any volatile organic compounds in soil-gas extracted from drive tubes at the site nor from head-space air from soil samples screened in the field. Relatively low concentrations of diesel-range hydrocarbons were detected in three of the 12 soil samples collected from beneath the auto shop. The diesel concentrations ranged from "not detected" ("ND") to 17 milligrams per kilogram (mg/kg). The results of laboratory analyses for organic compounds are summarized in Table 1, below.

The Interim Site Assessment & Cleanup Guidebook released by the Los Angeles Regional Water Quality Control Board (LARWQCB) in 1996 provides guidance for "maximum soil screening levels for TPH and BTEX" based on depth to groundwater. Based on available geologic data, groundwater beneath the subject site is in excess of 100 feet below ground surface. The concentrations of diesel-range hydrocarbons found in soil beneath the auto shop fall below the maximum acceptable level based on that guidance for groundwater in excess of 20 feet deep. The concentrations also fall below the guidance levels set forth in the California LUFT Manual (October 1989).

No detectable levels of the dry cleaning solvent "perc" (tetrachloroethene) or any other solvent were found in soils beneath the Carriage Cleaners shop at 8639 Lincoln Avenue. The hand-held PID did

not detect any volatile organic compounds in soil-gas extracted from drive tubes at the site nor from head-space air from soil samples screened in the field at this site.

Table 1. Summary of Results of Laboratory Analyses for Various Organic Compounds

Sample	Gasoline-range hydrocarbons TPH-g/BTEX/MtBE	Diesel-range hydrocarbons TPH-d (mg/kg)	Volatile Organic Compounds (VOC's) EPA Method 8260
Precision Automotive – Auto Repair Shop			
P1 at 5 feet	ND	ND	--
P1 at 10 feet	ND	ND	--
P2 at 5 feet	ND	5.8	--
P2 at 10 feet	ND	ND	--
P3 at 7 feet	ND	ND	--
P3 at 10 feet	ND	ND	--
P4 at 1 feet	ND	17	--
P4 at 5 feet	ND	ND	--
P5 at 1 feet	ND	12	--
P5 at 5 feet	ND	ND	--
P6 at 1 feet	ND	ND	--
P6 at 5 feet	ND	ND	--
Carriage Cleaners Dry Cleaning Shop			
HB1 at 2 feet	--	--	ND
HB1 at 4 feet	--	--	ND
HB1 at 2 feet	--	--	ND
HB1 at 4 feet	--	--	ND

Notes: mg/kg = milligrams per kilogram ND = Not Detected. -- = Not Analyzed

LIMITATIONS AND UNIFORMITY OF CONDITIONS

This report has been prepared for the exclusive use of the Decron Properties Corporation, regarding the properties at 7296 West Manchester Avenue and 8639 Lincoln Boulevard in the City of Los Angeles, California. The conclusions rendered in this report are opinions based on readily available information obtained within the scope of the work authorized by the client (Decron Properties Corporation). Use of, or reliance on, the information and opinions contained in this report by other parties without written permission of Earth Systems Southern California (ESSC) is at those parties' own risk.

The results contained in this report are based upon the information acquired during the work described herein. It is possible that variations could exist beyond or between points observed during this work. Also, changes in observed conditions could occur at some time in the future due to works of man, contamination migration, variations in rainfall, temperature, and/or other factors not apparent at the time of the soil sampling.

It should be noted that any level of environmental assessment cannot ascertain that a property is completely free of chemical or toxic substances; therefore, ESSC cannot offer the certification of a "clean" site. The scope of work performed was limited and intended only to provide initial indication of subsurface conditions; additional investigation may be appropriate for the property owner to make informed business decisions. The services provided by Earth Systems Southern California have been conducted in a manner consistent with the level of care and skill ordinarily exercised by members of our profession currently practicing under similar conditions in this area of California. No warranty is expressed or implied.

CLOSURE

ESSC trusts this report is sufficient at this time and meets your current needs. ESSC appreciates this opportunity to provide professional engineering services for this project. If you have any questions regarding the information contained in this report, or if you require additional engineering services, please contact us.

Respectfully submitted,

Earth Systems
Southern California

Mark L. Russell, P.E.
Project Engineer



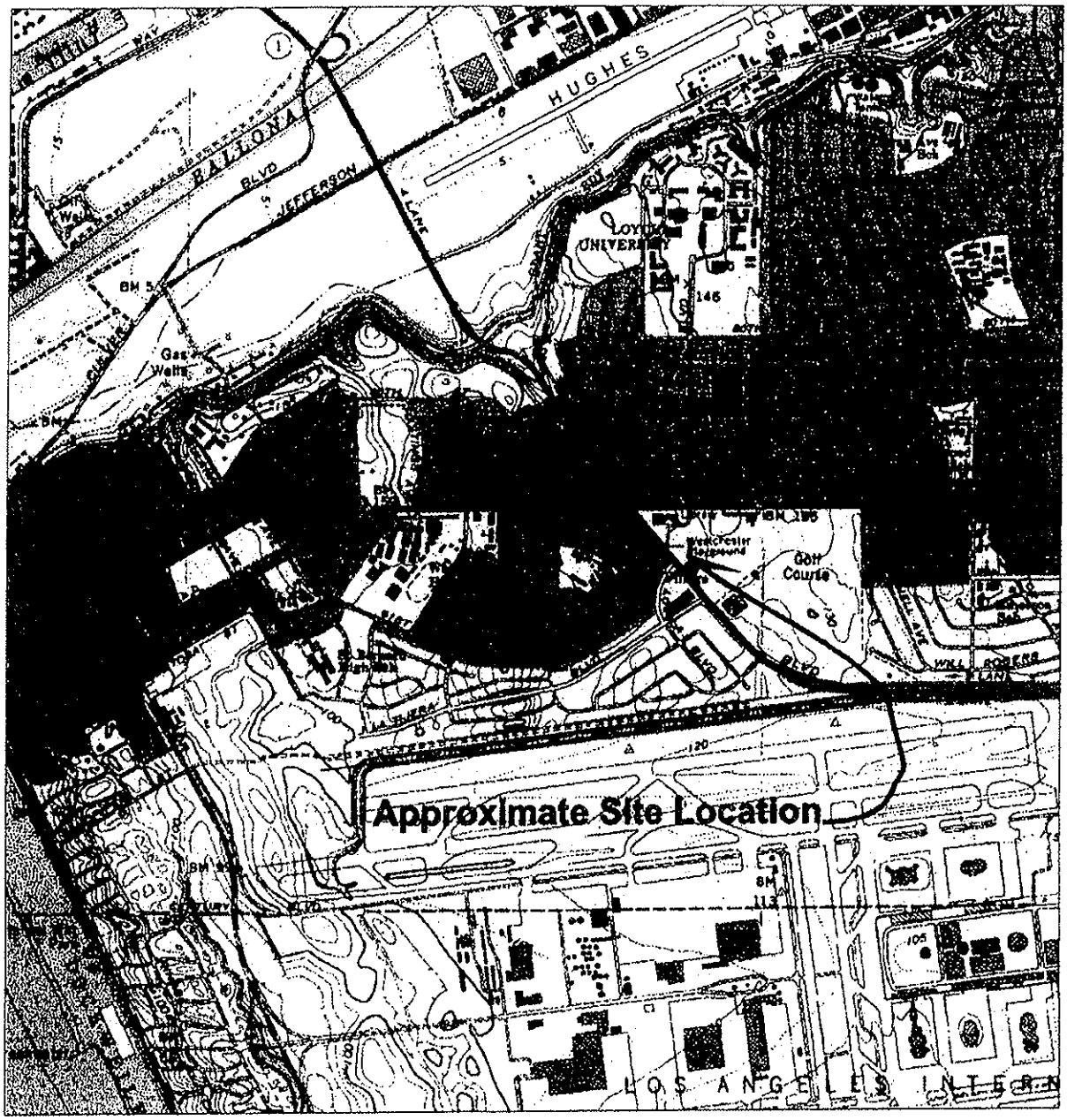
FIGURES

FIGURE 1	Site Location Map
FIGURE 2	Hotel/ Commercial Complex Layout
FIGURE 3	Site Sketch – Precision Automotive
FIGURE 4	Site Sketch - Carriage Cleaners

APPENDIX A	Summary of Laboratory Test Results

FIGURES

Figure 1 Site Location Map
Figure 2 Hotel/ Commercial Complex Layout
Figure 3 Site Sketch – Precision Automotive
Figure 4 Site Sketch - Carriage Cleaners



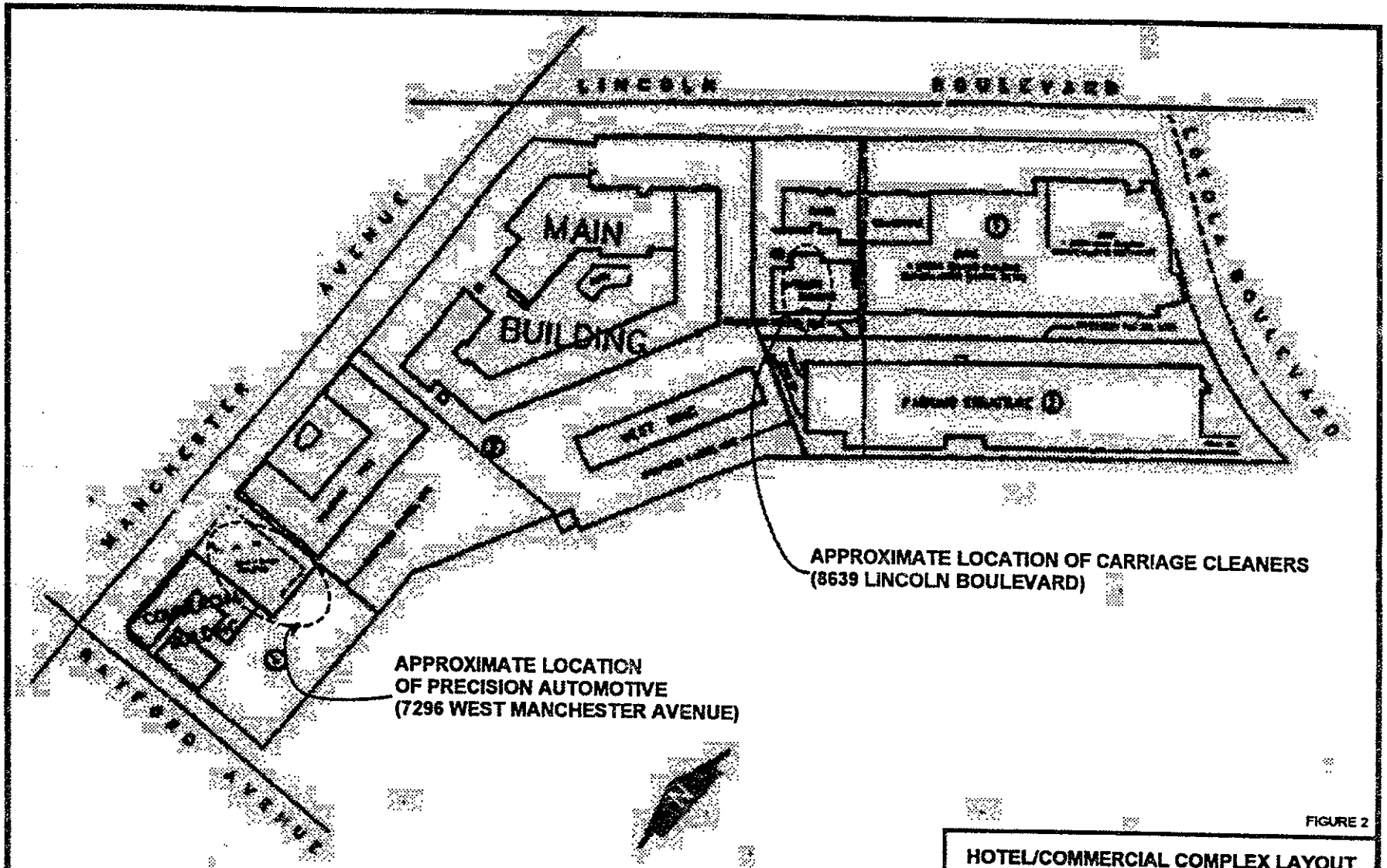
Base Map: 7.5 Minute Venice Quadrangle, dated 1964, photorevised 1981.

FIGURE 1

APPROXIMATE SCALE:
2,000 FEET

N

SITE LOCATION MAP	
MANCHESTER AVENUE AT LINCOLN BOULEVARD LOS ANGELES, CALIFORNIA	
Earth Systems Southern California	
11-19-2001	PL-05688-02



BASE MAP OBTAINED FROM REPORT BY ACS (2000)

FIGURE 2

HOTEL/COMMERCIAL COMPLEX LAYOUT

MANCHESTER AVENUE AT LINCOLN BOULEVARD
LOS ANGELES, CALIFORNIA

Earth Systems
Southern California

11-19-2001	PL-05688-02

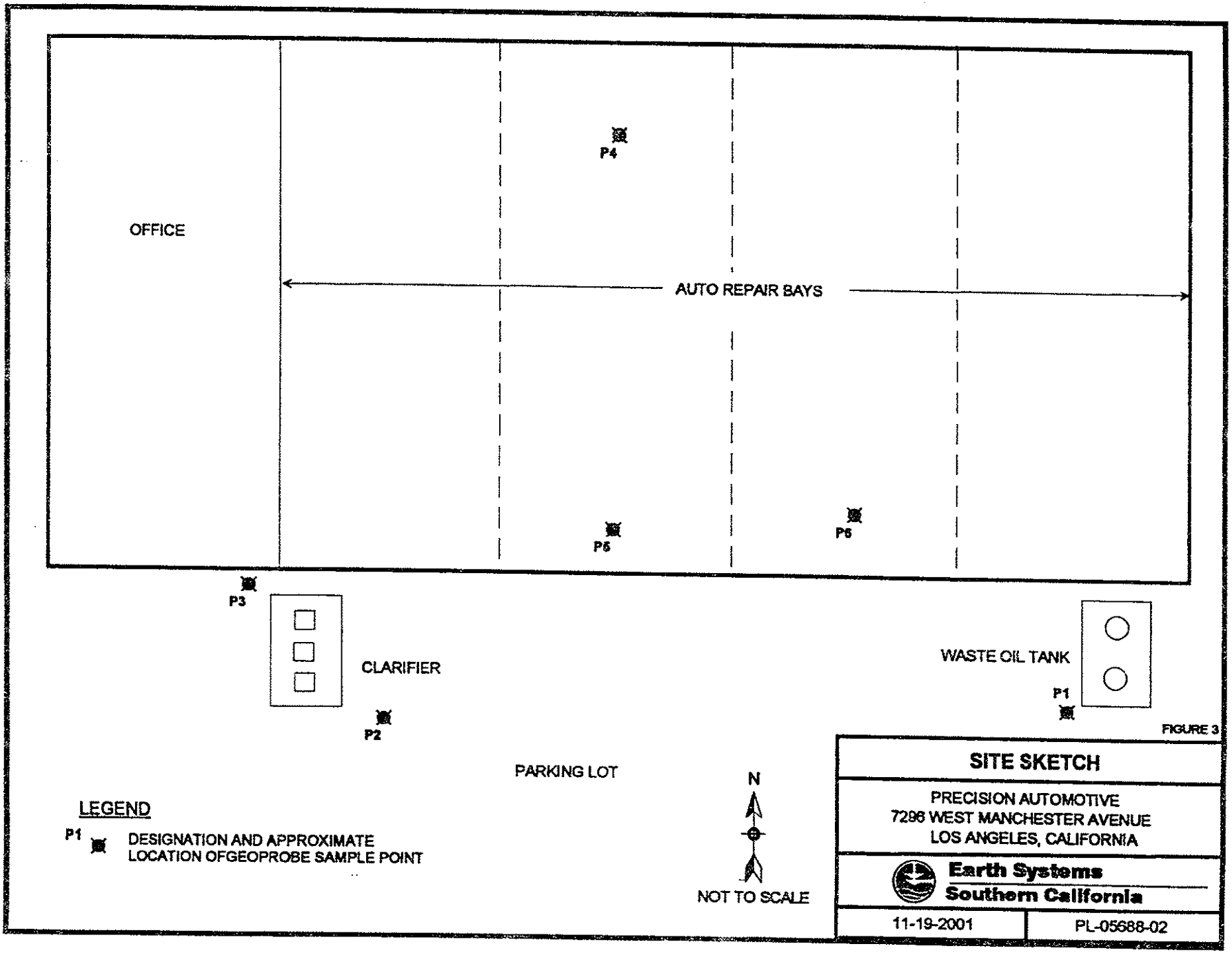


FIGURE 3

SITE SKETCH

PRECISION AUTOMOTIVE
7296 WEST MANCHESTER AVENUE
LOS ANGELES, CALIFORNIA

Earth Systems Southern California

11-19-2001	PL-05688-02

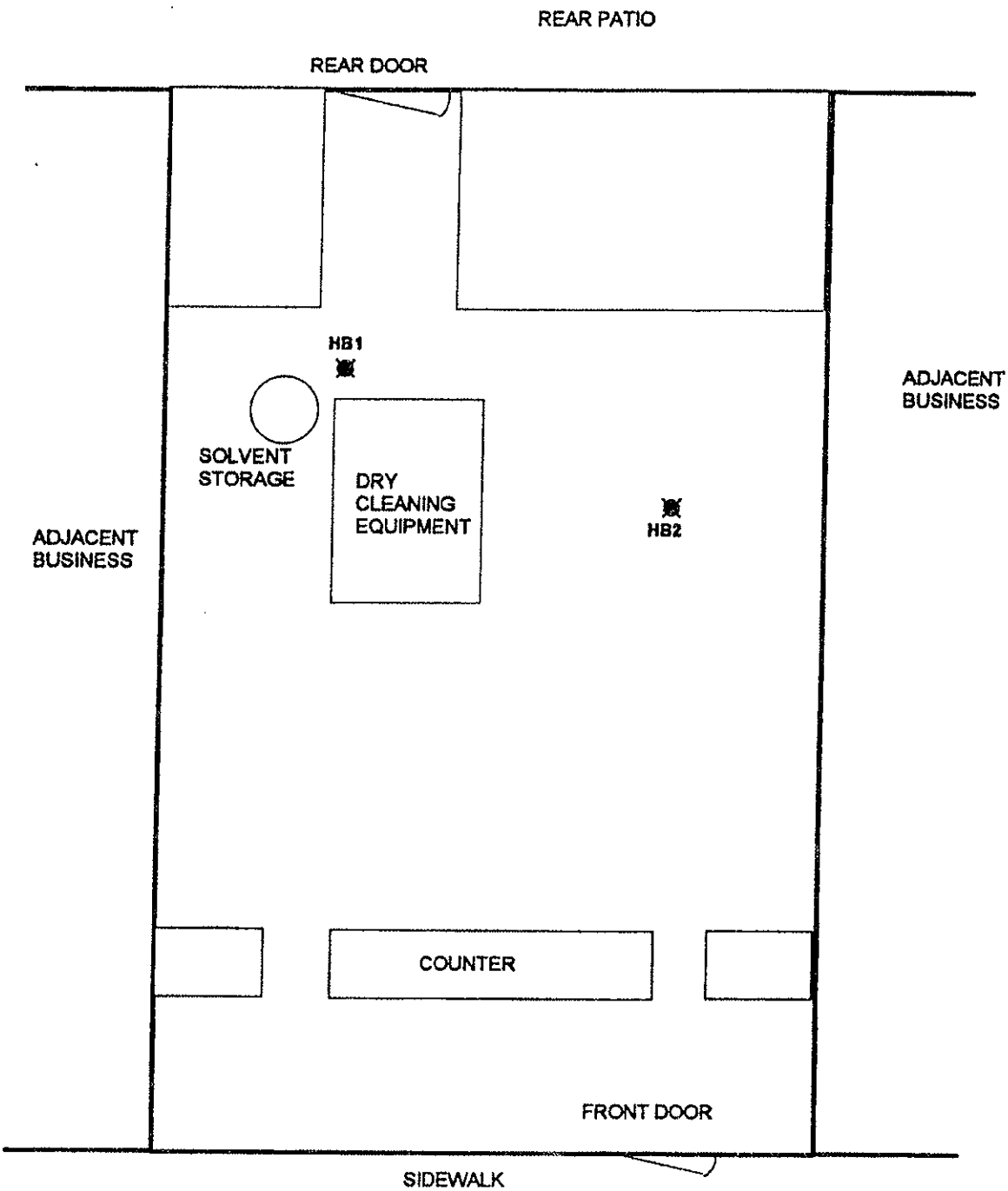


FIGURE 4

SITE SKETCH

CARRIAGE CLEANERS
8639 LINCOLN BOULEVARD
LOS ANGELES, CALIFORNIA

Earth Systems Southern California

11-19-2001	PL-05688-02

APPENDIX A

Laboratory Test Results

Del Mar Analytical

2852 Alton Ave., Irvine, CA 92606 (949) 261-1022 FAX (949) 261-1228
1014 E. Cooley Dr., Suite A, Colton, CA 92324 (909) 370-4667 FAX (909) 370-1046
16525 Sherman Way, Suite C-11, Van Nuys, CA 92406 (818) 779-1844 FAX (818) 779-1843
9484 Chesapeake Dr., Suite 805, San Diego, CA 92123 (858) 505-9596 FAX (858) 505-9689
9830 South 51st St., Suite B-120, Phoenix, AZ 85044 (480) 785-0043 FAX (480) 785-0851

LABORATORY REPORT

Prepared For: Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107

Attention: Mark Russel
Project: PL-05688-02

Sampled: 11/05/01
Received: 11/06/01
Reported: 11/19/01

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AZ DHS License #AZ0428

Del Mar Analytical, Irvine
Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

SAMPLE CROSS REFERENCE

LABORATORY NUMBER	SAMPLE DESCRIPTION	SAMPLE MATRIX	ANALYSES
IKK0275-01	P1 @ 5'	Soil	EPA 6010B
			EPA 7471A
			EPA 8015 MOD.
			EPA 8015B/8021B
IKK0275-02	P1 @ 10'	Soil	EPA 8015 MOD.
			EPA 8015B/8021B
IKK0275-03	P2 @ 5'	Soil	EPA 6010B
			EPA 7471A
			EPA 8015 MOD.
			EPA 8015B/8021B
IKK0275-04	P2 @ 10'	Soil	EPA 8015B/8021B
IKK0275-04RE1	P2 @ 10'	Soil	EPA 8015 MOD.
IKK0275-05	P3 @ 7'	Soil	EPA 6010B
			EPA 7471A
			EPA 8015 MOD.
			EPA 8015B/8021B
IKK0275-06	P3 @ 10'	Soil	EPA 8015 MOD.
			EPA 8015B/8021B
IKK0275-07	P4 @ 1'	Soil	EPA 8015 MOD.
			EPA 8015B/8021B
IKK0275-08	P4 @ 5'	Soil	EPA 8015 MOD.
			EPA 8015B/8021B
IKK0275-09	P5 @ 1'	Soil	EPA 8015 MOD.
			EPA 8015B/8021B
IKK0275-10	P5 @ 5'	Soil	EPA 8015 MOD.
			EPA 8015B/8021B
IKK0275-11	P6 @ 1'	Soil	EPA 8015 MOD.
			EPA 8015B/8021B
IKK0275-12	P6 @ 5'	Soil	EPA 8015 MOD.
			EPA 8015B/8021B

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02
Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

EXTRACTABLE FUEL HYDROCARBONS (CADHS/8015 Modified)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-01 (P1 @ 5' - Soil)								**QD**
EFH (C8 - C40)	EPA 8015 MOD.	I1K0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*99.7 %*				
Sample ID: IKK0275-02 (P1 @ 10' - Soil)								**QD**
EFH (C8 - C40)	EPA 8015 MOD.	I1K0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*87.0 %*				
Sample ID: IKK0275-03 (P2 @ 5' - Soil)								**QD**
EFH (C8 - C40)	EPA 8015 MOD.	I1K0857	5.0	**5.8**	1	11/8/01	11/13/01	CR
Surrogate: n-Octacosane (45-120%)				*87.4 %*				
Sample ID: IKK0275-04RE1 (P2 @ 10' - Soil)								**QD**
EFH (C8 - C40)	EPA 8015 MOD.	I1K1653	5.0	**9.4**	1	11/16/01	11/16/01	
Surrogate: n-Octacosane (45-120%)				*72.3 %*				
Sample ID: IKK0275-05 (P3 @ 7' - Soil)								**QD**
EFH (C8 - C40)	EPA 8015 MOD.	I1K0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*90.4 %*				
Sample ID: IKK0275-06 (P3 @ 10' - Soil)								**QD**
EFH (C8 - C40)	EPA 8015 MOD.	I1K0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*86.7 %*				

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

EXTRACTABLE FUEL HYDROCARBONS (CADHS/8015 Modified)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-07 (P4 @ 1' - Soil)								QD
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	**17**	1	11/8/01	11/13/01	CRa
Surrogate: n-Octacosane (45-120%)				*74.2 %*				
Sample ID: IKK0275-08 (P4 @ 5' - Soil)								QD
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*92.7 %*				
Sample ID: IKK0275-09 (P5 @ 1' - Soil)								QD
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	**12**	1	11/8/01	11/13/01	CR
Surrogate: n-Octacosane (45-120%)				*103 %*				
Sample ID: IKK0275-10 (P5 @ 5' - Soil)								QD
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*86.5 %*				
Sample ID: IKK0275-11 (P6 @ 1' - Soil)								QD
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*93.3 %*				
Sample ID: IKK0275-12 (P6 @ 5' - Soil)								QD
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*87.0 %*				

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02
Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

VOLATILE FUEL HYDROCARBONS/BTEX/MTBE (EPA 5030B/8015M/8021B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-01 (P1 @ 5' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*108 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*90.2 %*				
Sample ID: IKK0275-02 (P1 @ 10' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*108 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*84.8 %*				
Sample ID: IKK0275-03 (P2 @ 5' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*108 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*88.8 %*				

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

VOLATILE FUEL HYDROCARBONS/BTEX/MTBE (EPA 5030B/8015M/8021B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-04 (P2 @ 10' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*110 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*87.6 %*				
Sample ID: IKK0275-05 (P3 @ 7' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*109 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*91.6 %*				
Sample ID: IKK0275-06 (P3 @ 10' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*113 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*92.6 %*				

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Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

VOLATILE FUEL HYDROCARBONS/BTEX/MTBE (EPA 5030B/8015M/8021B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-07 (P4 @ 1' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*109 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*88.4 %*				
Sample ID: IKK0275-08 (P4 @ 5' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*108 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*88.6 %*				
Sample ID: IKK0275-09 (P5 @ 1' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*104 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*87.2 %*				

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

VOLATILE FUEL HYDROCARBONS/BTEX/MTBE (EPA 5030B/8015M/8021B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-10 (P5 @ 5' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*110 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*89.0 %*				
Sample ID: IKK0275-11 (P6 @ 1' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*111 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*90.6 %*				
Sample ID: IKK0275-12 (P6 @ 5' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*107 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*83.4 %*				

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METALS

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-01 (P1 @ 5' - Soil)								
Antimony	EPA 6010B	I1K0951	10	ND	1	11/9/01	11/12/01	
Arsenic	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Barium	EPA 6010B	I1K0951	1.0	**24**	1	11/9/01	11/12/01	
Beryllium	EPA 6010B	I1K0951	0.50	ND	1	11/9/01	11/12/01	
Cadmium	EPA 6010B	I1K0951	0.50	ND	1	11/9/01	11/12/01	
Chromium	EPA 6010B	I1K0951	1.0	**14**	1	11/9/01	11/12/01	
Cobalt	EPA 6010B	I1K0951	1.0	**3.6**	1	11/9/01	11/12/01	
Copper	EPA 6010B	I1K0951	1.0	**2.4**	1	11/9/01	11/12/01	
Lead	EPA 6010B	I1K0951	2.0	**2.5**	1	11/9/01	11/12/01	
Mercury	EPA 7471A	I1K1241	0.020	ND	1	11/12/01	11/12/01	
Molybdenum	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Nickel	EPA 6010B	I1K0951	1.0	**5.4**	1	11/9/01	11/12/01	
Selenium	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Silver	EPA 6010B	I1K0951	1.0	ND	1	11/9/01	11/12/01	
Thallium	EPA 6010B	I1K0951	10	ND	1	11/9/01	11/12/01	
Vanadium	EPA 6010B	I1K0951	1.0	**26**	1	11/9/01	11/12/01	
Zinc	EPA 6010B	I1K0951	5.0	**13**	1	11/9/01	11/12/01	
Sample ID: IKK0275-03 (P2 @ 5' - Soil)								
Antimony	EPA 6010B	I1K0951	10	ND	1	11/9/01	11/12/01	
Arsenic	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Barium	EPA 6010B	I1K0951	1.0	**17**	1	11/9/01	11/12/01	
Beryllium	EPA 6010B	I1K0951	0.50	ND	1	11/9/01	11/12/01	
Cadmium	EPA 6010B	I1K0951	0.50	ND	1	11/9/01	11/12/01	
Chromium	EPA 6010B	I1K0951	1.0	**12**	1	11/9/01	11/12/01	
Cobalt	EPA 6010B	I1K0951	1.0	**2.6**	1	11/9/01	11/12/01	
Copper	EPA 6010B	I1K0951	1.0	**2.0**	1	11/9/01	11/12/01	
Lead	EPA 6010B	I1K0951	2.0	**2.0**	1	11/9/01	11/12/01	
Mercury	EPA 7471A	I1K1241	0.020	ND	1	11/12/01	11/12/01	
Molybdenum	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Nickel	EPA 6010B	I1K0951	1.0	**3.6**	1	11/9/01	11/12/01	
Selenium	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Silver	EPA 6010B	I1K0951	1.0	ND	1	11/9/01	11/12/01	
Thallium	EPA 6010B	I1K0951	10	ND	1	11/9/01	11/12/01	
Vanadium	EPA 6010B	I1K0951	1.0	**23**	1	11/9/01	11/12/01	
Zinc	EPA 6010B	I1K0951	5.0	**9.8**	1	11/9/01	11/12/01	

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METALS

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-05 (P3 @ 7' - Soil)								
Antimony	EPA 6010B	I1K0951	10	ND	1	11/9/01	11/12/01	
Arsenic	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Barium	EPA 6010B	I1K0951	1.0	**47**	1	11/9/01	11/12/01	
Beryllium	EPA 6010B	I1K0951	0.50	ND	1	11/9/01	11/12/01	
Cadmium	EPA 6010B	I1K0951	0.50	ND	1	11/9/01	11/12/01	
Chromium	EPA 6010B	I1K0951	1.0	**12**	1	11/9/01	11/12/01	
Cobalt	EPA 6010B	I1K0951	1.0	**4.3**	1	11/9/01	11/12/01	
Copper	EPA 6010B	I1K0951	1.0	**4.0**	1	11/9/01	11/12/01	
Lead	EPA 6010B	I1K0951	2.0	**2.4**	1	11/9/01	11/12/01	
Mercury	EPA 7471A	I1K1241	0.020	ND	1	11/12/01	11/12/01	
Molybdenum	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Nickel	EPA 6010B	I1K0951	1.0	**4.9**	1	11/9/01	11/12/01	
Selenium	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Silver	EPA 6010B	I1K0951	1.0	ND	1	11/9/01	11/12/01	
Thallium	EPA 6010B	I1K0951	10	ND	1	11/9/01	11/12/01	
Vanadium	EPA 6010B	I1K0951	1.0	**26**	1	11/9/01	11/12/01	
Zinc	EPA 6010B	I1K0951	5.0	**21**	1	11/9/01	11/12/01	

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Earth Systems, Pasadena
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Project ID: PL-05688-02
Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

EXTRACTABLE FUEL HYDROCARBONS (CADHS/8015 Modified)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0857 Extracted: 11/08/01										
Blank Analyzed: 11/13/01 (I1K0857-BLK1)										QD
EFH (C8 - C40)	ND	5.0	mg/kg							
Surrogate: n-Octacosane	*7.21*		*mg/kg*	*6.67*		*108*	*45-120*			
LCS Analyzed: 11/13/01 (I1K0857-BS1)										QD
EFH (C8 - C40)	33.5	5.0	mg/kg	33.3		101	50-115			
Surrogate: n-Octacosane	*7.25*		*mg/kg*	*6.67*		*109*	*45-120*			
Matrix Spike Analyzed: 11/13/01 (I1K0857-MS1)					**Source: IKK0275-10**					QD
EFH (C8 - C40)	35.9	5.0	mg/kg	33.3	ND	98.8	35-130			
Surrogate: n-Octacosane	*7.27*		*mg/kg*	*6.67*		*109*	*45-120*			
Matrix Spike Dup Analyzed: 11/13/01 (I1K0857-MSD1)					**Source: IKK0275-10**					QD
EFH (C8 - C40)	32.9	5.0	mg/kg	33.3	ND	89.8	35-130	8.72	30	
Surrogate: n-Octacosane	*6.37*		*mg/kg*	*6.67*		*95.5*	*45-120*			
Batch: I1K1653 Extracted: 11/16/01										
Blank Analyzed: 11/16/01 (I1K1653-BLK1)										QD
EFH (C8 - C40)	ND	5.0	mg/kg							
Surrogate: n-Octacosane	*4.48*		*mg/kg*	*6.67*		*67.2*	*45-120*			
LCS Analyzed: 11/16/01 (I1K1653-BS1)										QD
EFH (C8 - C40)	29.3	5.0	mg/kg	33.3		88.0	50-115			
Surrogate: n-Octacosane	*4.31*		*mg/kg*	*6.67*		*64.6*	*45-120*			
Matrix Spike Analyzed: 11/16/01 (I1K1653-MS1)					**Source: IKK0730-03**					QD
EFH (C8 - C40)	30.8	5.0	mg/kg	33.3	ND	88.0	35-130			
Surrogate: n-Octacosane	*4.16*		*mg/kg*	*6.67*		*62.4*	*45-120*			

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Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

EXTRACTABLE FUEL HYDROCARBONS (CADHS/8015 Modified)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K1653 Extracted: 11/16/01										
Matrix Spike Dup Analyzed: 11/16/01 (I1K1653-MSD1)					**Source: IKK0730-03**					**QD**
EFH (C8 - C40)	31.3	5.0	mg/kg	33.3	ND	89.5	35-130	1.61	30	
Surrogate: n-Octacosane	*4.20*		*mg/kg*	*6.67*		*63.0*	*45-120*			

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Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

VOLATILE FUEL HYDROCARBONS/BTEX/MTBE (EPA 5030B/8015M/8021B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0935 Extracted: 11/09/01										
Blank Analyzed: 11/09/01 (I1K0935-BLK1)										
Volatile Fuel Hydrocarbons	ND	1.0	mg/kg							QG
Benzene	ND	0.0050	mg/kg							
Toluene	ND	0.0050	mg/kg							
Ethylbenzene	ND	0.0050	mg/kg							
Total Xylenes	ND	0.015	mg/kg							
Methyl-tert-butyl Ether (MTBE)	ND	0.035	mg/kg							
Surrogate: 4-BFB (PID)	*0.0574*		*mg/kg*	*0.0500*		*115*	*70-125*			
Surrogate: aaa-TFT (FID)	*0.0452*		*mg/kg*	*0.0500*		*90.4*	*60-135*			
LCS Analyzed: 11/09/01 (I1K0935-BS1)										
Volatile Fuel Hydrocarbons	ND	1.0	mg/kg	1.10		90.5	70-125			QG
Benzene	0.103	0.0050	mg/kg	0.100		103	80-120			
Toluene	0.100	0.0050	mg/kg	0.100		100	80-120			
Ethylbenzene	0.110	0.0050	mg/kg	0.100		110	85-120			
Total Xylenes	0.323	0.015	mg/kg	0.300		108	85-120			
Methyl-tert-butyl Ether (MTBE)	1.56	0.035	mg/kg	1.50		104	75-130			
Surrogate: 4-BFB (PID)	*0.0583*		*mg/kg*	*0.0500*		*117*	*70-125*			
Surrogate: aaa-TFT (FID)	*0.0419*		*mg/kg*	*0.0500*		*83.8*	*60-135*			
Matrix Spike Analyzed: 11/09/01 (I1K0935-MS1)					**Source: IKK0275-02**					
Volatile Fuel Hydrocarbons	1.02	1.0	mg/kg	1.10	ND	92.7	65-130			QG
Benzene	0.0992	0.0050	mg/kg	0.100	ND	99.2	75-120			
Toluene	0.0945	0.0050	mg/kg	0.100	ND	94.5	75-120			
Ethylbenzene	0.102	0.0050	mg/kg	0.100	ND	102	80-125			
Total Xylenes	0.300	0.015	mg/kg	0.300	ND	100	80-120			
Methyl-tert-butyl Ether (MTBE)	1.43	0.035	mg/kg	1.50	ND	95.3	50-150			
Surrogate: 4-BFB (PID)	*0.0539*		*mg/kg*	*0.0500*		*108*	*70-125*			
Surrogate: aaa-TFT (FID)	*0.0455*		*mg/kg*	*0.0500*		*91.0*	*60-135*			

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Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

VOLATILE FUEL HYDROCARBONS/BTEX/MTBE (EPA 5030B/8015M/8021B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0935 Extracted: 11/09/01										
Matrix Spike Dup Analyzed: 11/09/01 (I1K0935-MSD1)					**Source: IKK0275-02**					
Volatile Fuel Hydrocarbons	1.02	1.0	mg/kg	1.10	ND	92.7	65-130	0.00	20	*QG*
Benzene	0.0983	0.0050	mg/kg	0.100	ND	98.3	75-120	0.911	20	
Toluene	0.0932	0.0050	mg/kg	0.100	ND	93.2	75-120	1.39	20	
Ethylbenzene	0.100	0.0050	mg/kg	0.100	ND	100	80-125	1.98	20	
Total Xylenes	0.297	0.015	mg/kg	0.300	ND	99.0	80-120	1.01	20	
Methyl-tert-butyl Ether (MTBE)	1.49	0.035	mg/kg	1.50	ND	99.3	50-150	4.11	30	
Surrogate: 4-BFB (PID)	*0.0564*		*mg/kg*	*0.0500*		*113*	*70-125*			
Surrogate: aaa-TFT (FID)	*0.0456*		*mg/kg*	*0.0500*		*91.2*	*60-135*			

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Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

METALS

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0951 Extracted: 11/09/01										
Blank Analyzed: 11/11/01 (I1K0951-BLK1)										
Antimony	ND	10	mg/kg							
Arsenic	ND	2.0	mg/kg							
Barium	ND	1.0	mg/kg							
Beryllium	ND	0.50	mg/kg							
Cadmium	ND	0.50	mg/kg							
Chromium	ND	1.0	mg/kg							
Cobalt	ND	1.0	mg/kg							
Copper	ND	1.0	mg/kg							
Lead	ND	2.0	mg/kg							
Molybdenum	ND	2.0	mg/kg							
Nickel	ND	1.0	mg/kg							
Selenium	ND	2.0	mg/kg							
Silver	ND	1.0	mg/kg							
Thallium	ND	10	mg/kg							
Vanadium	ND	1.0	mg/kg							
Zinc	ND	5.0	mg/kg							
LCS Analyzed: 11/11/01 (I1K0951-BS1)										
Antimony	55.8	10	mg/kg	50.0		112	80-120			
Arsenic	50.3	2.0	mg/kg	50.0		101	80-120			
Barium	52.0	1.0	mg/kg	50.0		104	80-120			
Beryllium	52.4	0.50	mg/kg	50.0		105	80-120			
Cadmium	51.0	0.50	mg/kg	50.0		102	80-120			
Chromium	52.5	1.0	mg/kg	50.0		105	80-120			
Cobalt	51.7	1.0	mg/kg	50.0		103	80-120			
Copper	51.8	1.0	mg/kg	50.0		104	80-120			
Lead	51.6	2.0	mg/kg	50.0		103	80-120			
Molybdenum	51.2	2.0	mg/kg	50.0		102	80-120			
Nickel	51.4	1.0	mg/kg	50.0		103	80-120			
Selenium	48.4	2.0	mg/kg	50.0		96.8	80-120			
Silver	25.4	1.0	mg/kg	25.0		102	80-120			
Thallium	46.4	10	mg/kg	50.0		92.8	80-120			
Vanadium	52.6	1.0	mg/kg	50.0		105	80-120			
Zinc	51.1	5.0	mg/kg	50.0		102	80-120			

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

METALS

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0951 Extracted: 11/09/01										
Matrix Spike Analyzed: 11/11/01 (I1K0951-MS1)					**Source: IKK0126-21**					
Antimony	20.9	10	mg/kg	50.0	ND	39.9	75-125			*M2*
Arsenic	47.9	2.0	mg/kg	50.0	5.8	84.2	75-125			
Barium	125	1.0	mg/kg	50.0	91	68.0	75-125			*M2*
Beryllium	44.4	0.50	mg/kg	50.0	ND	88.8	75-125			
Cadmium	45.0	0.50	mg/kg	50.0	0.98	88.0	75-125			
Chromium	60.6	1.0	mg/kg	50.0	17	87.2	75-125			
Cobalt	50.8	1.0	mg/kg	50.0	7.7	86.2	75-125			
Copper	70.2	1.0	mg/kg	50.0	20	100	75-125			
Lead	63.1	2.0	mg/kg	50.0	19	88.2	75-125			
Molybdenum	41.4	2.0	mg/kg	50.0	ND	82.8	75-125			
Nickel	64.6	1.0	mg/kg	50.0	21	87.2	75-125			
Selenium	40.3	2.0	mg/kg	50.0	ND	80.6	75-125			
Silver	21.7	1.0	mg/kg	25.0	ND	86.8	75-125			
Thallium	41.2	10	mg/kg	50.0	ND	80.8	75-125			
Vanadium	80.5	1.0	mg/kg	50.0	35	91.0	75-125			
Zinc	131	5.0	mg/kg	50.0	81	100	75-125			
Matrix Spike Dup Analyzed: 11/11/01 (I1K0951-MSD1)					**Source: IKK0126-21**					
Antimony	18.5	10	mg/kg	50.0	ND	35.1	75-125	12.2	20	*M2*
Arsenic	52.0	2.0	mg/kg	50.0	5.8	92.4	75-125	8.21	20	
Barium	151	1.0	mg/kg	50.0	91	120	75-125	18.8	20	
Beryllium	48.9	0.50	mg/kg	50.0	ND	97.8	75-125	9.65	20	
Cadmium	48.4	0.50	mg/kg	50.0	0.98	94.8	75-125	7.28	20	
Chromium	68.8	1.0	mg/kg	50.0	17	104	75-125	12.7	20	
Cobalt	55.5	1.0	mg/kg	50.0	7.7	95.6	75-125	8.84	20	
Copper	82.4	1.0	mg/kg	50.0	20	125	75-125	16.0	20	
Lead	69.4	2.0	mg/kg	50.0	19	101	75-125	9.51	20	
Molybdenum	44.2	2.0	mg/kg	50.0	ND	88.4	75-125	6.54	20	
Nickel	73.0	1.0	mg/kg	50.0	21	104	75-125	12.2	20	
Selenium	43.7	2.0	mg/kg	50.0	ND	87.4	75-125	8.10	20	
Silver	23.1	1.0	mg/kg	25.0	ND	92.4	75-125	6.25	20	
Thallium	44.4	10	mg/kg	50.0	ND	87.2	75-125	7.48	20	
Vanadium	88.9	1.0	mg/kg	50.0	35	108	75-125	9.92	20	
Zinc	152	5.0	mg/kg	50.0	81	142	75-125	14.8	20	*M1*

Del Mar Analytical, Irvine
Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

METALS

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K1241 Extracted: 11/12/01										
Blank Analyzed: 11/12/01 (I1K1241-BLK1)										
Mercury	ND	0.020	mg/kg							
LCS Analyzed: 11/12/01 (I1K1241-BS1)										
Mercury	0.798	0.020	mg/kg	0.800		99.8	85-120			
Matrix Spike Analyzed: 11/12/01 (I1K1241-MS1)					**Source: IKK0126-02**					
Mercury	0.767	0.020	mg/kg	0.800	ND	94.7	65-135			
Matrix Spike Dup Analyzed: 11/12/01 (I1K1241-MSD1)					**Source: IKK0126-02**					
Mercury	0.753	0.020	mg/kg	0.800	ND	92.9	65-135	1.84	20	

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

DATA QUALIFIERS AND DEFINITIONS

CR	The carbon range of the fuel found in the sample = C15-C40
CRa	The carbon range of the fuel found in the sample = C16-C40
M1	The MS and/or MSD were above the acceptance limits due to sample matrix interference. See Blank Spike (LCS).
M2	The MS and/or MSD were below the acceptance limits due to sample matrix interference. See Blank Spike (LCS).
QD	Quantitated against a diesel fuel standard.
QG	Carbon range C6-C12 quantitated against a gasoline standard.
ND	Analyte NOT DETECTED at or above the reporting limit or MDL, if MDL is specified.
NR	Not reported.
RPD	Relative Percent Difference

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Project Manager

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17170

CHAIN OF CUSTODY FORM

Page 1 of 1

Client Name/Address:
EARTH SYSTEMS
2801 E. Fourth. II Blvd.
Pasadena, CA 91107

Project/PO Number:
PL-05698-02

Project Manager:
MARK RUSSELL

Phone Number:
626-356-0955

Sampler:
MR

Fax Number:
626-356-0956

Analysis Required

Sample Description	Sample Matrix	Container Type	# of Cont.	Sampling Date/Time	Preservatives	GAS/BTEX+MTBE EPA 8015G/8021B	Diesel EPA 8015M	CAM 17 Metals							Special Instructions
P1@5'	Soil	acetate sleeve	1	11/5/01 0830	—	X	X	X							
P1@10'			1	"		X	X								
P2@5'				11/5/01		X	X	X							
P2@10'						X	X								
P3@7'						X	X	X							
P3@10'						X	X								
P4@1'						X	X								
P4@5'						X	X								
P5@1'						X	X								
P5@5'			↓	11/5/01		X	X								
P6@1'	↓	↓	1	11/5/01 10:30	↓	X	X								
P6@5'	Soil	acetate sleeve	1	11/5/01 1030	—	X	X								

Relinquished By: MARK RUSSELL Date/Time: 11/6/01 11:56
Received by: M. Corley Date/Time: 11/6/01 11:56

Relinquished By: M. Corley Date/Time: 11/6/01 13:23
Received by: Date/Time:

Relinquished By: Date/Time:
Received in Lab by: Date/Time: 11/6/01 13:23

Turnaround Time: (Check)
same day ____ 72 hours ____
24 hours ____ 5 days X
48 hours ____ normal ____

Sample Integrity: (Check)
intact X on ice 3°C

Note: By relinquishing samples to Del Mar Analytical, client agrees to pay for the services requested on this chain of custody form and any additional analyses performed on this project. Payment for services is due within 30 days from the date of invoice. Sample(s) will be disposed of after 30 days.

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LABORATORY REPORT

Prepared For: Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107

Attention: Mark Russel
Project: PL-05688-02

Sampled: 11/05/01
Received: 11/06/01
Reported: 11/13/01

This laboratory report is confidential and is intended for the sole use of Del Mar Analytical and its client. This entire report was reviewed and approved for release.

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AZ DHS License #AZ0428

Del Mar Analytical, Irvine
Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-01 (HB1 @ 2' - Soil)								
Benzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Bromobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Bromochloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Bromodichloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Bromoform	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Bromomethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
n-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
sec-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
tert-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Carbon tetrachloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Chlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Chloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Chloroform	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Chloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
2-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
4-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Dibromochloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dibromo-3-chloropropane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,2-Dibromoethane (EDB)	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Dibromomethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,3-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,4-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Dichlorodifluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,1-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1-Dichloroethene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
cis-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
trans-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,3-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
2,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
cis-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
trans-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Ethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Hexachlorobutadiene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Isopropylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
p-Isopropyltoluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Methylene chloride	EPA 8260B	I1K0820	20	ND	1	11/8/01	11/8/01	
Naphthalene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	

Del Mar Analytical, Irvine
Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-01 (HB1 @ 2' - Soil)								
n-Propylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Styrene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1,1,2-Tetrachloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,1,2,2-Tetrachloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Tetrachloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Toluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2,3-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,2,4-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,1,1-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1,2-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Trichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Trichlorofluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,2,3-Trichloropropane	EPA 8260B	I1K0820	10	ND	1	11/8/01	11/8/01	
1,2,4-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,3,5-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Vinyl chloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
o-Xylene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
m,p-Xylenes	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Surrogate: Dibromofluoromethane (85-125%)				*99.4 %*				
Surrogate: Toluene-d8 (80-120%)				*105 %*				
Surrogate: 4-Bromofluorobenzene (80-120%)				*103 %*				

Del Mar Analytical, Irvine
Rachel Parker
roject Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-02 (HB1 @ 4' - Soil)								
Benzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Bromobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Bromochloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Bromodichloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Bromoform	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Bromomethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
n-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
sec-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
tert-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Carbon tetrachloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Chlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Chloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Chloroform	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Chloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
2-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
4-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Dibromochloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dibromo-3-chloropropane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,2-Dibromoethane (EDB)	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Dibromomethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,3-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,4-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Dichlorodifluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,1-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1-Dichloroethene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
cis-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
trans-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,3-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
2,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
cis-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
trans-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Ethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Hexachlorobutadiene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Isopropylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
p-Isopropyltoluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Methylene chloride	EPA 8260B	I1K0820	20	ND	1	11/8/01	11/8/01	
Naphthalene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	

Del Mar Analytical, Irvine
Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-02 (HB1 @ 4' - Soil)								
n-Propylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Styrene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1,1,2-Tetrachloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,1,2,2-Tetrachloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Tetrachloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Toluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2,3-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,2,4-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,1,1-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1,2-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Trichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Trichlorofluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,2,3-Trichloropropane	EPA 8260B	I1K0820	10	ND	1	11/8/01	11/8/01	
1,2,4-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,3,5-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Vinyl chloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
o-Xylene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
m,p-Xylenes	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Surrogate: Dibromofluoromethane (85-125%)				*103 %*				
Surrogate: Toluene-d8 (80-120%)				*105 %*				
Surrogate: 4-Bromofluorobenzene (80-120%)				*104 %*				

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-03 (HB2 @ 2' - Soil)								
Benzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Bromobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Bromochloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Bromodichloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Bromoform	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Bromomethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
n-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
sec-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
tert-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Carbon tetrachloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Chlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Chloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Chloroform	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Chloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
2-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
4-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Dibromochloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dibromo-3-chloropropane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,2-Dibromoethane (EDB)	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Dibromomethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,3-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,4-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Dichlorodifluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,1-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1-Dichloroethene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
cis-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
trans-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,3-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
2,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
cis-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
trans-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Ethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Hexachlorobutadiene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Isopropylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
p-Isopropyltoluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Methylene chloride	EPA 8260B	I1K0820	20	ND	1	11/8/01	11/9/01	
Naphthalene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	

Del Mar Analytical, Irvine
Rachel Parker
roject Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-03 (HB2 @ 2' - Soil)								
n-Propylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Styrene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1,1,2-Tetrachloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,1,2,2-Tetrachloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Tetrachloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Toluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2,3-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,2,4-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,1,1-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1,2-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Trichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Trichlorofluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,2,3-Trichloropropane	EPA 8260B	I1K0820	10	ND	1	11/8/01	11/9/01	
1,2,4-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,3,5-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Vinyl chloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
o-Xylene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
m,p-Xylenes	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Surrogate: Dibromofluoromethane (85-125%)				*99.0 %*				
Surrogate: Toluene-d8 (80-120%)				*103 %*				
Surrogate: 4-Bromofluorobenzene (80-120%)				*100 %*				

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'roject Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-04 (HB2 @ 4' - Soil)								
Benzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Bromobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Bromochloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Bromodichloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Bromoform	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Bromomethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
n-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
sec-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
tert-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Carbon tetrachloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Chlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Chloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Chloroform	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Chloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
2-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
4-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Dibromochloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dibromo-3-chloropropane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,2-Dibromoethane (EDB)	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Dibromomethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,3-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,4-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Dichlorodifluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,1-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1-Dichloroethene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
cis-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
trans-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,3-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
2,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
cis-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
trans-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Ethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Hexachlorobutadiene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Isopropylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
p-Isopropyltoluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Methylene chloride	EPA 8260B	I1K0820	20	ND	1	11/8/01	11/9/01	
Naphthalene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	

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Rachel Parker
Project Manager

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Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-04 (HB2 @ 4' - Soil)								
n-Propylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Styrene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1,1,2-Tetrachloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,1,2,2-Tetrachloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Tetrachloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Toluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2,3-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,2,4-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,1,1-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1,2-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Trichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Trichlorofluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,2,3-Trichloropropane	EPA 8260B	I1K0820	10	ND	1	11/8/01	11/9/01	
1,2,4-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,3,5-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Vinyl chloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
o-Xylene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
m,p-Xylenes	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Surrogate: Dibromofluoromethane (85-125%)				*101 %*				
Surrogate: Toluene-d8 (80-120%)				*105 %*				
Surrogate: 4-Bromofluorobenzene (80-120%)				*104 %*				

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Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0820 Extracted: 11/08/01										
Blank Analyzed: 11/08/01 (I1K0820-BLK1)										
Benzene	ND	2.0	ug/kg							
Bromobenzene	ND	5.0	ug/kg							
Bromochloromethane	ND	5.0	ug/kg							
Bromodichloromethane	ND	2.0	ug/kg							
Bromoform	ND	5.0	ug/kg							
Bromomethane	ND	5.0	ug/kg							
n-Butylbenzene	ND	5.0	ug/kg							
sec-Butylbenzene	ND	5.0	ug/kg							
tert-Butylbenzene	ND	5.0	ug/kg							
Carbon tetrachloride	ND	5.0	ug/kg							
Chlorobenzene	ND	2.0	ug/kg							
Chloroethane	ND	5.0	ug/kg							
Chloroform	ND	2.0	ug/kg							
Chloromethane	ND	5.0	ug/kg							
2-Chlorotoluene	ND	5.0	ug/kg							
4-Chlorotoluene	ND	5.0	ug/kg							
Dibromochloromethane	ND	2.0	ug/kg							
1,2-Dibromo-3-chloropropane	ND	5.0	ug/kg							
1,2-Dibromoethane (EDB)	ND	2.0	ug/kg							
Dibromomethane	ND	2.0	ug/kg							
1,2-Dichlorobenzene	ND	2.0	ug/kg							
1,3-Dichlorobenzene	ND	2.0	ug/kg							
1,4-Dichlorobenzene	ND	2.0	ug/kg							
Dichlorodifluoromethane	ND	5.0	ug/kg							
1,1-Dichloroethane	ND	2.0	ug/kg							
1,2-Dichloroethane	ND	2.0	ug/kg							
1,1-Dichloroethene	ND	5.0	ug/kg							
cis-1,2-Dichloroethene	ND	2.0	ug/kg							
trans-1,2-Dichloroethene	ND	2.0	ug/kg							
1,2-Dichloropropane	ND	2.0	ug/kg							
1,3-Dichloropropane	ND	2.0	ug/kg							
2,2-Dichloropropane	ND	2.0	ug/kg							
1,1-Dichloropropene	ND	2.0	ug/kg							
cis-1,3-Dichloropropene	ND	2.0	ug/kg							
trans-1,3-Dichloropropene	ND	2.0	ug/kg							
Ethylbenzene	ND	2.0	ug/kg							

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Project ID: PL-05688-02

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Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0820 Extracted: 11/08/01										
Blank Analyzed: 11/08/01 (I1K0820-BLK1)										
Hexachlorobutadiene	ND	5.0	ug/kg							
Isopropylbenzene	ND	2.0	ug/kg							
p-Isopropyltoluene	ND	2.0	ug/kg							
Methylene chloride	ND	20	ug/kg							
Naphthalene	ND	5.0	ug/kg							
n-Propylbenzene	ND	2.0	ug/kg							
Styrene	ND	2.0	ug/kg							
1,1,1,2-Tetrachloroethane	ND	5.0	ug/kg							
1,1,2,2-Tetrachloroethane	ND	2.0	ug/kg							
Tetrachloroethene	ND	2.0	ug/kg							
Toluene	ND	2.0	ug/kg							
1,2,3-Trichlorobenzene	ND	5.0	ug/kg							
1,2,4-Trichlorobenzene	ND	5.0	ug/kg							
1,1,1-Trichloroethane	ND	2.0	ug/kg							
1,1,2-Trichloroethane	ND	2.0	ug/kg							
Trichloroethene	ND	2.0	ug/kg							
Trichlorofluoromethane	ND	5.0	ug/kg							
1,2,3-Trichloropropane	ND	10	ug/kg							
1,2,4-Trimethylbenzene	ND	2.0	ug/kg							
1,3,5-Trimethylbenzene	ND	2.0	ug/kg							
Vinyl chloride	ND	5.0	ug/kg							
o-Xylene	ND	2.0	ug/kg							
m,p-Xylenes	ND	2.0	ug/kg							
Surrogate: Dibromofluoromethane	*48.7*		*ug/kg*	*50.0*		*97.4*	*85-125*			
Surrogate: Toluene-d8	*52.5*		*ug/kg*	*50.0*		*105*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*51.3*		*ug/kg*	*50.0*		*103*	*80-120*			
LCS Analyzed: 11/08/01 (I1K0820-BS1)										
Benzene	48.0	2.0	ug/kg	50.0		96.0	75-130			
Bromobenzene	51.1	5.0	ug/kg	50.0		102	75-130			
Bromochloromethane	53.9	5.0	ug/kg	50.0		108	70-140			
Bromodichloromethane	49.9	2.0	ug/kg	50.0		99.8	75-135			
Bromoform	52.4	5.0	ug/kg	50.0		105	55-130			
Bromomethane	42.5	5.0	ug/kg	50.0		85.0	65-140			
n-Butylbenzene	48.4	5.0	ug/kg	50.0		96.8	75-130			
sec-Butylbenzene	50.5	5.0	ug/kg	50.0		101	80-135			
tert-Butylbenzene	48.5	5.0	ug/kg	50.0		97.0	75-130			

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0820 Extracted: 11/08/01										
.CS Analyzed: 11/08/01 (I1K0820-BS1)										
Carbon tetrachloride	56.0	5.0	ug/kg	50.0		112	70-160			
Chlorobenzene	52.7	2.0	ug/kg	50.0		105	75-130			
Chloroethane	44.9	5.0	ug/kg	50.0		89.8	65-135			
Chloroform	47.6	2.0	ug/kg	50.0		95.2	75-130			
Chloromethane	38.3	5.0	ug/kg	50.0		76.6	45-130			
-Chlorotoluene	46.5	5.0	ug/kg	50.0		93.0	75-130			
-Chlorotoluene	46.8	5.0	ug/kg	50.0		93.6	80-130			
Dibromochloromethane	45.4	2.0	ug/kg	50.0		90.8	70-140			
',2-Dibromo-3-chloropropane	43.0	5.0	ug/kg	50.0		86.0	50-145			
,2-Dibromoethane (EDB)	52.3	2.0	ug/kg	50.0		105	60-145			
Dibromomethane	50.1	2.0	ug/kg	50.0		100	65-135			
1,2-Dichlorobenzene	50.7	2.0	ug/kg	50.0		101	75-130			
,3-Dichlorobenzene	49.7	2.0	ug/kg	50.0		99.4	75-130			
.,4-Dichlorobenzene	49.5	2.0	ug/kg	50.0		99.0	80-125			
Dichlorodifluoromethane	31.0	5.0	ug/kg	50.0		62.0	10-140			
,1-Dichloroethane	48.4	2.0	ug/kg	50.0		96.8	75-135			
,2-Dichloroethane	46.9	2.0	ug/kg	50.0		93.8	65-140			
1,1-Dichloroethene	52.2	5.0	ug/kg	50.0		104	70-145			
cis-1,2-Dichloroethene	46.4	2.0	ug/kg	50.0		92.8	70-130			
ans-1,2-Dichloroethene	51.4	2.0	ug/kg	50.0		103	75-140			
,2-Dichloropropane	47.8	2.0	ug/kg	50.0		95.6	75-130			
1,3-Dichloropropane	49.9	2.0	ug/kg	50.0		99.8	65-140			
,2-Dichloropropane	49.7	2.0	ug/kg	50.0		99.4	75-150			
,1-Dichloropropene	48.5	2.0	ug/kg	50.0		97.0	75-140			
cis-1,3-Dichloropropene	49.9	2.0	ug/kg	50.0		99.8	65-135			
ans-1,3-Dichloropropene	51.6	2.0	ug/kg	50.0		103	65-140			
thylbenzene	51.4	2.0	ug/kg	50.0		103	75-135			
Hexachlorobutadiene	48.7	5.0	ug/kg	50.0		97.4	75-150			
Isopropylbenzene	48.2	2.0	ug/kg	50.0		96.4	80-135			
-Isopropyltoluene	47.2	2.0	ug/kg	50.0		94.4	75-130			
Methylene chloride	46.2	20	ug/kg	50.0		92.4	70-125			
Naphthalene	52.1	5.0	ug/kg	50.0		104	50-145			
-Propylbenzene	48.3	2.0	ug/kg	50.0		96.6	80-135			
tyrene	53.5	2.0	ug/kg	50.0		107	75-140			
1,1,1,2-Tetrachloroethane	55.5	5.0	ug/kg	50.0		111	75-135			
',1,2,2-Tetrachloroethane	45.3	2.0	ug/kg	50.0		90.6	70-135			

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METHOD BLANK/QC DATA

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0820 Extracted: 11/08/01										
LCS Analyzed: 11/08/01 (I1K0820-BS1)										
Tetrachloroethene	57.0	2.0	ug/kg	50.0		114	75-130			
Toluene	47.9	2.0	ug/kg	50.0		95.8	75-130			
,2,3-Trichlorobenzene	56.0	5.0	ug/kg	50.0		112	50-140			
,2,4-Trichlorobenzene	55.5	5.0	ug/kg	50.0		111	70-130			
1,1,1-Trichloroethane	49.4	2.0	ug/kg	50.0		98.8	75-140			
,1,2-Trichloroethane	48.5	2.0	ug/kg	50.0		97.0	65-130			
richloroethene	52.9	2.0	ug/kg	50.0		106	75-130			
Trichlorofluoromethane	39.6	5.0	ug/kg	50.0		79.2	55-145			
',2,3-Trichloropropane	43.5	10	ug/kg	50.0		87.0	60-140			
,2,4-Trimethylbenzene	47.9	2.0	ug/kg	50.0		95.8	80-130			
,3,5-Trimethylbenzene	48.7	2.0	ug/kg	50.0		97.4	80-135			
Vinyl chloride	36.3	5.0	ug/kg	50.0		72.6	45-140			
-Xylene	51.5	2.0	ug/kg	50.0		103	75-130			
,p-Xylenes	101	2.0	ug/kg	100		101	75-135			
Surrogate: Dibromofluoromethane	*50.6*		*ug/kg*	*50.0*		*101*	*85-125*			
urrogate: Toluene-d8	*52.4*		*ug/kg*	*50.0*		*105*	*80-120*			
urrogate: 4-Bromofluorobenzene	*53.4*		*ug/kg*	*50.0*		*107*	*80-120*			
Matrix Spike Analyzed: 11/08/01 (I1K0820-MS1)					**Source: IKK0276-01**					
enzene	45.4	2.0	ug/kg	50.0	ND	90.8	45-140			
romodichloromethane	45.6	2.0	ug/kg	50.0	ND	91.2	75-140			
Bromoform	45.2	5.0	ug/kg	50.0	ND	90.4	55-150			
hlorobenzene	50.0	2.0	ug/kg	50.0	ND	100	75-135			
hloroform	43.8	2.0	ug/kg	50.0	ND	87.6	75-140			
Dibromochloromethane	40.7	2.0	ug/kg	50.0	ND	81.4	70-140			
1,4-Dichlorobenzene	47.6	2.0	ug/kg	50.0	ND	95.2	80-145			
,1-Dichloroethane	45.0	2.0	ug/kg	50.0	ND	90.0	70-150			
,2-Dichloroethane	41.4	2.0	ug/kg	50.0	ND	82.8	65-145			
1,1-Dichloroethene	49.3	5.0	ug/kg	50.0	ND	98.6	70-165			
thylbenzene	49.4	2.0	ug/kg	50.0	ND	98.8	55-140			
aphthalene	44.9	5.0	ug/kg	50.0	ND	89.8	65-175			
Tetrachloroethene	55.0	2.0	ug/kg	50.0	ND	110	75-200			
Toluene	45.4	2.0	ug/kg	50.0	ND	90.8	50-140			
richloroethene	49.8	2.0	ug/kg	50.0	ND	99.6	75-145			
vinyl chloride	36.7	5.0	ug/kg	50.0	ND	73.4	45-160			
o-Xylene	49.5	2.0	ug/kg	50.0	ND	99.0	75-150			
,p-Xylenes	98.1	2.0	ug/kg	100	ND	98.1	55-160			

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METHOD BLANK/QC DATA

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0820 Extracted: 11/08/01										
Matrix Spike Analyzed: 11/08/01 (I1K0820-MS1)					**Source: IKK0276-01**					
Surrogate: Dibromofluoromethane	*48.5*		*ug/kg*	*50.0*		*97.0*	*85-125*			
Surrogate: Toluene-d8	*52.5*		*ug/kg*	*50.0*		*105*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*52.7*		*ug/kg*	*50.0*		*105*	*80-120*			
Matrix Spike Dup Analyzed: 11/08/01 (I1K0820-MSD1)					**Source: IKK0276-01**					
Benzene	47.0	2.0	ug/kg	50.0	ND	94.0	45-140	3.46	20	
Bromodichloromethane	48.2	2.0	ug/kg	50.0	ND	96.4	75-140	5.54	20	
Bromoform	52.2	5.0	ug/kg	50.0	ND	104	55-150	14.4	30	
Chlorobenzene	52.5	2.0	ug/kg	50.0	ND	105	75-135	4.88	20	
Chloroform	45.8	2.0	ug/kg	50.0	ND	91.6	75-140	4.46	20	
Dibromochloromethane	45.1	2.0	ug/kg	50.0	ND	90.2	70-140	10.3	25	
1,4-Dichlorobenzene	48.9	2.0	ug/kg	50.0	ND	97.8	80-145	2.69	25	
1,1-Dichloroethane	46.6	2.0	ug/kg	50.0	ND	93.2	70-150	3.49	20	
1,2-Dichloroethane	44.9	2.0	ug/kg	50.0	ND	89.8	65-145	8.11	25	
1,1-Dichloroethene	51.2	5.0	ug/kg	50.0	ND	102	70-165	3.78	20	
Ethylbenzene	51.5	2.0	ug/kg	50.0	ND	103	55-140	4.16	20	
Naphthalene	50.4	5.0	ug/kg	50.0	ND	101	65-175	11.5	40	
Tetrachloroethene	57.1	2.0	ug/kg	50.0	ND	114	75-200	3.75	25	
Toluene	47.0	2.0	ug/kg	50.0	ND	94.0	50-140	3.46	20	
Trichloroethene	51.8	2.0	ug/kg	50.0	ND	104	75-145	3.94	20	
Vinyl chloride	35.4	5.0	ug/kg	50.0	ND	70.8	45-160	3.61	30	
o-Xylene	51.1	2.0	ug/kg	50.0	ND	102	75-150	3.18	20	
m,p-Xylenes	102	2.0	ug/kg	100	ND	102	55-160	3.90	20	
Surrogate: Dibromofluoromethane	*49.3*		*ug/kg*	*50.0*		*98.6*	*85-125*			
Surrogate: Toluene-d8	*52.4*		*ug/kg*	*50.0*		*105*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*52.8*		*ug/kg*	*50.0*		*106*	*80-120*			

Del Mar Analytical, Irvine
Rachel Parker
Project Manager

The results pertain only to the samples tested in the laboratory. This report shall not be reproduced, except in full, without written permission from Del Mar Analytical.

Del Mar Analytical

2852 Alton Ave., Irvine, CA 92606 (949) 261-1022 FAX (949) 261-1228
1014 E. Cooley Dr., Suite A, Colton, CA 92324 (909) 370-4667 FAX (909) 370-1046
16525 Sherman Way, Suite C-11, Van Nuys, CA 92406 (818) 779-1844 FAX (818) 779-1843
9484 Chesapeake Dr., Suite 805, San Diego, CA 92123 (858) 505-9596 FAX (858) 505-9689
9830 South 51st St., Suite B-120, Phoenix, AZ 85044 (480) 785-0043 FAX (480) 785-0851

Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

DATA QUALIFIERS AND DEFINITIONS

ND Analyte NOT DETECTED at or above the reporting limit or MDL, if MDL is specified.

NR Not reported.

RPD Relative Percent Difference

Del Mar Analytical, Irvine
Rachel Parker
Project Manager

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Del Mar Analytical
2852 Alton Ave., Irvine, CA 92606 (949) 261-1022 FAX (949) 261-1228
1014 E. Cooley Dr., Suite A, Colton, CA 92324 (909) 370-4667 FAX (909) 370-1046
7277 Hayvenhurst, Suite B-12, Van Nuys, CA 91406 (818) 779-1844 FAX (818) 779-1843
9830 South 51st St., Suite B-120, Phoenix, AZ 85044 (480) 785-0043 FAX (480) 785-0851
9484 Chesapeake Dr., Suite 805, San Diego, CA 92123 (858) 505-9596 FAX (858) 505-9689

CHAIN OF CUSTODY FORM

Client Name/Address: EARTH SYSTEMS SOUTHERN CALIFORNIA
2801 E. Foothill Blvd.
Pasadena, CA 91107

Project/PO Number: PL-0568B-02

Project Manager: Mark Russell

Phone Number: 626-356-0955

Sampler: MR

Fax Number: 626-356-0956

Sample Description	Sample Matrix	Container Type	# of Cont.	Sampling Date	Sampling Time	Preservatives	Analysis Required: EPA 8260	Special Instructions
HB1C 2'	So.1	Brass	1	11/5/01	1:40pm	—	X	
HB1C 4'	↓	Sleeve	1	↓	1:50	—	X	
HB2C 2'	↓	"	1	↓	2:20	—	X	
HB2C 4'	Sal	"	1	11/5/01	2:30pm	—	X	

Relinquished By: MARK RUSSELL Date/Time: 11/6/01 11:57

Received by: M. Corley Date/Time: 11/6/01 11:57

Relinquished By: M. Corley Date/Time: 11/6/01 13:23

Received by: Date/Time:

Relinquished By: Date/Time:

Received in Lab by: Date/Time: 11/6/01 13:23

Turnaround Time: (Check)
same day ____ 72 hours ____
24 hours ____ 5 days X
48 hours ____ normal ____

Sample Integrity: (Check)
intact X on ice 3°C

Note: By relinquishing samples to Del Mar Analytical, client agrees to pay for the services requested on this chain of custody form and any additional analyses performed on this project. Payment for services is due within 30 days from the date of invoice. Sample(s) will be disposed of after 30 days.

3

APPLICATION TO ALTER REPAIR DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Number and Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT: Part of lot 8 — BLK — TRACT: 1545 — ADDRESS APPROVED

2. BUILDING ADDRESS: 8639 Lincoln Blvd. — DIST. MAP: 791

3. BETWEEN CROSS STREETS: Manchester Ave. AND La Tijera — ZONE: C-2

4. PRESENT USE OF BUILDING: Office — NEW USE OF BUILDING: Office — FIRE DIST.

5. OWNER'S NAME: Pacific Fidelity Life Inc — PHONE: Du 58131 — INSIDE

6. OWNER'S ADDRESS: 6758 Westmoreland Ave. — P.O. L.A. — ZONE: 45 — CAR LOT

7. CONT. ARCH: none — STATE LICENSE — PHONE — DRIVEWAY

8. ENGR: none — STATE LICENSE — PHONE — LOT SIZE: no legal

9. CONTRACTOR: Wien Casady Co. — STATE LICENSE: 180640 — PHONE: WE 82315 — REAR ALLEY

10. CONTRACTOR'S ADDRESS: 5419 Venice Blvd — P.O. L.A. — ZONE: 19 — STOR. ALLEY — BLDG. LINE

11. SIZE OF EXISTING BLDG: 135-6x165 — STORIES: 2 — HEIGHT: 24 — NO. OF EXISTING BUILDINGS ON LOT: 1 — AREA: retail store — USE — BLDG. AREA

12. LOCATION OF WORK: 8639 Lincoln Blvd. — DISTRICT OFFICE: Venice

13. MATERIAL: WOOD, METAL, CONC. BLOCK — EXT. WALLS: STUCCO, BRICK, CONCRETE — NO. OF FLOORS — WOOD, STEEL, OTHER — ROOFING — SPRINKLERS: NOT REQ'D, SPECIFIED

14. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 1,000 — VALUATION APPROVED — AFFIDAVITS: no

15. SIZE OF ADDITION: none — STORIES — HEIGHT — APPLICATION CHECKED: Natsuhara

16. NEW WORK (Describe): fl. covering & non bearing walls — EXT. WALLS — ROOFING — PLANS CHECKED — DWELL. UNITS

17. I certify that in doing the work authorized herein I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance. Signed [signature] — PLANS APPROVED — SPACES PARKING: no

This Form When Properly Validated is a Permit to Do Work Described. — APPLICATION APPROVED — GUEST ROOMS — FILE WITH

INSPECTOR — CONT. INST.

TYP	GROUP	MAX. OCC.	F.C.	G.P.I.	B.F.	I.F.	O.S.	C/O
V	G-1	3.00			8.00			

dm

[redacted] 8 1960 V 1215

[redacted] 8 1960 V [redacted]

P.C. No. — GRADING — CITY SOIL — CONS.

3 APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY — Form B-3

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT Por. 8	BLK.	TRACT 1945	ADDRESS APPROVED
2. BUILDING ADDRESS	8601 Lincoln Blvd.			DIST. MAP 791L
3. BETWEEN CROSS STREETS	Manchester AND			ZONE C2-1 — P.
4. PRESENT USE OF BUILDING	Hotel	NEW USE OF BUILDING Same		FIRE DIST. II
5. OWNER'S NAME	Lincoln Manchester Properties Inc.	PHONE WE 87221		INSIDE X KEY
6. OWNER'S ADDRESS	4950 Wilshire Blvd.	P.O. L.A.	ZONE 36	COR. LOT X REV. COR.
7. CERT. ARCH.	None	STATE LICENSE	PHONE	LOT SIZE
8. LIC. ENGR.	James A. Lynch	STATE LICENSE CE 6055	PHONE MA8- 2121	Irreg.
9. CONTRACTOR	Heath & Co.	STATE LICENSE 116892	PHONE MA8- 2121	REAR ALLEY
10. CONTRACTOR'S ADDRESS	812 N. Broadway	P.O. L.A.	ZONE 12	SIDE ALLEY BLDG. LINE
11. SIZE OF EXISTING BLDG.	STORIES 1	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE Hotel	BLDG. AREA

SEWER (Available) (Not Available)

3 8601 Lincoln Blvd. — DISTRICT OFFICE W.L.A.

12. MATERIAL — EXT. WALLS: ☐ WOOD ☐ METAL ☐ CONC. BLOCK ☑ STUCCO ☑ BRICK ☑ CONCRETE; ROOF CONST. ☐ WOOD ☐ STEEL ☐ CONC. ☐ OTHER; ROOFING

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $1800.00

SIZE OF ADDITION 6 x 15' & 6 x 13' STORIES HEIGHT

15. NEW WORK: (Describe) EXT. WALLS ROOFING

1- D.F. sign on top of tower.
2- S.F. ltr sign on tower facia

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

Signed Heath & Co. by [signature]

This Form When Properly Validated is a Permit to Do the Work Described.

VALUATION APPROVED	AFFIDAVITS ZA.15797
ADDITION CHECKED	
PLANS CHECKED	SWELL. UNITS
CORRECTIONS VERIFIED	SPACES PARKING
PLANS APPROVED	GUEST ROOMS
APPLICATION APPROVED	FILE WITH
INSPECTOR	CONT. INSP.

SPRINKLERS REQ'D. SPECIFIED — CRITICAL SOIL

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O
V	Sign	11	60			20	1		

Fixing to (A)

CASHIER'S USE ONLY

LA26002	DEC--5-62	73699	ML — 2 CK	4.60
	DEC--5-62	73700	ML — 1 CK	9.20

P.C. No. 61 GRADING CRIT. SOIL CONS.

B23

APPLICATION TO ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES DEPT. OF BUILDING AND SAFETY — A-2

INSTRUCTIONS: 1. Application to Complete Numbered Items Only 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT: Parcel B — BLK — TRACT: Parcel Map #72 — DIST. MAP: 7914
2. PRESENT USE & NO. BUILDING: 13 offices — NEW USE OF BUILDING: 88(13) & Same — ZONE: P-1, C-2
3. JOB ADDRESS: 8639 Lincoln Blvd — FIRE DIST.: II
4. BETWEEN CROSS STREETS: Manchester Ave AND Loyola Blvd — HEIGHT — TOPO — LOT KEY — REV. SYM. — LOT SIZE: Irreg
5. OWNER'S NAME: Lincoln Manchester Properties, Inc. & Assoc.
6. OWNER'S ADDRESS: 306 S. Union Pl — P.O. BOX — ZIP
7. ARCHITECT OR DESIGNER — STATE LICENSE NO — PHONE — REAR ALLEY
8. ENGINEER — STATE LICENSE NO — PHONE — SIDE ALLEY — BLDG. LINE
9. CONTRACTOR: John E. Mackel & Assoc — SE 435 — 483-0530
   Jackson Bros. — STATE LICENSE NO — PHONE — DU 50201 — AIRPORT: airport
10. SIZE OF EXISTING BLDG.: 100 x 70 — STORIES: 1 — HEIGHT: 32 — NO. OF EXISTING BUILDINGS ON LOT AND USE: 1 offices — FLOOR — HAZARD: hazard
11. MATERIAL OF CONSTRUCTION — DRY WALLS — ROOF
12. ADDRESS: 8639 Lincoln Blvd — DISTRICT OFFICE: WLA
13. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO COMPLETE AND USE PROPOSED BUILDING: $ 7000 — CALENDAR: yes
14. NEW WORK (Describe): demolish pt of bldg and Constructing — DIST. SOIL
    A Prop Masonry Wall Remaining Size is 35'x70' — HIGHWAY DED.
    NEW USE OF BUILDING: Same as Demo — SIZE OF ADDITION — STORIES: 1 — HEIGHT: 12 — FLOOD: 1
    TYPE: IIIA — GROUP: G-1 — DIVISION, USE — VALUATION APPROVED — COND.: yes
    BLDG. PERMIT NO.: 2470 — MAX. OCC. LOAD: 2470 — NO. OCCUPANTS TOTAL: 24 — PLANS CHECKED — CHECKED BY: Bussard
    TOILET ROOMS: 8 — FLOOR DRAINS: 3 — SPACES PARKING: 8 — HANDICAPPED: PK — PLANS APPROVED — FILE WITH
    P.C. No. — CONST. INSP. — APPLICATION ACCEPTED BY — INSPECTOR
    P.C. 1950 — S.P.C. — G.P.I. — B.P. 20.00 — I.J. — O.S. — C/O — TYPIST dw

This permit expires six months after fee is paid. Permits expiring one year after fee is paid or six months after fee is paid if construction is not commenced.

CONSTR. SITE ONLY

	OCT 26-67	53930	D — 2 CK	19.50
LA/0296	OCT 26-67	53931	D — 1 CK	30.00

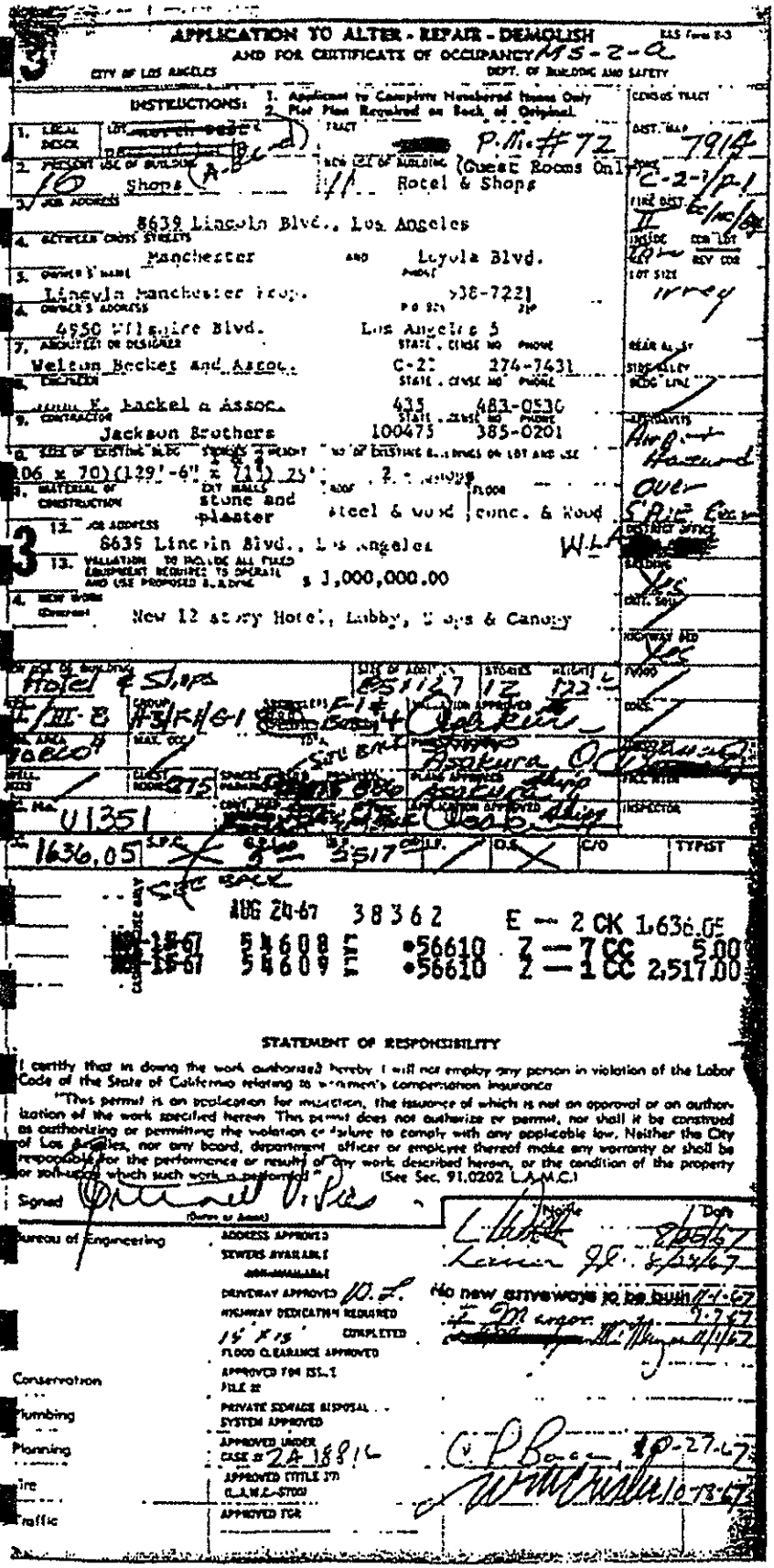
STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed: John E. Mackel Agt. (Owner or Agent)

	Name	Date
Bureau of Engineering		
ADDRESS APPROVED	EAdams	10/24/67
SEWERS AVAILABLE / NOT AVAILABLE	per Esther of W. Venice Egan "	
DRIVEWAY APPROVED		
HIGHWAY DEDICATION REQUIRED		
COMPLETED		
FLOOD CLEARANCE APPROVED		
Conservation		
APPROVED FOR ISSUE		
FILE 22	M Ref Ferrell	10-25-67
Plumbing		
PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED		
Planning		
APPROVED UNDER CASE 38		
Fire		
APPROVED TITLE 19 L.A.M.C.-5708		
Traffic		
APPROVED FOR		



APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY
CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR: Lot — Tract P.M. #72
2. PRESENT USE OF BUILDING: Shops — PROPOSED USE OF BUILDING: Guest Rooms Only Hotel & Shops
3. JOB ADDRESS: 8639 Lincoln Blvd., Los Angeles
4. BETWEEN CROSS STREETS: Manchester AND Loyola Blvd.
5. OWNER'S NAME: Lincoln Manchester Prop. PHONE: >38-7221
6. OWNER'S ADDRESS: 4950 Wilshire Blvd. P.O. BOX — Los Angeles 5 STATE — ZIP
7. ARCHITECT OR DESIGNER: Welton Becket and Assoc. — C-2? STATE LICENSE NO. — 274-7431 PHONE
8. ENGINEER: Kackel & Assoc. — 435 STATE LICENSE NO. — 483-0530 PHONE
9. CONTRACTOR: Jackson Brothers — 100475 STATE LICENSE NO. — 385-0201 PHONE
10. KIND OF EXISTING BLDG: — NO. OF EXISTING BUILDINGS ON LOT AND USE: 2
106 x 70)(129'-6" x 71') 25'
11. MATERIAL OF CONSTRUCTION: CITY WALLS stone and plaster — ROOF steel & wood — FLOOR conc. & wood
12. JOB ADDRESS: 8639 Lincoln Blvd., Los Angeles
13. VALUATION TO INCLUDE ALL FILED EQUIPMENT REQUIRED TO COMPLETE AND USE PROPOSED BUILDING: $ 3,000,000.00
14. NEW WORK (Describe): New 12 story Hotel, Lobby, Shops & Canopy

Hotel & Shops — 65127 — 12 — 122
C-2/III-B — #3/K/61 — 5th — Jackson
70 Feet — 275 — Sept Ent — Sakura
U1351
1636.05 — S.P.C. — 2517 — D.S. — C/O — TYPIST
See Back

AUG 24-67 38362 E — 2 CK 1,636.05
56608 •56610 2 — 7 CC 5.00
56609 •56610 2 — 1 CC 2,517.00

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or structures which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed (Owner or Agent) — Date

Bureau of Engineering — ADDRESS APPROVED — SEWERS AVAILABLE — DRIVEWAY APPROVED W.L. — HIGHWAY DEDICATION REQUIRED — 15' x 15' COMPLETED — FLOOD CLEARANCE APPROVED — APPROVED FOR ISS. — FILE # — PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED — APPROVED UNDER CASE # ZA 18814 — APPROVED UNDER TITLE 7? L.A.M.C.—STORM — APPROVED FOR — No new driveways to be built 9-1-67

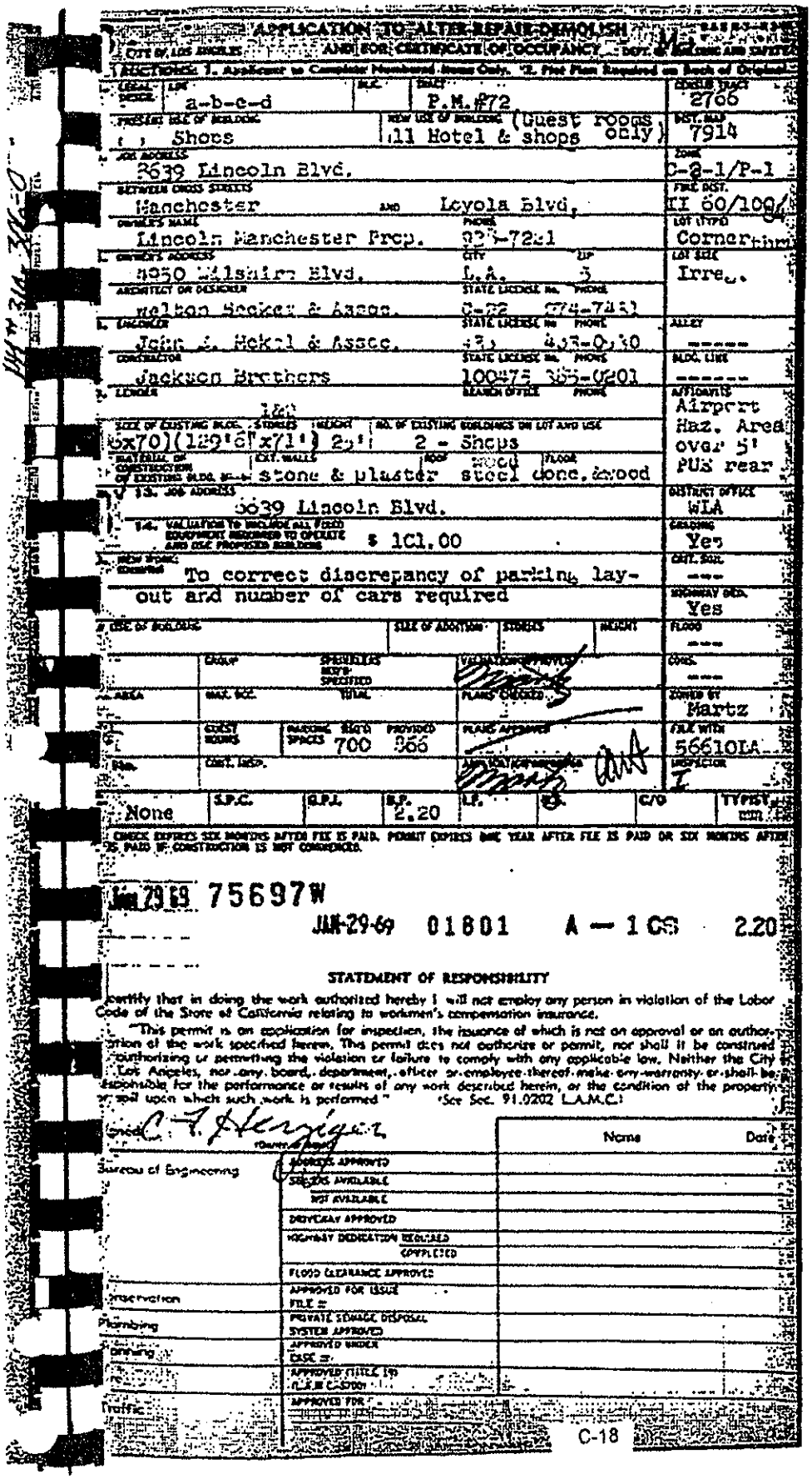
Conservation

Plumbing

Planning — C. P. Bacon 10-27-67

Fire

Traffic — 10-23-67



APPLICATION TO ALTER-REPAIR-DEMOLISH AND/OR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plans Required on Back of Original.

LEGAL DESCR. LOT: a-b-c-d	BLK.	TRACT: P.M. #72	CENSUS TRACT: 2706
PRESENT USE OF BUILDING: Shops	NEW USE OF BUILDING: (Guest rooms only) 11 Hotel & shops		DIST. MAP: 7914
JOB ADDRESS: 5639 Lincoln Blvd.			ZONE: C-2-1/P-1
BETWEEN CROSS STREETS: Manchester AND Loyola Blvd.			FIRE DIST.: 60/100
OWNER'S NAME: Lincoln Manchester Prop.	PHONE: 825-7241		LOT TYPE: Corner
OWNER'S ADDRESS: 8050 Wilshire Blvd.	CITY: L.A.	ZIP: 5	LOT SIZE: Irreg.
ARCHITECT OR DESIGNER: Welton Becket & Assoc.	STATE LICENSE NO.: C-72	PHONE: 774-7431	
ENGINEER: John A. Hekel & Assoc.	STATE LICENSE NO.: [illegible]	PHONE: 453-0130	ALLEY: -----
CONTRACTOR: Jackson Brothers	STATE LICENSE NO.: 100475	PHONE: 385-0201	BLDG. LINE: -----
LENDER:	BRANCH OR OFFICE:	PHONE:	APPLICANT'S: Airport Haz. Area over 5' PUE rear
SIZE OF EXISTING BLDG.: 6x70(129'6"x71')	STORIES: 2	HEIGHT: 2	NO. OF EXISTING BUILDINGS ON LOT AND USE: 2 - Shops
MATERIAL OF CONSTRUCTION OF EXISTING BLDG.: EXT. WALLS: stone & plaster	ROOF: steel	FLOOR: conc. & wood	DISTRICT OFFICE: WLA
13. JOB ADDRESS: 5639 Lincoln Blvd.			ZONING: Yes
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT NECESSARY TO OPERATE AND USE PROPOSED BUILDING: $ 101.00			CERT. SOIL: ----
NEW WORK TO BE DESCRIBED: To correct discrepancy of parking lay-out and number of cars required			HIGHWAY DED.: Yes
USE OF BUILDING:	SIZE OF ADDITION:	STORIES:	HEIGHT: FLOOD: ----
AREA: GROUP	SPRINKLERS REQ'D SPECIFIED	VALIDATION APPROVED	COND.: ----
GUEST ROOMS	PARKING REQ'D SPACES 700 PROVIDED 966	PLANS CHECKED	CHKED BY: Martz
CERT. LOCP.		PLANS APPROVED	FILE WITH: 56610LA
		APPLICANT NOTIFIED	INSPECTOR: I

None	S.P.C.	G.P.I.	B.P. 2.20	I.F.	C.O.	C/O	TYPIST: cm

CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE PAID IF CONSTRUCTION IS NOT COMMENCED.

Jan 29 69 75697W

JAN-29-69 01801 A — 1 CS 2.20

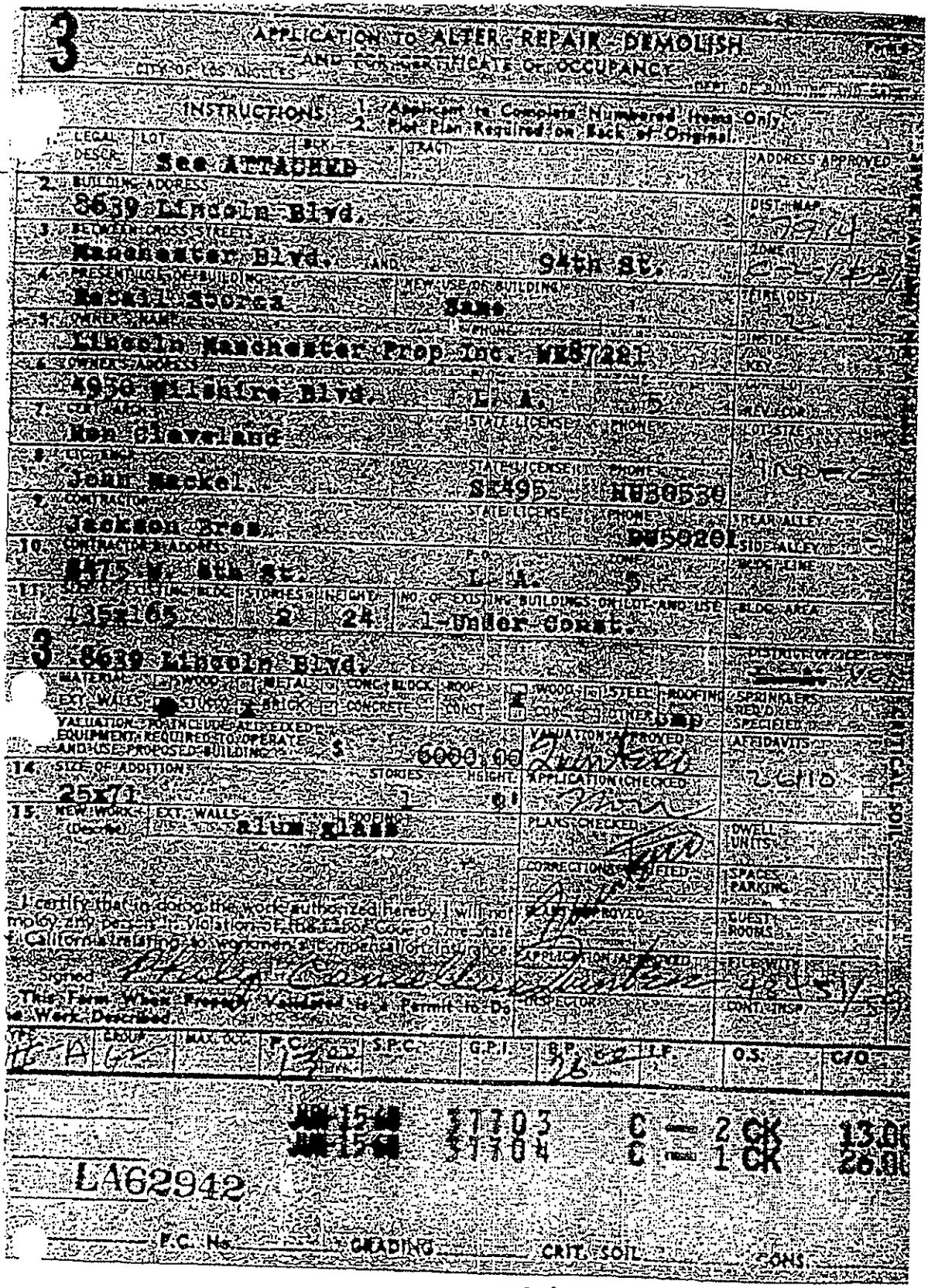
STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed: C. T. Henriquez (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED		
	SEWERS AVAILABLE		
	NOT AVAILABLE		
	DRIVEWAY APPROVED		
	HIGHWAY DEDICATION REQUIRED		
	COMPLETED		
	FLOOD CLEARANCE APPROVED		
Construction	APPROVED FOR ISSUE FILE #		
Plumbing	PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED		
Zoning	APPROVED UNDER CASE #		
	APPROVED (TITLE 19 N.L.M.C. CLAUSE)		
Traffic	APPROVED FOR		



3

APPLICATION TO ALTER, REPAIR, DEMOLISH
AND / OR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

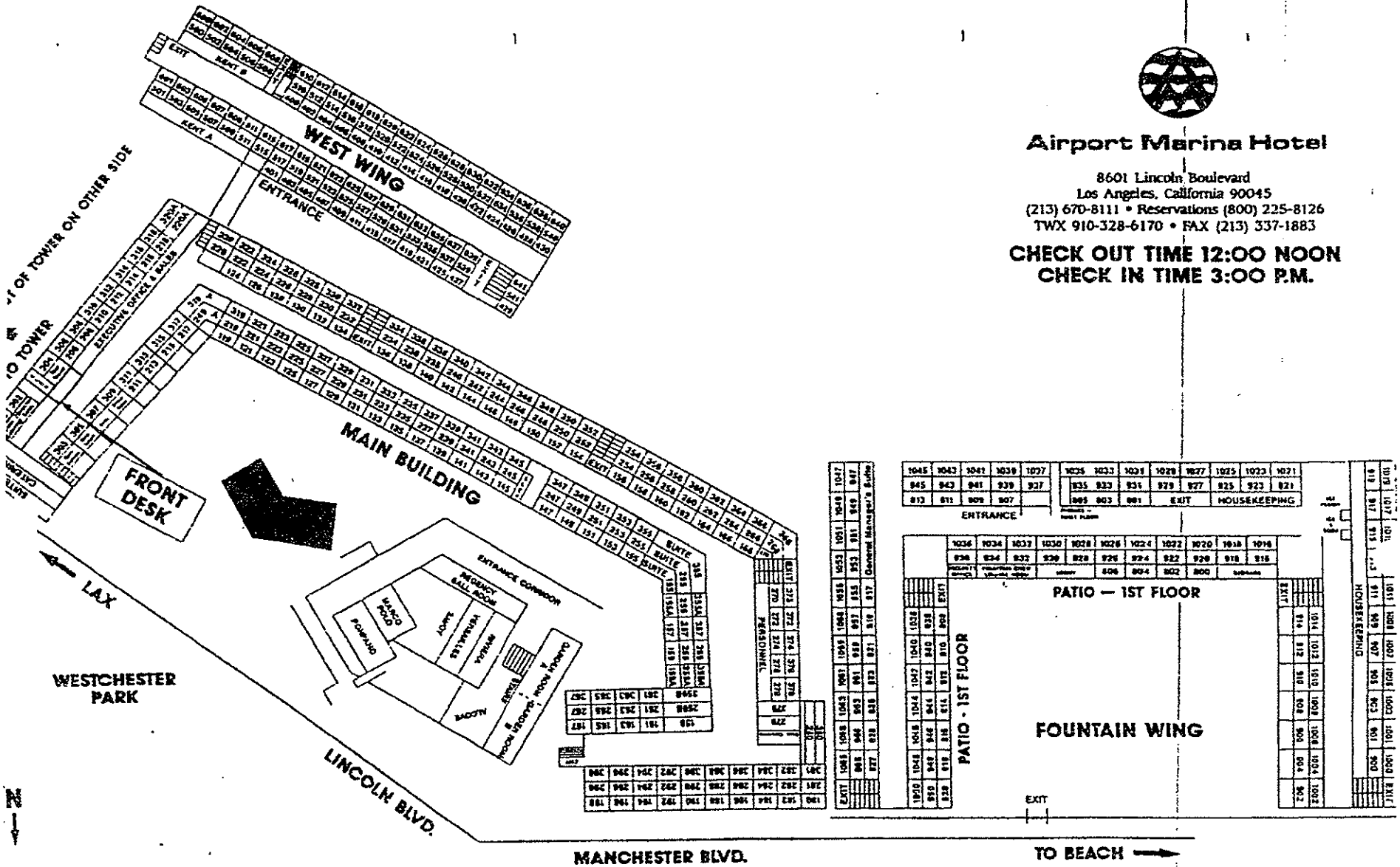
1. LEGAL DESCR.: See ATTACHED — LOT — BLK — TRACT — ADDRESS APPROVED
2. BUILDING ADDRESS: 8639 Lincoln Blvd. — DIST. MAP 727-H
3. BETWEEN CROSS STREETS: Manchester Blvd. AND 94th St. — ZONE C-2-1VL
4. PRESENT USE OF BUILDING: Block Lumber — NEW USE OF BUILDING: Same — FIRE DIST.
5. OWNER'S NAME: Lincoln Manchester Prop. Inc. — PHONE: MI5-7221 — INSIDE
6. OWNER'S ADDRESS: 4950 Firestone Blvd. L. A. 5 — KEY
7. CITY ARCH.: Ken Cleveland — STATE LICENSE — PHONE — REV. COR.
8. CITY ENGR.: John Mackel — STATE LICENSE: 8249 — PHONE: NV30530 — LOT SIZE
9. CONTRACTOR: Jackson Bros. — STATE LICENSE — PHONE: PO59201 — REAR ALLEY
10. CONTRACTOR'S ADDRESS: 875 W. 5th St. L. A. 5 — ZONE — SIDE ALLEY — WIDE LINE
11. SIZE OF EXISTING BLDG.: 135x165 — STORIES: 2 — HEIGHT: 24 — NO. OF EXISTING BUILDINGS ON LOT AND USE: 1-Under Const. — BLDG. AREA
12. 8639 Lincoln Blvd. — DISTRICT OFFICE
13. MATERIAL: EXT. WALLS: STUCCO, BRICK; WOOD, METAL, CONC. BLOCK, CONCRETE; ROOF: WOOD, STEEL, ROOFING: Comp — SPRINKLERS REQ'D AS SPECIFIED — VALUATION: PAINTING AND EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 6000.00 — VALUATION APPROVED: Junkin — AFFIDAVITS: 26110
14. SIZE OF ADDITION: 25x71 — STORIES: 1 — HEIGHT: 9' — APPLICATION CHECKED — PLANS CHECKED: Ayr — DWELL. UNITS
15. NEW WORK: (Describe) — EXT. WALLS: Alum glass — ROOFING — CORRECTIONS CHECKED — SPACES PARKING
I certify that in doing the work authorized hereby, I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance. — POLICE APPROVED — GUEST ROOMS
Signed: Thelma Connelly — APPLICATION APPROVED — FILE WITH: 48-5-11
This Form When Properly Validated is a Permit to Do Work Described. — INSPECTOR — CONT. INSP.

GROUP — MAX. OCC. — F.C. — S.P.C. — G.P.I. — B.P. 26 — T.F. — O.S. — C/O

15 3703 C — 2 CK 13.00
15 3704 C — 1 CK 26.00

LA62942

F.C. No. — GRADING — CRIT. SOIL — ZONE



Airport Marina Hotel

8601 Lincoln Boulevard
Los Angeles, California 90045
(213) 670-8111 • Reservations (800) 225-8126
TWX 910-328-6170 • FAX (213) 337-1883

CHECK OUT TIME 12:00 NOON
CHECK IN TIME 3:00 P.M.

ENCLOSURE IV – LEAD SURVEY REPORT

Lead Survey Report 6/2/1998

Three paint chip samples, (PC101, PC102, and PC103) were taken from an area of 2 inches square each. Twenty-three wipe samples were taken from 1/9 square foot area each. The locations of the samples are recorded in the "Sample description" area of the Chain of Custody form (pages D-8, D-9 and D-10).

The results of wipe samples are all 8 μg/wipe area or less. That is equivalent to 72 μg/foot^2. The **Federal standard** for this kind of samples is 100 μg/foot^2 ; all of the samples are below the standard. The samples can be considered to be not a concern.

The results of paint chips range from 36.7 to 106.0 mg/kg.
The **Federal standard** for this kind of samples is 5 mg/kg. The samples can be considered to be a concern.

The location of the paint chip samples are repeated below:
PC101: kitchen area of the restaurant in the Main hotel building, peeling , bubbling paint.
PC102: basement of Tower building; at door of the room used for laundry chute, near elevator, paint condition is poor but not peeling.
PC103: first floor of Fountain Wing below cleaning-solution dispensing area at the Household Dept., peeling, bubbling paint.

Resport prepared by :
ACS Associates

Ch-I Huang, Ph. D., U. S. EA Lead Inspector Training (Certificate No. IXXXXX00753)

CHEMTEK ENVIRONMENTAL LABORATORIES INC.
"An environment-friendly company"

14140 E. Alondra Blvd. Suite A, Santa Fe Springs, CA 90670
Tel. (562) 926-9848 FAX (562) 926-8324
CA Dept of Health Accredited. (ELAP No. 1435)

CERTIFICATE OF ANALYSIS

Job No. 805044 Date: 06-01-98

This is the Certificate of Analysis for the following samples:

Client	: ACS
Contact person	: Chi Huang
Project No.	:
Project	: Furama
Project site	:
Date of samples	: 05-19-98
Date Received	: 05-21-98
Number of samples	: 26
Sample Type	: 23 wipes, 3 paint chips

Samples were labeled as follows:

SAMPLE IDENTIFICATION	LABORATORY NUMBER
Wipe 1	805044-01A
2	805044-02A
3	805044-03A
4	805044-04A
5	805044-05A
6	805044-06A
7	805044-07A
8	805044-08A
9	805044-09A
10	805044-10A
11	805044-11A
12	805044-12A
13	805044-13A
14	805044-14A
15	805044-15A
16	805044-16A

continued next page...

SAMPLE IDENTIFICATION	LABORATORY NUMBER
Wipe 17	805044-17A
18	805044-18A
19	805044-19A
20	805044-20A
21	805044-21A
22	805044-22A
23	805044-23A
Chip PC 101	805044-24A
PC 102	805044-25A
PC 103	805044-26A

Reviewed and Approved:

Michael C.C. Lu
Laboratory Director

CHEMTEK ENVIRONMENTAL LAB.
LABORATORY ANALYSIS REPORT

Client : ACS
Project No. :
Project : Furama
Project site:
Job No : 805044 Date: 06-01-98

Analysis: Total Lead, Unit: µg

Sample ID: See below
Sample Type: Wipes
Sample Date: 05-19-98
Analysis Date: 05-27-98 to 05-29-98

Sample IDs Client	Lab	Lead (µg Pb)
1	01A	2.8
2	02A	<1.0
3	03A	<1.0
4	04A	3.0
5	05A	<1.0
6	06A	<1.0
7	07A	<1.0
8	08A	<1.0
9	09A	<1.0
10	10A	7.2
11	11A	3.0
12	12A	3.6
13	13A	<1.0
14	14A	<1.0
15	15A	<1.0
16	16A	<1.0
17	17A	2.8
18	18A	2.0
19	19A	8.0
20	20A	2.0
21	21A	<1.0
22	22A	<1.0
23	23A	<1.0
Detection Limit		1.0

NATIONAL ECON
CORPORATION

BULK SAMPLE CHAIN OF CUSTODY RECORD

Client Name: P&D Consultants, Inc. Project Number:

Project Name: FMRA MT

Printed Name: Thomas J. Mckeon

Sampler's Signature:

Laboratory:

1100 Town & Country Rd., Ste 300

Orange, CA 92668

714 935 4447 Fax: 714 953 6989

Attn.:

Report Results To: Tom Mckeon

Via: Fax 714 835 4447

Sample Disposition: ☒ Discard 30 days after date of final report. ☐ Return samples to client.

Analytical Method:

☒ Polarized Light Microscopy
☐ Point Count
☐ Transmission Electron Microscopy — Conventional ☐ Chatfield ☐
☐ Other:

Turnaround:

ASAP ☒ 4-6 Hrs. ☐
24 Hrs. ☐ 48 Hrs. ☐
Other: ☐

Date	Start Sample #	End Sample #	Quantity
2/7/97	FMR-S1-01	-03	3
	S2-04	-06	3
	S3-07	-09	3
	M1-10	-11	2
	M2-12	-14	3
		Total Number of Samples:	14

Date	Relinquished By	Time:	Received By	Time:
2/7/97				10:5=
		Time:		Time:
		Time:		Time:
		Time:		Time:
		Time:		Time:
		Time:		Time:

18552 MacArthur Blvd., Suite 101 • Irvine, CA 92715 • (714) 752-5866 Fax: (714) 752-4054

CHEMTEK ENVIRONMENTAL LAB.
LABORATORY ANALYSIS REPORT

Client : ACS
Project No. :
Project : Furama
Project site:
Job No : 805044 Date: 06-01-98

Analysis: Total Lead, Unit: mg/kg

Sample ID: See below
Sample Type: Chips
Sample Date: 05-19-98 to 05-21-98
Analysis Date: 06-01-98

Sample IDs Client	Lab	Lead (mg/kg Pb)
PC 101	01A	36.7
PC 102	02A	106
PC 103	03A	85.6
Detection Limit		0.5

CHEMTEK ENVIRONMENTAL LAB.
LABORATORY ANALYSIS REPORT

QA/QC REPORT

EPA 7420 (Total Lead)

Unit: mg/L

Job No.: 805044
Lab Sample ID: 805044-Blank
Date Performed: 05-29-98

Analyte	ORIG Result	SPK CONC	MS	% MS	MSD	% MSD	% RPD	ACP %MS	ACP %RPD
Lead	ND	1.00	1.03	103.0	1.15	115.0	11.0	80-120	0-20

CHAIN OF CUSTODY RECORD

Log Number 5-1054

Client name: ACS Associates	Project #: [illegible]		
Address: PO Box 4258	Phone #: [illegible]		
City, State, Zip: Irvine CA 92616	Fax #: [illegible]		
Report attention: Dr. Huang			
Sampled by: C Huang			

Sample number	Date Sampled	Time Sampled	Type* See key below	Sample description	Number of containers	Analyses required: TPH	Hazardous sample Special handling required	Remarks
PC 101	5/19	15:32	Ch.p	Kitchen	1			Let me know a...
PC 102	5/20	10:01	"	Restr. Toilet	1			Dr. Huang -
PC 103	5/20	10:40	"	Family Room	1			PC 101 x
								detection

Signature	Print Name	Company	Date	Time
Relinquished by: C Huang	C. Huang	ACS	5/20	1:12
Received by: W. Zhang	Tom W. Zhang	[illegible]	5/20	
Relinquished by				
Received by				
Relinquished by				
Received by Laboratory				

CHEMTEK ENVIRONMENTAL LABORATORIES INC.
14140 Alondra Boulevard, Suite A
Santa Fe Springs, Ca. 90670
Tel: (562) 926-9848 Fax: (562) 926-8324

Note:
Samples are discarded 30 days after results are reported unless other arrangements are made.
Hazardous samples will be returned to client or disposed of at client expense.

* Key: AQ-Aqueous NA-Nonaqueous SL-Sludge GW-Groundwater SO-Soil OT-Other PE-Petroleum

DISTRIBUTION: WHITE with report / YELLOW To CHEMTEK / PINK To courier

CHAIN OF CUSTODY RECORD

Log Number 865099

Client name: ACS Associates	Project #: Furoma		
Address: P O Box 4258	Phone #: 509-9123		
City, State, Zip: Irvine CA 92616	Fax #: 949-5079136	Report attention: Dr. Huang	

Analyses required: Lead; Hazardous sample Special handling required

Sample number	Date Sampled	Time Sampled	Type* See key below	Sampled by: Ch. Huang / Sample description	Number of containers	Remarks
1	5/19	11:39	Wipe	Precision Tone		Same as Dec '97
2	5/19	11:55	Wipe	Remax West Conf Rm		will fax instruction
3	5/19	12:00		Remax SE Mtg Rm		
4	5/19	12:14		Jaosanto M.A.		
5	5/21	10:04		Bsmt Tower		
6	5/21	10:07		Phone Bth, Tower		
7	5/21	10:22		Main B. Lobby		
8	5/21	10:45		Fountain Wng 1I		
9	5/21	11:03		West Wing 638		
10	5/21	11:10		West Wing Bsmt		
11	5/21	11:48		Ralph Bath		
12	5/21	11:50		Ralph Outside		

	Signature	Print Name	Company	Date	Time
Relinquished by	C. Huang	Chi Huang	ACS	5/21/98	15:54
Received by	W. Zhang	John W. Zhang	CHEMTEK	5/21/98	15:58
Relinquished by					
Received by					
Relinquished by					
Received by Laboratory					

CHEMTEK ENVIRONMENTAL LABORATORIES INC.

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Hazardous samples will be returned to client or disposed of at client expense.

Key: AQ-Aqueous NA-Nonaqueous SL-Sludge GW-Groundwater SO-Soil OT-Other PE-Petroleum

DISTRIBUTION: WHITE with report / YELLOW To CHEMTEK / PINK To courier

CHAIN OF CUSTODY RECORD

Log Number: 805044

Client name: ACS Associates	Project #: Furama		
Address: POBox 4258	Phone #: 949 509 9123		
City, State, Zip: Irvine CA 92616	Fax #: 949 509 9126		
	Report attention: Dr Huang		
	Sampled by: C. Huang		

Sample number	Date Sampled	Time Sampled	Type* See key below	Sample description	Number of containers	Lead	Analyses required	Hazardous waste Special handling required	Remarks
13	5/21	1156	Wipe	Bowling, Rest Rm	1				Same as Dec '97
14	5/21	11:59		Bowling Play Rm.					(Will fax
15	5/21	12:04		Otis Sch. Stair					instruction)
16	5/21	12:24		M.B. Conf. Rm					
17	5/21	12:37		M.B North Wing					
18	5/21	12:35		M.B South Wing					
19	5/21	10:34		Fountain Wing Bsmt					
20	5/21	12:49		Parking Bldg.					
21	5/21	12:18		Pool					
22	5/21	12:57		Dry Cleaner					
23	5/19	1345	✓	betw 2F & 3F, MB					

Signature	Print Name	Company	Date	Time
Relinquished by: CHF	Chi Huang	ACS	5/21/98	15:54
Received by: W. Zhang	John W. Zhang	CHEMTEK	5/21/98	15:54
Relinquished by				
Received by				
Relinquished by				
Received by Laboratory				

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pg 2 of 2

CHEMTEK ENVIRONMENTAL LABORATORIES INC.

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Santa Fe Springs, Ca. 90670
Tel: (562) 926-9848 .Fax: (562) 926-8324

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* Key: AQ-Aqueous NA-Nonaqueous SL-Sludge GW-Groundwater SO-Soil OT-Other PE-Petroleum

DISTRIBUTION: WHITE with report / YELLOW To CHEMTEK / PINK To courier

WESTERN REGIONAL LEAD TRAINING CENTER

AT THE UNIVERSITY OF CALIFORNIA, SAN DIEGO

15090 AVENUE OF SCIENCE • SAN DIEGO, CA 92128 • 1-800/572-LEAD

This is to verify that

Chi Huang

has successfully completed 24 hours of instruction in

LEAD INSPECTOR TRAINING

10/28/96 - 10/30/96

Date

David W. Carey, Director

Western Regional Lead Training Center

EPA

Certificate No.

IXXXXX 0075

ENCLOSURE V – ASBESTOS SURVEY REPORT

ABATEC, INC.
25422 Trabuco Rd. #105-332
El Toro, CA 92630

Certified Asbestos Consultants
Registered Abatement Contractors
Lic.No.529480 - C-2 Reg.No.40
Registered Environmental Assessors
Phone and FAX (714) 380-8995

May 22, 1998

LIMITED SURVEY FOR
ASBESTOS CONTAINING MATERIAL

ACS
1 Rippling Stream
Irvine, CA
Attn: Dr. Chi Huang

Re: Inspection for Asbestos Containing Materials - Furama Hotel
8601-8625 Lincoln, 7250 Manchester, Westchester, CA

Dear Dr. Huang,

This report is to submit the results of an inspection, sampling and analysis of specific suspect materials at the subject site(s). The inspection was performed on May 21, 1998 by an accredited Asbestos Building Inspector, Certified Asbestos Consultant, Certified Lead Inspector, and Registered Environmental Assessor, Mr. Dennis P. Hanna, Cert. No. 92-0016, address: 25422 Trabuco Rd., Suite 105-332, El Toro, CA 92630, Phone number: (714) 380-8995.

Suspect asbestos materials were physically sampled and samples analyzed by Polarized Light Microscopy (PLM). Analysis was performed by Hi-Tech Environmental Services, 5396 A Lincoln, Cypress, CA 90630, 714 8270693, using polarized light microscopy and dispersion staining (NIOSH Approved Method 7403 and EPA 600/M4-82-020). Materials which could be visually identified as asbestos containing materials are noted accordingly.

SURVEY LIMITS

The survey was limited to the four main structures which comprise the hotel. Because of the large number of individual rooms in the various hotel buildings, representative areas were chosen for inspection and sampling.

Substantial remodeling is underway in the Main hotel building. A major repiping project was undertaken in the attic areas. The fiberglass insulated, galvanized iron pipes were found abandoned in the attic areas. There were no insulated pipe elbows discernible in the attic areas. Similar pipe elbow insulation in the basement boiler room was found to be asbestos containing. The pipe elbows were either abated or were mixed in with the significant amount of debris located around the pipes found throughout the attic area.

DISCLAIMER

Previous sampling for asbestos has been done throughout the hotel buildings. Previous sample results are mentioned in the BULK SAMPLING - ASBESTOS section for information purposes only. Abatec, Inc. is not responsible for the accuracy of these sample results.

THE DEFINITION OF ASBESTOS

The Environmental Protection Agency (EPA), its local enforcement agency, the South Coast Air Quality Management District (SCAQMD), and the California EPA Department of Toxics Substances Control (DTSC) define asbestos containing material (ACM) as material containing greater than 1.0% asbestos by weight. In July, 1996, Cal-OSHA issued

the ASBESTOS IN CONSTRUCTION SAFETY ORDERS SECTION 1529 TITLE 8 which also defines asbestos containing material as any material containing more than 1.0% asbestos by weight. Cal-OSHA requires materials greater than 0.1% asbestos to be removed by Cal-OSHA registered abatement contractors using wet methods. Materials less than 1.0% asbestos by weight may be disposed of as regular construction debris.

The National Emission Standard for Hazardous Air Pollutants (NESHAPS) 1990, includes the requirement that when the asbestos content of a bulk sample is determined using procedures outlined in he Interim Method and the asbestos content is estimated to be less than 10% by method other than Point Counting, the parties legally responsible for a building (owner/operator) may elect to assume the amount to be greater than 1.0% and treat the material as asbestos containing. If the owner/operator does not want to assume the material to be asbestos containing, verification of the amount of asbestos by the Point Counting method may be required. The purpose of Point Counting is to minimize false negative and false positive analyses. Materials which indicate trace (less than 1%) may be verified by additional quantitative Transmission Electron Microscopy (TEM), Chatfield Method, analysis at additional cost. Unless otherwise directed, Abatec will assume that PLM analysis is acceptable for this survey.

BULK MATERIAL SAMPLING - ASBESTOS
SAMPLE RESULTS - BULK SAMPLING PLM 600/R-93-116
ASBESTOS CONTAINING MATERIALS IDENTIFIED WITH ASTERISK*

SAMPLE NO.	LOCATION	MATERIAL	ANALYSIS RESULTS
MAIN BUILDING			
M-1	ROOM 137 AS TYPICAL	INTERIOR PLASTER TYPICAL	NO ASBESTOS DETECTED
*M-2	SMALL LINEN CLOSETS 1ST & 2ND FLRS	FLOOR SHEET VINYL DARK BROWN	20% ASBESTOS DETECTED
*M-3	BOILER ROOM BASEMENT	WATER TANK INSUL. 2 TANKS	60% ASBESTOS DETECTED
*PREVIOUS SURVEY	BOILER ROOM BASEMENT	WATER TANK INSUL. WRONGLY DESCRIBED AS BOILER INSULATION	40% ASBESTOS DETECTED
*M-4	BOILER ROOM BASEMENT	BOILER JACKET INSUL. UNDER METAL BOILER JACKET 2 BOILERS	10% ASBESTOS DETECTED
*PREVIOUS SURVEY	SLIDING FIRE DOOR	FIRE DOOR CORE INSIDE METAL FIRE DOOR	ASBESTOS ASSUMED
*M-5	BOILER ROOM BASEMENT	PIPE INSULATION PIPE AT WATER TANKS	50% ASBESTOS DETECTED

ASBESTOS CONTAINING MATERIALS IDENTIFIED WITH ASTERISK*

SAMPLE NO.	LOCATION	MATERIAL	ANALYSIS RESULTS
MAIN BUILDING			
*M-6	CHILLER ROOM BASEMENT	PIPE ELB. INSULATION	5% ASBESTOS DETECTED
*ASSUME	THROUGHOUT BUILDING	PIPE INSULATION PIPE ELBOW INSULATION	ASBESTOS ASSUMED
INSPECTOR'S NOTE: IT IS ASSUMED THAT PIPE INSULATION EXISTS INSIDE INTERIOR WALLS AND CHASES WITH ASBESTOS INSULATION.			
*M-7	LARGE LINEN CLOSETS 1ST,2ND,3RD FLRS	FLOOR TILE 9X9 DARK BROWN	10% ASBESTOS DETECTED
*PREVIOUS SURVEY	ROOMS,HALLS	SPRAYED CEILING	STATED TO BE POSITIVE
M-8	ROOM 121	SPRAYED CEILING	NO ASBESTOS DETECTED
M-9	HALLWAY AT ROOM 355 ICE MACH. AREA	FLOOR SHEET VINYL LIGHT CREAM	NO ASBESTOS DETECTED
*M-10	ROOM 374 BEING REMODELED UNDER CERAMIC IN BATH AREA	FLOOR SHEET VINYL TAN MOSAIC TYPICAL	30% ASBESTOS DETECTED
*ASSUME	THROUGHOUT INDIVIDUAL ROOMS	FLOOR SHEET VINYL UNDER CERAMIC TILE IN BATHS	ASBESTOS ASSUMED
INSPECTOR'S NOTE: SIMILAR SHEET VINYL WAS NOTED IN SEVERAL ROOMS WHERE CERAMIC FLOORS HAD BEEN REMOVED. IT IS ASSUMED THIS IS CONSISTENT THROUGHOUT THE MAIN HOTEL BUILDING.			
M-11	ROOM 137 AIR VENT AS TYPICAL	CEMENTITIOUS SPRAY	NO ASBESTOS DETECTED
*PREVIOUS SURVEY	ROOMS INSIDE AIR VENTS	CEMENTITIOUS SPRAY	STATED TO BE POSITIVE
*ASSUMED	ATTIC ACCESS DOOR AT STAIRWELL ROOF ACCESS LADDER	FIRE DOOR CORE INSIDE METAL FIRE DOOR	ASBESTOS ASSUMED
*M-12	ROOF AT VENTS,DORMERS	PENETRATION SEAL TAR DARK GRAY/BLACK	20% ASBESTOS DETECTED
M-13	ROOF ALSO FOUNTAIN & WEST WINGS	ROOF SHINGLE DARK GRAY	NO ASBESTOS DETECTED

ASBESTOS CONTAINING MATERIALS IDENTIFIED WITH ASTERISK*

SAMPLE NO.	LOCATION	MATERIAL	ANALYSIS RESULTS
MAIN BUILDING			
*M-14	KITCHEN WOMENS RESTROOM	FLOOR TILE 12X12 LIGHT GRAY	2% ASBESTOS DETECTED
*M-15	KITCHEN HALLWAYS	FLOOR SHEET VINYL BROWN MOSAIC	25% ASBESTOS DETECTED
VISUAL	KITCHEN	CEILING TILE 12X12 CELLULOSE CORE	NO ASBESTOS DETECTED
M-16	KITCHEN	CEILING TILE MASTIC	NO ASBESTOS DETECTED
WEST WING			
WW-1	BOILER ROOM	PIPE ELBOW INSULAT.	NO ASBESTOS DETECTED
WW-2	CHILLER ROOM	PIPE ELBOW INSULAT.	NO ASBESTOS DETECTED
WW-3	BOILER ROOM	BOILER INSULATION UNDER METAL JACKET	NO ASBESTOS DETECTED
*WW-4	LAUNDRY IN BASEMENT ON LANDING BY ENGINEERING	FLOOR TILE 9X9 DARK BROWN	10% ASBESTOS DETECTED
WW-5	ROOM 611 AS TYPICAL	SPRAYED CEILING TYPICAL	NO ASBESTOS DETECTED
WW-6	ROOM 402 AS TYPICAL	SPRAYED CEILING TYPICAL	NO ASBESTOS DETECTED
WW-7	HALLWAY AT BASEMENT RESTROOMS	SPRAYED CEILING TYPICAL	NO ASBESTOS DETECTED
*WW-8	BASEMENT KEY SHOP AREA	FLOOR SHEET VINYL DARK BROWN MOSAIC	20% ASBESTOS DETECTED
*WW-9	3RD FLOOR ROOF ROOF ACCESS LADDER LANDING	FLOOR SHEET VINYL DARK BROWN	20% ASBESTOS DETECTED
WW-10	3RD FLOOR ATTIC	SPRAYED FIREPROOFING TYPICAL	NO ASBESTOS DETECTED
*WW-11	ROOF AT VENTS/DORMERS	PENETRATION SEAL TAR DARK GRAY/BLACK	15% ASBESTOS DETECTED
M-13	ROOF ALSO FOUNTAIN & WEST WINGS	ROOF SHINGLE DARK GRAY	NO ASBESTOS DETECTED

ASBESTOS CONTAINING MATERIALS IDENTIFIED WITH ASTERISK*

SAMPLE NO.	LOCATION	MATERIAL	ANALYSIS RESULTS
TOWER BUILDING			
FT-1	BOILER ROOM	PIPE ELBOW INSULAT. AT AJAX BOILERS 2 EA	NO ASBESTOS DETECTED
*FT-2	BOILER ROOM	BOILER INSULATION THERMOPAK BOILERS 2 EA INSIDE METAL JACKET	30% ASBESTOS DETECTED
*FT-3	BOILER ROOM	BOILER INSULATION AJAX BOILERS 2 EA INSIDE METAL JACKET	10% ASBESTOS DETECTED
*FT-4	CHILLER ROOM	PIPE ELBOW INSULAT.	2% ASBESTOS DETECTED
*ASSUME	THROUGHOUT BUILDING	PIPE ELBOW INSULATION	ASBESTOS ASSUMED
INSPECTOR'S NOTE: IT IS ASSUMED THAT PIPE INSULATION EXISTS INSIDE INTERIOR WALLS AND CHASES WITH ASBESTOS INSULATION.			
*FT-5	ROOM 1505 AS TYPICAL	SPRAYED CEILING TYPICAL	5% ASBESTOS DETECTED
*FT-6	ROOM 2219 AS TYPICAL	SPRAYED CEILING TYPICAL	5% ASBESTOS DETECTED
*FT-7	ROOM 1221 AS TYPICAL	SPRAYED CEILING TYPICAL	5% ASBESTOS DETECTED
*FT-8	ROOM 2206 BATHROOM	FLOOR SHEET VINYL TYPICAL	25% ASBESTOS DETECTED
*ASSUME	THROUGHOUT INDIVIDUAL BATHROOMS	FLOOR SHEET VINYL	ASBESTOS ASSUMED
INSPECTOR'S NOTE: IT IS ASSUMED THAT POSITIVE FLOOR SHEET VINYL EXISTS IN VARIOUS ROOM BATH AREAS. INDIVIDUAL BATH FLOORS SHOULD BE TESTED BEFORE REMOVING.			
*FT-9	LINEN CLOSETS AT RM 1503 TYPICAL ALL FLOORS	FLOOR SHEET VINYL GREEN	25% ASBESTOS DETECTED
FT-10	HALLWAY AT RM 1505 ICE MACHINE	FLOOR SHEET VINYL DARK BLUE	NO ASBESTOS DETECTED
FT-11	ROOM 2219 BATHROOM MACHINE	FLOOR SHEET VINYL LIGHT MAUVE	NO ASBESTOS DETECTED
FT-12	BOILER ROOM INTERIOR	WALL PLASTER AS TYPICAL OF ORIGINAL BLDG.	NO ASBESTOS DETECTED

ASBESTOS CONTAINING MATERIALS IDENTIFIED WITH ASTERISK*

SAMPLE NO.	LOCATION	MATERIAL	ANALYSIS RESULTS
TOWER BUILDING			
FT-13	ELEVATOR ROOM	BEAM PLASTER WHITE	NO ASBESTOS DETECTED
FT-14	ROOF	ROOFING	NO ASBESTOS DETECTED
*FT-15	ROOF	PENETRATION SEAL TAR DARK GRAY/BLACK	20% ASBESTOS DETECTED
FOUNTAIN BUILDING			
*FW-1	BOILER ROOM	BOILER INSULATION INSIDE METAL JACKET	5% ASBESTOS DETECTED
*FW-2	BOILER ROOM	PIPE ELBOW INSULAT.	10% ASBESTOS DETECTED
*FW-3	CHILLER ROOM	PIPE ELBOW INSULAT.	10% ASBESTOS DETECTED
*ASSUME	THROUGHOUT BUILDING	PIPE ELBOW INSULATION	ASBESTOS ASSUMED
INSPECTOR'S NOTE: IT IS ASSUMED THAT PIPE INSULATION EXISTS INSIDE INTERIOR WALLS AND CHASES WITH ASBESTOS INSULATION.			
FW-4	3RD FLOOR ATTIC	SPRAYED FIREPROOFING	NO ASBESTOS DETECTED
*FW-5	LINEN CLOSETS 2ND & 3RD FLOOR	FLOOR TILE 9X9 GRAY	15% ASBESTOS DETECTED
*FW-6	BASEMENT	FLOOR SHEET VINYL DARK BROWN	30% ASBESTOS DETECTED
FW-7	LINEN CLOSET BY RM 811	SPRAYED CEILING AS TYPICAL	NO ASBESTOS DETECTED
FW-8	LINEN CLOSET 2ND FLOOR	SPRAYED CEILING AS TYPICAL	NO ASBESTOS DETECTED
FW-9	ROOM 815	SPRAYED CEILING AS TYPICAL	NO ASBESTOS DETECTED
FW-10	LINEN CLOSET 3RD FLOOR	WALL PLASTER AS TYPICAL	NO ASBESTOS DETECTED
FW-11	ROOM 815 BATHROOM	FLOOR SHEET VINYL WHITE	NO ASBESTOS DETECTED
*FW-12	LINEN CLOSET 1ST FLOOR	FLOOR TILE 9X9 DARK BROWN	10% ASBESTOS DETECTED

ASBESTOS CONTAINING MATERIALS IDENTIFIED WITH ASTERISK*

SAMPLE NO.	LOCATION	MATERIAL	ANALYSIS RESULTS
FOUNTAIN BUILDING			
FW-13	ROOF AT VENTS, CURBS	PENETRATION SEAL TAR DARK GRAY/BLACK	NO ASBESTOS DETECTED

INSPECTOR'S NOTE: SIMILAR SEAL TAR ON THE OTHER THREE BUILDINGS WAS POSITIVE FOR ASBESTOS. WE SUGGEST THAT SPECIFIC SAMPLES BE TAKEN OF MATERIAL PLANNED FOR REMOVAL PRIOR TO COMMENCEMENT OF WORK. SHINGLED ROOFS APPEARED TO BE FAIRLY NEW AND IN VERY GOOD CONDITION.

M-13	ROOF ALSO FOUNTAIN & WEST WINGS	ROOF SHINGLE DARK GRAY	NO ASBESTOS DETECTED

ASBESTOS INVENTORY

LOCATION	MATERIAL DESCRIPTION	QUANTITY
MAIN BUILDING		
SMALL LINEN CLOSETS 1ST & 2ND FLRS	FLOOR SHEET VINYL DARK BROWN	60 SQ FT EA
BOILER ROOM BASEMENT	WATER TANK INSUL. 2 TANKS	200 SQ FT EA
BOILER ROOM BASEMENT	BOILER JACKET INSUL. UNDER METAL BOILER JACKET 2 BOILERS	300 SQFT EA
SLIDING FIRE DOOR	FIRE DOOR CORE INSIDE METAL FIRE DOOR	40 SQ FT
BOILER ROOM BASEMENT	PIPE INSULATION PIPE AT WATER TANKS	EST. 150 LIN FT
CHILLER ROOM BASEMENT	PIPE ELB. INSULATION	THROUGHOUT
THROUGHOUT BUILDING	PIPE INSULATION PIPE ELBOW INSULATION	ASSUMED TO BE THROUGHOUT

INSPECTOR'S NOTE: IT IS ASSUMED THAT PIPE INSULATION EXISTS INSIDE INTERIOR WALLS AND CHASES WITH ASBESTOS INSULATION.

LARGE LINEN CLOSETS 1ST,2ND,3RD FLRS	FLOOR TILE 9X9 DARK BROWN	200 SQ FT EA
*PREVIOUS SURVEY	ROOMS,HALLS SPRAYED CEILING ABATEC SURVEY INDICATED NEGATIVE	STATED TO BE POSITIVE
ROOM 374 BEING REMODELED UNDER CERAMIC IN BATH AREA	FLOOR SHEET VINYL TAN MOSAIC TYPICAL	20 SQ FT

D

LOCATION	MATERIAL DESCRIPTION	QUANTITY
MAIN BUILDING		
*ASSUME THROUGHOUT INDIVIDUAL ROOMS	FLOOR SHEET VINYL UNDER CERAMIC TILE IN BATHS	ASBESTOS ASSUMED
INSPECTOR'S NOTE: SIMILAR SHEET VINYL WAS NOTED IN SEVERAL ROOMS WHERE CERAMIC FLOORS HAD BEEN REMOVED. IT IS ASSUMED THIS IS CONSISTENT THROUGHOUT THE MAIN HOTEL BUILDING.		
*PREVIOUS SURVEY ROOMS INSIDE AIR VENTS	CEMENTITIOUS SPRAY STATED TO BE POSITIVE ABATEC SURVEY INDICATED NEGATIVE	
ATTIC ACCESS DOOR AT STAIRWELL ROOF ACCESS LADDER	FIRE DOOR CORE INSIDE METAL FIRE DOOR	EST 8 SQ FT EA ASSUMED
ROOF AT VENTS,DORMERS	PENETRATION SEAL TAR DARK GRAY/BLACK	AT ALL VENTS, CURBS DORMERS, STACKS
KITCHEN WOMENS RESTROOM	FLOOR TILE 12X12 LIGHT GRAY	180 SQ FT
KITCHEN HALLWAYS	FLOOR SHEET VINYL BROWN MOSAIC	EST. 2500 SQ FT
WEST WING		
LAUNDRY IN BASEMENT ON LANDING BY ENGINEERING	FLOOR TILE 9X9 DARK BROWN	120 SQ FT
BASEMENT KEY SHOP AREA	FLOOR SHEET VINYL DARK BROWN MOSAIC	60 SQ FT
3RD FLOOR ROOF ROOF ACCESS LADDER LANDING	FLOOR SHEET VINYL DARK BROWN	15 SQ FT
ROOF AT VENTS/DORMERS	PENETRATION SEAL TAR DARK GRAY/BLACK	AT ALL VENTS, CURBS DORMERS, STACKS
TOWER BUILDING		
BOILER ROOM	BOILER INSULATION THERMOPAK BOILERS 2 EA INSIDE METAL JACKET	100 SQ FT EA
BOILER ROOM	BOILER INSULATION AJAX BOILERS 2 EA INSIDE METAL JACKET	80 SQ FT EA
CHILLER ROOM	PIPE ELBOW INSULAT.	18 EA

LOCATION	MATERIAL DESCRIPTION	QUANTITY
TOWER BUILDING		
THROUGHOUT BUILDING	PIPE ELBOW INSULATION	ASSUMED THROUGHOUT BLDG.
INSPECTOR'S NOTE: IT IS ASSUMED THAT PIPE INSULATION EXISTS INSIDE INTERIOR WALLS AND CHASES WITH ASBESTOS INSULATION.		
ROOM 1505 AS TYPICAL	SPRAYED CEILING TYPICAL	THROUGHOUT BLDG.
ROOM 2219 AS TYPICAL	SPRAYED CEILING TYPICAL	THROUGHOUT BLDG.
ROOM 1221 AS TYPICAL	SPRAYED CEILING TYPICAL	THROUGHOUT BLDG.
ROOM 2206 BATHROOM	FLOOR SHEET VINYL TYPICAL	20 SQ FT
THROUGHOUT INDIVIDUAL BATHROOMS	FLOOR SHEET VINYL	ASSUMED IN ROOM BATHROOMS
INSPECTOR'S NOTE: IT IS ASSUMED THAT POSITIVE FLOOR SHEET VINYL EXISTS IN VARIOUS ROOM BATH AREAS. INDIVIDUAL BATH FLOORS SHOULD BE TESTED BEFORE REMOVING.		
LINEN CLOSETS AT RM 1503 TYPICAL ALL FLOORS	FLOOR SHEET VINYL GREEN	120 SQ FT EA FLOOR
ROOF AT VENTS, CURBS	PENETRATION SEAL TAR DARK GRAY/BLACK	AT ALL VENTS, CURBS DORMERS, STACKS
FOUNTAIN BUILDING		
BOILER ROOM	BOILER INSULATION INSIDE METAL JACKET	80 SQ FT
BOILER ROOM	PIPE ELBOW INSULAT.	4 EA
CHILLER ROOM	PIPE ELBOW INSULAT.	9 EA
THROUGHOUT BUILDING	PIPE ELBOW INSULATION	ASBESTOS ASSUMED THROUGHOUT
INSPECTOR'S NOTE: IT IS ASSUMED THAT PIPE INSULATION EXISTS INSIDE INTERIOR WALLS AND CHASES WITH ASBESTOS INSULATION.		
LINEN CLOSETS 2ND & 3RD FLOOR	FLOOR TILE 9X9 GRAY	2 CLOSETS EA FLOOR 200 SQ FT EA TOTAL 800 SQ FT
BASEMENT	FLOOR SHEET VINYL DARK BROWN	800 SQ FT
LINEN CLOSET 1ST FLOOR	FLOOR TILE 9X9 DARK BROWN	200 SQ FT

LOCATION	MATERIAL DESCRIPTION	QUANTITY
FOUNTAIN BUILDING		
FW-13 ROOF AT VENTS,CURBS	PENETRATION SEAL TAR DARK GRAY/BLACK	NO ASBESTOS DETECTED

INSPECTOR'S NOTE: SIMILAR SEAL TAR ON THE OTHER THREE BUILDINGS WAS POSITIVE FOR ASBESTOS. WE SUGGEST THAT SPECIFIC SAMPLES BE TAKEN OF MATERIAL PLANNED FOR REMOVAL PRIOR TO COMMENCEMENT OF WORK. SHINGLED ROOFS APPEARED TO BE FAIRLY NEW AND IN VERY GOOD CONDITION.

No other materials were included in the sampling and analysis.

If you have any questions, or if we can be of further assistance, please contact us at (714) 380-8995.

Sincerely,

Dennis P. Hanna, CAC, REA, REP
Certified Asbestos Consultant No. 92-0016
Registered Lead Inspector No.I260
Abatec, Inc.

REGISTERED ENVIRONMENTAL ASSESSOR
DENNIS P. HANNA
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CERTIFIED ASBESTOS CONSULTANT
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LABORATORY SERVICE
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ELAP #207
NVLAP #10201

BULK SAMPLE ANALYSIS

CLIENT: ABATEC, INC.
PROJECT: FURAMA HOTEL
MANCHESTER & LINCOLN

REPORT NUMBER: 65221
REPORT DATE: 05/2/98

CLIENT SPECIMEN ID	LOCATION OF SPECIMEN	SPECIMEN DESCRIPTION & COLOR	TYPE ASBESTOS DETECTED	SPECIMEN COMPOSITION
M-1	ROOM 137	WALL PLASTER WHITE	ND	MINERALS 30% GYPSUM 50% CALCITE 20%
M-2	LINEN CLOSET 1ST & 2ND FLOOR SMALL	SHEET VINYL DARK BROWN	CH=20%	CELLULOSE 30% BINDER 50%
M-3	BOILER ROOM	TANK INSULATION WHITE	CH=60%	BINDER 40%
M-4	BOILER ROOM	BOILER JACKET INSULATION WHITE	CH=10%	VERMICULITE 30% CALCITE 60%
M-5	BOILER ROOM AT TANK	PIPE INSULATION WHITE	CH=30% AM=20%	MINERALS 10% BINDER 40%
M-6	CHILLER ROOM AT PUMP	PIPE ELBOW INSULATION WHITE	CH=5%	VERMICULITE 10% MINERALS 10% BINDER 75%
M-7	LINEN CLOSET 1,2, 3RD FLOORS	FLOOR TILE 9X9 DARK BROWN	CH=10%	MINERALS 10% CALCITE 20% BINDER 60%

ABATEC, INC.
REPORT #65221
PAGE 2

M-8	ROOM 121	SPRAYED CEILING WHITE	ND	CELLULOSE 20% VERMICULITE 10% MINERALS 10% BINDER 60%
M-9	ICE MACHINE AT ROOM 355	SHEET VINYL LIGHT CREAM	ND	CELLULOSE 80% BINDER 20%
M-10	UNDER CERAMIC BATH ROOM 374	SHEET VINYL TAN MOSAIC	CH=30%	CELLULOSE 20% MINERALS 10% BINDER 40%
M-11	ROOM 137 AIR VENT	CEMENTITIOUS SPRAY TAN	ND	VERMICULITE 10% MINERALS 40% BINDER 50%
M-12	ROOF AT VENTS	PENETRATION SEAL TAR BLACK	CH=20%	BINDER 80%
M-13	MAIN, WEST WING, FOUNTAIN	ROOF SHINGLE DARK GRAY	ND	FIBERGLASS 30% MINERALS 10% BINDER 60%
M-14	KITCHEN WOMEN'S RESTROOM	FLOOR TILE 12X12 LIGHT GRAY	CH=2%	MINERALS 10% CALCITE 28% BINDER 60%
M-15	KITCHEN	SHEET VINYL BROWN MOSAIC	CH=25%	CELLULOSE 25% MINERALS 10% BINDER 40%
M-16	KITCHEN	CEILING TILE MASTIC BROWN	ND	BINDER 100%

ASBESTOS TYPES:
CH=CHRYSOTILE CR=CROCIDOLITE A=ACTINOLITE
AN=ANTHOPHYLLITE T=TREMOLITE AM=AMOSITE ND=NONE DETECTED

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Microscopy." These materials are prepped for analyses by non-documented methods. Polarized light microscopy has been know to miss asbestos in a small percentage of samples which contain asbestos. Wipe samples, and floor tile samples with negative results may be further tested using SEM or TEM. Asbestos is typically quantified using the visual area estimation technique. This method involves visually comparing the asbestos versus the non asbestos material present in the sample or sample layer. -This is accomplished by gross examination of homogenous slide preparations under the polarized light microscope. Each sample is initially examined under a stereo microscope at a magnification of 8 to 50 times. Fibrous material was differentiated based upon morphology. Portion of each sample was examined under polarized light using a Nikon microscope with a McCrone dispersion staining objective under 100 times magnification. Optical characteristics of the fibrous material were examined to determine the mineralogy of the fiber. The observed optical characteristics include angle of extinction, sign of elongation, and dispersion staining colors. None detected is only reported after a thorough search utilizing appropriate sample preparation techniques is conducted and no asbestos is detected. The result does not imply that no asbestos is present: the method is not capable of making that determination. Rather, it implies that either asbestos is not present, or if it is, it is likely to be less than one percent of the sample. All samples submitted to this laboratory facility will be disposed of, unless client specifically requests the subject samples returned. HI-TECH Environmental must be notified at the time of receipt in order to guarantee that samples will be stored in the laboratory. HI-TECH is a participatorNVLAP NUMBER 102013. This report may not be used by the client to claim product endorsement by NVLAP or any agency of the U.S. Government. All information submitted to this company is proprietary. It is not our policy to distribute the customer's information, without the express written consent of the customer. This report shall not be reproduced except in full, without the full written approval of this laboratory.

Gwenda Hatcher, Principal

James Thornbrugh, II
Laboratory Supervisor

Michael Saulenas
Approved Signature

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NVLAP #102013

BULK SAMPLE ANALYSIS

CLIENT: ABATEC, INC.
PROJECT: FURAMA HOTEL
WEST WING

REPORT NUMBER: 65215
REPORT DATE: 05/22/98

CLIENT SPECIMEN ID	LOCATION OF SPECIMEN	SPECIMEN DESCRIPTION & COLOR	TYPE ASBESTOS DETECTED	SPECIMEN COMPOSITION
WW-1	BOILER ROOM	PIPE ELBOW INSULATION WHITE	ND	FIBERGLASS 20% MINERALS 10% CALCITE 60% BINDER 10%
WW-2	CHILLER ROOM	PIPE ELBOW INSULATION WHITE	ND	FIBERGLASS 20% MINERALS 10% CALCITE 60% BINDER 10%
WW-3	BOILER ROOM	BOILER INSULATION BROWN/TAN	ND	MINERALS 20% CALCITE 10% BINDER 70%
WW-4	BASEMENT LAUNDRY CHUTE LANDING	FLOOR TILE 9X9 DARK BROWN	CH=10%	MINERALS 10% CALCITE 10% BINDER 80%
WW-5	ROOM 611	SPRAYED CEILING WHITE	ND	MINERALS 10% CALCITE 50% PERLITE 10% BINDER 30%

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WW-6	ROOM 402	SPRAYED CEILING WHITE	ND	MINERALS 10% CALCITE 80% PERLITE 10%
WW-7	AT BASEMENT REST ROOMS	SPRAYED CEILING WHITE	ND	CELLULOSE 20% CALCITE 60% PERLITE 10% BINDER 10%
WW-8	BASEMENT KEY AREA	FLOOR VINYL BROWN MOSAIC	CH=20%	CELLULOSE 10% MINERALS 10% BINDER 60%
WW-9	3RD FLOOR ROOF LADDER LANDING	FLOOR VINYL DARK BROWN	CH=20%	CELLULOSE 30% SYNTH FIBER 10% BINDER 40%
WW-10	3RD FLOOR ATTIC	FIREPROOFING IN ATTIC WHITE	ND	MINERALS 40% CALCITE 60%
WW-11	DARK GRAY	PENETRATION SEAL TAR BLACK	CH=15%	BINDER 85%

ASBESTOS TYPES:
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Gwenda Hatcher, Principal

James Thornbrugh, II
Laboratory Supervisor

Michael Saulenas
Approved Signature

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NVLAP #10201

BULK SAMPLE ANALYSIS

CLIENT: ABATEC, INC.
PROJECT: FURAMA HOTEL TOWER

REPORT NUMBER: 65226
REPORT DATE: 05/22/98

CLIENT SPECIMEN ID	LOCATION OF SPECIMEN	SPECIMEN DESCRIPTION & COLOR	TYPE ASBESTOS DETECTED	SPECIMEN COMPOSITION
FT-1	BOILER ROOM AT AJAX BOILERS	PIPE ELBOW INSULATION GRAY	ND	SYNTH FIBER 20% MINERALS 60% BINDER 20%
FT-2	THERMO PACK BOILERS	BOILER INSULATION WHITE	CH=30%	CELLULOSE 20% VERMICULITE 10% BINDER 40%
FT-3	AJAX BOILERS	BOILER INSULATION TAN	CH=10%	CELLULOSE 20% VERMICULITE 20% BINDER 50%
FT-4	CHILLER ROOM	ELBOW INSULATION WHITE	CH=2%	MINERAL WOOL 38% GYPSUM 60%
FT-5	ROOM 1505	SPRAYED CEILING WHITE	CH=5%	CELLULOSE 30% CALCITE 55% BINDER 10%
FT-6	ROOM 2219	SPRAYED CEILING WHITE	CH=5%	CELLULOSE 30% CALCITE 55% BINDER 10%
FT-7	ROOM 1221	SPRAYED CEILING WHITE	CH=5%	CELLULOSE 35% CALCITE 60%

FT-8	ROOM 2206 BATH	SHEET VINYL MED. CREAM	CH=25%	CELLULOSE 15% BINDER 60%
FT-9	LINEN CLOSET AT 1503 TYPICAL ALL FLOORS	SHEET VINYL GREEN	CH=25%	CELLULOSE 30% BINDER 45%
FT-10	AT ICE MACHINE ROOM 1505	SHEET VINYL DARK BLUE	ND	MINERALS 10% CALCITE 30% BINDER 60%
FT-11	ROOM 2219 BATH	SHEET VINYL LIGHT MAUVE	ND	CELLULOSE 30% SYNTH FIBER 30% BINDER 40%
FT-12	BOILER ROOM	WALL PLASTER WHITE	ND	FIBERGLASS 10% GYPSUM 90%
FT-13	ELEVATOR ROOM	BEAM PLASTER WHITE	ND	MINERALS 60% PERLITE 10% BINDER 30%
FT-14	ROOF	ROOFING BLACK	ND	CELLULOSE 10% FIBERGLASS 20% MINERALS 10% BINDER 60%
FT-15	ROOF	PENETRATION SEAL TAR BLACK	CH=20%	BINDER 80%

ASBESTOS TYPES:
CH=CHRYSOTILE CR=CROCIDOLITE A=ACTINOLITE
AN=ANTHOPHYLLITE T=TREMOLITE AM=AMOSITE ND=NONE DETECTED

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is typically quantified using the visual area estimation technique. This method involves visually comparing the asbestos versus the non asbestos material present in the sample or sample layer. This is accomplished by gross examination of homogenous slide preparations under the polarized light microscope. Each sample is initially examined under a stereo microscope at a magnification of 8 to 50 times. Fibrous material was differentiated based upon morphology. Portion of each sample was examined under polarized light using a Nikon microscope with a McCrone dispersion staining objective under 100 times magnification. Optical characteristics of the fibrous material were examined to determine the mineralogy of the fiber. The observed optical characteristics include angle of extinction, sign of elongation, and dispersion staining colors. None detected is only reported after a thorough search utilizing appropriate sample preparation techniques is conducted and no asbestos is detected. The result does not imply that no asbestos is present: the method is not capable of making that determination. Rather, it implies that either asbestos is not present, or if it is, it is likely to be less than one percent of the sample. All samples submitted to this laboratory facility will be disposed of, unless client specifically requests the subject samples returned. HI-TECH Environmental must be notified at the time of receipt in order to guarantee that samples will be stored in the laboratory. HI-TECH is a participatorNVLAP NUMBER 102013. This report may not be used by the client to claim product endorsement by NVLAP or any agency of the U.S. Government. All information submitted to this company is proprietary. It is not our policy to distribute the customer's information, without the express written consent of the customer. This report shall not be reproduced except in full, without the full written approval of this laboratory.

Gwenda Hatcher, Principal

James Thornbrugh, II
Laboratory Supervisor

Michael Saulenas
Approved Signature



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ELAP #2073
NVLAP #102013

BULK SAMPLE ANALYSIS

CLIENT: ABATEC, INC.
PROJECT: FURAMA HOTEL
FOUNTAIN WING

REPORT NUMBER: 65214
REPORT DATE: 05/22/98

CLIENT SPECIMEN ID	LOCATION OF SPECIMEN	SPECIMEN DESCRIPTION & COLOR	TYPE ASBESTOS DETECTED	SPECIMEN COMPOSITION
F W-1	BOILER ROOM	BOILER JACKET INSULATION BROWN/TAN	CH=5%	CELLULOSE 10% VERMICULITE 10% CALCITE 75%
F W-2	BOILER ROOM	PIPE ELBOW INSULATION TAN	CH=10%	MINERAL WOOL 20% CALCITE 30% BINDER 40%
F W-3	CHILLER ROOM	PIPE ELBOW INSULATION WHITE	CH=10%	MINERAL WOOL 30% CALCITE 30% BINDER 30%
F W-4	ATTIC ABOVE 3RD FLOOR	SPRAYED FIREPROOF WHITE	ND	CALCITE 60% PERLITE 20% BINDER 20%
F W-5	LINEN CLOSET 2ND & 3RD FLOORS	FLOOR TILE 9X9 GRAY	CH=15%	MINERALS 10% CALCITE 15% BINDER 60%
F W-6	BASEMENT	FLOOR VINYL BROWN	CH=30%	MINERALS 10% BINDER 60%

ABATEC, INC.
REPORT #65214
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F W-7	LINEN CLOSET BY ROOM 811	SPRAYED CEILING WHITE	ND	CELLULOSE 10% CALCITE 60% PERLITE 20% BINDER 10%
F W-8	2ND FLOOR LINEN CLOSET	SPRAYED CEILING WHITE	ND	CALCITE 70% PERLITE 20% BINDER 10%
F W-9	ROOM 815	SPRAYED CEILING WHITE	ND	CELLULOSE 20% CALCITE 50% PERLITE 30%
F W-10	3RD FLOOR LINEN	INTER. WALL PLASTER TAN	ND	MINERALS 60% GYPSUM 40%
F W-11	ROOM 815 BATH	FLOOR VINYL WHITE	ND	CELLULOSE 60% SYNTH FIBER 30% BINDER 10%
F W-12	1ST FLOOR LINEN CLOSET	FLOOR VINYL 9X9 DARK BROWN	CH=10%	MINERALS 10% CALCITE 10% BINDER 70%
F W-13	ROOF	PENETRATION SEAL TAR BLACK	ND	SYNTH FIBER 30% BINDER 70%

ASBESTOS TYPES:
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present in the sample or sample layer. This is accomplished by gross examination of homogenous slide preparations under the polarized light microscope. Each sample is initially examined under a stereo microscope at a magnification of 8 to 50 times. Fibrous material was differentiated based upon morphology. Portion of each sample was examined under polarized light using a Nikon microscope with a McCrone dispersion staining objective under 100 times magnification. Optical characteristics of the fibrous material were examined to determine the mineralogy of the fiber. The observed optical characteristics include angle of extinction, sign of elongation, and dispersion staining colors. None detected is only reported after a thorough search utilizing appropriate sample preparation techniques is conducted and no asbestos is detected. The result does not imply that no asbestos is present: the method is not capable of making that determination. Rather, it implies that either asbestos is not present, or if it is, it is likely to be less than one percent of the sample. All samples submitted to this laboratory facility will be disposed of, unless client specifically requests the subject samples returned. HI-TECH Environmental must be notified at the time of receipt in order to guarantee that samples will be stored in the laboratory. HI-TECH is a participatorNVLAP NUMBER 102013. This report may not be used by the client to claim product endorsement by NVLAP or any agency of the U.S. Government. All information submitted to this company is proprietary. It is not our policy to distribute the customer's information, without the express written consent of the customer. This report shall not be reproduced except in full, without the full written approval of this laboratory.

Gwenda Hatcher, Principal

James Thornbrugh, II
Laboratory Supervisor

Michael Saulenas
Approved Signature

ENCLOSURE VI – PREVIOUS ASBESTOS SURVEY REPORTS

1. Limited Asbestos Assessment, Airport Marina Hotel Complex, Lincoln Boulevard and Manchester Avenue, Los Angeles, Ca, Dated 8/28/1995.

2. A letter report for Airborne Asbestos, Airport Marina Hotel Complex, Lincoln Boulevard and Manchester Avenue, Los Angeles, Ca, Dated 9/30/1996.

3. A letter report for Results of Testing Asbestos Containing Building materials, Ballroom and Attic, Furama Hotel, 6601 Lincoln Boulevard, Los Angeles, Ca, 90045, dated 2/6/1997

LIMITED ASBESTOS ASSESSMENT
Airport Marina Hotel Complex,
Lincoln Boulevard and Manchester Avenue
Los Angeles, California

American EnviroTest Report No. AMW-001

Prepared for

Fritz Burns Foundation
4001 W. Alameda, Suite 203
Los Angeles, CA 91505
May 26, 1995

by

Signature of AHERA-Certified Inspector

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1.0 SCOPE OF WORK

American EnviroTest conducted a Limited Asbestos Assessment on April 3 and April 5, 1995 of representative materials within the Airport marina Hotel complex buildings. Enid Cohn Gary of American EnviroTest, a California Certified Asbestos Consultant (refer to Appendix 7.1), who maintains current AHERA certifications as a Building Inspector/ Management Planner and Contractor/Supervisor-Project Designer (California Asbestos Consultant Number 92-0786) performed the assessment by visually inspecting and sampling the interior and exterior of the on-site structure to identify suspected asbestos-containing materials (ACMs). The inspection was non-destructive in nature and included readily accessible areas only. The purpose of the asbestos sampling was to assess whether ACMs were present in a limited number of units within the buildings on site, and was therefore limited by North Park Mortgage Company to collection and analysis of approximately ten (10) bulk samples. A total of nine (9) bulk samples of suspect ACM were collected using standard bulk sampling techniques. The collected samples were analyzed utilizing polarized light microscopy (PLM) by Forensic Analytical Specialties, Inc., a certified analytical laboratory.

The asbestos assessment that was performed was an assessment of the extent and existing condition of the on-site ACMs. A number of samples were taken in areas of suspect ACMs, with each sample numbered and identified in this report by location, content, and type of asbestos. One sample of exterior stucco material from one building was included in the samples collected and analyzed.

2.0 BUILDING DESCRIPTION

The nine buildings on the site include one, two, and three-story, wood-frame, slab-on-grade structures, and a twelve-story concrete-encased steel-frame tower building. Generally, interior walls covered with drywall and/or plaster. The buildings had built-up, composition, or asphalt shingle roofs. According to on-site maintenance personnel, several roofs have been replaced within the past five to ten years. Based on building permit information, all but two of the buildings on the site were apparently constructed between 1958 and 1969. The remaining two buildings were constructed in the late 1980s, and thus are considered to have a low potential for asbestos-containing materials.

Floors in the buildings were generally covered with vinyl floor tile, sheet-type flooring material, and/or carpet. Drop-type ceilings with acoustic ceiling tile were observed in office areas. Spray-applied acoustic ceilings were observed in hotel guest rooms, hotel halls, and retail units. Spray-applied fireproofing material was observed on wood frame elements in the air plenum of the Main hotel building (refer to Appendix 7.2 - Color Photographs of Suspect ACMs).

Information provided by the hotel Chief Engineer, Mr. Louis Smith, indicated that samples of the fireproofing material on wood frame elements in the hotel building air plenum and spray-applied acoustic ceiling material from the three-story hotel buildings had been reported positive for asbestos. Therefore, these materials were not sampled.

The building material types that were sampled during the course of this study included thermal insulation, surfacing and miscellaneous materials. (Fiberglass insulation, which was observed on some pipe runs, is considered to be a material that does not contain asbestos.) Surfacing materials are materials that are sprayed, trowelled, or otherwise applied to surfaces in buildings. Thermal insulation materials are those materials applied to pipes, fittings, boilers, tanks, ducts or other interior structural components to prevent heat loss or gain, water condensation, or other purposes. Miscellaneous materials are all other building

materials that are neither surfacing nor thermal insulation. The surfacing materials that were sampled during the asbestos assessment included spray-applied acoustic ceiling material, drywall/plaster, and exterior stucco. The miscellaneous material that was sampled during the survey included floor tile and mastic.

3.0 INVESTIGATIVE METHODS

3.1 Sampling Protocols

The asbestos survey and bulk sampling procedures were derived from the 1985 Environmental Protection Agency (EPA) publication, Guidance for Controlling Asbestos Containing Materials in Buildings (EPA Doc. No. 560/5-85-024). In general, the sampling methods were as follows:

- Site plans were reviewed and discussed with the facility managers and maintenance personnel (in this case, with the real estate agent).
- Access was granted to all functional spaces in the buildings on site except roofs of the hotel and commercial buildings.
- The interior and exterior of the buildings were visually inspected for homogeneous thermal, surfacing and miscellaneous building materials prior to sample collection. Safe access to some of the roof could not be provided at the time of the asbestos assessment.
- A work station was set up at each sampling location so that labels could be prepared and sample location maps could be sketched. A permanent marker was used on each label.
- Personal protective equipment, including a half-face air purifying respirator, latex gloves, and safety glasses, were donned before sample collection.
- To reduce release of fibers to the environment, amended water was applied to the building materials that were to be sampled.
- A small piece of building material (about the size of a thumbnail) was cut or cored and placed into a labeled Whirl Pak or zipper bag and properly closed with an air-tight seal.
- Each sample was double-bagged.
- The area of the sampled building material was photographed.
- The sampling equipment was decontaminated and wastes were carried off site.

3.2 Laboratory Analytical Methods

Samples were analyzed by Forensic Analytical Specialties, Inc., an American Industrial Hygiene Association (AIHA) accredited and EPA-accredited Asbestos Hazard Emergency Response Act (AHERA) laboratory, according to the guidelines set forth in the National Institute of Occupational Safety and Health (NIOSH) draft Method 7403, and the EPA interim Method. Both methods use polarized light microscopy with dispersion staining for identification. Samples are first examined stereoscopically for homogeneity, and then representative samples are mounted in Cargile liquids to determine the type(s) of asbestos present. Six types of asbestos known to have been used in the United States are chrysotile, amosite, crocidolite, anthophyllite, tremolite, and actinolite.

4.0 SURVEY RESULTS

During the limited site investigation, eight different homogenous building materials suspected to contain asbestos were selected from those observed on the subject site. Those homogenous materials selected for the limited asbestos sampling were browncoat drywall found in the back storage room areas of the Alpha Beta grocery, spray-applied acoustic ceiling material in the retail tenant spaces, spray-applied acoustic ceiling material in a typical hotel Tower room, two different types of floor tile with mastic found in retail tenant spaces, pipe insulation from the chiller room of the hotel Tower building, and boiler insulation from the Main hotel building. Because this survey was intended as a limited survey to assess whether ACMs were present on site, the total number of samples was limited to approximately ten. A total of nine (9) bulk building material samples were collected from the areas within four of the buildings on the site for laboratory analysis. Both friable (those which can be pulverized with hand pressure) and non-friable materials were sampled. Of the samples collected and analyzed, four were found to contain asbestos. In addition to collected samples, a fire door which may have an asbestos-containing core was observed at the entrance to the boiler room of the Main hotel building.

One sample of tan 9-inch by 9-inch vinyl floor tile was collected from Suite 230, 8639 Lincoln Boulevard. This sample was reported by the laboratory to contain asbestos (refer to Appendix 7.3). Analytical results are summarized in Table 1.

Two samples of spray-applied acoustic ceiling material were collected from first floor tenant spaces in the 8639 Lincoln Boulevard building. Neither of these samples was reported to contain asbestos.

One sample of white 9-inch by 9-inch vinyl floor tile over a grey vinyl floor tile was collected from the drug store in the 8701 Lincoln Boulevard building. The sample was reported by the laboratory to contain asbestos in the tile.

One sample of white, plaster-like insulation on a pipe run from the chiller room of the hotel Tower building. Some damage to pipe insulation was observed in this area, as well as to similar insulation in other areas of the hotel. Asbestos was reported by the laboratory to present in this sample.

One sample of the boiler insulation on a Boiler #1 in the Main hotel building. Some limited damage to the boiler insulation was observed. Asbestos was reported by the laboratory to present in this sample.

Asbestos was not detected by the laboratory in the three other samples collected. These samples were collected from spray-applied acoustic ceiling in a typical room of the hotel Tower building, the browncoat drywall from the grocery store, and the acoustic ceiling tile from the Suite 200 office in the 8639 Lincoln Building (refer to Table 1 below, and Appendix 7.3).

Table 1
Summary of Analytical Results
Airport Marina Hotel Complex
Los Angeles, California

Sample Number	Sample Location	Sample Description	Percent Asbestos	Friable/ Condtion
ECG-40395-01	Compressor Room wall, Alpha Beta Grocery	Browncoat Drywall	ND < 1	Friable, Good
ECG-40395-02	Hall closet floor, Unit 3644-E	Tan 9" x 9" vinyl floor tile with black mastic	5-10%	Non-friable, Local Damage
ECG-40395-03	Toy Palace, 8639 Lincoln Boulevard	Spray-applied acoustic ceiling material	ND < 1	Friable, Local Damage
ECG-40395-04	Drug Store, 8701 Lincoln Boulevard	White fleck 9" x 9" vinyl floor tile/mastic over grey floor tile	1-5%	Non-friable, Good
ECG-40395-05	Barber Shop, 8639 Lincoln Boulevard	Spray-applied acoustic ceiling material	ND < 1	Friable, Good
ECG-40395-06	Office, Suite 200, 8639 Lincoln Boulevard	2-feet by 4-feet acoustic ceiling tile	ND < 1	Friable, Local Damage
ECG-40595-07	Pipe lagging, Chiller room, hotel Tower building	Pipe lagging insulation	1-5%	Friable, Damaged
ECG-40595-08	Typical room (1602), hotel Tower building	Spray-applied acoustic ceiling material	ND < 1	Friable, Good
ECG-40595-09	Main hotel building boiler room	Boiler insulation	35-40%	Friable, Good

5.0 MANAGEMENT OPTIONS

The following is a summary of EPA's comparison of asbestos control alternatives. Outlined in the comparison are their opinions as to some of the advantages and disadvantages of each control method, and when the methods are appropriate or inappropriate. Practical experience in dealing with asbestos may indicate different decisions in some cases.

5.1 Management Program - Special O&M Program with Regular Periodic Inspection

Advantages of Method:

- Low initial cost.

Disadvantages of Method:

- ACM remains;
- Special operations program required to prevent damage of material during maintenance or renovation; and
- Periodic reinspection required to assess material condition and potential for erosion or disturbance.

Appropriate Applications:

- As a temporary measure until another alternative is selected;
- Material is in good condition and has low potential for deterioration or disturbance; and
- Material is non-friable.

Inappropriate Applications:

- Material not in good condition or has high potential for deterioration or disturbance and subsequent exposure.

General Comments:

- Trained competent personnel must be utilized for maintenance and operations; and
- Special building cleaning practices are essential.

5.2 Removal

Advantages of Method:

- Eliminates asbestos source permanently; and
- Eliminates need for special operations and maintenance program.

Disadvantages of Method;

- High initial cost;
- Removal procedure can be difficult and must be safely and correctly performed to exact specifications;
- Replacement with substitute material may be necessary; and
- Porous surfaces may also require encapsulation.

Appropriate Applications:

- Many factors dictate when and how removal should be done.

Inappropriate Applications:

- Certain applications necessitate thorough consideration and extensive planning before executing removal.

General Comments:

- Containment barriers needed;
- Worker protection required;
- Wet removal is required for all types of asbestos; and
- Unusual circumstances, complex surfaces, and the presence of utilities may require special removal techniques.

5.3 Encapsulation

Advantages of Method:

- Reduces asbestos fiber release from material;
- Initial cost may be lower than removal; and
- Does not require replacement of material.

Disadvantages of Method:

- Asbestos source remains and must be removed later;

- If material is not in good condition, encapsulant may cause material to delaminate;
- Periodic reinspection required to check for damage or deterioration;
- Repair of damaged or deteriorated encapsulated surfaces is required;
- Encapsulated surface is difficult to remove and may require dry removal techniques later;
- Long-term cost may be higher than removal; and
- Encapsulant will alter the fire rating of the building if used on structural steel.

Appropriate Applications:

- When materials require their isolation from building occupants (e.g. exposed pipe); and
- Disturbance or entry into enclosed area unlikely.

Inappropriate Applications:

- Damaged or deteriorating materials causing rapid fiber release;
- Water damage evident;
- Damage or entry into enclosure likely; and
- Insufficient room to build enclosure.

General Comments:

- Containment barriers needed;
- Use of tools with high efficiency particulate air (HEPA) filtered vacuum attachments advisable; and
- Worker protection required.

5.4 Summary and Conclusion

Because several of the building materials that were sampled tested positive for asbestos, including floor tile with mastic and thermal system insulation on pipes and boilers, management of building materials sampled during the asbestos assessment may be required at this time. It is recommended that based on the results of this limited survey, all non-fiberglass pipe and boiler insulation be considered to be asbestos-containing. Floor tile with mastic and fire doors are generally considered to be non-friable, unless broken or otherwise damaged. Spray-applied fireproofing material (on wood-frame elements in the air plenum), spray-applied acoustic

ceiling material, and pipe and boiler insulation are generally considered to be friable, but can be managed in-place as long as it is in good condition and not mechanically disturbed or otherwise damaged. Non-friable materials and most friable materials that are in good condition are generally considered to pose limited risk of exposure to humans, and may be managed in-place by an Operations and Maintenance (O&M) plan. Preliminary estimated cost to develop an O&M plan would be approximately $1,500 to $2,500. Initial implementation of that O&M plan would cost an estimated additional $1,000 to $2,000. American EnviroTest is fully qualified to develop and implement O&M plans.

Because the survey conducted for this project was for informational purposes only, and was limited by the client to the collection and analysis of nine samples, results discussed in this report apply only to those areas sampled during the course of this assessment, and those items previously reported to contain asbestos. Although these results, particularly those indicating asbestos was not detected in certain materials, can not be considered conclusive due to the limited nature of the survey, they may be used to provide guidance. It is recommended that additional asbestos sampling be conducted prior to any disruption, removal, or damage of suspected ACMs, including spray-applied acoustic ceiling material, and 9-inch by 9-inch vinyl floor tile located throughout the Airport Marina Hotel complex. Spray-applied acoustic ceilings in the retail building at 8639 Lincoln Boulevard do not appear to be asbestos containing, but at least three additional samples of this material should be collected and analyzed to verify this result prior to any significant remodelling or demolition activity that would involve removing the ceiling. Based on physical appearance and the limited analytical results, acoustic ceiling tiles in the retail building do not appear to be of the type that typically contains asbestos.

Friable ACMs which are subject to disturbance by airflow, such as fireproofing on wood frame elements in the air plenum of the hotel building, have a limited potential to pose a health risk to exposed persons. Collection of representative air samples for airborne asbestos analysis is recommended for these areas to assess the potential health risk to both employees and guests. Following the initial sampling, periodic repeat sampling, at least once yearly is recommended.

Under AHERA, abatement in the form of removal, encapsulation, or repair is the recommended option for damaged ACMs. Where damage is localized, smaller scale removal or repair options may be

implemented. Where damage is localized, smaller scale removal or repair options may be implemented. At this time, it is recommended that repairs be made to damaged piping insulation to control releases of asbestos. Once repairs are made, pipe and boiler insulation may be managed under the O&M Plan.

At some time in the future, ACMs may need to be removed due to damage or prior to commencement of renovation, remodeling, or demolition activities. Information provided to American EnviroTest personnel by abatement contractors indicates that estimated costs for abatement of flooring materials may range up to approximately $5 to $6 per square foot. Estimated costs for abatement of spray-applied acoustic ceiling material also may range from less than $5 per square foot, to over $10 per square foot. Costs for removal of thermal system insulation on pipes and boilers vary widely, and depend on thickness of the pipe, accessibility of the material, and many other factors. These costs do not include the cost of air monitoring outside the containment area, which are on the order of approximately $1,000 per day, and would depend on the number of days abatement required. These costs may vary depending on when abatement work is conducted, which contractor is selected, numbers on containment areas needed, and other factors. American EnviroTest is not an asbestos abatement contractor, and therefore would not perform abatement work. However, American EnviroTest is fully qualified to assist in selecting abatement contractors and in providing abatement oversight. American EnviroTest recommends that if the removal option is selected, at least three bids from licensed reputable abatement contractors be obtained and reviewed.

This asbestos assessment is for informational purposes only, and is based on collection and analysis of a limited number of samples of suspected asbestos-containing materials. Asbestos-containing materials beyond those sampled and analyzed for this report may be present in the buildings on the subject site. Reported results contained in this asbestos assessment are not to be used for renovation, remodelling, demolition, or asbestos abatement purposes.

6.0 LIMITATIONS

The information presented above is based upon the agreed upon scope of work outlined in the above Report text. This asbestos assessment is for informational purposes only, and is based on collection and analysis of a limited number of samples of suspected asbestos-containing materials. Reported results contained in this asbestos assessment are not to be used for renovation, remodelling, demolition, or asbestos abatement purposes. American EnviroTest makes no warranties or guarantees as to the accuracy or completeness of information obtained from or compiled by others. It is possible that information exists beyond the scope of this investigation. Additional information which was not found or available to American EnviroTest at the time of writing the Report may result in modification of the information presented. The report is not a legal opinion. The services performed by American EnviroTest have been conducted in a manner consistent with the level of care ordinarily exercised by members of our profession currently practicing under similar conditions. No other warranty, expressed or implied, is made.

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7.0 APPENDICES

7.1 AHERA Cal-OSHA Certifications

7.2 Color Photographs of Suspect ACMs

7.3 ACM Sample Analytical Reports

7.2 Color Photographs of Potential ACM Samples

SITE: Airport Marina Hotel Complex
DATE: April 1995
CAMERA: Vivitar 35 mm



Photo 1: View of spray-applied acoustic ceiling in hall of Main hotel building previously identified as ACM.

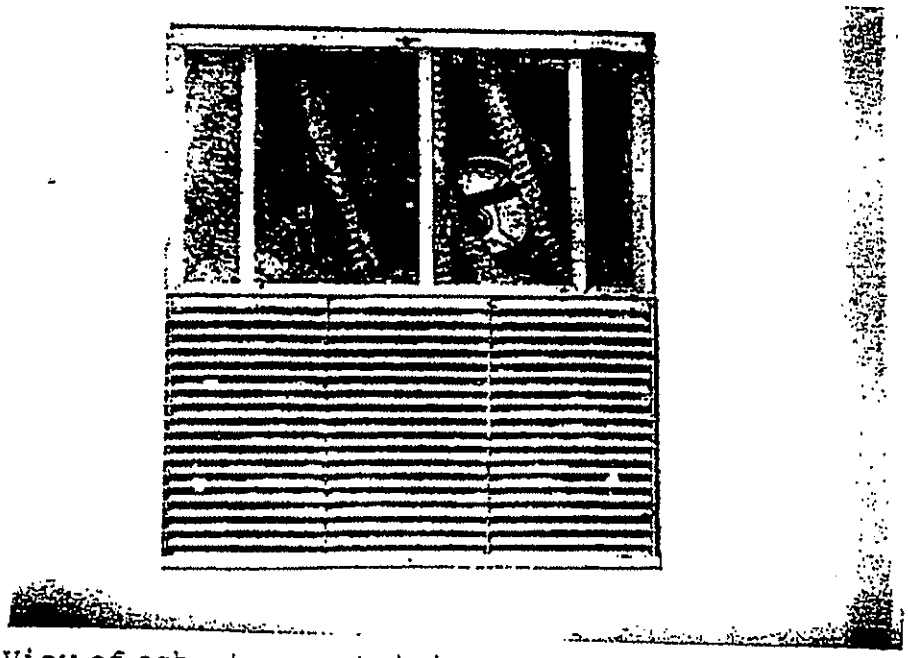


Photo 2: View of asbestos-containing spray-applied fireproofing on wood structural elements in air plenum of hotel building.

SITE: Airport Marina Hotel Complex
DATE: April 1995
CAMERA: Vivitar 35 mm

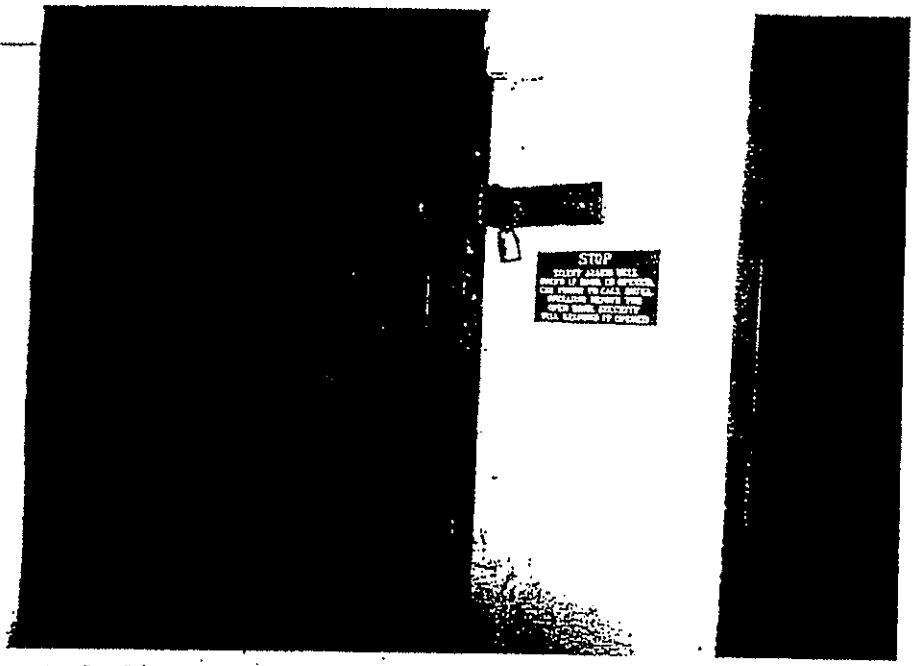


Photo 3: Metal fire door with possible asbestos core on entrance to boiler room in Main hotel building.



Photo 4: Asbestos-containing pipe joint insulation in rooftop HVAC area of Airport Marina Hotel Tower building.

SITE: Airport Marina Hotel Complex
DATE: April 1995
CAMERA: Vivitar 35 mm

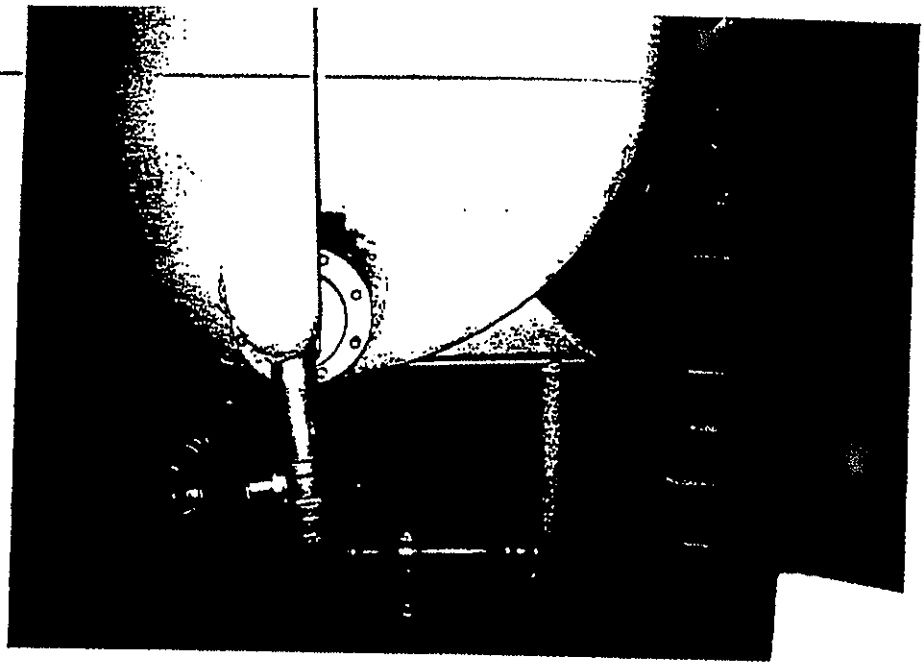


Photo 5: Asbestos-containing insulation on boiler in basement of Main hotel building.



Photo 6: View of suspected ACM 9"x9" vinyl floor tile in basement of West Wing of Airport Marina Hotel.

SITE: Airport Marina Hotel Complex
DATE: April 1995
CAMERA: Vivitar 35 mm



Photo 7: View of damage to spray-applied ceiling in Toy store, location of Sample ECG-40395-03.



Photo 8: Location of Sample ECG-40395-02, asbestos-containing tan floor tile and mastic under carpet in second floor office area.

SITE: Airport Marina Hotel Complex
DATE: April 1995
CAMERA: Vivitar 35 mm

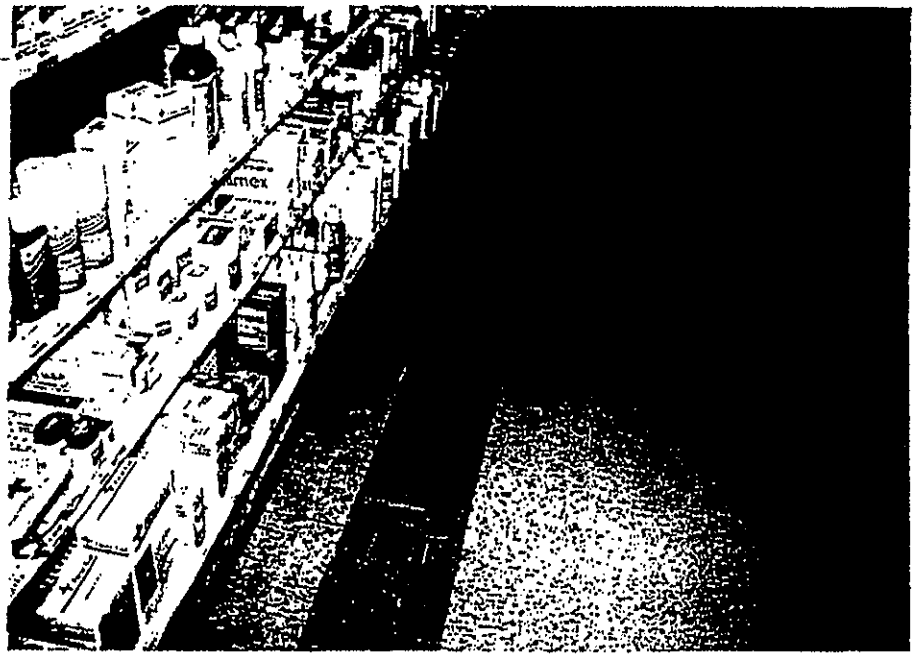


Photo 9: Location of Sample ECG-40395-04, asbestos-containing vinyl floor tile and mastic in drug store.

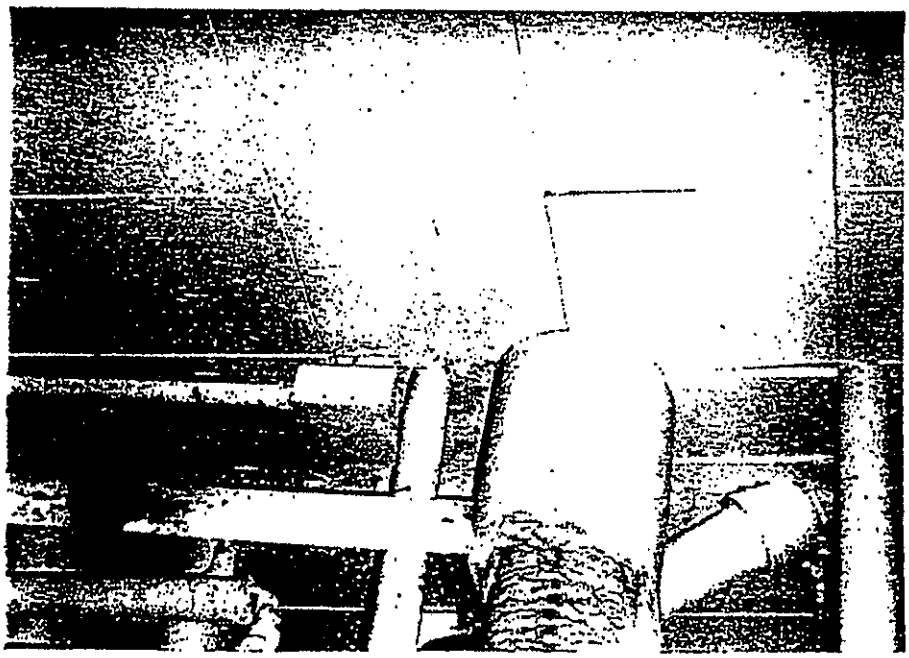


Photo 10: View of damaged suspected asbestos-containing insulation on pipe in hotel support area.

7.3 ACM Sample Analytical Reports

Forensic Analytical
Analytical Consultants
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Los Angeles • 2330 Rancho Dominguez Parkway, Rancho Dominguez, CA 90221 • Phone 310/763-2374 • Fax 310/763-8684

Bulk Asbestos Analysis Summary

40 CFR 763, Subpart F, Appendix A (AHERA)

Client:
American Environtest

17744 Skypark Circle, #210
Irvine, CA 92714

Client ID: 5450
Report Number: 573336
Date Received: 04/06/9

P.O. Num:
Job ID: BRN-001
Site: Westchester, CA.

Sample Number / Location/Description	Date Col.	Lab Num.	Asbestos Present	(Breakdown by type)
ECG-40395-01 Alpha Beta - Drywall.	04/03/95	59513332	Non-Det.%	
ECG-40395-02 2nd floor/karate - Floor tile and mastic.	04/03/95	59513333	5-10%	Chrysotile (5-10%)
ECG-40395-03 Toy store - Ceiling.	04/03/95	59513334	Non-Det.%	
ECG-40395-04 Drug store - Floor tile and mastic, speckled tile over gray tile.	04/03/95	59513335	1-5%	Chrysotile (1-5%)
ECG-40395-05 Barber shop closet - Ceiling.	04/03/95	59513336	Non-Det.%	
ECG-40395-06 2nd floor office - Drop ceiling.	04/03/95	59513337	Non-Det.%	
ECG-40595-07 Tower building - Pipe insulation & 2 small pieces of pipe insulation wrap.	04/05/95	59513338	1-5%	Chrysotile (1-5%)
ECG-40595-08 Tower building - Ceiling.	04/05/95	59513339	Non-Det.%	

Matilde Antillon

Matilde Antillon, Laboratory Supervisor, Rancho Dominguez Laboratory

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Forens Analytical
Analytical Report
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Los Angeles • 2350 Paul Revere Commerce Drive, Rancho Dominguez, CA 90221 • Phone 310/763-2374 • Fax 310/763-8684

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P.O. Num:
Job ID: BRN-001
Site: Westchester, CA.

Sample Number / Location/Description	Date Col.	Lab Num.	Asbestos Present	(Breakdown by type)
ECG-40395-01 Alpha Beta - Drywall.	04/03/95	59513332	Non-Det.%	
ECG-40395-02 2nd floor/karate - Floor tile and mastic.	04/03/95	59513333	5-10%	Chrysotile (5-10%)
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ECG-40595-08 Tower building - Ceiling.	04/05/95	59513339	Non-Det.%	

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Matilde Antillon, Laboratory Supervisor, Rancho Dominguez Laboratory

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Forensic Analytical
Analytical Report

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Los Angeles • 1904 East Dominguez St., Unit L, Long Beach, CA 90810 • Phone 310/763-2374 • Fax 310/763-8684

Bulk Asbestos Analysis Summary

40 CFR 763, Subpart F, Appendix A (AHERA)

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merican Envirotest

.7744 Skypark Circle, #210
:rvine, CA 92714

Client ID: 5450
Report Number: 573336
Date Received: 04/06/95

).O. Num:
Job ID: BRN-001
Site: Westchester, CA.

Sample Number / Location/Description	Date Col.	Lab Num.	Asbestos Present	(Breakdown by type)
ECG-40595-09 Main building - Boiler insulation and canvas wrap.	04/05/95	59513340	35-40%	Chrysotile (10-15%) Amosite (20-25%)

Matilde Antillon

Matilde Antillon, Laboratory Supervisor, Rancho Dominguez Laboratory

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Bulk Asbestos Analysis Summary

40 CFR 763, Subpart F, Appendix A (AHERA)

Client:
American Envirotest

17744 Skypark Circle, #210
Irvine, CA 92714

Client ID: 5450
Report Number: 573336
Date Received: 04/06/9

P.O. Num:
Job ID: BRN-001
Site: Westchester, CA.

Sample Number / Location/Description	Date Col.	Lab Num.	Asbestos Present	(Breakdown by type)
ECG-40595-09 Main building - Boiler insulation and canvas wrap.	04/05/95	59513340	35-40%	Chrysotile (10-15%) Amosite (20-25%)

Matilde Antillon, Laboratory Supervisor, Rancho Dominguez Laboratory

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Forensic Analytical
Analytical Report

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Los Angeles • 2655 Park Avenue, Unit D, Pomona, CA 90221 • Phone 310/763-2374 • Fax 310/763-0684

Bulk Material Analysis

Method: 40 CFR 763, Subpart F, Appendix A (AHERA)

Client:
American Envirotest

17744 Skypark Circle, #210
Irvine, CA 92714

Client Number: 5450
Report Number: 573336
Date Received: 04/06/95

Lab Number: 59513332
Sample Number: ECG-40395-01
P.O. Num:
Job ID: BRN-001
Site: Westchester, CA.

Date Collected: 04/03/95

Location: Alpha Beta - Drywall.

Gross Description: White drywall with a fibrous backing.

Comments:

roscopic Description

TOTAL ASBESTOS PRESENT:		Non-Det.%
Chrysotile	Non-Det.%	
Amosite	Non-Det.%	
	%	
	%	
TOTAL NON-ASBESTOS FIBROUS MATERIAL PRESENT:		35-40 %
Cellulose	35-40 %	
Fibrous Glass	Non-Det.%	
	%	
	%	
TOTAL NON-ASBESTOS NONFIBROUS MATERIAL PRESENT:		60-65 %

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Forensic Analytical
Analytical Report

San Francisco • 3777 Depot Road, Suite 409, Hayward, CA 94545 • Phone 510/887-8828 • Fax 510/887-4218
Los Angeles • 2220 E. Los Angeles Ave., Simi Valley, CA 93065 • Phone 310/763-2374 • Fax 310/763-8684

Bulk Material Analysis

Method: 40 CFR 763, Subpart F, Appendix A (AHERA)

Client:
American Envirotest

17744 Skypark Circle, #210
Irvine, CA 92714

Client Number: 5450
Report Number: 573336
Date Received: 04/06/95

Lab Number: 59513333
Sample Number: ECG-40395-02
P.O. Num:
Job ID: BRN-001
Site: Westchester, CA.

Date Collected: 04/03/95

Location: 2nd floor/karate - Floor tile and mastic.

Gross Description: Gray tile with black mastic.

Comments: Asbestos in tile (5-10%) and in mastic (5-10%). Composite reported.

croscopic Description

TOTAL ASBESTOS PRESENT:		5-10	%
Chrysotile	5-10 %		
Amosite	Non-Det. %		
	%		
	%		
TOTAL NON-ASBESTOS FIBROUS MATERIAL PRESENT:		Trace	%
Cellulose	Trace %		
Fibrous Glass	Non-Det. %		
	%		
	%		
TOTAL NON-ASBESTOS NONFIBROUS MATERIAL PRESENT:		90-95	%

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7.1 AHERA Certificates

AMERICAN ENVIROTEST

January 30, 1996

Mr. Richard Geiler
Senior Vice President
Birtcher Property Services
27611 La Paz Road
Laguna Niguel, California 92607

Dear Mr. Geiler:

The following report documents the results of initial or preliminary air sampling for airborne asbestos at the Marina Airport Hotel. The Airport Marina Hotel, most of which was constructed in the 1960s, is located at the southwest corner of Lincoln Boulevard and Manchester Avenue in the Westchester area of Los Angeles, California.

BACKGROUND

In April 1995, a Phase I Environmental Site Assessment (ESA) and a Limited Asbestos Survey were completed for the Airport Marina Hotel complex by American EnviroTest. Analytical results for samples of suspect asbestos-containing materials (ACMs) indicated that several ACMs, including thermal system insulation on boilers and pipes, and miscellaneous materials such as flooring were present in the onsite buildings. In addition, information was provided indicating that spray-applied acoustic ceiling material and spray-applied fireproofing on wood elements in the forced air plenum of rooms in the three original buildings of the Airport Marina Hotel are asbestos-containing. Based on the analytical results and information obtained during the Limited Asbestos Survey, limited air monitoring in hotel rooms for the potential presence of airborne asbestos was recommended.

In late December 1995 and early January 1996, Birtcher Property Services and their client requested an update to the Phase I ESA. In conjunction with the update to the Phase I ESA, Birtcher Property Services requested that the recommended limited initial air sampling be conducted to assess the potential for airborne asbestos fibers in hotel rooms and other areas of the hotel buildings.

SCOPE OF WORK

American EnviroTest and their contract air monitoring consultant Ecologics/Lehr, Inc., of Anaheim, California conducted air sampling at approximately seven (7) locations in the original three hotel buildings of the Airport Marina Hotel on January 5, 1996. Sample locations included three rooms in the Main Building, two rooms in the West Wing, and one room in the Fountain Wing, as well as the Chiller room in the main Building. In addition, a limited sample was collected in a room in the hotel Tower Building.

17744 Skypark Circle, Suite 210, Irvine, California 92714 (714) 559-5935

Client AMERICAN ENVIROTEST

Job # BRT-001

Analyst CM

Date 01-05-96

Time

Resolution 5

(faintest line set on NSE/NRL test slide)

FIBER ANALYSIS BY PHASE CONTRAST MICROSCOPY

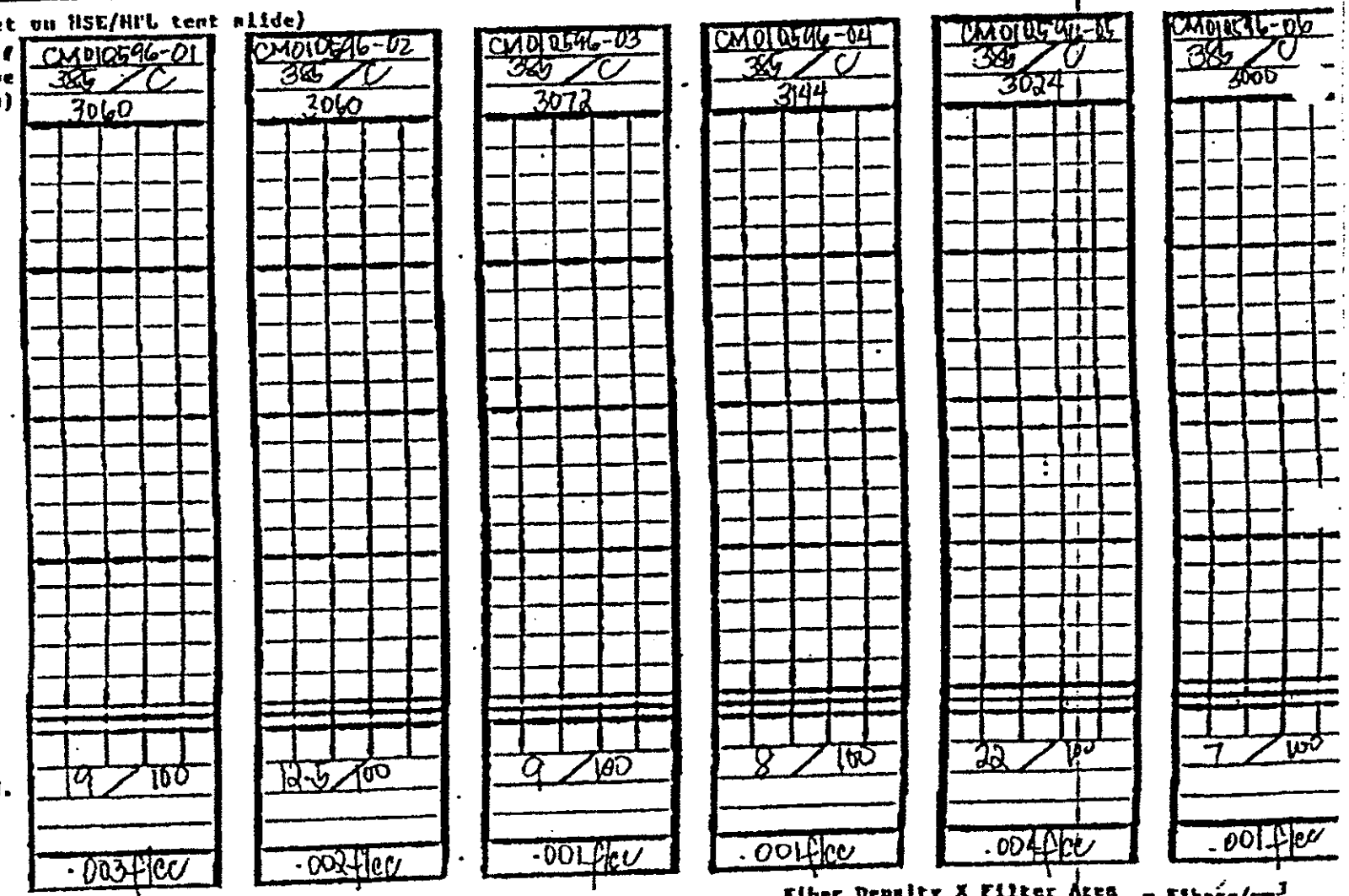
NIOSH Method: [X] 7400 A [ ] 7400B [ ] P&CAM 239

Microscope: [X] Olympus BHS [ ] Olympus CHA [ ] other

Reticle: [X] Walton Beckett [ ] Porton [ ] Patterson Globe

Field Area: 0.00785 mm² Blank: f/mm²

Ecylogics



Subtotal

Tot. Fibers/Fields Ctd.

Incorr. Fiber Density

Blank Corr. Fib. Dens.

Fibers/cm³

Total Fibers / # Fields Ctd. = Fiber Density (f/mm²)

Fiber Density X Filter Area / 1000 X Air Volume = Fibers/cm³

Client AMERICAN ENVIROTEST

Job # BRT-001

Analyst CM

Date 01-05-96

Time

Resolution 5

(faintest line set on NSE/NPL test slide)

FIBER ANALYSIS BY PHASE CONTRAST MICROSCOPY

Ecologics

NIOSH Method: [X] 7400 A [ ] 7400B [ ] PCAM 239

Microscope: [X] Olympus BHB [ ] Olympus CHA [ ] other

Reticle: [X] Walton Beckett [ ] Porton [ ] Patterson Globe

Field Area: 0.00785 mm² Blank: f/mm²

Lab #	CM010546-07	CM010546-08	CM010546-09			
Lit.Area(mm²)/Coul Type	385 / C	385 / C	BLANK			
Air Volume (liters)	200	189				
Subtotal						
ct. Fibers/Fields Ctd.	15 / 100	15.5 / 100	0 / 100			
corr. Fiber Density						
lank Corr. Fib. Dens.						
Fibers/cm³	.002 f/cc	.004 f/cc	0 f/mm²			

Total Fibers / Field Area X Fields Ctd. = Fiber Density (f/mm²)

Fiber Density X Filter Area / 1000 X Air Volume = Fibers/cm³

Ecologics

INDUSTRIAL HYGIENE FIELD DATA SHEET

Page ___ of ___

CLIENT	LOCATION	JOB NO.
AMERICAN ENVIROTEST	8601 LINCOLN	BRT-001

DATE COLLECTED	COLLECTED BY	CONTAMINANT
01-05-96	CARLOS MANGIN	ASBESTOS

NAME OF WORKER OR AREA SAMPLED	S.S. #	WORKSTATION OR OPERATION

SAMPLING METHOD OR MEDIA	CALIBRATION METHOD/DATE
NIOSH 7400	ROTOMETER

SAMPLE NO	EQUIPMENT MAKE/I.D.	TIME ON	TIME OFF	TOTAL TIME	START FLOW	END FLOW	AVG. FLOW	VOLUME	RESULTS
CM010596-01	00801 RM 206	08:25	12:40	255	12.0	12.0	12.0	3060	.003 f/cc
CM010596-02	01022 RM 352	08:31	12:46	255	12.0	12.0	12.0	3060	.002 f/cc
CM010596-03	00248 RM 406 W.W	08:39	12:55	256	12.0	12.0	12.0	3072	.001 f/cc
CM010596-04	02304 CHILLER ROOM	09:38	14:00	262	12.0	12.0	12.0	3144	.001 f/cc
CM010596-05	03111 ROOM 219A	09:50	14:03	252	12.0	12.0	12.0	3024	.004 f/cc
CM010596-06	00933 RM 500 W.W	10:56	15:06	250	12.0	12.0	12.0	3000	.001 f/cc
CM010596-07	02137 FOUNTAIN W RM 506	11:07	15:17	250	12.0	12.0	12.0	3000	.002 f/cc
CM010596-08	00201 TOWER 12FL RM 2218	12:52	15:30	158	12.0	12.0	12.0	1896	.004 f/cc
CM010596-09	BLANK								0 f/mm

Ecologics

INDUSTRIAL HYGIENE FIELD DATA SHEET

Page ___ of ___

CLIENT	LOCATION	JOB NO.
AMERICAN ENVIRO TEST	8601 LINCOLN	BRT-001
DATE COLLECTED: 01-05-96	COLLECTED BY: CARLOS MANGIN	CONTAMINANT: ASBESTOS
NAME OF WORKER OR AREA SAMPLED	S.S. #	WORKSTATION OR OPERATION
SAMPLING METHOD OR MEDIA: NIOSH 7400	CALIBRATION METHOD/DATE: ROTOMETER	

SAMPLE NO.	EQUIPMENT MAKE/I.D.	TIME ON	TIME OFF	TOTAL TIME	START FLOW	END FLOW	AVG. FLOW	VOLUME	RESULTS
CM010596-01	00801 RM 206	08:25	12:40	255	12.0	12.0	12.0	3060	.003 f/cc
CM012596-02	01022 RM 352	08:31	12:46	255	12.0	12.0	12.0	3060	.002 f/cc
CM012596-03	00248 RM 406 W.W	08:39	12:55	256	12.0	12.0	12.0	3072	.001 f/cc
CM018596-04	02304 CHILLER ROOM	09:38	14:00	262	12.0	12.0	12.0	3144	.001 f/cc
CM018596-05	03111 ROOM 219A	09:50	14:03	252	12.0	12.0	12.0	3024	.004 f/cc
CM018596-06	00933 RM 500 W.W	10:56	15:06	250	12.0	12.0	12.0	3000	.001 f/cc
CM012596-07	02137 FOUNTAIN W RM 506	11:07	15:17	250	12.0	12.0	12.0	3000	.002 f/cc
CM018596-08	00201 TOWER RM 2218	12:52	15:30	158	12.0	12.0	12.0	1896	.004 f/cc
CM018596-19	BLANK								0 f/mm

P&D Environmental Services
A Division of P&D Consultants, Inc.
1100 Town & Country Road
Suite 300
Orange, CA 92668
FAX (714) 953-6989
(714) 835-4447

A Conser Chartered Environmental Engineers Company

February-6, 1997

Sam Ebeid
Furama Hotel
8601 Lincoln Boulevard
Los Angeles, California 90045

Subject: **Results to Testing Asbestos-Containing Building Materials Ballroom and Attic**

Dear Mr. Ebeid:

On February 7, 1997 P&D Environmental Services performed a limited survey of the suspect asbestos-containing building materials (ACBM) in way of the replacement of the folding walls in the second floor ballroom. The purpose of this limited asbestos survey was to determine, within a reasonable degree of certainty, if the building materials that will be disturbed during this renovation project contain regulated amounts of ACBM. Selection of suspect materials to be sampled was generally determined by their accessibility, quantity, condition and friability. The term "friable" refers to materials which, when dry, can easily be pulverized, crushed, or reduced to powder by hand pressure. Nonfriable materials are further divided by the South Coast Air Quality Management District (SCAQMD), which enforces the National Emission Standards for Hazardous Air Pollutants (NESHAP) into Class I (materials that can be made friable in the course of demolition or renovation activities) and Class II (all others).

The assessment followed current recommended EPA guidance for surveying and abating ACM (Guidance for Controlling Asbestos-Containing Materials in Buildings, 1985 edition).

A limited number of samples of suspect materials located within the area to be disturbed such as ceiling tile and various sprayed on textures and materials were surveyed, sampled and analyzed for asbestos content. Insulation on the exterior of the HVAC system ducts was identified as fiberglass.

The samples were analyzed by National Econ, Inc. a NVLAP accredited laboratory utilizing Polarized Light Microscopy (PLM) coupled with dispersion staining techniques, in accordance with EPA approved analytical methods. Table I (below) lists the asbestos sampling results.

TABLE I
ASBESTOS SAMPLING RESULTS

Sample #	Material	Location	% Asbestos	Condition/ Friability	Potential for Disturbance: Source/Potential
FUR-S1-01	Sprayed-on Acoustical Texture (SAT)	Ballroom Ceiling	8%	3 / F	M / C, A
FUR-S1-02	SAT	"	Not Analyzed		
FUR-S1-03	SAT	"	Not Analyzed		
FUR-S2-04	Fluff (Top) Coat, Plaster	Attic Floor Above Ballroom	ND		
FUR-S2-05	"	"	ND		
FUR-S2-06	"	"	ND		
FUR-S3-07	Brown Coat, Plaster Lathe	"	ND		
FUR-S3-08	"	"	ND		
FUR-S3-09	"	"	ND		
FUR-M2-10	1x1 Glued-on Acoustical Ceiling Tile	Ballroom Ceiling	ND		
FUR-M2-11	"	"	ND		
FUR-M3-12	Sprayed-on Plaster	Top of Drop Ceiling, Ballroom	ND		
FUR-M3-13	"	"	ND		
FUR-M4-14	"	"	ND		

LEGEND

ND = None Detected
<1% = 1.0 to 0.5%
T = Trace (<0.5%)
1 = Significant Damage (>10% distrib. or 25% localized)
2 = Damage (<10% distributed or 25% localized)
3 = Limited or No Damage
F = Friable
NFI = Nonfriable NESHAP Class I
NFII = Nonfriable NESHAP Class II

Potential for Disturbance

Potential:
H (high)/M (medium)/L (low)
Source:
C = Contact
V = Vibration
A = Air Erosion

Friable asbestos was found in the sprayed-on acoustical texture (SAT) located on the lower portion of the ceilings in the ballrooms. No other suspect materials were identified as ACBM. As a general guide, the cost to remove SAT by a licensed asbestos contractor is $2 to $2.50 per square foot. If desired, we can provide abatement specifications and provide abatement supervision, air monitoring and project clearance.

Thank you for the opportunity to be of service to you. It was nice to meet you again.

Sincerely,

P&D Consultants, Inc.

Thomas J. McKerr
Certified Asbestos Consultant 92-0027

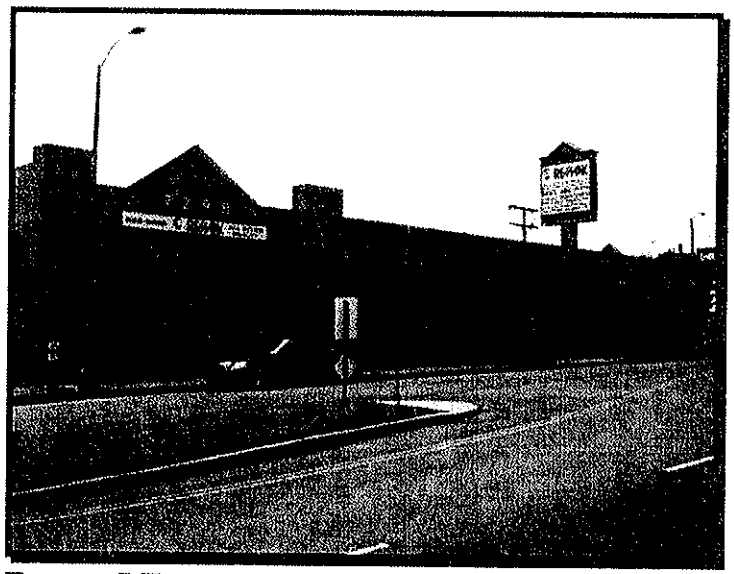
Preliminary Results
Bulk Sample Analysis
P & D Environmental Services
FURAMA
Page 1 of 1

Sample I.D.	Results
FUR-S1-01	8% Chrysotile
FUR-S1-02	N/A
FUR-S1-03	N/A
FUR-S2-04	None detected
FUR-S2-05	None detected
FUR-S2-06	None detected
FUR-S3-07	None detected
FUR-S3-08	None detected
FUR-S3-09	None detected
FUR-M1-10	None detected
FUR-M1-11	None detected
FUR-M2-12	None detected
FUR-M2-13	None detected
FUR-M2-14	None detected



ENVIRONMENTAL
ASSESSMENT

CAPMARK FINANCE INC.
10940 Wilshire Boulevard, Suite 1500
Los Angeles, California 90024
Rose Hernandez



PHASE I ENVIRONMENTAL SITE ASSESSMENT
of
PLAYA DE ORO – PARCEL 5

7296 & 7298 Manchester Avenue
Los Angeles, Los Angeles County, California 90045

PREPARED BY:

EMG
11011 McCormick Road
Hunt Valley, Maryland21031
800.733.0660
410.785.6220 (fax)
www.emgcorp.com

EMG CONTACT:

Heather Bell
Senior Environmental Consultant
800.733.0660
hlbell@emgcorp.com

EMG Project #:	80164.06R-002.050
Date of Report:	December 1, 2006
On Site Date:	October 9, 2006

DUE DILIGENCE FOR THE LIFE CYCLE OF REAL ESTATE

EMG

PROJECT SUMMARY

PLAYA DE ORO – PARCEL 5
7280, 7296 & 7298 MANCHESTER AVENUE
LOS ANGELES, CALIFORNIA 90045

Conditions noted in the Project Summary Table are representative of the overall conditions of the property. There may be more detail on specific assessment components in the report text, therefore the Project Summary Table should not be used as a stand alone document. The report should be reviewed in its entirety and only after an understanding of the attached scope of work and limitations.

ASTM Practice E 1527-00 Scope Components					
Assessment Component	**Recognized Environmental Condition**	**Historical Recognized Environmental Condition**	**De Minimis Condition**	**Item of note**	**Reference Section**
Historical Use	None Identified	None Identified	None Identified	(2)	4
Federal State and Local Environmental Record Analysis	None Identified	None Identified	None Identified	(1) (2)	5
Site Reconnaissance	None Identified	None Identified	None Identified	(1)	6
Interviews	None Identified	None Identified	None Identified	None Identified	7

(1) One 7,500-gallon UST is currently in service at Precision Dyno Automotive (7296 West Manchester Avenue). Based on review of available information, the UST was installed in 1989 and is utilized to store used motor oil generated during routine automotive maintenance and repair activities. There have not been any reported incidents of leakage or contamination, and the Project is not listed on any database which reports spills, incidents, or releases. In addition, laboratory analysis of soil samples collected during a 2001 subsurface assessment yielded no detectable levels of gasoline-related hydrocarbons (including BTEX or MTBE) in soils beneath the automotive shop or adjacent to the active waste oil UST or clarifier. The concentrations of metal reported were within background levels. Relatively low concentrations of diesel range hydrocarbons were reported in 3 of 12 soil samples collected from beneath the auto shop. The reported diesel concentrations ranged from below laboratory reporting limits to 17 parts per million, below the guidance levels set forth in the California LUFT Manual. Furthermore, the current UST is within the estimated useful life expectancy of 15 to 20 years for steel tanks. It should be noted that a Fire Permit Application for Underground Tanks or Atmospheric Tank Systems was issued to Precision Dyno Tune on May 27, 1988. The permit application indicates that three USTs were proposed to be utilized on site. Furthermore, a fire permit was issued to 7296 West Manchester Avenue by the LAFD on October 7, 1989 for "underground tanks." EMG contacted the LAFD's UST Enforcement Unit for additional information regarding this issue. A department representative confirmed that Precision Dyno Automotive currently operates a single registered UST. Based on this information, no further action or investigation appears warranted at this time regarding the current UST at the Project.
(2) Based on review of available information, at least one additional UST was historically located on site. Information in the regulatory database report indicates that a UST or USTs were registered to the Fritz B. Burns Foundation at 7298 West Manchester Avenue. The CA FID UST listing indicates that the facility is "inactive". The facility status is identified as "not reported" in the SWEEPS UST listing. EMG was not provided with any removal or subsurface sampling analytical data; however, a letter from the LAFD dated September 1989 indicated that based on the information provided, the LAFD concurred that no further action would be required in relation to the UST(s) which had been removed. The UST excavation pit was located approximately 69 feet east of Rayford Drive and 52 feet north of the southern Project boundary. This area was subsequently redeveloped with the existing buildings in 1989. EMG contacted the LAFD's UST Enforcement Unit for additional information regarding this issue. A department representative confirmed that no USTs are currently registered for 7298 West Manchester Boulevard. Based on this information, no further action or investigation appears warranted at this time regarding the former UST(s) at the Project.

Non-ASTM Practice E 1527-00 Scope Components		
Assessment Component	**Conclusion**	**Reference Section**
Asbestos-Containing Materials Screening	(1)	8.1
Radon Screening	No Further Action Recommended	8.3
Lead-Based Paint Screening	No Further Action Recommended	8.5
Lead-in-water Screening	No Further Action Recommended	8.7
Mold Screening	No Further Action Recommended	8.9
Wetlands	No Further Action Recommended	9.1

(1) Suspect ACM in the form of roofing materials and resilient floor tile/mastic were not sampled as part of the assessment. These materials are in good condition and should be sampled prior to repair, renovation, or demolition activities. No further work or assessment is recommended regarding suspect ACM at the Project at this time.

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1. CERTIFICATION

EMG has completed a Phase I Environmental Site Assessment of the Project listed on the cover page. The assessment was performed at the Client's request using the methods and procedures consistent with good commercial and customary practice designed to conform with acceptable industry standards.

This report is addressed to Capmark Finance, Inc. ("Capmark") and its affiliates. Capmark and its affiliates, their respective successors and assigns (including, without limitation, investors who purchase the mortgage loan or a participation interest in the mortgage loan and the trustee in a securitization that includes the mortgage loan), each servicer of the mortgage loan, and all rating agencies involved in any sale, securitization or syndication involving the mortgage loan may use and rely upon this Report, including, without limitation, utilizing selected information from the Report in the offering materials (either in electronic or hard copy format) relating to any sale, securitization or syndication involving the mortgage loan. The Assessor agrees to cooperate in answering questions by any of the above parties in connection with the sale, securitization or syndication, as communicated by Capmark personnel."

The purpose for which this report shall be used shall be limited to the use as stated in the contract between the client and EMG.

This report is not for the use or benefit of, nor may it be relied upon by any other person or entity, for any purpose without the advance written consent of EMG. In expressing the opinions stated in this report, EMG has exercised the degree of skill and care ordinarily exercised by a reasonable prudent environmental professional in the same community and in the same time frame given the same or similar facts and circumstances. Documentation and data provided by the Client, designated representatives of the Client or other interested third parties, or from the public domain, and referred to in the preparation of this assessment, have been used and referenced with the understanding that EMG assumes no responsibility or liability for their accuracy.

The following summarizes the independent conclusions representing EMG's best professional judgment based on information and data available to us during the course of this assignment. Factual information regarding operations, conditions, and test data provided by the Client, owner, or their representative has been assumed to be correct and complete. Additionally, the conclusions presented are based on the conditions that existed at the time of the assessment.

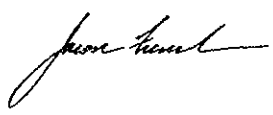
Any questions regarding this report should be directed to the Senior Environmental Consultant (SEC) listed on the cover page of this report.

Researched by: Shannon Vogt, Project Manager

Surveyed by: Shannon Vogt, Project Manager

Written by: Shannon Vogt, Project Manager

Reviewed by:



Jason French, Technical Report Reviewer

2. EXECUTIVE SUMMARY

Item	Description
Executive Summary	EMG performed a Phase I Environmental Site Assessment, that included on site observations of the accessible areas of Playa De Oro – Parcel 5(the "Project"), on October 09, 2006. Summary information concerning the Project is listed below.
Property Type	Retail
Project Address	7296 and 7298 Manchester Avenue, Los Angeles, California, 90045.
Current Use and Operations	The Project consists of a single parcel, and is anchored by Re-Max. The Re-Max complex consists of six spaces in which five of the tenants use their units as standard office or retail space. There are no photographic developing or hazardous waste-generating activities at these areas of the Project. However, an automotive repair shop is located in the lower eastern portion of the Re-Max complex. Activities include vehicle repair, with oil-related waste generating activities. An underground waste oil tank and clarifier are located just outside the building along the south side.
Initial Year Built	1989
Number of Stories	1-story building
Land Area (acres)	1.15
Building Area (SF)	38,095
Past Use of the Project	The Re-Max building was constructed in 1989, replacing a single retail building (possibly a service station) which had been built in the late 1950s or early 1960s. Prior to the retail building/possible service station, the Project was developed with three unidentified structures (1953). Prior to this initial development, the Project consisted of undeveloped farmland (1938).
Current Use of the Adjacent Properties	The adjacent land uses include a mixture of residences, churches, and miscellaneous retail shops and offices.

Item	Description
ASTM Summary	We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-00 of Playa De Oro – Parcel 5, the Project. Any exceptions to, or deletions from, this practice are described in the Survey Approach section of this report. This assessment has revealed no evidence of recognized environmental conditions or historical recognized environmental conditions in connection with the Project. No further action or investigation is recommended at this time.

2.1. ASTM CONDITIONS MET

ASTM Conditions Met

Item	Description
Project uses identified to first developed use or 1940, whichever is earlier	Yes
Historical sources reviewed at intervals of five years or less	No, however, this is not considered a significant data gap.

2.2. RECOGNIZED ENVIRONMENTAL CONDITIONS (RECS)

Based on the results of the assessment, no Recognized Environmental Conditions (RECs) were identified at this property.

2.3. HISTORICAL RECOGNIZED ENVIRONMENTAL CONDITION

Based on the results of the assessment, no Historical Recognized Environmental Conditions were identified at this property.

2.4. DE MINIMIS CONDITIONS

Based on the results of the assessment, no de minimis conditions were identified at this property.

2.5. ITEMS OF NOTE

Active Used Oil UST

Item	Description
Details	One 7,500-gallon UST is currently in service at Precision Dyno Tune (7296 West Manchester Avenue). Based on review of available information, the UST was installed in 1989 and is utilized to store used motor oil generated during routine automotive maintenance and repair activities. There have not been any reported incidents of leakage or contamination, and the Project is not listed on any database which reports spills, incidents, or releases. In addition, laboratory analysis of soil samples collected during a 2001 subsurface assessment yielded no detectable levels of gasoline-related hydrocarbons (including BTEX or MTBE) in soils beneath the automotive shop or adjacent to the active waste oil UST or clarifier. The concentrations of metal reported were within background levels. Relatively low concentrations of diesel range hydrocarbons were reported in 3 of 12 soil samples collected from beneath the auto shop. The reported diesel concentrations ranged from below laboratory reporting limits to 17 parts per million, below the guidance levels set forth in the California LUFT Manual. Furthermore, the current UST is within the estimated useful life expectancy of 15 to 20 years for steel tanks. It should be noted that a Fire Permit Application for Underground Tanks or Atmospheric Tank Systems was issued to Precision Dyno Tune on May 27, 1988. The permit application indicates that three USTs were proposed to be utilized on site. Furthermore, a fire permit was issued to 7296 West Manchester Avenue by the LAFD on October 7, 1989 for "underground tanks." EMG contacted the LAFD's UST Enforcement Unit for additional information regarding this issue. A department representative confirmed that Precision Dyno Tune currently operates a single registered UST.
Conclusion	Based on this information, no further action or investigation appears warranted at this time regarding the current UST at the Project.

Former UST(s)

Item	Description
Details	Based on review of available information, at least one additional UST was historically located on site. Information in the regulatory database report indicates that a UST or USTs were registered to the Fritz B. Burns Foundation at 7298 West Manchester Avenue. The CA FID UST listing indicates that the facility is "inactive". The facility status is identified as "not reported" in the SWEEPS UST listing. EMG was not provided with any removal or subsurface sampling analytical data; however, a letter from the LAFD dated September 1989 indicated that based on the information provided, the LAFD concurred that no further action would be required in relation to the UST(s) which had been removed. The UST excavation pit was located approximately 69 feet east of Rayford Drive and 52 feet north of the southern Project boundary. This area was subsequently redeveloped with the existing buildings in 1989. EMG contacted the LAFD's UST Enforcement Unit for additional information regarding this issue. A department representative confirmed that no USTs are currently registered for 7298 West Manchester Boulevard.
Conclusion	Based on this information, no further action or investigation appears warranted at this time regarding the former UST(s) at the Project.

2.6. NON ASTM ITEMS OF NOTE

Suspect ACM

Item	Description
Details	Suspect ACM in the form of roofing materials and resilient floor tile/mastic were not sampled as part of the assessment.
Conclusion	These materials are in good condition and should be sampled prior to repair, renovation, or demolition activities. No further work or assessment is recommended regarding suspect ACM at the Project at this time.

3. SURVEY APPROACH/PURPOSE

3.1. SURVEY APPROACH

EMG conducted an on site Environmental Site Assessment of the Project that consisted of a walk-through observation of the accessible areas and interviews with facility personnel and local agency representatives.

EMG reviewed available federal, state, and local records in an effort to identify sites of known or suspected hazardous waste activity located at or near the Project which could have an adverse impact on the Project. In an attempt to determine whether historical uses of the Project and surrounding area have had an environmental impact on the Project, EMG interviewed individuals knowledgeable about the Project and reviewed available pertinent records and documents. This assessment is based on the evaluation of the information gathered, laboratory analysis of samples collected (when required), and accessibility at the time of the assessment.

The purpose of this report is to provide the Client an assessment concerning environmental conditions (limited to those issues identified in the report) as they existed at the Project.

The scope of work included an evaluation of:

-The Project history in an attempt to identify any possible ownership(s) and/or uses that would suggest an impact to the environmental integrity of the Project as identified through review of reasonably ascertainable standard historical sources.

-Physical characteristics of the Project as identified through review of reasonably ascertainable topographic, wetlands, flood plain, soils, geology, and groundwater data.

-Current Project conditions (as applicable), as they pertain to the presence or absence of:
-Facility storage tanks, drums, containers (above or below ground), etc.
-Transformers and other electrical equipment which utilize fluid which may potentially contain PCBs
-The use of hazardous materials/chemicals and petroleum products, and/or the generation, treatment, storage, or disposal of hazardous, regulated, or medical wastes

-Information contained in programs such as the NPL, CERCLIS, SHWS, RCRIS, SWF, LUST, and other governmental information systems within specific search distances of the Project. This evaluation was performed to identify any sites that would have the potential to impact the environmental integrity of the Project. The regulatory agency report provided is based on an evaluation of the data collected and compiled by a contracted data research company. The report is based on a radius search which focuses on both the Project and neighboring sites that may impact the Project. Neighboring sites listed in governmental environmental records are identified within a specific search distance. The search distance varies depending upon the particular government record being checked. The information provided is assumed to be correct and complete.

-Visual observation of the adjacent properties to identify high-risk neighbors and the potential for known or suspected contamination to migrate onto the Project.

3.2. WEATHER CONDITIONS

Item	Description
Outdoor Temperature (degrees F)	65
Weather Conditions	Cloudy
Wind Conditions	Light

3.3. KEY SITE MANAGER INTERVIEW

Ilana Stein, Portfolio Manager, Decron Properties

Item	Description
Name of Key Site Manager	Ilana Stein
Title of Key Site Manager	Portfolio Manager, Decron Properties
Tenure with Project	4 years
Good knowledge of the Current Use of the Project	Yes
Good knowledge of the Physical Characteristics of the Project	Yes
Good knowledge of the Past Use of the Project	No
Someone else available who does have good knowledge	No
Significant information	Ms. Stein has been associated with the Project for the past four years and is very familiar with the current operations of the two parcels. However, Ms. Stein did not have a good historical knowledge of the site prior to her company's involvement and was unable to provide much historical information. Historical information was obtained mostly from building permit dates, aerial photographs, and prior environmental reports completed in 2000 and 2001.
Completed Pre-Survey Questionnaire	No

4. HISTORICAL USE

The following tables provide a chronological summary of the historical uses of the Project.

1867-Current, Fire Insurance and Other Maps > Project area not mapped

Item	Description
Historical maps identified for the Project area	No
Source that no historical maps have been developed	EDR

1938, Aerial Photograph > Farmland - Unimproved

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	There are no Project improvements; the site is completely undeveloped.
Adjacent north	A roadway runs along the north border, with unimproved farmland on the other side.
Adjacent east	The adjacent area to the east is unimproved farmland.
Adjacent south	The adjacent area to the south is unimproved farmland.
Adjacent west	The adjacent area to the west is unimproved farmland.

1953, Aerial Photograph > Residential, Undeveloped

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The Project is shown as improved with three small structures.
Adjacent north	A roadway runs along the north border, with unimproved land and a few residential homes and vacant lots on the other side.
Adjacent east	The area to the east is undeveloped.
Adjacent south	The area to the south is undeveloped.
Adjacent west	A roadway runs along the west end, with unimproved land on the other side.

1963, Aerial Photograph > General Commercial

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The Project improvements consist of what appears to be a single retail-type building and an associated parking area.
Adjacent north	A roadway runs along the north border, with a church and residential homes on the other side.
Adjacent east	The property to the east is a vacant lot and what appears to be three retail-type buildings and a parking area. There is a hotel complex beyond.
Adjacent south	The lots to the south are residential homes.
Adjacent west	A roadway runs along the west end, with a church and residential area on the other side.

1972, Aerial Photograph > General Commercial

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The Project improvements consist of what appears to be a single retail-type building and an associated parking area.
Adjacent north	A roadway runs along the north border, with a church and residential homes on the other side.
Adjacent east	The property to the east is a retail-type building and a parking area. There is a hotel complex beyond.
Adjacent south	The lots to the south are residential homes.
Adjacent west	A roadway runs along the west end, with a church and residential area on the other side.

1981, USGS 7.5 Minute Topographic Maps > General Commercial, Vehicle Repair Station

Item	Description
Historical topographic maps identified for the Project area	Yes
Source	Other
Source	TopoZone website
Quadrangle name	Venice CA Quadrangle
Date of photo-revision	1998
Date of photo-inspection	1998

Item	Description
Copy obtained?	Yes
Project improved?	Yes
Noteworthy features	High-density area.
Location of Buildings	Shaded to represent a high-density area - specific improvements not shown
Vehicular access?	Yes
Description of vehicular access	Manchester Avenue provides access from the north and Rayford Drive provides access from the west.
North adjacent property	The property to the north is shown as shaded and high-density.
East adjacent property	The property to the east is shown as shaded and high-density.
South adjacent property	The properties to the south are shown as shaded/high-density.
West adjacent property	The property to the west is shown as shaded and high-density.

1985, Aerial Photograph > General Commercial

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The Project improvements consist of what appears to be a single retail-type building and an associated parking area.
Adjacent north	A roadway runs along the north border, with a church and residential homes on the other side.
Adjacent east	The property to the east is a retail-type building and a parking area. There is a hotel complex beyond.
Adjacent south	The lots to the south are residential homes.
Adjacent west	A roadway runs along the west end, with a church and residential area on the other side.

1997, Aerial Photograph > General Commercial, Vehicle Repair Station

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The Project improvements consist of a retail-type building and an associated parking area that closely resemble the current improvements.
Adjacent north	A roadway runs along the north border, with a church and residential homes on the other side.

Item	Description
Adjacent east	The property to the east is a retail-type building and a parking area. There is a hotel complex beyond.
Adjacent south	The lots to the south are residential homes.
Adjacent west	A roadway runs along the west end, with a church and residential area on the other side.

2000, Previous Investigation/Assessment > General Commercial, Vehicle Repair Station

Item	Description
Date of Source	August 18, 2000
Previous reports obtained from	Client
Type of report	Phase I ESA
Author and date	ACS Associates; August 18, 2000
Summary of the previous report	The prior Phase I report covered the entire Project parcel, in addition to the off site commercial parcels to the southeast extending to Loyola Boulevard. The findings of the prior Phase I report are fairly consistent with current observations, and the prior report supplied supplemental municipal information. According to the prior Phase I report, there have not been any reported incidents of leakage or contamination regarding the UST in use by Precision Automotive, nor were there any environmental concerns regarding former UST's at the neighboring old hardware store. A possible service station was formerly located at 7298 Manchester Avenue; however, based upon review of available information, gasoline tanks were removed from this building in 1989 prior to construction of the existing improvements and the facility was granted closure on September 21, 1989. A concern was expressed regarding Carriage Cleaners, a neighboring dry cleaning facility, and a Phase II report was recommended, which was also reviewed by EMG. However, it should be noted that the Carriage Cleaners facility was not located on or adjacent to the Project lands included as part of EMG's current assessment.
	Please refer to Section 2 for further discussion.

2001, Previous Investigation/Assessment > General Commercial, Vehicle Repair Station

Item	Description
Date of Source	November 19, 2001
Previous reports obtained from	Client
Type of report	Subsurface Investigation

Item	Description
Author and date	Earth Systems Southern California; November 19, 2001
Summary of the previous report	Based on the presence of a UST (and possibly former UST's) at the Re-Max building and a dry cleaning facility adjacent to the Ralph's building (not included as part of EMG's current assessment), a prior Phase I ESA report recommended a Phase II subsurface assessment be conducted. Laboratory analysis of the soil samples yielded no detectable levels of gasoline-related hydrocarbons (including BTEX or MTBE) in soils beneath the automotive shop or adjacent to the active waste oil UST and clarifier. The concentrations of metal reported were within background levels. Relatively low concentrations of diesel range hydrocarbons were reported in 3 of 12 soil samples collected from beneath the auto shop. The reported diesel concentrations ranged from below laboratory reporting limits to 17 parts per million, below the guidance levels set forth in the California LUFT Manual (October 1989). In addition, no reportable concentrations of the dry cleaning solvent "perc" (tetrachloroethene) were reported in the soils near the dry cleaning facility adjacent to Ralph's Grocery (not included as part of EMG's current assessment). The soil sample analysis provides supporting evidence that neither a UST nor dry cleaning release occurred at or nearby the Project prior to 2001.
	Please refer to Section 2 for further discussion.

2004, Aerial Photograph > General Commercial

Item	Description
Source	Other
Other source	Rupp Aerial/Geopak
Project Improvements	The Project improvements consist of a retail-type building and an associated parking area that closely resemble the current improvements.
Adjacent north	A roadway runs along the north border, with a church and residential homes on the other side.
Adjacent east	The property to the east is a retail-type building and a parking area. There is a hotel complex beyond.
Adjacent south	The lots to the south are residential homes.
Adjacent west	A roadway runs along the west end, with a church and residential area on the other side.

5. FEDERAL, STATE AND LOCAL ENVIRONMENTAL RECORD ANALYSIS

Precision Dyno-Tune Corporation

Item	Description
Address	7296 West Manchester Avenue
Is the regulatory site listing for the Project?	Yes
Database(s) listed	Other
Other database(s)	HAZNET, CA FID UST, SWEEPS UST
Additional information	The HAZNET listing references the periodic disposal of waste oil and mixed oil related wastes. Regarding the UST listings, no additional detail is provided regarding the status, tank size, number, use, or date of installation. The UST listings identify this site as an active facility.
Additional action or investigation regarding the listing(s) for the Project recommended.	Based upon factors such as regulatory status and/or the absence of reported releases, no further action or investigation is recommended regarding the Project listing(s).
Walk to the listed site(s)	Yes
Talk to personnel at the listed site	Yes
	Please refer to Section 2 for further discussion.

Fritz Burns Foundation

Item	Description
Address	7298 West Manchester Avenue (former location of current Re-Max building)
Is the regulatory site listing for the Project?	Yes
Database(s) listed	Other
Other database(s)	CA FID UST, SWEEPS UST
Additional information	No additional detail is provided regarding the status, tank size, number, use, or date of installation. The FID UST listing identifies this facility as inactive. The SWEEPS UST listing does not identify the status of this site. The USTs were apparently removed prior to construction of the existing building in 1989.

Item	Description
Additional action or investigation regarding the listing(s) for the Project recommended.	Based upon factors such as regulatory status and/or the absence of reported releases, no further action or investigation is recommended regarding the Project listing(s).
Walk to the listed site(s)	Yes
Talk to personnel at the listed site	No
Reason couldn't talk to the personnel at the listed site	The occupant listed is no longer present at the site, and the current tenant has very limited knowledge of the past use and operations.
	Please refer to Section 2 for further discussion.

Airport Marina Hotel; AMFAC Hotel; Furama Hotel

Item	Description
Address	8601 Lincoln Boulevard
Is the regulatory site listing for the Project?	No
Is the regulatory site listing for an adjacent property?	Yes
Direction of the regulatory site in relation to the Project	East
Database(s) listed	RCRA-TSD, FINDS
Other database(s)	HAZNET, RCRA-SQG
Estimated groundwater flow direction at this site	Southeast
Elevation relative to subject property	Down-gradient
Additional information	Most of the hotel has been demolished, with one remaining tower to be completely renovated. The waste category is listed as an "organic" small quantity generator with no releases or violations reported. More relevant, over 13 tons of asbestos-containing waste was removed from the Furama Hotel, presumably before the recent demolition efforts.
Potential for site to have impacted the Project	No
Mitigating factors	Regulatory status, Absence of a reported release
Conclusion	Based upon the mitigating factor(s) listed above no further action or investigation appears warranted for this site.

Item	Description
Walk to the listed site(s)	No
Reason couldn't walk to the listed site(s)	Most of the hotel has been demolished and is now a large vacant construction site.
Talk to personnel at the listed site	No
Reason couldn't talk to the personnel at the listed site	No longer applicable; no current occupant.

Gerald's Hardware Store

Item	Description
Address	7280 West Manchester Avenue (former occupant of current art supply tenant)
Is the regulatory site listing for the Project?	No
Is the regulatory site listing for an adjacent property?	Yes
Direction of the regulatory site in relation to the Project	East
Database(s) listed	UST
Other database(s)	CA FID UST, SWEEPS UST, HIST UST
Estimated groundwater flow direction at this site	Southeast
Elevation relative to subject property	Cross-gradient
Additional information	The information is listed as one tank installed in 1964 with a capacity of 7,500 gallons. No additional detail is provided regarding the construction, use, or current status.
Potential for site to have impacted the Project	No
Mitigating factors	Estimated groundwater flow direction, Regulatory status, Absence of a reported release, Phase II soil sampling results
Conclusion	Based upon the mitigating factor(s) listed above no further action or investigation appears warranted for this site.
Walk to the listed site(s)	Yes
Talk to personnel at the listed site	No

Item	Description
Reason couldn't talk to the personnel at the listed site	The occupant listed is no longer present at the site, and the current art supply tenant has very limited knowledge of the past use and operations.

Loyola Village Elementary

Item	Description
Address	8821 Villanova Avenue
Is the regulatory site listing for the Project?	No
Is the regulatory site listing for an adjacent property?	No
Approximate distance from the regulatory site to the Project (in feet)	141
Direction of the regulatory site in relation to the Project	South, West
Database(s) listed	FINDS
Estimated groundwater flow direction at this site	Southeast
Elevation relative to subject property	Down-gradient, Cross-gradient
Additional information	No releases or violations reported.
Potential for site to have impacted the Project	No
Mitigating factors	Topographic relations, Estimated groundwater flow direction, Regulatory status, Absence of a reported release
Conclusion	Based upon the mitigating factor(s) listed above no further action or investigation appears warranted for this site.
Walk to the listed site(s)	Yes
Talk to personnel at the listed site	No
Reason couldn't talk to the personnel at the listed site	Not applicable; no releases or contamination issues reported.

Otis College of Art and Design

Item	Description
Address	9045 Lincoln Boulevard
Is the regulatory site listing for the Project?	No
Is the regulatory site listing for an adjacent property?	No
Approximate distance from the regulatory site to the Project (in feet)	300
Direction of the regulatory site in relation to the Project	Southeast
Other database(s)	HAZNET, EMI
Estimated groundwater flow direction at this site	Southeast
Elevation relative to subject property	Down-gradient
Additional information	The waste category is listed as "photo-chemicals and photo-processing waste" with no releases or violations reported.
Potential for site to have impacted the Project	No
Mitigating factors	Topographic relations, Estimated groundwater flow direction, Regulatory status, Absence of a reported release
Conclusion	Based upon the mitigating factor(s) listed above no further action or investigation appears warranted for this site.
Walk to the listed site(s)	Yes
Talk to personnel at the listed site	No
Reason couldn't talk to the personnel at the listed site	Not applicable; no releases or contamination issues reported.

Regulatory Summary

Item	Description
Remaining Site(s)	The remaining mapped site(s) do not consist of the Project or adjacent properties, with the closest being approximately 375 feet from the Project. Furthermore, none of the unmapped (orphan) sites were identified in the vicinity of the Project during EMG's area reconnaissance.

Item	Description
Conclusion	Based on such factors as distance, topographic relations, the estimated groundwater flow direction, and/or regulatory status, no further action or investigation is recommended regarding these site(s).

6. SITE RECONNAISSANCE

6.1. GENERAL SITE SETTING

6.1.1. Current Use(s) of the Property

Re-Max Office and Retail

Item	Description
Name	Re-Max Office and Retail
General Project use	Office and retail
Tenant name	Re-Max complex (see below)
Description of operations	The main portion of the Re-Max complex consists of five spaces: Re-Max, World Karate, ADA Creation, Sunflower, and a vacant unit. Each tenant uses their unit as a standard office or retail space. There are no photographic developing or hazardous waste-generating activities at the Project.
Any hazardous substances and/or petroleum products beyond the use of routine janitorial and maintenance supplies	No

Precision Dyno Tune

Item	Description
Name	Precision Automotive
General Project use	Vehicle repair facility
Tenant name	Precision Automotive
Description of operations	An automotive repair shop is located in the lower eastern portion of the Re-Max complex. Activities include vehicle repair, with oil-related waste generating activities. An underground waste oil tank and clarifier are located just outside the building along the south side.
Any hazardous substances and/or petroleum products beyond the use of routine janitorial and maintenance supplies	Refer to the Hazardous Substances and Petroleum Products section for more information.

6.1.2. Drycleaner

Drycleaner

Item	Description
	No current or former drycleaners were identified at the Project.

6.1.3. Industrial Tenants

Industrial

Item	Description
	No current or former industrial tenants were identified at the Project.

6.1.4. Auto Repair

Precision Dyno Tune

Item	Description
Current tenant	Yes
Name	Precision Dyno Tune
Address or unit number	7296 West Manchester Avenue
Name of the person interviewed	Chet (no last name given)
Phone number	310.649.5774
Length of time the tenant has been on site	17 years
Current hydraulic lifts	Yes
Former hydraulic lifts	No
Non-Hydraulic lifts	No
Floor drains or trench drains	Yes
Oil-water separator	Yes
Age	17 years
Type	Flow through system
How often cleaned out	Every few weeks
Name of contractor	Unknown by POC
Discharge	Municipal sanitary system
Any USTs	Yes
Replace an older system	No

Item	Description
Regulated discharges	No
RCRIS permit	No
Other permits or notifications	Yes
Describe the other permit or notification	County of Los Angeles: Hazardous Waste License #437315
Generate hazardous or regulated waste	Yes
Ever been connected to an on site septic system	No

6.1.5. Permits

Permits

Item	Description
Tenant specific	Yes
Tenant name	Precision Dyno Tune
Type	Storage tank, Other
Other type	Underground Storage Tank: City of Los Angeles Fire Permit #749501
Issuing agency, number, and expiration date	County of Los Angeles: Hazardous Waste License #437315
Any known violations	No
	There are no known violations associated with the permit, registration or notification.

6.1.6. Past Use(s) of the Property

General commercial, Gasoline station, Agricultural, Undeveloped

Item	Description
Past improvement(s)	Yes
Evidence of past use of hazardous substances or petroleum products	Yes
History of the Project identified back to 1940 or the first developed use	Yes

6.1.7. Current Uses of Adjoining Properties

North

Item	Description
Use	Manchester Avenue runs along the north border, with a number of residential homes and a church on the other side of the street.
Address	7277 through 7299 Manchester Avenue
Listed on a regulatory database	No
High profile type property	No
Conclusion	Conditions have not been identified in which hazardous substances or petroleum products are likely to migrate to the Project groundwater or soil.

East

Item	Description
Use	The property to the east is a single-story art supply store which used to be a hardware store. The construction site which used to be a hotel complex lies beyond.
Address	7280 West Manchester Avenue
Listed on a regulatory database	Yes
Conclusion	Refer to Section 5 - Federal, State and Local Environmental Record Analysis for more information.

South

Item	Description
Use	There a number of residential homes to the southwest of the Property.
Address	Multiple
Listed on a regulatory database	No
High profile type property	No
Conclusion	Conditions have not been identified in which hazardous substances or petroleum products are likely to migrate to the Project groundwater or soil.

West

Item	Description
Use	Rayford Drive runs along the west end border, with the Church of the Messiah and a vacant residence across the street.
Address	7300 Manchester Avenue
Listed on a regulatory database	No
High profile type property	No
Conclusion	Conditions have not been identified in which hazardous substances or petroleum products are likely to migrate to the Project groundwater or soil.

6.1.8. Past Uses of Adjoining Properties

Farmland, Undeveloped, Residential, General Commercial

Item	Description
Direction	North, East, South, West
Listed on a regulatory database	No
High profile type property	No
Conclusion	Conditions have not been identified in which hazardous substances or petroleum products are likely to have migrated to the Project groundwater or soil from the adjoining properties.

6.1.9. Current Uses in the Surrounding Area

Gasoline station, General commercial, Photo development laboratory, Residential, Municipal park

Item	Description
Current use listed on a regulatory database	Yes
Conclusion	Refer to Section 5 - Federal, State and Local Environmental Record Analysis for more information.

6.1.10. Past Uses in the Surrounding Area

Agricultural, Undeveloped, Residential, General Commercial

Item	Description
Conclusion	Conditions have not been identified in which hazardous substances or petroleum products are likely to have migrated to the Project groundwater or soil from the surrounding area.

6.2. TOPOGRAPHIC CONDITIONS

Loyola Village, USGS Venice CA Quadrangle

Item	Description
Publisher	USGS
Date	1981
Photo-revision date	1998
Photo-inspection date	1998
Description of the Project	High-density area. The Project is shaded to represent a high-density developed area and the exact site improvements are not shown.
Number and location of the above described features	The Project is shaded to represent a high-density developed area and the exact site improvements are not shown.
Improvements identified on the topographic map similar to the improvements observed at the Project during the on site reconnaissance	Yes
Direction of slope at the Project	Southeast
Slope in the general area of the Project differs from the slope at the Project	No
Name of the closest downgradient surface water	Pacific Ocean
Distance of the closest downgradient surface water body	1.75 miles
Direction of the closest downgradient surface water body	Southwest

6.3. PHYSICAL SITE SETTING

Physical Site Setting

Item	Description
	No site specific physical site setting information was available for the Project.

6.4. General Description of Structures

7296, 7298 A-D West Manchester Avenue

Item	Description
Land area (acres)	1.15
Improvements	Yes
Number of building(s), type(s) of building(s), number of stories, date(s) of construction, and date(s) of renovation	The site improvements consist of one partially "raised" 1-story retail building, with a rear parking area, constructed in 1989.
Ancillary structures	There were no ancillary structures observed at the Project.
Additional improvements	Paved parking area, Landscaping
Number and location of additional improvements	The landscaping and paved areas are located to the south of the building.
Foundation	Concrete, Slab On Grade
Interior Framing	Wood
Perimeter Walls	Wood, Concrete masonry
Roof Type	Flat
Roofing Materials	Built-up asphalt roofing membrane
Basement or sub-grade levels?	No
UFFI	No visual evidence of urea formaldehyde foam insulation was observed during EMG's site visit.

6.5. Roads

Road: West Manchester Avenue

Item	Description
A public thoroughfare adjoining the Project	Yes
Location of the public thoroughfare adjoining the Project	North

Road: Rayford Drive

Item	Description
A public thoroughfare adjoining the Project	Yes

Item	Description
Location of the public thoroughfare adjoining the Project	West

6.6. POTABLE WATER SUPPLY

Potable Water Source

Item	Description
Potable water source	Los Angeles Department of Water and Power
On site well	No
Drinking water quality	The potable water supply meets all Federal, State, and Local drinking water quality standards.
Source of the water quality information	Review of water quality report (on-line or physical document)

6.7. SEWAGE DISPOSAL SYSTEMS

Public Sewer

Item	Description
On site system	No
Select how long on public system	Since construction
Prior on site system	No

6.8. INTERIOR AND EXTERIOR OBSERVATIONS

6.8.1. Hazardous Substances and Petroleum Products in Connection with Identified Uses

Routine janitorial and maintenance supplies

Item	Description
Disposition	The Project contains routine janitorial and maintenance supplies, which are utilized for Project maintenance and upkeep and are generally stored in retail-sized containers. Additionally, these supplies are completely consumed and no hazardous or regulated waste products are generated.
Location	The routine janitorial and maintenance supplies are located in utility closets throughout the Project.

Paint

Item	Description
Use	Project upkeep
Type of containers	5-gallon container
Number of containers	5 to 10
Location	The paints and primers are located in the Re-Max building electrical room.
Disposition	The hazardous substance/petroleum product is completely consumed. There is no waste generated.

Parts washing solvent

Item	Description
Use	Automotive maintenance
Type of containers	1-gallon container
Number of containers	5 to 10
Location	The materials are located in the Precision Automotive space in the Re-Max complex.
Disposition	The waste generated is a hazardous or regulated waste. Proceed to the Hazardous, Regulated, and Medical Wastes section.

Motor oil

Item	Description
Use	Automotive maintenance
Type of containers	Canister
Number of containers	Approximately 20
Location	The materials are located in the Precision Automotive space in the Re-Max complex.
Disposition	The waste generated is a hazardous or regulated waste. Proceed to the Hazardous, Regulated, and Medical Wastes section.
Hazardous or regulated waste concerns	Used filters are disposed of in 55-gallon drums, and the liquid wastes drain into floor drains which are connected to a clarifier and underground storage tank (UST). The tank and clarifier are pumped regularly, with both solid and liquid wastes hauled away by a licensed contractor.

Antifreeze

Item	Description
Use	Automotive maintenance
Type of containers	1-gallon container

Item	Description
Number of containers	Approximately 20
Location	The materials are located in the Precision Automotive space in the Re-Max complex.
Disposition	The waste generated is a hazardous or regulated waste. Proceed to the Hazardous, Regulated, and Medical Wastes section.

6.8.2. Hazardous Substance and Petroleum Products Containers (Not Necessarily in Connection With Identified Uses)

Hazardous Substance and Petroleum Products NICWIU

Item	Description
	No hazardous substances and petroleum products not necessarily in connection with identified uses were identified at the Project.

6.8.3. Drums

Drums

Item	Description
	No hazardous material/petroleum product drums were identified at the Project.

6.8.4. Unidentified Substance Containers

Unidentified Substance Containers

Item	Description
	No unidentified substance containers were identified at the Project.

6.8.5. Generators

Generators

Item	Description
	The Project is not serviced by a generator.

6.8.6. Storage Tanks

AST

Item	Description
	No evidence of current or former ASTs was identified at the Project.

Active Used Oil UST

Item	Description
Project on UST or LUST database	Yes
	Refer to the Federal, State, and Local Environmental Record Analysis section for additional information.
Physical evidence	Manways, Concrete pads, Other, Clarifier
Other source(s) of evidence	Regulatory report, Interview, Prior report
Capacity per tank	7,500 gallons
Contents	Waste oil
Use of contents	Waste oil from automotive repair activities.
Construction material	Information not available
Single wall or double walled construction	Information not available
Piping construction material	Information not available
Date of installation	1989
Status	Active
Date of status	Current
Leak detection present	Information not available
Spill prevention/overfill protection present	Information not available
Corrosion Protection present	Information not available

Item	Description
Comments	One 7,500-gallon UST is currently in service at Precision Dyno Tune (7296 West Manchester Avenue). Based on review of available information, the UST was installed in 1989 and is utilized to store used motor oil generated during routine automotive maintenance and repair activities. There have not been any reported incidents of leakage or contamination, and the Project is not listed on any database which reports spills, incidents, or releases. In addition, laboratory analysis of soil samples collected during a 2001 subsurface assessment yielded no detectable levels of gasoline-related hydrocarbons (including BTEX or MTBE) in soils beneath the automotive shop or adjacent to the active waste oil UST or clarifier. The concentrations of metal reported were within background levels. Relatively low concentrations of diesel range hydrocarbons were reported in 3 of 12 soil samples collected from beneath the auto shop. The reported diesel concentrations ranged from below laboratory reporting limits to 17 parts per million, below the guidance levels set forth in the California LUFT Manual. Furthermore, the current UST is within the estimated useful life expectancy of 15 to 20 years for steel tanks. It should be noted that a Fire Permit Application for Underground Tanks or Atmospheric Tank Systems was issued to Precision Dyno Tune on May 27, 1988. The permit application indicates that three USTs were proposed to be utilized on site. Furthermore, a fire permit was issued to 7296 West Manchester Avenue by the LAFD on October 7, 1989 for "underground tanks." EMG contacted the LAFD's UST Enforcement Unit for additional information regarding this issue. A department representative confirmed that Precision Dyno Tune currently operates a single registered UST.
	Please refer to Section 2 for further discussion.

Former UST(s)

Item	Description
Project on UST or LUST database	Yes
	Refer to the Federal, State, and Local Environmental Record Analysis section for additional information.
Physical evidence	None
Other source(s) of evidence	Regulatory report, Prior report
Capacity per tank	Information not available
Contents	Information not available
Use of contents	Information not available

Item	Description
Construction material	Information not available
Single wall or double walled construction	Information not available
Piping construction material	Information not available
Date of installation	Information not available
Status	Removed
Date of status	Information not available
Leak detection present	Information not available
Spill prevention/overfill protection present	Information not available
Corrosion Protection present	Information not available
Comments	Based on review of available information, at least one additional UST was historically located on site. Information in the regulatory database report indicates that a UST or USTs were registered to the Fritz B. Burns Foundation at 7298 West Manchester Avenue. The CA FID UST listing indicates that the facility is "inactive". The facility status is identified as "not reported" in the SWEEPS UST listing. EMG was not provided with any removal or subsurface sampling analytical data; however, a letter from the LAFD dated September 1989 indicated that based on the information provided, the LAFD concurred that no further action would be required in relation to the UST(s) which had been removed. The UST excavation pit was located approximately 69 feet east of Rayford Drive and 52 feet north of the southern Project boundary. This area was subsequently redeveloped with the existing buildings in 1989. EMG contacted the LAFD's UST Enforcement Unit for additional information regarding this issue. A department representative confirmed that no USTs are currently registered for 7298 West Manchester Boulevard.
	Please refer to Section 2 for further discussion.

6.8.7. Odors

Odors

Item	Description
	No odors were identified at the Project.

6.8.8. Pools of Liquid

Pools of Liquid

Item	Description
	No pools of liquid were identified at the Project.

6.8.9. PCBs

Transformer

Item	Description
Number of transformers serving the Project	One
Type	Exterior pad-mounted
Ownership	Utility owned
Utility name	Los Angeles Department of Water and Power
PCB Status	Non-PCB (less than 50 ppm) based upon the recent date(s) of installation
Evidence of leaking observed	No
Conclusion	The unit(s) should be periodically inspected for leakage. If leakage is visible, the Project owner/manager should contact the public utility, which will remediate the situation. Should the unit(s) have to be replaced, the utility is responsible, provided the cause is equipment failure, not customer misuse.

Vehicle Lifts

Item	Description
Installed prior to 1978	No
Hydraulic fluid	PCB-containing hydraulic fluid has not been manufactured since 1977. Therefore, based on the date of installation (post-1977), PCB-containing hydraulic fluid is not likely to be found in this equipment.
Number	Four
Type	Vehicle lift
Location	In the Precision Automotive tenant space
Reservoir aboveground or belowground	Aboveground
Leakage (based on visual observation only)	No

Item	Description
Conclusion	The unit(s) at the Project should be periodically inspected for leakage. If leakage is identified, the unit should be repaired and any fluid or fluid-soaked waste disposed of in accordance with applicable federal, state, and local regulations.

6.8.10. Other Miscellaneous Systems

Miscellaneous System

Item	Description
	No other miscellaneous systems were identified at the Project.

6.9. Interior Observations

6.9.1. Heating/Cooling

Rooftop heating systems

Item	Description
Type of heat source	Package unit, Heat pump
Fuel source	Electric, Natural gas
Type of heat supply	Forced air

Rooftop cooling systems

Item	Description
Type of cooling source	Package unit, Heat pump
Fuel source	Electric
Type of cooling supply	Forced air

6.9.2. Prior Heating

Prior Heating

Item	Description
	No prior heating systems were identified at the Project.

6.9.3. Stains or Corrosion

Stains or Corrosion

Item	Description
	No stains or corrosion were identified at the Project.

6.9.4. Drains and Sumps

Precision Automotive Drains

Item	Description
Location	Garage
Discharge point	The automotive floor drains are connected to a clarifier and underground storage tank (UST).
Evidence of spills or releases	No

Sumps

Item	Description
	No sumps were identified at the Project.

6.10. EXTERIOR OBSERVATIONS

6.10.1. Pits, Ponds, or Lagoons at the Project

Pits, ponds, or lagoons

Item	Description
	No pits, ponds or lagoons were identified at the Project.

6.10.2. Pits, Ponds, or Lagoons on Adjacent Properties

Pits, ponds, or lagoons adjacent

Item	Description
	No pits, ponds, or lagoons were noted on adjacent properties.

6.10.3. Stained Soil or Pavement

Parking Lot

Item	Description
Minor, incidental oil discharges observed on parking areas	Yes
	Minor oil discharges were observed on the parking area(s); however, the discharges are incidental in nature and corrective action is neither practical nor warranted.

6.10.4. Stressed Vegetation

Stressed Vegetation

Item	Description
	No stressed vegetation was identified at the Project.

6.10.5. Wastes

Municipal Trash

Item	Description
Type	Municipal trash
Specific tenant	No
Pre-disposal storage	Dumpster(s)
Surface	Concrete, Asphalt
Excessive odors	No
Excessive ground trash	No
Storage containers labeled as not receiving hazardous, regulated, and medical wastes	Yes
Evidence of hazardous, regulated, or medical wastes in the non-hazardous waste storage container(s)	No
Disposal method	Municipal trash service

Oil Filters

Item	Description
Hazardous, regulated, or medical	Regulated

Item	Description
Type of hazardous, regulated, or medical waste	Used oil filters
Generation Process of the hazardous, regulated, or medical waste product	Automotive maintenance
Quantity	Two drums
Container type	55-gallon drum
Number of containers	2
Secondary Containment for the identified container(s)	No
Location	In the rear dumpster enclosure behind the Re-Max building
Disposal method	Picked up by a licensed waste hauler
Name of licensed waste hauler	All Phase Environmental Services
Waste manifests	No
Reason waste manifests were not available for review	The owner/POC was not available at the time of the site visit.

Used Tires

Item	Description
Hazardous, regulated, or medical	Hazardous
Type of hazardous, regulated, or medical waste	Used tires
Generation Process of the hazardous, regulated, or medical waste product	Automotive maintenance
Quantity	20 to 30 tires
Container type	The area adjacent to the dumpster, inside the enclosure.
Secondary Containment for the identified container(s)	No
Location	In the rear dumpster enclosure behind the Re-Max building
Disposal method	Picked up by a licensed waste hauler
Name of licensed waste hauler	All Phase Environmental Services
Waste manifests	No

Item	Description
Reason waste manifests were not available for review	The owner/POC was not available at the time of the site visit.

Waste Oil

Item	Description
Hazardous, regulated, or medical	Regulated
Type of hazardous, regulated, or medical waste	Waste oil
Generation Process of the hazardous, regulated, or medical waste product	Automotive maintenance
Quantity	7,500 gallons
Container type	UST
Number of containers	one
Secondary Containment for the identified container(s)	No
Location	Underground, to the south of the facility
Disposal method	Picked up by a licensed waste hauler
Name of licensed waste hauler	All Phase Environmental Services
Waste manifests	No
Reason waste manifests were not available for review	The owner/POC was not available at the time of the site visit.

Parts Washing Solvent

Item	Description
Hazardous, regulated, or medical	Hazardous
Type of hazardous, regulated, or medical waste	Used solvent
Generation Process of the hazardous, regulated, or medical waste product	Automotive maintenance
Quantity	5-10 gallons
Container type	Cleaning rack
Number of containers	One

Item	Description
Secondary Containment for the identified container(s)	No
Location	Service area
Disposal method	Picked up by a licensed waste hauler
Name of licensed waste hauler	All Phase Environmental Services
Waste manifests	No
Reason waste manifests were not available for review	The owner/POC was not available at the time of the site visit.

Antifreeze

Item	Description
Hazardous, regulated, or medical	Regulated
Type of hazardous, regulated, or medical waste	Used antifreeze
Generation Process of the hazardous, regulated, or medical waste product	Automotive maintenance
Quantity	55 gallons
Container type	Drum
Number of containers	one
Secondary Containment for the identified container(s)	No
Location	Service area
Disposal method	Picked up by a licensed waste hauler
Name of licensed waste hauler	All Phase Environmental Services
Waste manifests	No
Reason waste manifests were not available for review	The owner/POC was not available at the time of the site visit.

Land-filling

Item	Description
	No visual evidence of land-filling was identified at the Project or adjacent properties.

6.10.6. Cooking Grease

Cooking Grease

Item	Description
	No cooking grease was identified at the Project.

6.10.7. Waste Water

Storm Water

Item	Description
Storm water	No recognized environmental conditions related to storm water were identified.

6.10.8. Wells

Wells

Item	Description
	No wells were identified at the Project.

6.10.9. Septic Systems

Septic System

Item	Description
	The Project is not serviced by a septic system.

7. INTERVIEWS

7.1. INTERVIEW WITH KEY SITE MANAGER

Ilana Stein, Portfolio Manager, Decron Properties

Item	Description
Name of Key Site Manager	Ilana Stein
Title of Key Site Manager	Portfolio Manager, Decron Properties
Tenure with Project	4 years
Good knowledge of the Current Use of the Project	Yes
Good knowledge of the Physical Characteristics of the Project	Yes
Good knowledge of the Past Use of the Project	No
Someone else available who does have good knowledge	No
Significant information	Ms. Stein has been associated with the Project for the past four years and is very familiar with the current operations of the two parcels. However, Ms. Stein did not have a good historical knowledge of the site prior to her company's involvement and was unable to provide much historical information. Historical information was obtained mostly from building permit dates, aerial photographs, and prior environmental reports completed in 2000 and 2001.
Completed Pre-Survey Questionnaire	No

7.2. INTERVIEWS WITH OCCUPANTS

Precision Automotive

Item	Description
Name and title of occupant	Chet (no last name given)
Name of the tenant space that the occupant is associated with	Precision Automotive, rear of Re-Max building

Item	Description
Length of time associated with Project	17 years
Current operations	The facility is an automotive repair shop.
Environmentally significant information	Activities include vehicle repair, with oil-related waste generating activities. An underground waste oil tank and clarifier are located just outside the building along the south side.
Other Project information	None; historical evidence and visual observations suggest no past or current problems with the operational activities.
Length of time the current tenant has been in the space	17 years
Prior tenants in the space	No prior tenants have occupied the space.

7.3. Interviews with Local Government Officials

City of Los Angeles Building & Planning Departments

Item	Description
Information readily available for the project	Yes
Name and Title of the agency contact	N/A
Year records date back to	Early 1900s
Significant information	General building permits for the Project were on file, but did not reveal any information or condition that could impact the environmental integrity of the Project. The Project is located in a Community Commercial General Plan Land Use area, and is currently zoned [Q]C4-1. No environmentally significant information was identified.
Evidence of a release	No
Conditions identified in which hazardous substances or petroleum products are likely to migrate to the soil and/or groundwater.	No

City of Los Angeles Fire Department, UST Enforcement Unit

Item	Description
Information readily available for the project	Yes

Item	Description
Name and Title of the agency contact	Department representative
Year records date back to	Undetermined
Significant information	A department representative confirmed that Precision Dyno Tune currently operates a single registered UST and that no USTs are currently registered for 7298 West Manchester Boulevard.
Evidence of a release	No
Conditions identified in which hazardous substances or petroleum products are likely to migrate to the soil and/or groundwater.	No

7.4. INTERVIEWS WITH OTHERS

Interviews with Others

Item	Description
	No other individuals were interviewed.

8. NON ASTM SCOPE COMPONENTS

8.1. ASBESTOS

EMG performed a screening for the presence of asbestos, including the identification of all suspect materials in accessible areas (interior and exterior) and the collection and analysis of samples from selected homogeneous areas of suspect ACM, if required by the specified Scope of Work. The number of samples collected was determined by the requirements of the assessment Scope of Work (as applicable) and the judgment of the EMG Project Manager. Any suspect materials not tested should be considered suspect for asbestos content until tested and proven otherwise. Friable materials are those which can be easily crumbled or pulverized by hand pressure.

This screening approach is not a comprehensive (i.e., AHERA-Style) asbestos survey, nor is it intended to fulfill the NESHAP requirements for demolition/renovation purposes, but is intended to identify the potential for an asbestos hazard in accessible areas. This screening is not intended to be used for demolition, abatement, renovation, or repair work.

The basis for "suspect" determination is taken from the materials listed in Appendix G of the United States Environmental Protection Agency (USEPA) publication Managing Asbestos in Place (the "Green Book"). Therefore, all materials listed in the Green Book which were installed prior to 1989 are considered suspect with the exception of resilient floor tile, asbestos-cement board (transite), and roofing felt, which are considered suspect regardless of installation date (these materials continue to be manufactured and installed in the United States).

The federal definition of an Asbestos-containing Material (ACM) is any material containing more than 1% asbestos by weight.

8.1.1. Unsampled Suspect Material

12" x 12" resilient floor tile/mastic

Item	Description
Friable	No
Condition	Good
Location	Various interior areas
Quantity	Not quantified
Three samples collected and submitted	No
Reason samples were not collected	Material in good condition. Sampling not required.
	Please refer to Section 2 for further discussion.

Roofing material

Item	Description
Friable	No
Condition	Good
Location	Roof areas
Quantity	Not quantified
Three samples collected and submitted	No
Reason samples were not collected	Potential to void a warranty
	Please refer to Section 2 for further discussion.

8.1.2. Sampled Suspect Material

No friable or damaged non-friable suspect asbestos was observed at the Project. Therefore no samples were collected.

8.2. PRIOR ASBESTOS

Prior Asbestos Screenings

Item	Description
	No prior sampling results provided for review.
Additional comment	It should be noted that EMG was provided with copies of prior asbestos screenings/limited assessments, prepared by American Envirotest (May 26, 1996 and January 30, 1996); P&D Environmental Services (February 6, 1997); and Abatec (May 22, 1998); discussed the results of bulk and air sampling activities for ACM. However, the sampling discussed in these reports was conducted at the former hotel property and other facilities further to the southeast, which are not included as part of EMG's current assessment.

8.3. RADON

Radon

Item	Description
	There are no residences at the Project; therefore, radon was not addressed as a part of this assessment.

8.4. PRIOR RADON

Prior Radon

Item	Description
	No prior sampling results provided for review.

8.5. LEAD BASED PAINT

Lead Based Paint

Item	Description
Property Type	Retail
Conclusion	There are no residences at the Project; therefore, lead based paint was not addressed as a part of this assessment.

8.6. PRIOR LEAD BASED PAINT

ACS Associates dated June 2, 1998

Item	Description
Reliance	Yes
Prior lead based paint results	The scope of the previous lead paint screening included the former hotel facility to the east (now demolished), and the vacant office tower and Ralph's Grocery and bowling alley located further to the southeast. However, at least two lead wipe samples were collected from the Project building. Two lead wipe samples were collected from Re-Max (west conference room and southeast meeting room). According to ACS, the wipe samples were below the Federal standard, and no further work or assessment was recommended.
Previous sampling adequate	Yes
Laboratory analyses or XRF results of previous samples positive for Lead Based Paint	No
Lead free certification	No

8.7. LEAD IN WATER

Lead In Water

Item	Description
	Lead in water sampling was not requested; therefore, lead in water was not addressed as a part of this assessment. Please refer to the Potable Water Supply section for further discussion.

8.8. PRIOR LEAD IN WATER

Prior Lead In Water

Item	Description
	No prior sampling results provided for review.

8.9. MOLD

The ESA included a screening approach for the potential existence of mold, including the identification of visible mold growth, conditions conducive to mold growth, and evidence of moisture in readily accessible interior areas of the Project. In addition, EMG interviewed Project personnel regarding any known or suspected mold contamination, water intrusion, or mildew-like odor problems. Sampling was not performed as a part of this survey. EMG notes that this survey does not constitute a comprehensive mold assessment of the Project, and the conclusions made are based solely on observable conditions in readily accessible interior areas of the Project on the assessment date.

Mold

Item	Description
Conclusion	EMG did not note obvious visual indications of the presence of mold, conditions conducive to mold growth, or evidence of moisture in readily accessible interior areas of the Project. No further action or investigation is recommended regarding mold at the Project.

9. NON ASTM ENVIRONMENTAL SETTINGS

9.1. WETLANDS

Wetlands

Item	Description
NWI map reviewed	No
Surface water features or vegetation indicative of wetlands identified through review of USGS map and/or site observations at the Project	No
Surface water features or vegetation indicative of wetlands identified through review of USGS map and/or site observations at any adjacent property	No

9.2. FLOOD ZONE

Zone C

Item	Description
FEMA map available	Yes
Date of the FEMA flood map	February 4, 1987
Flood zone(s)	Zone C, areas outside the 500-year flood plain with less than 0.2% annual probability of flooding. Annual Probability of Flooding of Less than one percent.
Additional flood zones	The Project is not located in any additional flood zones.
Source document was obtained and included in Appendices	No

9.3. SOILS

Oceano Association

Item	Description
County the soils information source is for	Los Angeles
State the soils information source is for	California
Agency which published the soils information	USDA NRCS
Date of the soils information	1969
Project area mapped	Yes
Entire Project mapped as Urban Land	No
Soil type	Oceano Association
Slope	2-5%
Soil Drainage information available	Yes
Drainage	Excessively
Texture	Sand
Depth	>60 inches
Soil Permeability information available	Yes
Permeability	Rapid
Soil Reaction information available	Yes
Reaction	Medium acidic
Depth to Seasonal High Water Table (Shallow Aquifer)	Not reported
Site-Specific soils information	No site-specific soils information is available.

9.4. GEOLOGY

Geologic Map of California

Item	Description
Geology Type	Geologic Map of California

Item	Description
Agency which published geologic information	Geologic Map of California published by the California Geological Survey
Date of the Geology Source	1977
Physiographic Province	Peninsular Ranges
Geologic Age	Quaternary
Geologic material type	Alluvium, lake, playa, and terrace deposits, unconsolidated and semi-consolidated, mostly non-marine, but includes marine deposits near the coast
Estimated depth to bedrock	unspecified
Site-specific geologic information available	No site specific geologic information is available.
Source document obtained and included in Appendices	No
Source document not obtained	Original document available for review only. Copies not available.

9.5. GROUNDWATER HYDROLOGY

Groundwater Atlas of the United States

Item	Description
Agency which published hydrology information	Groundwater Atlas of the United States published by the U.S. Geological Survey
Date of the hydrology source	1995
Estimated depth range of ground water levels in the aquifer	110 to 200 feet
Estimated depth to shallow ground water available	Yes
Estimated depth to shallow ground water	10 to 30 feet
Site-specific ground water depth available	No
Anticipated ground water flow direction at the Project	Southwest

APPENDICES

APPENDIX A: PHOTOGRAPHIC DOCUMENTATION

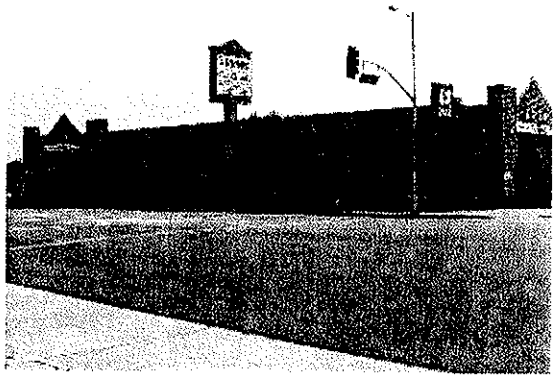


Photo #1:	North elevation of Re-Max building

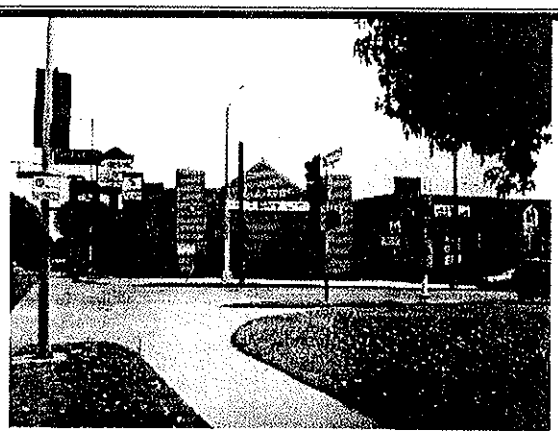


Photo #2:	West elevation of Re-Max building



Photo #3:	South (rear) elevation of Re-Max building



Photo #4:	South (rear) elevation of Re-Max building, Precision Automotive

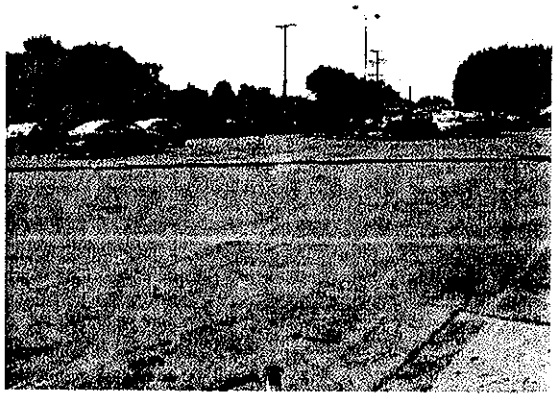


Photo #5:	Parking area overview



Photo #6:	Roof overview

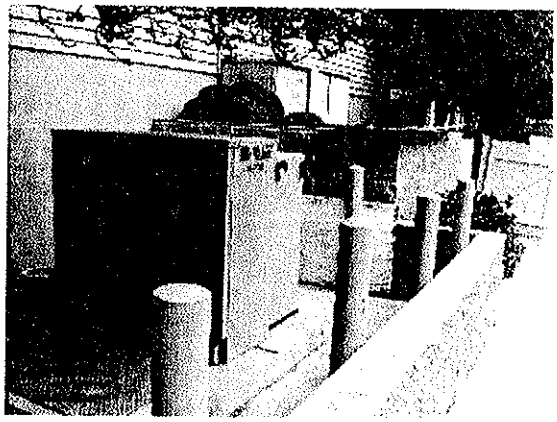


Photo #7:	Pad-mounted transformer



Photo #8:	Drums for used oil filter storage; discarded tires

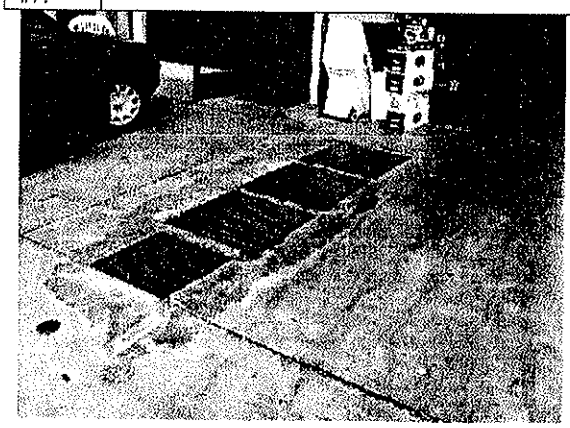


Photo #9:	Waste oil clarifier



Photo #10:	Waste oil UST

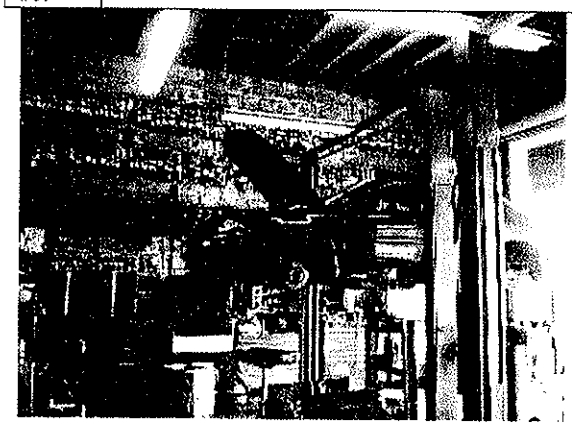


Photo #11:	Hydraulic lifts and Precision Automotive space



Photo #12:	Paints and primers in main electrical room



Photo #13:	Re-Max interior office space

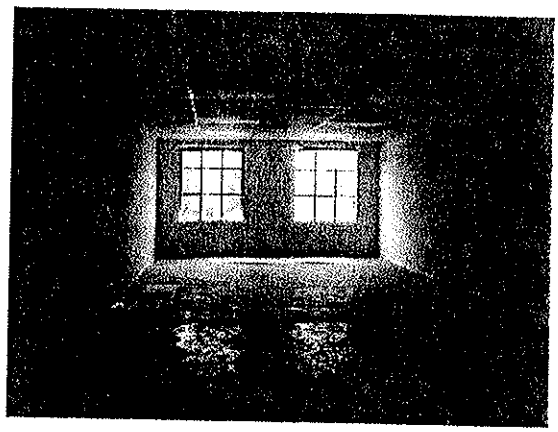


Photo #14:	Vacant space 7298C

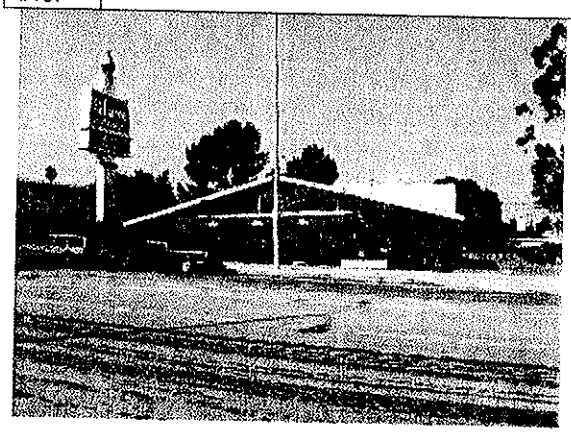


Photo #15:	Adjacent north: Thai restaurant and homes

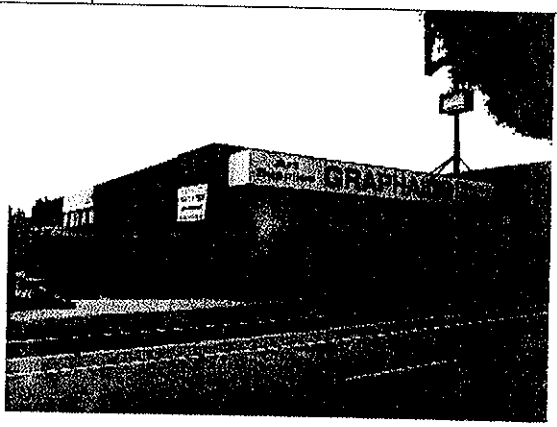


Photo #16:	Adjacent east: Art supply store in former hardware store

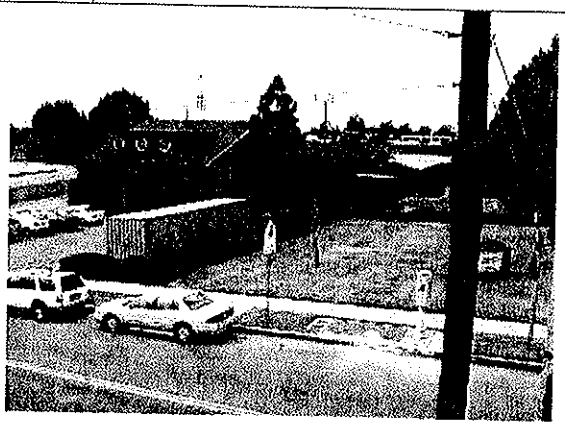


Photo #17:	Adjacent west: church

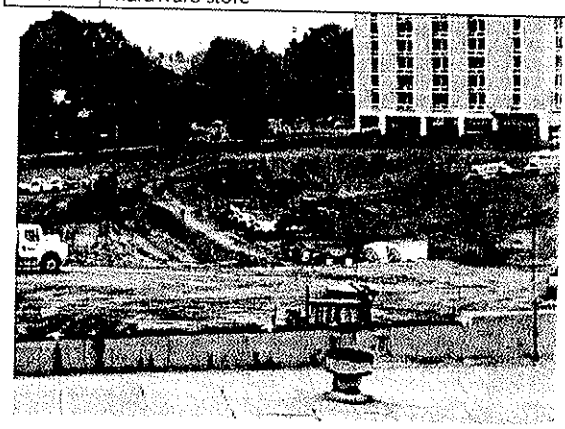
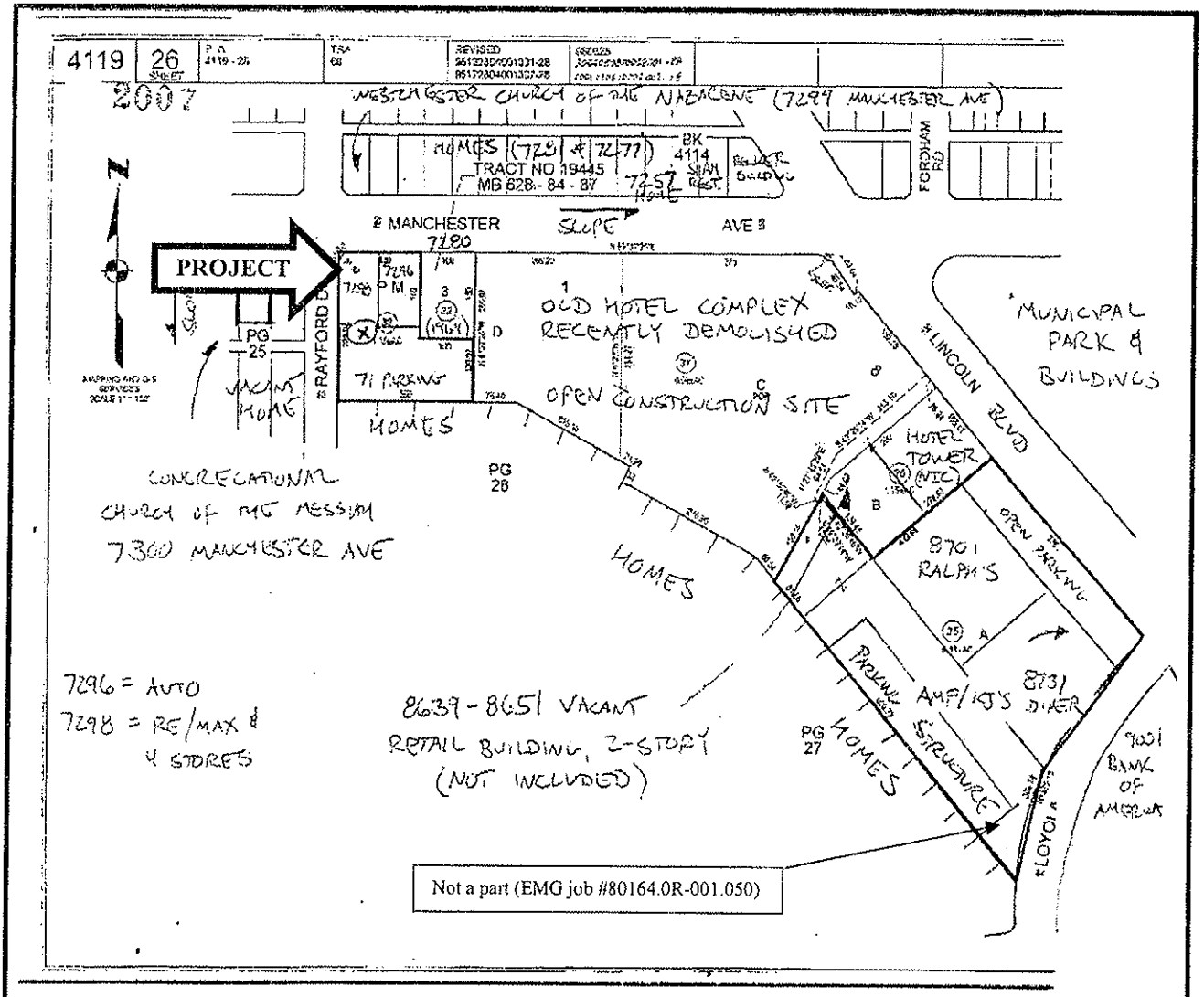


Photo #18:	Construction site further east (former hotel)

APPENDIX B:FIELD SKETCH

Field Sketch

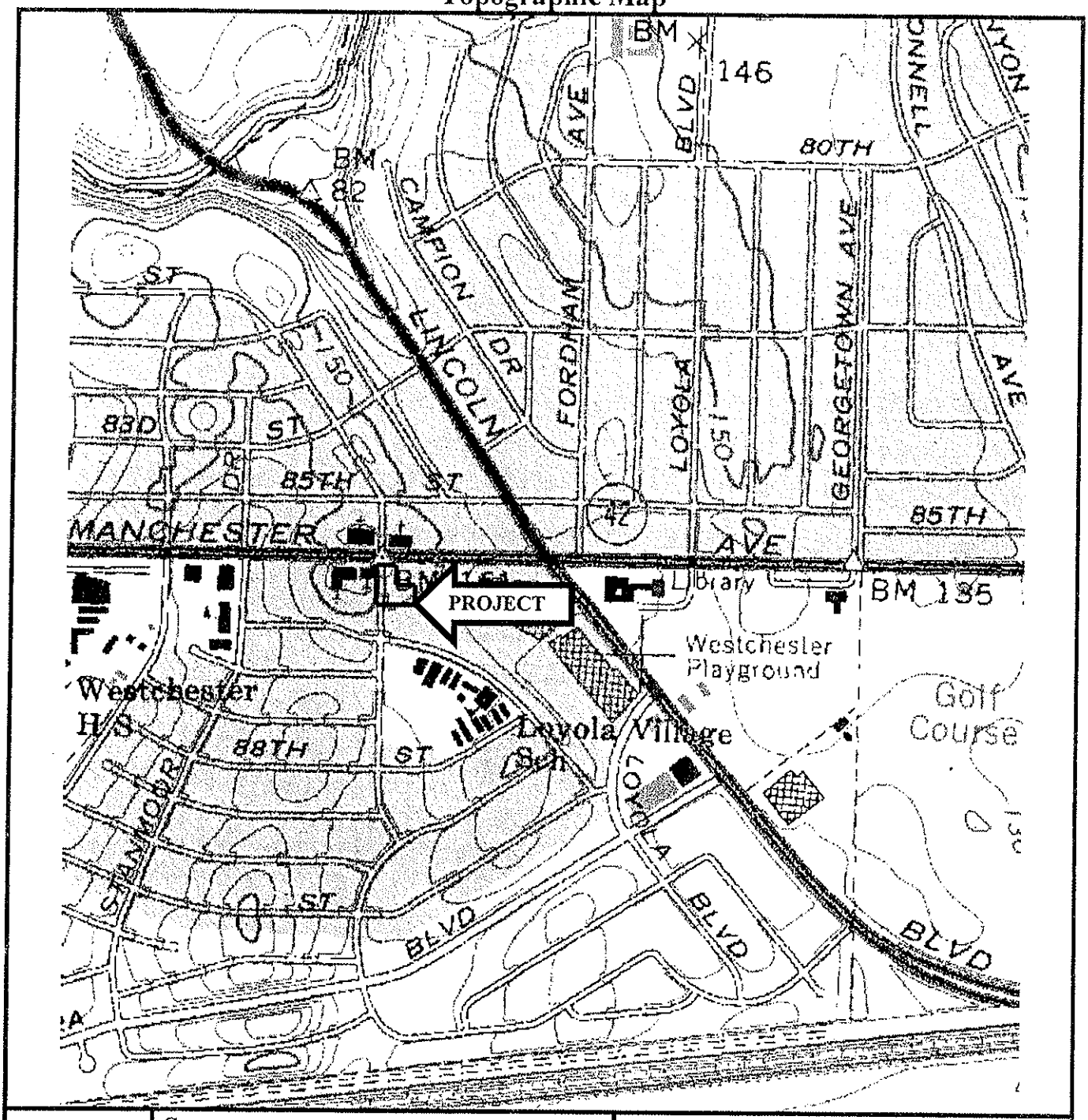


⊗ = PAD-MOUNTED TRANSFORMER

Key:	**Project Number:** 80164.06R-002.050
	Project Name: Playa de Oro - Parcel 5
Not drawn to scale. The north arrow indicator is an approximation of 0° North.	**On-Site Date:** October 9, 2006

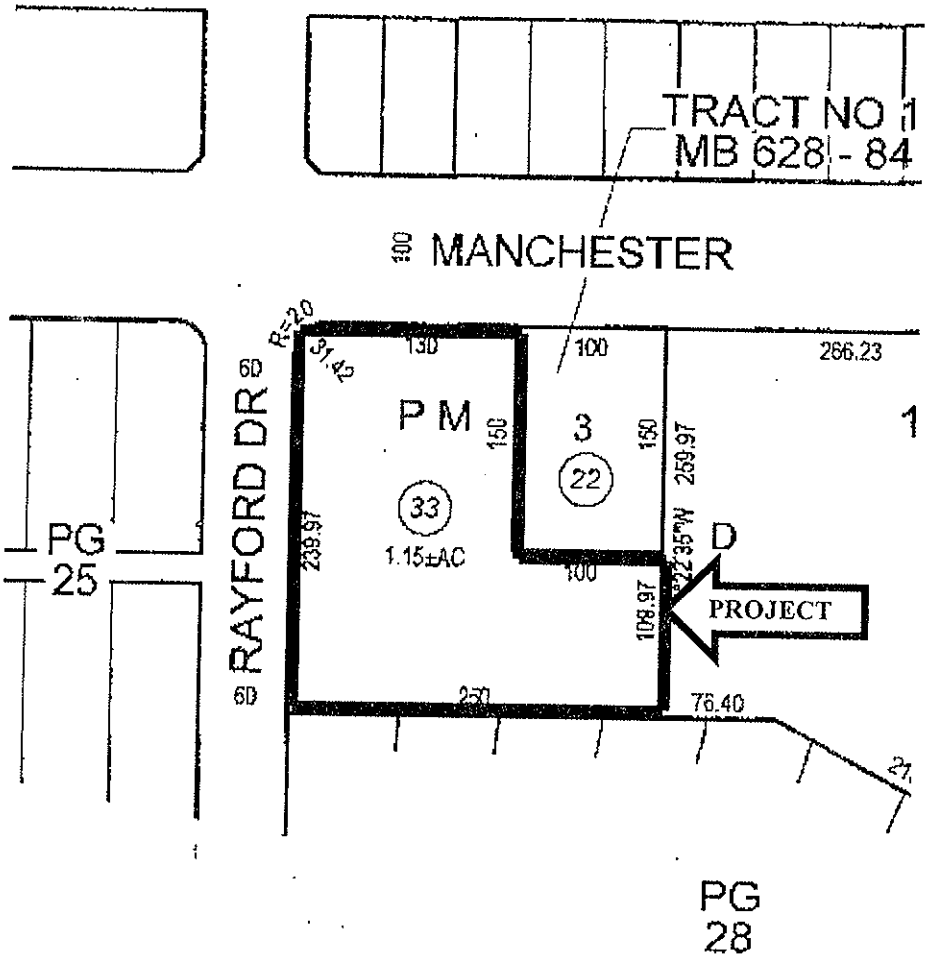
APPENDIX C: MAPS AND AERIAL PHOTOGRAPHS

Topographic Map



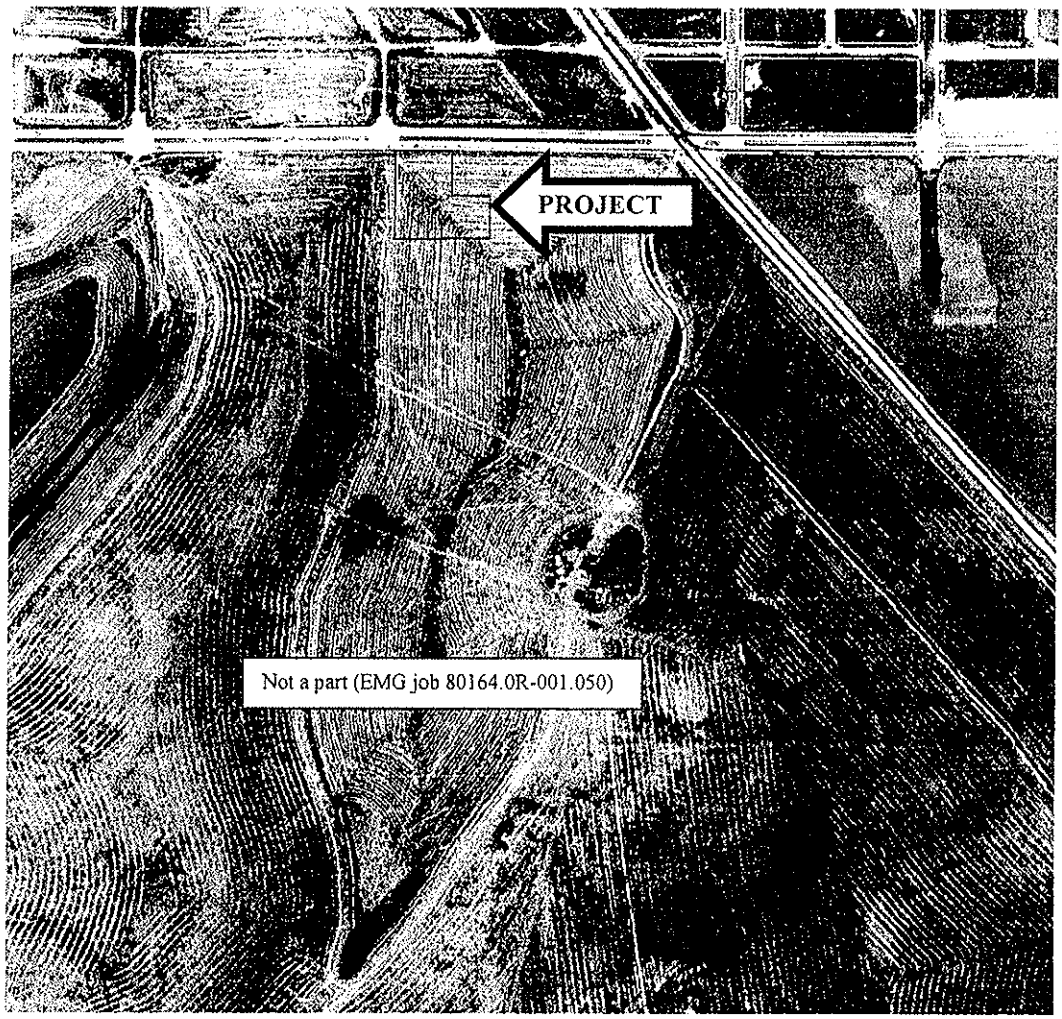
Source: TopoZone Website	**Project Number:** 80164.06R-002.050
	Project Name: Playa de Oro – Parcel 5
The north arrow indicator is an approximation of 0° North.	**On-Site Date:** October 9, 2006

Tax Map



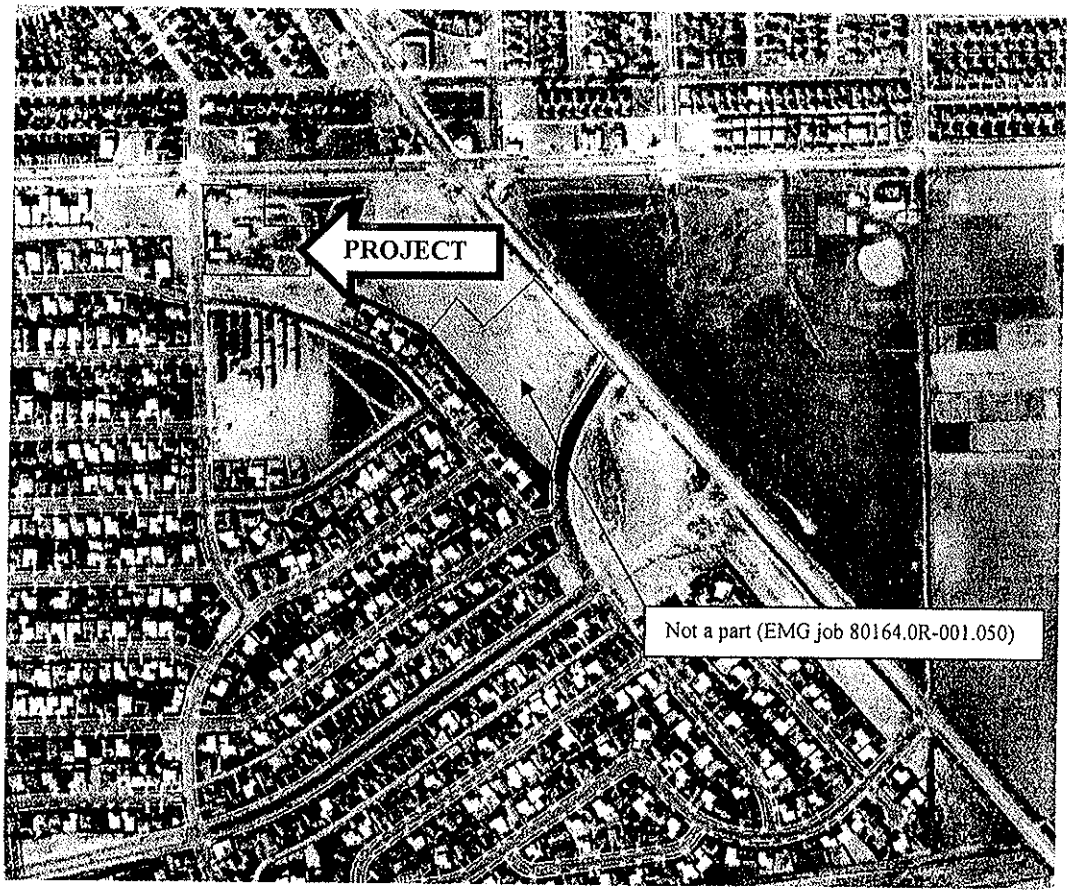
EMG	**Source:** Los Angeles County Assessor Website	**Project Number:** 80164.06R-002.050
N The north arrow indicator is an approximation of 0° North.		**Project Name:** Playa de Oro – Parcel 5
		On-Site Date: October 9, 2006

1938 Aerial Photograph



Source: Rupp Aerials/Geopak	**Project Number:** 80164.06R-002.050
	Project Name: Playa de Oro – Parcel 5
The north arrow indicator is an approximation of 0° North.	**On-Site Date:** October 9, 2006

1953 Aerial Photograph



EMG

Source:

Rupp Aerials/Geopak

N

The north arrow indicator is an approximation of 0° North.

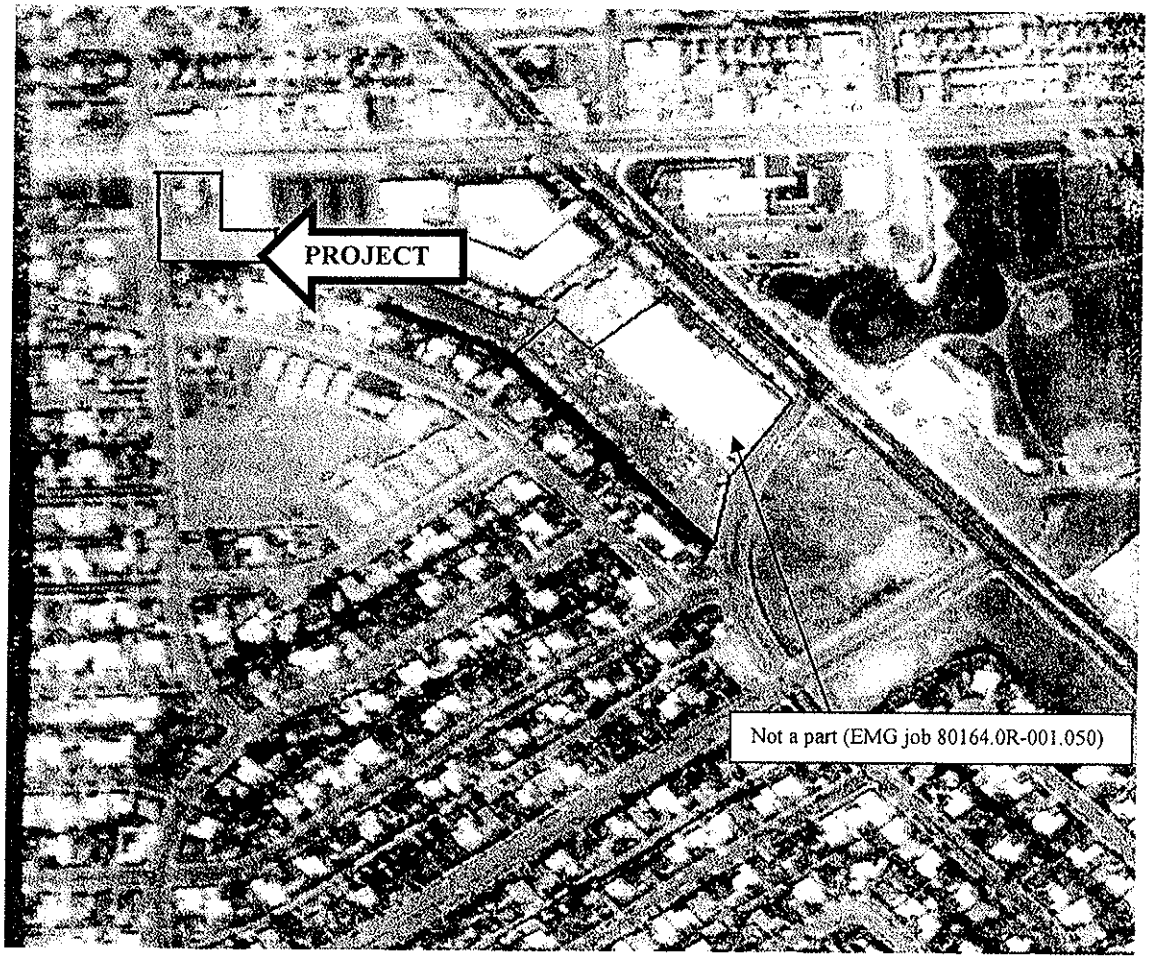
Project Number:

80164.06R-002.050

Project Name:
Playa de Oro – Parcel 5

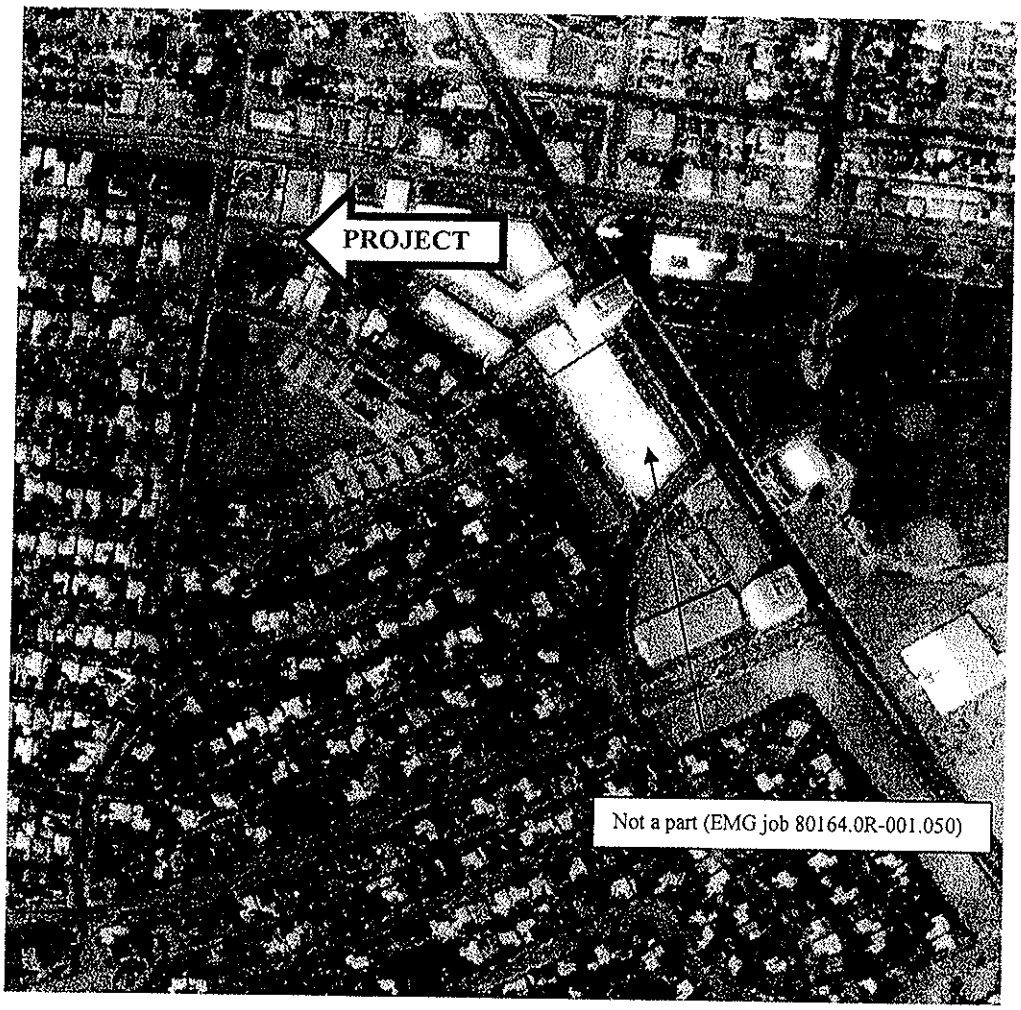
On-Site Date:
October 9, 2006

1963 Aerial Photograph



Source: Rupp Aerials/Geopak	**Project Number:** 80164.06R-002.050
	Project Name: Playa de Oro – Parcel 5
The north arrow indicator is an approximation of 0° North.	**On-Site Date:** October 9, 2006

1972 Aerial Photograph



EMG

Source:

Rupp Aerials/Geopak

N

The north arrow indicator is an approximation of 0° North.

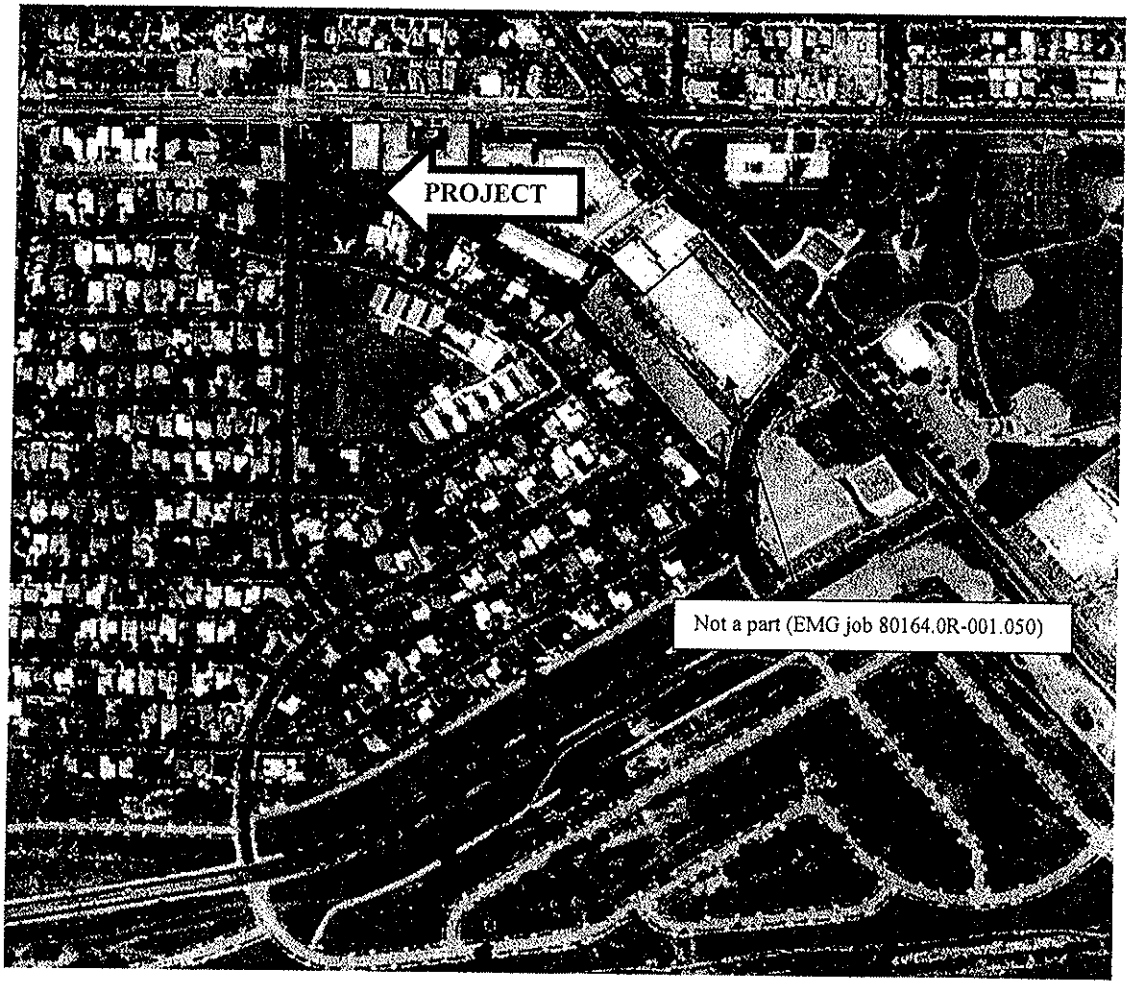
Project Number:

80164.06R-002.050

Project Name:
Playa de Oro – Parcel 5

On-Site Date:
October 9, 2006

1985 Aerial Photograph



EMG

Source:

Rupp Aerials/Geopak

Project Number:

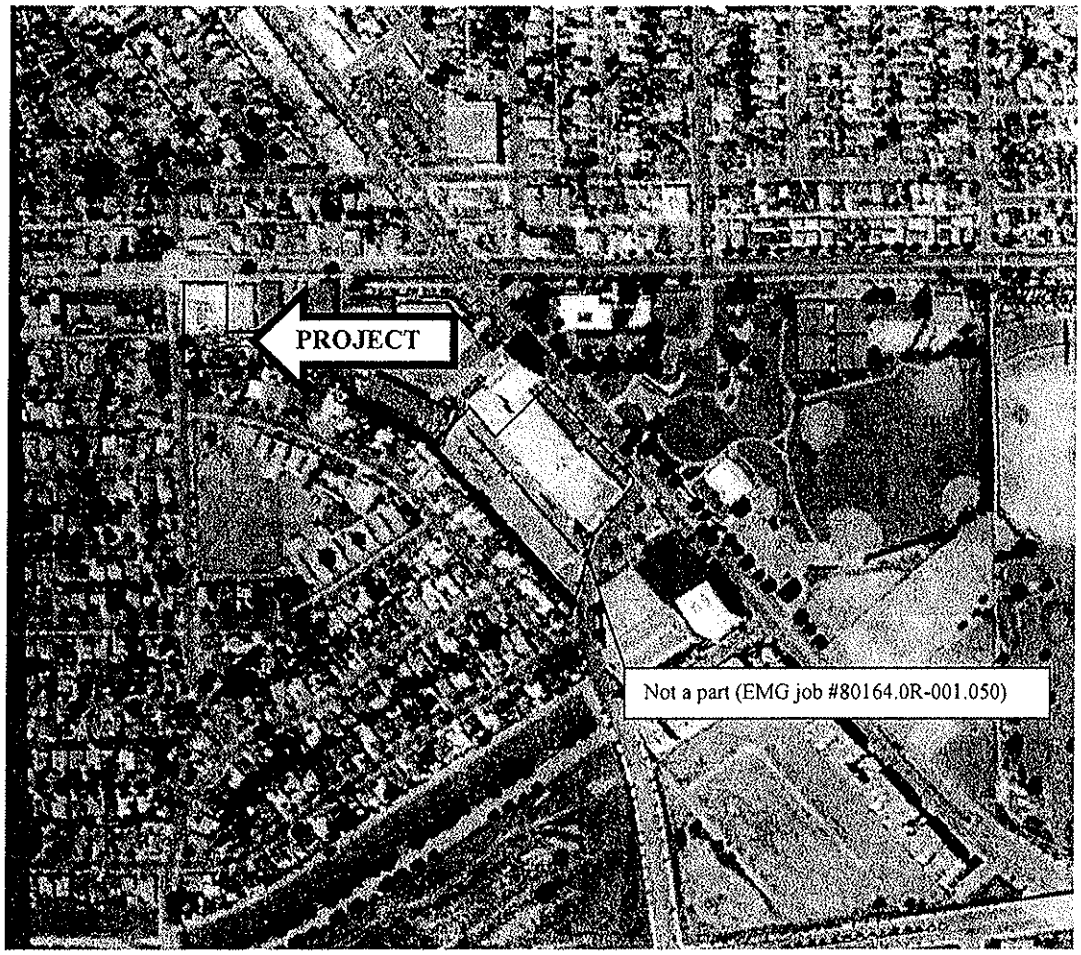
80164.06R-002.050

Project Name:
Playa de Oro – Parcel 5

On-Site Date:
October 9, 2006

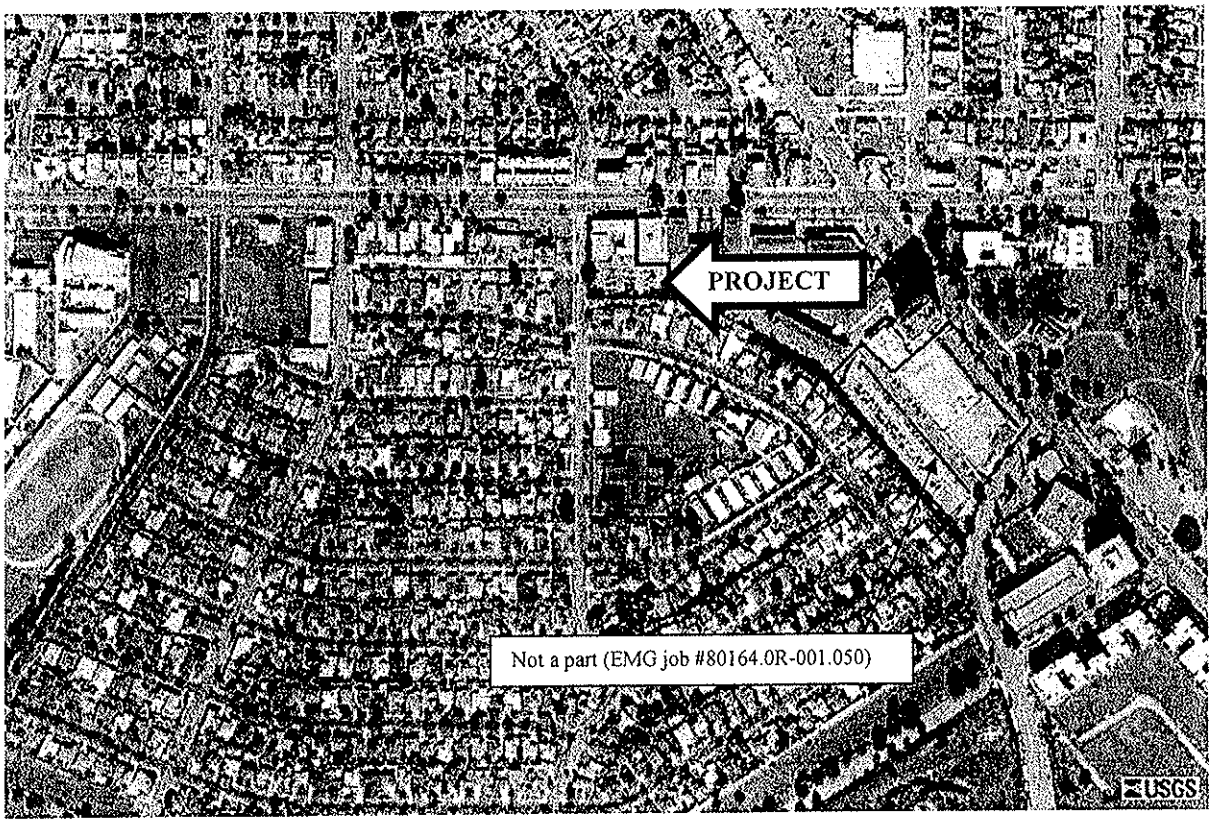
The north arrow indicator is an approximation of 0° North.

1997 Aerial Photograph



Source: Rupp Aerials/Geopak	**Project Number:** 80164.06R-002.050
	Project Name: Playa de Oro – Parcel 5
The north arrow indicator is an approximation of 0° North.	**On-Site Date:** October 9, 2006

2004 Aerial Photograph



EMG

Source:

USGS Microsoft Terraserver

Project Number:

80164.06R-002.050

Project Name:
Playa de Oro – Parcel 5

On-Site Date:
October 9, 2006

The north arrow indicator is an approximation of 0° North.

APPENDIX D: RECORDS OF COMMUNICATION

Record of Communication

Date:	10/9/2006	**Time:**	10:00 AM
Project Number:	80164.06R-002.050	**Recorded by:**	Shannon Vogt
Project Name:	Playa del Oro – Parcel 5		

Communication with: Ilana Stein
of: Decron Properties
Phone: 818.522.1979

Communication via:

- ☐ **Telephone Conversation**
- ☒ **Discussions During Site Inspection**
- ☐ **Office Visitation/Meeting at:**
- ☐ **Other:**

Re:
Site access; historical and background property information.

Summary of Communication:
Ms. Stein cooperatively provided full access to the site and verbally answered a few of the questions included in the pre-survey questionnaire. The written form was not filled out. The POC has been associated with the Project for the past four years and is very familiar with the current operations of the two parcels. However, Ms. Stein did not have a good historical knowledge of the site prior to her company's involvement and was unable to provide much historical information. Historical information was obtained mostly from building permit dates, aerial photographs, and prior environmental reports completed in 2000 and 2001.

Conclusions, Actions Taken, Required, or Recommended:
None; EMG successfully found other sources for historical information.

Follow-up Required: When, With and By Whom:
None.

APPENDIX E: PRE-SURVEY QUESTIONNAIRE

Item	Description
	The Pre-Survey Questionnaire was not completed for the subject property.

APPENDIX F: REGULATORY DATABASE REPORT



EDR® Environmental
Data Resources Inc

The EDR Radius Map

Prepared for EMG

Project #: 80164.001.050

Playa De Oro
8701, 8731, 8855 Lincoln Blvd
Los Angeles, CA 90045

Inquiry Number: 1772202.1s

October 10, 2006

The Standard in Environmental Risk Management Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

TABLE OF CONTENTS

SECTION	PAGE
Executive Summary	ES1
Overview Map	2
Detail Map	3
Map Summary	4
Map Findings	6
Orphan Summary	41
Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

GeoCheck - Not Requested

Orphan Details	OD-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

8701, 8731, 8855 LINCOLN BLVD
LOS ANGELES, CA 90045

COORDINATES

Latitude (North):	33.958700 - 33° 57' 31.3"
Longitude (West):	118.419400 - 118° 25' 9.8"
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	368850.1
UTM Y (Meters):	3758290.0

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	33118-H4 VENICE, CA
Most Recent Revision:	1981

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following government records. For more information on this property see page 6 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
PEPYS GALLEY INC 8731 LINCOLN LOS ANGELES, CA 90045	EMI	N/A
GERALD'S HARDWARE STORE 7280 W MANCHESTER AVE LOS ANGELES, CA 90045	CA FID UST SWEEPS UST	N/A
GERALD'S ENTERPRISES, INC. 7280 W MANCHESTER AVE LOS ANGELES, CA 90045	HIST UST	N/A
FRITZ B BURNS FOUNDATION 7298 W MANCHESTER AVE LOS ANGELES, CA 90045	CA FID UST SWEEPS UST	N/A
PRECISION DYNO TUNE CORPORATIO 7296 W MANCHESTER AVE LOS ANGELES, CA 90045	HAZNET CA FID UST SWEEPS UST	N/A

EXECUTIVE SUMMARY

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL RECOVERY	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CORRACTS	Corrective Action Report
RCRA-TSDF	Resource Conservation and Recovery Act Information
RCRA-LQG	Resource Conservation and Recovery Act Information
ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
US BROWNFIELDS	A Listing of Brownfields Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
RAATS	RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

HIST Cal-Sites	Historical Calsites Database
CA BOND EXP. PLAN	Bond Expenditure Plan
SCH	School Property Evaluation Program
Toxic Pits	Toxic Pits Cleanup Act Sites
SWF/LF	Solid Waste Information System
CA WDS	Waste Discharge System
WMUDS/SWAT	Waste Management Unit Database
Cortese	"Cortese" Hazardous Waste & Substances Sites List
SLIC	Statewide SLIC Cases

EXECUTIVE SUMMARY

AOCONCERN..... San Gabriel Valley Areas of Concern
AST..... Aboveground Petroleum Storage Tank Facilities
CHMIRS..... California Hazardous Material Incident Report System
Notify 65..... Proposition 65 Records
LA Co. Site Mitigation..... Site Mitigation List
DEED..... Deed Restriction Listing
VCP..... Voluntary Cleanup Program Properties
WIP..... Well Investigation Program Case List
LOS ANGELES CO. HMS... HMS: Street Number List
CDL..... Clandestine Drug Labs
RESPONSE..... State Response Sites
ENVIROSTOR..... EnviroStor Database

TRIBAL RECORDS

INDIAN RESERV..... Indian Reservations
INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land
INDIAN UST..... Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants... EDR Proprietary Manufactured Gas Plants
EDR Historical Auto StationsEDR Proprietary Historic Gas Stations

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL RECORDS

RCRAInfo: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System(RCRIS). The database includes selective information on sites which generate, transport, store , treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/13/2006 has revealed that there are 5 RCRA-SQG sites within approximately 0.125 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
CARRIAGE CLEANERS	*8639 LINCOLN BLVD #104*	*0 - 1/8*	*6*	*10*
LA LOYOLA VILLAGE LIBRARY	*7114 W MANCHESTER AVE*	*0 - 1/8*	*C9*	*15*

EXECUTIVE SUMMARY

Site	Address	Dist / Dir	Map ID	Page
LA W CHESTER MUNI BLDG	*7166 W MANCHESTER AVE*	*0 - 1/8*	*10*	*16*
AMFAC HOTEL	*8601 LINCOLN BLVD*	*0 - 1/8*	*B11*	*17*
LOYOLA CLEANERS	*8409 LINCOLN BLVD*	*0 - 1/8 N*	*E23*	*26*

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 07/21/2006 has revealed that there are 25 FINDS sites within approximately 1 mile of the target property.

Site	Address	Dist / Dir	Map ID	Page
CARRIAGE CLEANERS	*8639 LINCOLN BLVD #104*	*0 - 1/8*	*6*	*10*
LA LOYOLA VILLAGE LIBRARY	*7114 W MANCHESTER AVE*	*0 - 1/8*	*C9*	*15*
LA W CHESTER MUNI BLDG	*7166 W MANCHESTER AVE*	*0 - 1/8*	*10*	*16*
AMFAC HOTEL	*8601 LINCOLN BLVD*	*0 - 1/8*	*B11*	*17*
LOYOLA VILLAGE ELEMENTARY	8821 VILLANOVA AVE.	0 - 1/8 SSW	15	20
LOYOLA CLEANERS	*8409 LINCOLN BLVD*	*0 - 1/8 N*	*E23*	*26*
HUGHES AIRCRAFT CO,SP & COMM G	9320 LINCOLN BOULEVARD	1/8 - 1/4 SE	F27	28
HUGHES AIRCRAFT CO SCG	*9320 S LINCOLN BLVD*	*1/8 - 1/4 SE*	*F28*	*28*
LOYOLA AUTOMOTIVE	*8314 LINCOLN BLVD*	*1/8 - 1/4 N*	*G29*	*29*
WESTCHESTER SENIOR HIGH	7400 W. MANCHESTER AVE.	1/8 - 1/4 W	34	34
DEL REY CONTINUATION	8701 PARK HILL DR.	1/8 - 1/4 W	35	35
MARINA PIT STOP	*8131 LINCOLN BLVD*	*1/4 - 1/2 N*	*I36*	*35*
EQUILON ENTERPRISES	8126 LINCOLN	1/4 - 1/2 N	I37	35
LOYOLA MARYMOUNT UNIV COLLEGE	*LOYOLA BLVD AT W 80TH S*	*1/4 - 1/2 NNE*	*38*	*36*
PASEO DEL REY FUNDAMENTAL	7751 PASEO DEL REY	1/2 - 1 WSW	39	36
LA FIRE STATION 5	*6621 W MANCHESTER*	*1/2 - 1 ENE*	*40*	*37*
LAX FUEL CORPORATION	9900 LAX FUEL ROAD	1/2 - 1 SSE	41	37
EXXON MOBIL OIL CORP	6600 W MANCHESTER AVE	1/2 - 1 ENE	J42	38
LEONARDS SERVICE	*6600 W MANCHESTER*	*1/2 - 1 ENE*	*J43*	*38*
KENTWOOD ELEMENTARY	8401 EMERSON AVE.	1/2 - 1 ENE	44	38
SOCAL GAS - OLYMPIC	*8141 GULANA AVENUE*	*1/2 - 1 WNW*	*45*	*39*
PLAYA WEST AUTOMOTIVE	*8145 W MANCHESTER AVE*	*1/2 - 1 W*	*46*	*39*
LA VENTILATOR STATION #1	*8125 GULANA AVE*	*1/2 - 1 WNW*	*47*	*40*
PLAYA CAPITAL COMPANY LLC	*13250 W JEFFERSON BLVD*	*1/2 - 1 NNW*	*48*	*40*
CHEVRON USA INC LOS ANGELES IN	*6900 WORLD WAY WEST*	*1/2 - 1 S*	*49*	*40*

STATE AND LOCAL RECORDS

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 07/10/2006 has revealed that there is 1

EXECUTIVE SUMMARY

SWRCY site within approximately 0.5 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
TOMRA PACIFIC INC/ALBERTSONS #	8448 LINCOLN BLVD	0 - 1/8 N	D18	23

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 07/11/2006 has revealed that there is 1 LUST site within approximately 0.5 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
76 PRODUCTS STATION #0768	8300 LINCOLN BLVD	1/8 - 1/4 N	H33	32

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 07/11/2006 has revealed that there is 1 UST site within approximately 0.25 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
TOSCO CORPORATION #30344	8300 LINCOLN BLVD	1/8 - 1/4 N	H32	32

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there is 1 HIST UST site within approximately 0.125 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
96256	8500 LINCOLN BLVD	0 - 1/8 N	D16	20

SWEEPS: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 4 SWEEPS UST sites within approximately 0.25 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
96256-CHEVRON STATION	*8500 LINCOLN BLVD*	*0 - 1/8 N*	*D17*	*22*
WESTCHESTER GOLF COURSE	*6900 W MANCHESTER AVE*	*0 - 1/8 NE*	*26*	*28*
SERVICE STATION 0768	*8304 LINCOLN BLVD*	*1/8 - 1/4 N*	*G30*	*29*
UNOCAL SS#768 JEFFEREY A. PATC	*8300 LINCOLN BLVD*	*1/8 - 1/4 N*	*H31*	*30*

EXECUTIVE SUMMARY

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the CLEANERS list, as provided by EDR, and dated 04/18/2005 has revealed that there are 7 CLEANERS sites within approximately 0.125 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
CARRIAGE CLEANERS	***8639 LINCOLN BLVD #104***	***0 - 1/8***	***6***	***10***
ROWENA'S CLEANERS	8430 LINCOLN BLVD	0 - 1/8 N	E19	24
ROWENA'S CLEANERS	8430 LINCOLN BLVD	0 - 1/8 N	E20	24
ROWENA'S CLEANERS	8430 LINCOLN BLVD	0 - 1/8 N	E21	25
ROWENA'S CLEANERS	8430 LINCOLN BLVD	0 - 1/8 N	E22	25
LOYOLA CLEANERS	***8409 LINCOLN BLVD***	***0 - 1/8 N***	***E23***	***26***
LOYALA VILLAGE CLEANERS	***8409 LINCOLN BLVD***	***0 - 1/8 N***	***E24***	***27***

EDR PROPRIETARY RECORDS

EDR Historical Cleaners: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.

A review of the EDR Historical Cleaners list, as provided by EDR, has revealed that there is 1 EDR Historical Cleaners site within approximately 0.25 miles of the target property.

Site	Address	Dist / Dir	Map ID	Page
LOYOLA VILLAGE CLEANERS & LAUN	8409 LINCOLN BLVD	0 - 1/8 N	E25	27

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
UNION OIL SERVICE STATION #420	CA FID UST, SWEEPS UST
2 / 3 MI DUE SOUTH NEWPORT	HAZNET, LUST, CHMIRS
ARCO FACILITY NO. 05187	LUST
KOREAN AIRLINES FREIGHT	LUST
PLAYA PHASE I COMMERCIAL LAND CO L	FINDS, HAZNET
EQUILON ENTERPRISES	FINDS, HAZNET
LA BERTH 212, LOS ANGELES HARBOR "	ERNS
NB GOLDEN STATE FRWY 1/2 MI N OF V	ERNS
MAGUIRE THOMAS PARTNERS/PLAYA	FINDS, EMI
QUALITY EXPRESS CLEANER	SLIC
DE LAURIER ERNEST	EDR Historical Auto Stations
DE PALMA LOUIS	EDR Historical Auto Stations
PENCE DE LEON AUGUSTINE	EDR Historical Auto Stations
DE WEAVER FRED	EDR Historical Auto Stations
DE ROULE J E	EDR Historical Auto Stations
DE MIRIS THOS	EDR Historical Auto Stations
DE CARLO ROBT	EDR Historical Auto Stations
DE LAURIE E L	EDR Historical Auto Stations
DE BELL RALPH	EDR Historical Auto Stations
DE CARLI HENRY	EDR Historical Auto Stations
DE CARLI HENRY	EDR Historical Auto Stations
DE MOULIN EDMOND	EDR Historical Auto Stations
DE NUNZIO H A	EDR Historical Cleaners
DE LUXE LAUNDRY ASSN	EDR Historical Cleaners
DE CAMPO MIGUEL	EDR Historical Cleaners
DE SUES JOS	EDR Historical Cleaners
DE SUES F C	EDR Historical Cleaners
DE LUXE CLEANERS	EDR Historical Cleaners
DE NUNZIO DANE	EDR Historical Cleaners
DE VAULT F S	EDR Historical Cleaners
DE FORD I E MRS	EDR Historical Cleaners
DE SUES L W	EDR Historical Cleaners
M & L RECYCLING/ROBERTS MKT	SWRCY

OVERVIEW MAP - 1772202.1s



Target Property
Toxic Sites
Manufactured Gas Plants
National Priority List Sites
Landfill Sites
Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA
Power transmission lines
Oil & Gas pipelines

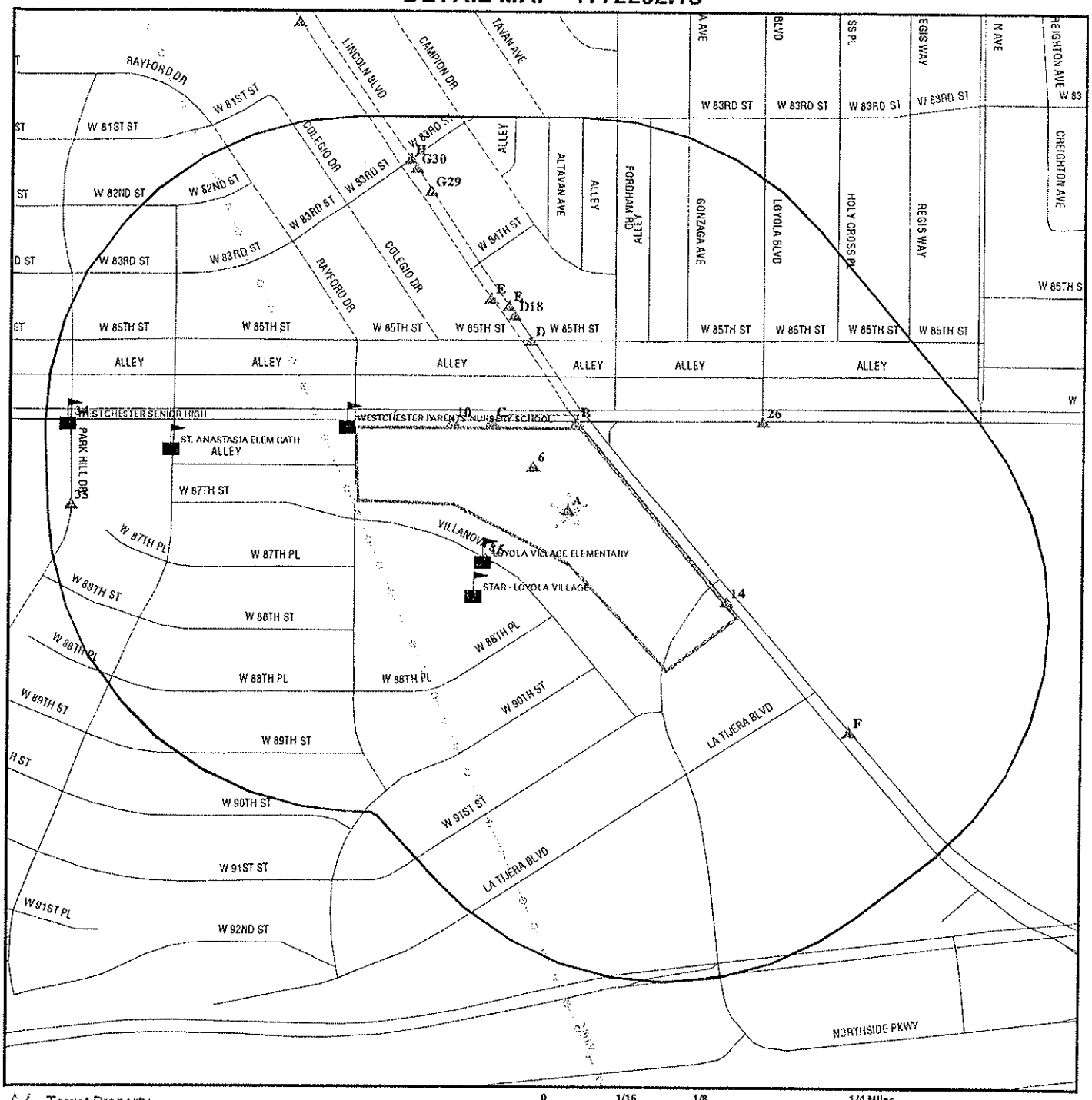
Areas of Concern

N

SITE NAME: Playa De Oro	CLIENT: EMG
ADDRESS: 8701, 8731, 8855 Lincoln Blvd Los Angeles CA 90045	CONTACT: Robyn Kennedy INQUIRY #: 1772202.1s
LAT/LONG: 33.9587 / 118.4194	DATE: October 10, 2006 10:13 am

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DETAIL MAP - 1772202.1s



Target Property
Toxic Sites
Manufactured Gas Plants
Sensitive Receptors
National Priority List Sites
Landfill Sites
Dept. Defense Sites

0 1/16 1/8 1/4 Miles

Indian Reservations BIA
Power transmission lines
Oil & Gas pipelines

Areas of Concern

SITE NAME: Playa De Oro ADDRESS: 8701, 8731, 8855 Lincoln Blvd Los Angeles CA 90045 LAT/LONG: 33.9587 / 118.4194	CLIENT: EMG CONTACT: Robyn Kennedy INQUIRY #: 1772202.1s DATE: October 10, 2006 10:13 am

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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FEDERAL RECORDS								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
NPL RECOVERY		TP	NR	NR	NR	NR	NR	0
CERCLIS		0.500	0	0	0	NR	NR	0
CERC-NFRAP		0.500	0	0	0	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
RCRA TSD		0.500	0	0	0	NR	NR	0
RCRA Lg. Quan. Gen.		0.125	0	NR	NR	NR	NR	0
RCRA Sm. Quan. Gen.		0.125	5	NR	NR	NR	NR	5
ERNS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
US ENG CONTROLS		0.500	0	0	0	NR	NR	0
US INST CONTROL		0.500	0	0	0	NR	NR	0
DOD		TP	NR	NR	NR	NR	NR	0
FUDS		1.000	0	0	0	0	NR	0
US BROWNFIELDS		TP	NR	NR	NR	NR	NR	0
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
ODI		0.500	0	0	0	NR	NR	0
TRIS		1.000	0	0	0	0	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
ICIS		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0.125	0	NR	NR	NR	NR	0
FINDS		1.000	6	5	3	11	NR	25
RAATS		TP	NR	NR	NR	NR	NR	0
STATE AND LOCAL RECORDS								
Hist Cal-Sites		1.000	0	0	0	0	NR	0
CA Bond Exp. Plan		TP	NR	NR	NR	NR	NR	0
SCH		TP	NR	NR	NR	NR	NR	0
Toxic Pits		TP	NR	NR	NR	NR	NR	0
State Landfill		0.500	0	0	0	NR	NR	0
CA WDS		TP	NR	NR	NR	NR	NR	0
WMUDS/SWAT		TP	NR	NR	NR	NR	NR	0
Cortese		TP	NR	NR	NR	NR	NR	0
SWRCY		0.500	1	0	0	NR	NR	1
LUST		0.500	0	1	0	NR	NR	1
CA FID UST	X	TP	NR	NR	NR	NR	NR	0
SLIC		1.000	0	0	0	0	NR	0
AOCONCERN		TP	NR	NR	NR	NR	NR	0
UST		0.250	0	1	NR	NR	NR	1

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
HIST UST	X	0.125	1	NR	NR	NR	NR	1
AST		TP	NR	NR	NR	NR	NR	0
SWEEPS UST	X	0.250	2	2	NR	NR	NR	4
CHMIRS		TP	NR	NR	NR	NR	NR	0
Notify 65		TP	NR	NR	NR	NR	NR	0
LA Co. Site Mitigation		TP	NR	NR	NR	NR	NR	0
DEED		TP	NR	NR	NR	NR	NR	0
VCP		1.000	0	0	0	0	NR	0
DRYCLEANERS		0.125	7	NR	NR	NR	NR	7
WIP		0.250	0	0	NR	NR	NR	0
Los Angeles Co. HMS		TP	NR	NR	NR	NR	NR	0
CDL		TP	NR	NR	NR	NR	NR	0
RESPONSE		1.000	0	0	0	0	NR	0
HAZNET	X	TP	NR	NR	NR	NR	NR	0
EMI	X	TP	NR	NR	NR	NR	NR	0
ENVIROSTOR		1.000	0	0	0	0	NR	0
TRIBAL RECORDS								
INDIAN RESERV		1.000	0	0	0	0	NR	0
INDIAN LUST		0.500	0	0	0	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
EDR PROPRIETARY RECORDS								
Manufactured Gas Plants		0.125	0	NR	NR	NR	NR	0
EDR Historical Auto Stations		0.250	0	0	NR	NR	NR	0
EDR Historical Cleaners		0.250	1	0	NR	NR	NR	1

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

APPENDIX G: SUPPORTING DOCUMENTATION

EDR® Environmental
Data Resources Inc

"Linking Technology with Tradition"®

Sanborn® Map Report

Ship To: Robyn Kennedy
EMG
11011 McCormick Road
Hunt Valley, MD 21031

Order Date: 10/10/2006 **Completion Date:** 10/10/2006
Inquiry #: 1772202.2
P.O. #: 80164.001.050
Site Name: Playa De Oro
Address: 8701, 8731, 8855 Lincoln Blvd
City/State: Los Angeles, CA 90045
Cross Streets:

Customer Project: 80164.001.050
1011857KFG 410-785-6200

This document reports that the largest and most complete collection of Sanborn fire insurance maps has been reviewed based on client supplied information, and fire insurance maps depicting the target property at the specified address were not identified.

NO COVERAGE

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DECRON PROPERTIES

DEVELOPMENT — MANAGEMENT — CONSTRUCTION

David J. Nagel
President and CEO

VIA MESSENGER

September 29, 2006

Ed Zimbler
Capmark Financial, Inc.
10940 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90024

Re: Ralph's & ReMax Parcels

Dear Ed:

Enclosed please find an original form of the Letter of Intent that includes the discussed change to the Index from 135 basis points to 133 basis points in exchange for our willingness to allow interest to accrue on the 15th day of the month prior to the date a payment is due.

I also wish to confirm that the "Property" that will be encumbered as security for this loan shall consist of the entirety of the ReMax parcel (7298 West Manchester) and the entirety of the Ralph's parcel (8701 Lincoln Boulevard), but it will exclude the 11,000 square foot Gerald's piece (located at 7280 West Manchester). The Gerald's land will soon be a part of the mixed-use parcel (as a part of the lot line adjustment application in place) so we had to make that adjustment and exclude it from your security. Notwithstanding, please note from the attached Operating Statement and Rent Roll that the combined income from the combined Ralph's and ReMax parcels still exceed $950,000 and still meets the 1.0 Debt Coverage Ratio requirement you are counting on.

Please proceed immediately with the order of the Appraisal and the other Third-Party reports so that we are timely with our closing which is anticipated to be on or about October 30, 2006.

Sincerely,
DECRON PROPERTIES CORP.

David J. Nagel

DJN/cg Enclosures

cc: Jack Nagel
Jacob Friedman
Mark Wiesenthal

6222 Wilshire Blvd., Suite 650 • Los Angeles, California 90048
(323) 556-6600 • FAX (323) 556-6621
dnagel@decronproperties.com

GMAC COMMERCIAL MORTGAGE
RENT ROLL
(as of)

PROPERTY NAME: Playa del Oro
CITY, STATE: 8701 Lincoln, Los Angeles, CA

TENANCY:

Remax Center								
7280 A	Decron/Playa del Oro Construction Of	6.72%	mtm			$1.00	$78,000	
7280 B	Graphaids	4.65%		5/31/2009		$1.15	$62,100	
7296	Precision Dyno Tune	1.99%		7/31/2009		$2.54	$58,613	
7298	Remax Beach Cities Realty	7.59%		5/31/2009		$1.86	$163,829	
7298 A	World Karate Training	1.03%		5/31/2009		$2.00	$24,000	
7298 B	ADA Creations	1.03%		5/31/2009		$2.00	$24,000	
7299 C	Vacant	1.03%	vacant			$2.00	$24,000	
7299 D	Sunflower Nat - Sook	1.03%		5/31/2009		$2.00	$24,000	
Ralph's Center								
8701	Ralph's	32.45%		12/31/2013		$0.72	$272,435	
8731	AMF Bowling	35.24%		6/30/2010		$0.91	$373,322	
8655	Decron	7.24%	mtm			$2.00	$168,000	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	
		0.00%			-	$0.00	$0	

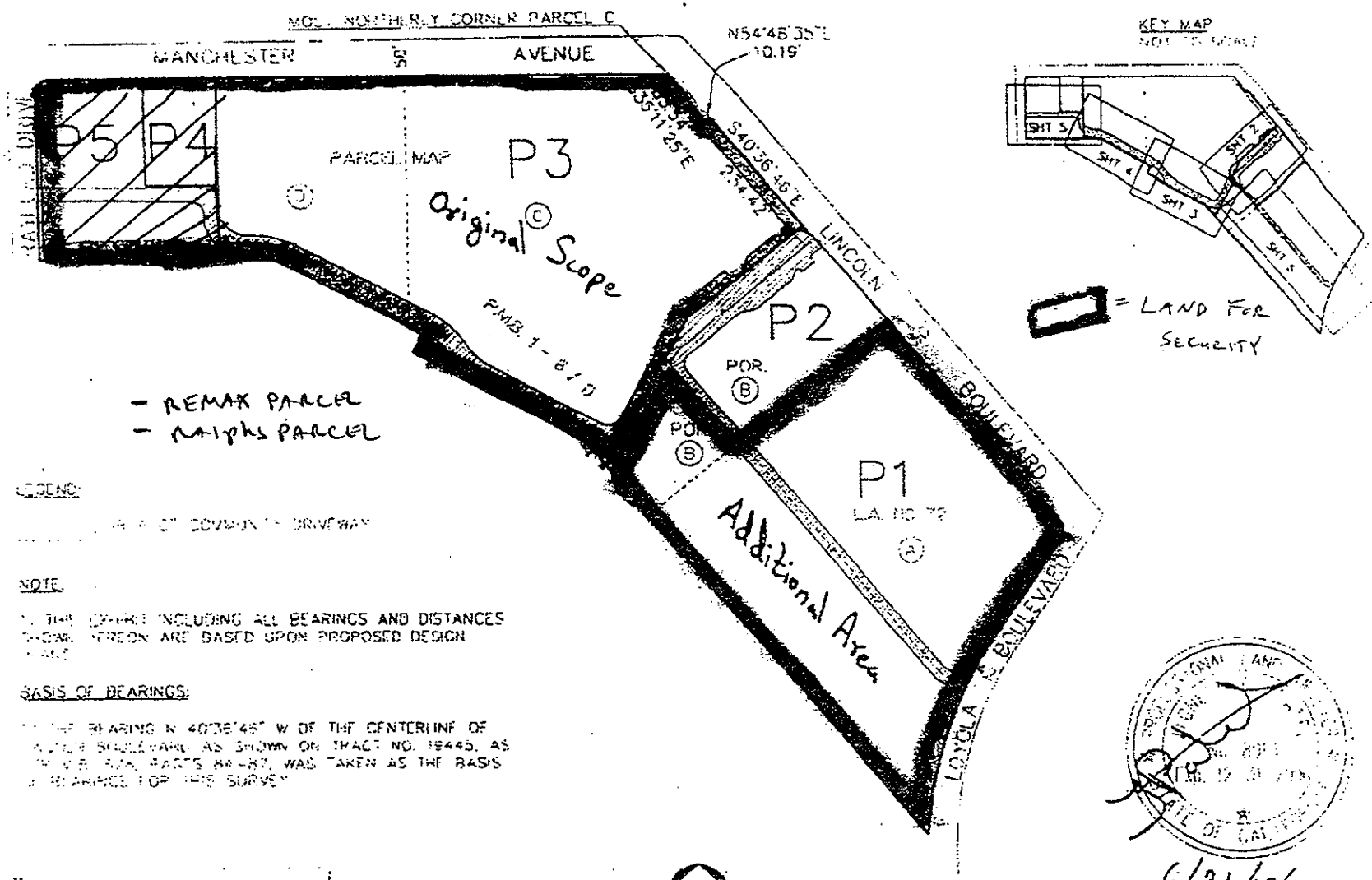
TOTAL	**95,744**	**100.00%**	**0.00**	**$13.15**	**$1.10**	**$1,272,299**	**$0.00**
Vacant	1,000	1.03%					
Leased	95,744	98.97%					

Must include a discussion of how the vacant space is configured, i.e., size of bays for retail and full or partial floors for an office building, and how that configuration impacts our releasing analysis.

(1) Note: Enter (a) Square Footage Amount and (b) either Annual Rent / SF or Monthly Rent / SF amount. DO NOT ENTER INFORMATION IN BOTH FIELDS.
If Monthly Rent / SF is entered, Annual Rent / SF will calculate automatically. If Annual Rent / SF is entered, Monthly Rent / SF should be left blank.
Upon completion of (a) and (b) above, Annual Gross Rent amounts will be calculated automatically off of the Square Foot Amount and the Annual Rent / SF.

(2) Note: For Vacant Space, enter VACANT in the Occup. Start column; for Month to Month Tenants, enter MTM in the Occup. Start column.

06 1492356



LEGEND:

[illegible] OF DEVELOPER'S DRIVEWAY

NOTE:

1. THIS EXHIBIT INCLUDING ALL BEARINGS AND DISTANCES [illegible] ARE BASED UPON PROPOSED DESIGN [illegible]

BASIS OF BEARINGS:

[illegible] BEARING N 40°36'46" W OF THE CENTERLINE OF [illegible] BOULEVARD AS SHOWN ON TRACT NO. 19445, AS [illegible] PARTS 84-87, WAS TAKEN AS THE BASIS [illegible] FOR THIS SURVEY

200 100 0

GRAPHIC SCALE: 1"=200'

NOTE: For reduced size prints, original scale is in metric

DEVELOPMENT - MANAGEMENT - CONSTRUCTION

6/21/06

PLAYA DEL ORO
COMMUNITY DRIVEWAY EXHIBIT
SHEET 1

PSOMAS

DATE 11/25/05
JOB No. 105004-00

EXHIBIT "D"

PHASE I
ENVIRONMENTAL ASSESSMENT REPORT
FOR FURAMA HOTEL
AND ADJOINING PROPERTIES, AT CORNER OF
MANCHESTER AVENUE AND LINCOLN BOULEVARD
LOS ANGELES, CA 90045

Prepared by:
ACS Associates
P. O. BOX 4258
IRVINE CA 92616

File No. 081800
August 18, 2000

TABLE OF CONTENTS

		Page
I.	INTRODUCTION	2
II.	SITE DESCRIPTION	3
III.	HYDROGEOLOGIC SETTING	4
IV.	FIELD SURVEY RESULTS	5
V.	PERMIT AND GOVERNMENT RECORDS SEARCH	7
VI.	DISCUSSIONS AND CONCLUSIONS	9
VII.	LIMITATIONS	10

ENCLOSURE I — SITE LOCATION (INDEX) MAP, SITE PLAN MAP, AND SITE PHOTOGRAPHS	A-1~A-4
ENCLOSURE II — ENVIRONMENTAL RECORD SEARCH	B-1~B-23
ENCLOSURE III — BUILDING PERMITS, BUILDING RECORDS, AND HISTORICAL TENANT REPORT	C-1~C-21
ENCLOSURE IV — LEAD SURVEY REPORT	D-1~D-11
ENCLOSURE V — ASBESTOS SURVEY REPORT	E-1~E-23
ENCLOSURE VI — PREVIOUS ASBESTOS SURVEY REPORTS	F-1~F-41

I. INTRODUCTION

A Phase I environmental assessment was conducted for Furama Hotel (8601 Lincoln Boulevard) Los Angeles, CA. 90045 and the adjoining properties (SITE) in August, 2000 by ACS Associates (ACS).

The field inspection of the SITE by ACS personnel took place on August 4, 2000. The current assessment incorporates the previous report prepared for the Development Bank of Singapore (dated June 2, 1998), and is an update of that earlier report.

The environmental assessment included the following scope of work:

- A literature and record search on the hydrogeologic setting of the area.
- A visual investigation of the property for potentially hazardous materials, including building materials, storage materials, etc.
- A visual survey of the adjacent land uses and determination of any current nearby operations, which would potentially impact the subject SITE.
- A government document search of records compiled by various government agencies for on-site or nearby operations (past and present) to aid in the identification of any potential contamination sources.
- A review of local building department permits and a tenant check to identify any past on-site operations, which could have environmental implications.
- A review of historical tenant reports, historical aerial photographs, and historical topographic maps, to identify any potential past on-site operation, which may have environmental implications.
- A limited lead-based survey and a limited asbestos survey.

The property surveyed includes the subject SITE and the adjacent area. Enclosure I presents the SITE Location Map (Figure 1-1) and the SITE Plan Map (Figure 1-2). Enclosure II presents the results of an environmental record search of government files. Enclosure III contains copies of building permits, records, and a historical tenant report. Enclosure IV presents lead survey results, including analytical data and interpretation. Enclosure V is the asbestos survey report. All of the aforementioned Enclosures are gathered and prepared during current and the 1998 ACS assessments. Enclosure VI is pre-existing documents of previous asbestos survey reports, dated 5/26/1995, 1/30/1996, and 2/6/1997.

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II. SITE DESCRIPTION

The SITE consists of ten lots located at 8601-8625 Lincoln Boulevard and 7250 Manchester Avenue (Furama Hotel), 8639 Lincoln Boulevard, 8655 Lincoln Boulevard (vacant ex-gift store), 8701 Lincoln Boulevard (Ralph's Market), 8731 Lincoln Boulevard (El Dorado Bowl), 7296 Manchester (Precision Automotive), 7298 Manchester Avenue (ReMax office, Chicago Title, and Inosanto Martial Art School) [Figure 1-1 and Figure 1-2]. It is under the jurisdiction of the City of Los Angeles (the City), Los Angeles County (the County). The SITE is identified by the County tax assessor (the ASSESSOR) with Assessor's Parcel Numbers (APN) mapbook 4119-page 026, parcels 002, 009, 010, 011, 015, 016, 023, 026, 027, and 028.

The SITE currently is a hotel and retail complex, and it consists of a high-rise hotel building, a low-rise hotel/restaurant building, two other hotel buildings (the West Wing and the Fountain Wing), a two-story retail/office building, a one-story retail (bowling alley and grocery) building, an office building (ReMax etc.), an automotive service building, a two-story parking structure, a parking lot, and landscaping. The plan view of the complex is shown in Figure 1-2, Enclosure I. It is located in a topographically flat area, at an elevation of about 140 feet above sea level. The plan view of the building and structures in connection with the SITE is shown in Figure 1-2, Enclosure I.

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III. HYDROGEOLOGIC SETTING

The subject SITE is located in the West Coast Basin in Los Angeles Basin area. The area is typically characterized by alluvium and associated deposits, which mainly belong to the Lakewood Formation of Recent or Pleistocene age. This alluvium is typically characterized by sedimentary deposits ranging in grain size from sand to silt and clay.

Ground water within this aquifer is unconfined and occurs at an approximate depth of 110 feet with a general flow direction to the west. The uppermost aquifers in the immediate area are the Exposition and Gage Aquifers, which consist predominantly of fluvial sand and gravel. These aquifers have a combined thickness of about 200 feet, but the aquifer characteristics are not well documented at the vicinity of the SITE.

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IV. FIELD SURVEY RESULTS

The field survey included two parts:
1) investigation of the property for potential hazardous materials.
2) adjacent land uses survey.

Investigation of the potentially hazardous materials at the SITE included building materials, storage materials, soil, and paving materials.

The Property

The SITE plan, Figure 1-2, shows the location of buildings at the SITE. It is essentially the city block bounded by Loyola Boulevard to the southeast, Lincoln Boulevard to the east, Manchester Avenue to the north, and Rayford Avenue to the west. The combined lot is irregular in shape, as illustrated in the Parcel Map (Enclosure III, Page C-3).

Located at the corner of Lincoln Boulevard and Manchester Avenue, the three-story main hotel building contains a conference center, a restaurant, a retail shop, offices, and guestrooms. The building is constructed of brick, concrete, wood, and concrete floor slab. The high-rise (also known as the Tower) building is 12-story high, and has 25 guestrooms on each floor. In addition, it has a machine room on the roof and some utility rooms in the basement. It is a reinforced concrete building. There are two other wings along Manchester Ave.: the West Wing and the Fountain Wing buildings, which are three-story high and they consist mainly of guestrooms. The hotel, Furama Hotel, has a total of about 760 rooms, and is being managed by a representative of the owner, Mr. Beng Hap Tjia.

Next to the high-rise building is a two-story professional/retail building along Lincoln Blvd. The first floor tenants include the Carriage Dry Cleaner (8639 Lincoln Blvd.), a food store, and two retail clothing stores, on the first floor. The second floor tenants are an office and a karate school. There are a few unoccupied units in the building. The Carriage Dry Cleaner is equipped with a dry cleaning machine, which has a vapor-recovery system, and is operating under appropriate licenses, including the County Hazardous Waste License (No.100, -174210). Between the high-rise and the Loyola Boulevard is a retail building occupied by Ralph's grocery store, a bowling alley and restaurant, and a recently vacated gift shop/drug store, these units also face Lincoln Blvd. Behind the retail building, there is a two-level parking structure. These low rises are built with materials similar to the main hotel building.

On the north side along Manchester Ave., the Precision Automotive building (7296 W. Manchester Ave.) and the ReMax/Inosanto Martial Arts building (7298 W. Manchester Ave.) are located between the Fountain Wing and Rayford Avenue. These buildings are one to two-story high. Precision Automotive has the appropriate hazardous waste license (see Enclosure III), including an underground waste oil tank and a clarifier. Charles Dunn Co. professionally manages the non-hotel buildings. An Ace Hardware building, which is not part of the SITE, stands between the Precision Automotive building and the Fountain Wing.

A visual inspection of the SITE revealed no evidence of existing vent pipes or product delivery pipes for underground storage tanks except for the clarifier at the Precision Automotive. The parking areas and the sidewalk are covered with asphalt and concrete, and they appeared to be in very good conditions. There were no drums or other potentially hazardous waste and material containers present at the SITE and its surrounding during the SITE visit.

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According to available building permits at the City (see section V), the buildings at the SITE were constructed between 1960s and 1990. Because U.S. Environmental Protection Agency banned the use of asbestos as insulation material in 1978, there is some concern of asbestos being present in the construction material placed in some of these buildings. The asbestos issue has been addressed elsewhere in this report. The owner provided existing documents of asbestos surveys, which are excerpted in Enclosure VI. The current assessment builds on that database, and further defines the asbestos presence in an additional limited survey. Enclosure V includes the asbestos report.

Other than the buildings, asphalt, concrete, planters, and bare soil occupy the remainder of the SITE. The lots have a limited amount of bare soil except for several strips of planters and landscaping. The soil and the planter areas were inspected. The vegetation on the SITE appeared to be healthy, as they show no signs of discoloration or wilting or other stress, which could indicate hazardous material beneath the surface. The bare soil at the subject SITE contained no indications of hazardous materials, such as stains caused by chemicals or oil.

Several transformers are present at the SITE, and they bear a Southern California Edison decal with no identification number. There appeared to be no leaks from the transformer. The SITE is currently hooked to the sewer system provided by the City.

The Adjacent Areas

The SITE is located in a commercial and residential area. The east side of the SITE faces Lincoln Boulevard, across which are a golf course and a government office building. The north side faces Manchester Avenue, beyond which are retail stores, restaurants, a church, and some residential buildings. The west side borders Rayford Avenue, beyond which are a church and some houses. Portions of the south side faces Loyola Boulevard, across which are office buildings. Other neighbors along the south side of the SITE are houses. The Los Angeles Airport boundary, although not an immediate neighbor, is about 2,000 feet south of the SITE.

The neighboring properties are fairly well maintained, and the ground surface, including the soil, does not show any sign of surface stains or discoloration that might indicate chemicals or hazardous material has been discharged into the ground.

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V. PERMITS AND GOVERNMENT RECORDS SEARCH

Building permit records available at the City, including certificates of occupancy, permits, building plans, and violations were examined by ACS personnel. The City records show no current outstanding violations for the SITE. Based on the City records, the SITE was previously an empty lot before the current building was constructed.

City and County Department of Public works fire prevention records did not show any presence of underground tank at the SITE. The database at the California Water Quality Control Board indicated that there are no files in connection with the SITE or its immediate neighbors.

According to the available building permits at the City, the buildings at the SITE were initially constructed in mid-1970s. There were minor modifications subsequently. The SITE has been connected to the City sewer since its construction, and has no known septic tanks or leach field. According to the governmental records, the previous tenants were not known to engage in activities such as the handling of hazardous material. The owner of the Carriage Dry Cleaner, Mr. Park, indicated that he has owned operated the business for about 17 years. His business has been using a dry cleaning machine with vapor recovery system, first with a Permax brand machine then with a Lindus brand machine; both of these required no vents. When he took over the store in 1982, the Permax machine had already been in use by a previous owner.

A computerized government Environmental Record Search was also conducted by OHEC, a subcontractor. The record search was performed to aid the identification of companies or facilities, located within a one-mile radius to the subject property, which might pose a potential threat to the surface environment at the SITE. The results of this search are included in Enclosure II. The sites are plotted on Page B-4 and 5 of Enclosure II. The Environmental Record Search report listed no National Priority List sites, no Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) sites. Two (2) facilities within the one-mile survey radius were identified in the Environmental Record Search to have on-going leaking underground storage tanks investigation, per California State records. This facility is not in the immediate neighbors of the subject SITE, and is not considered an environmental threat to the SITE.

The historical aerial photographs at Whittier College, Whittier, CA were reviewed for checking the age of buildings and the historical tenant activities. The photographs are listed below:

DATE FLOWN	FLIGHT NUMBER
08-1927	C-113
1928	C-300
08-01-46	C-10622
01-01-47	C-11023
1947	C 21351
08-22-47	C-11703
05-17-48	C-12594
05-28-51	C-16580
05-08-53	C-19375
1953	C-19400
12-18-54	C-21250
04-05-56	C-22478
1956	C-22555
1957	C-22953
1958	C-23023
01-23-59	C-23314
11-20-62	C-24385

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The photographs indicated that the SITE was a vacant lot between 1927 and 1953, when two buildings at the northwest corner of the SITE were constructed. In about 1962, a commercial building (possibly a service station) was built at the corner of Manchester and Rayford Avenues (7298 West Manchester Avenue). Between 1959 and 1962, the bowling alley building and the main building of the SITE were also constructed, according to aerial photographs observations.

City Fire Department documents indicated that gasoline tanks were removed from 7298 West Manchester Avenue and no further actions were required. The case was closed as of September 21, 1989.

Based on the aforementioned investigations, there is no major potential environmentally hazardous material that could conceivably degrade the environment at the SITE. There is a minor environmental concern at the SITE or its immediate neighbors, namely the Carriage Dry Cleaner. A prudent potential buyer is recommended to check the substrate soil condition by taking soil samples from the Carriage Dry Cleaner and analyzing them.

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VI. DISCUSSIONS AND CONCLUSIONS

The subject site currently is a hotel and retail complex, and has one high-rise hotel building, a main hotel building, two other hotel buildings (the West Wing and the Fountain Wing), a two-story retail/office building, a one-story retail (bowling alley and grocery) building, an office building (ReMax etc.), an automotive service building, a two-level parking structure, and a parking lot. The buildings were built in the 1960s through late1980s. With the exception of small patches of soil, the SITE is occupied by buildings, concrete, and asphalt. Based on the governmental records, the SITE was previously an empty lot before the current building was constructed. There were no evidence of hazardous material and waste containing facility at the SITE identified during ACS's SITE visit and government document search.

The SITE is located in a commercial/residential area. Only one facility within the one-mile radius of the SITE was identified during the governmental record search as having hazardous waste or leaking underground storage tanks. There are no immediate neighbors of the SITE that are targeted as a potential environmental concern.

There is a minor environmental concern at the SITE or its immediate neighbors, namely the Carriage Dry Cleaner.There was no other evidence of hazardous material and waste-containing facility at the SITE identified during ACS's SITE visit and governmental document search.

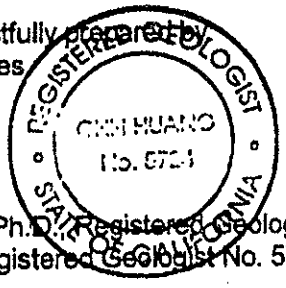
Based on the limited investigations described in this report, there is some minor environmental concern induced by practices at the subject property and/or its immediate neighbors. It is recommend that , conduct a Phase II investigation to determine the substrate soil condition, namely by taking and analyzing soil samples from the Carriage Dry Cleaner.

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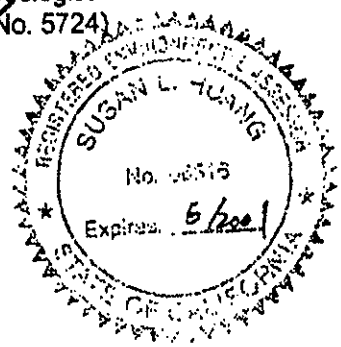
VII. LIMITATIONS

The opinion expressed herein is based on the information collected during our study, our present understanding of the SITE conditions, and our professional judgment in light of such information at the time of preparation of this opinion. We are not responsible for the inaccuracy of the data supplied to us, which are used by others or us in connection with the preparation of this opinion. The report is an opinion work, and no warranty is either expressed, implied, or made as to the conclusions, advice, and recommendations offered in this report.

Report respectfully prepared by,
ACS Associates



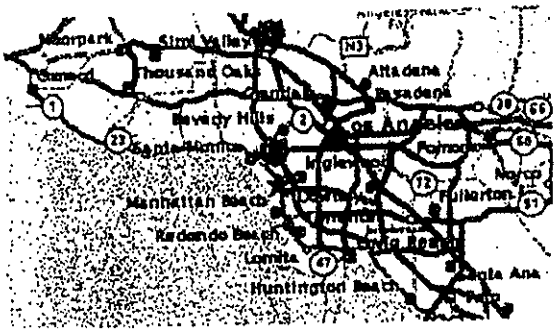
Chi-I Huang, Ph.D., Registered Geologist
(California Registered Geologist No. 5724)



Susan Huang, M. S., REA
(California Registered No. 6516)

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ENCLOSURE I – SITE LOCATION (INDEX) MAP, SITE PLAN MAP AND SITE PHOTOGRAPHS



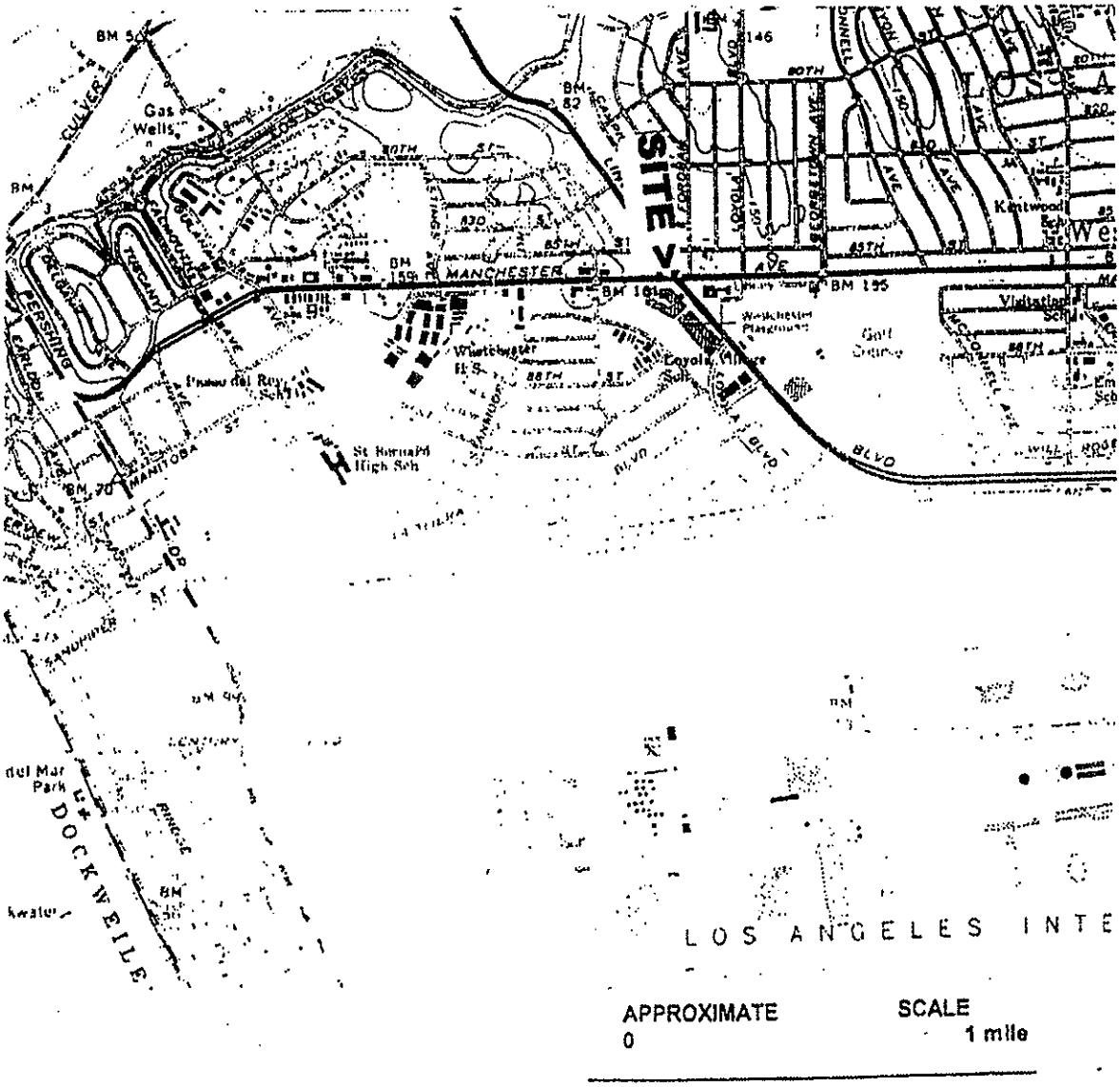


Figure 1-1 Site Location Map

north

Project: Furama Hotel and Adjoining Properties, corner of Manchester Ave. and Lincoln Blvd., Los Angeles, CA 90045

Base map: U. S. Geological Survey Venice Quad.

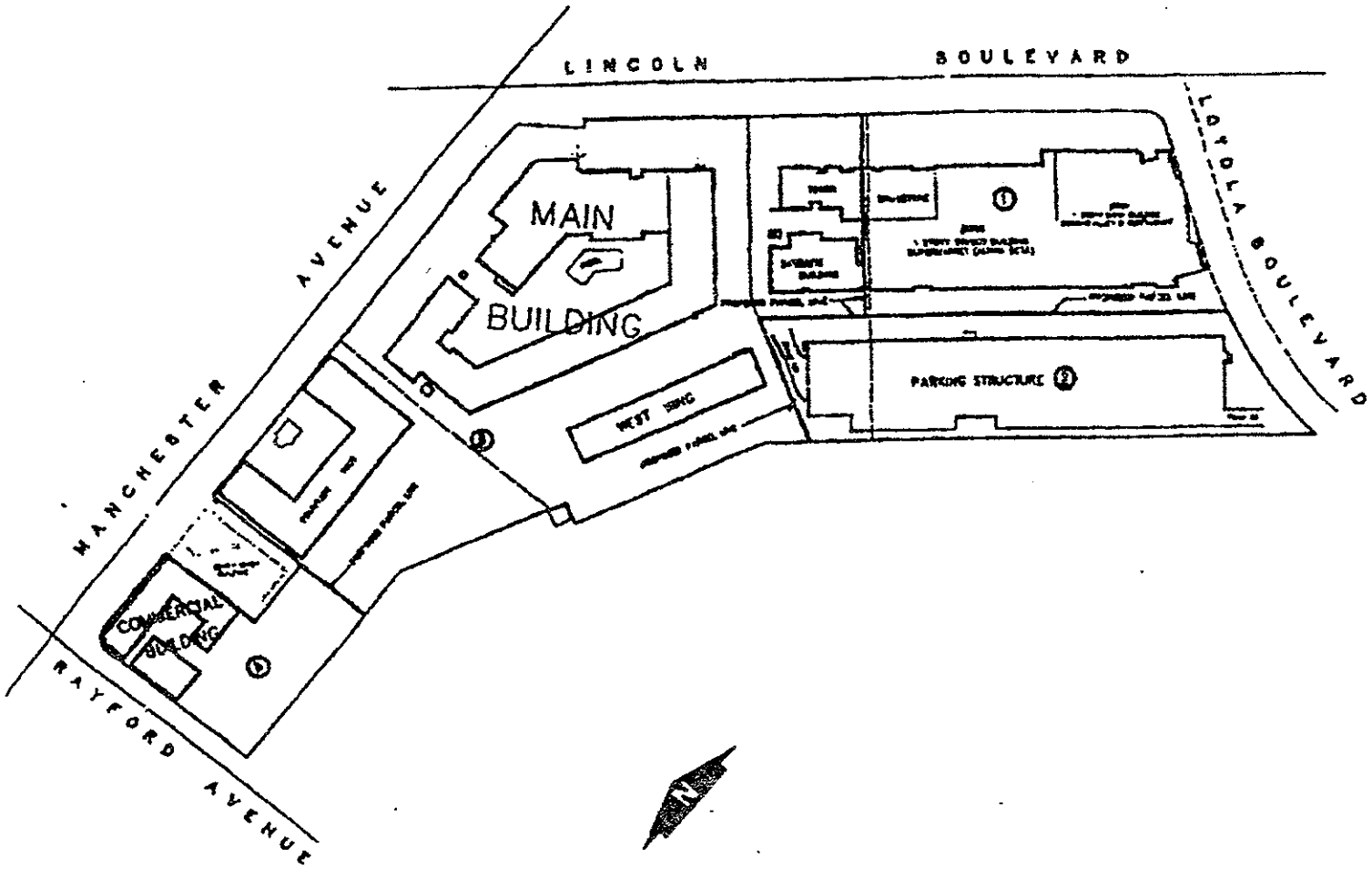
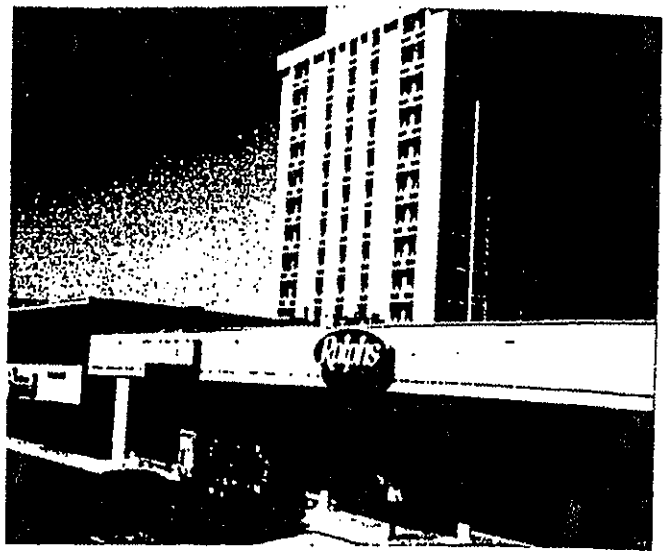


Figure 1-2 Site Plan Map, showing footprints of buildings

Project: Furama Hotel and Adjoining Properties, corner of Manchester Ave. and Lincoln Blvd., Los Angeles, CA 90045
This is a sketch, not to scale.





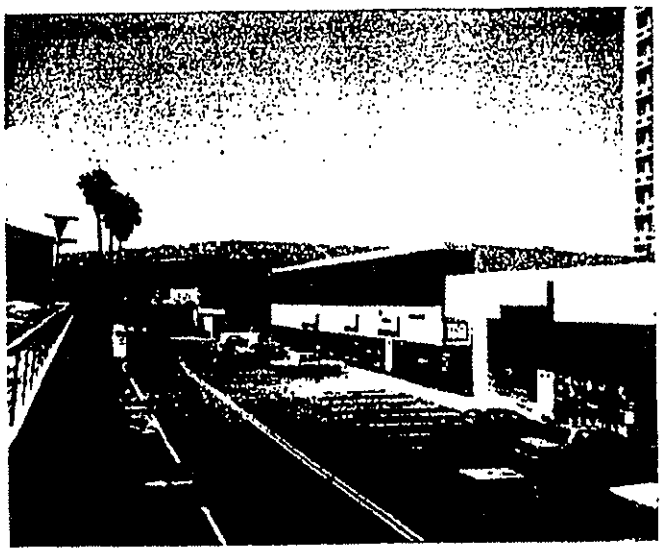




Figure 1-3 Site Photographs
Top left: view of Furama Hotel Fountain Wing, looking southeast, along Manchester
Top right: view of Furama Hotel Tower and Grocery store along Lincoln Blvd., looking north
Bottom left: view of the retail stores including Carriage Dry cleaner, looking northwest
Bottom right: view of Precision Auto Repair, Remax building, and others along Manchester Av., looking northwest.
Project: Furama Hotel and Adjoining Properties, corner of Manchester Ave. and Lincoln Blvd., Los Angeles, CA

ENCLOSURE II – ENVIRONMENTAL RECORD SEARCH

Online HazMat Archives & Records Access

Search for Public Hazardous Materials Records for:

Furama

8601 Lincoln Boulevard
Los Angeles, CA 90045

Los Angeles County

Latitude: 33.9595
Longitude: 118.4185

August 16, 2000

IMPORTANT: This report is based on public information data files provided by the various public agencies identified within. It has been generated by a computerized search service designed to meet the specifications of ASTM Standard E1527-97.

O'Hara Environmental Consulting maintains accurate copies of these data files, and updates the files regularly as new editions are released, but cannot be responsible for errors and/or omissions in the data.

Lack of appearance in this report does not constitute direct evidence that no contamination exists at a site.

This report is intended to be used as one tool, along with additional site review and analysis by a qualified environmental professional, to assist in making that determination.

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Online HazMat Archives & Records Access

Summary of Findings

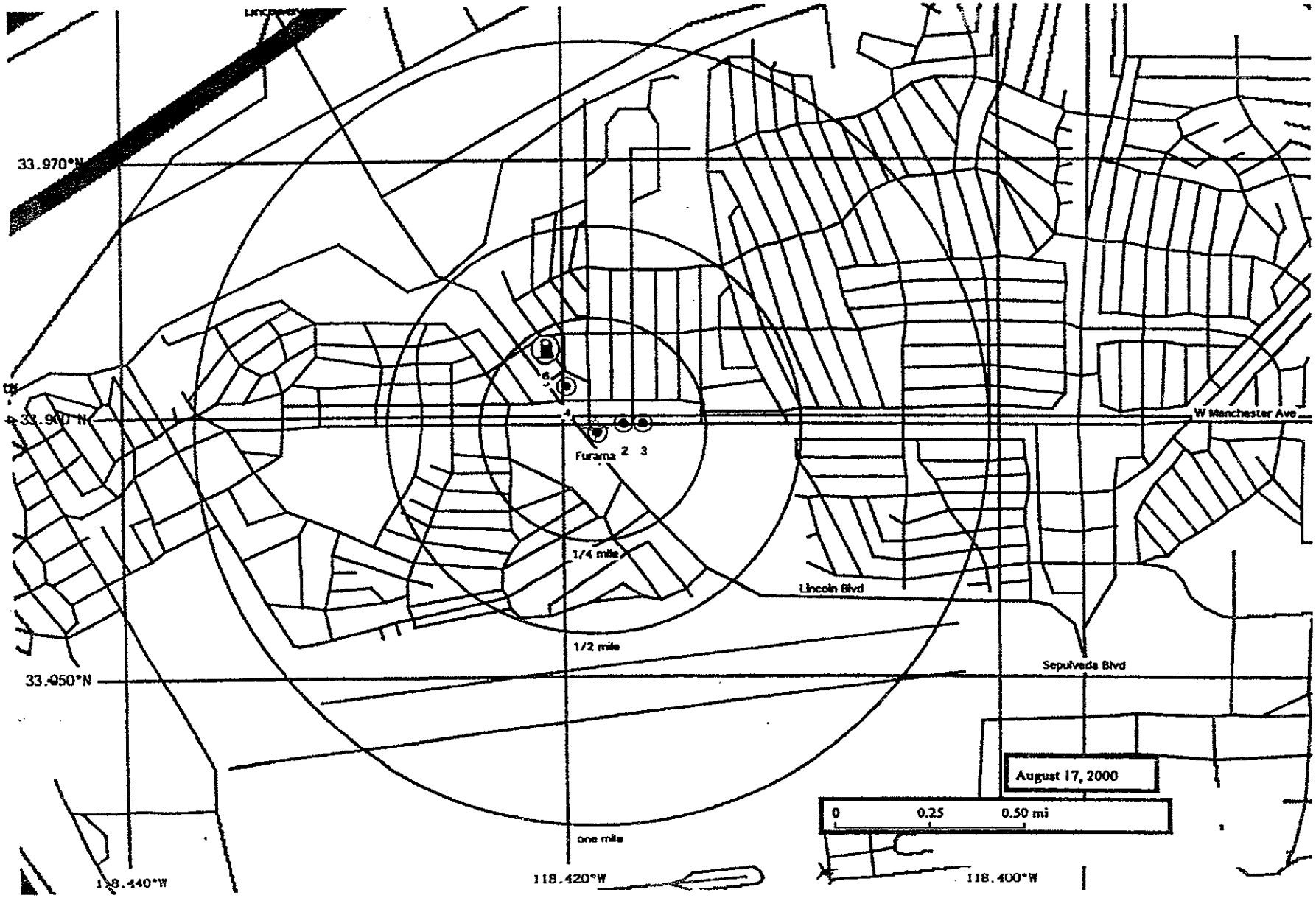
Map Symbol	Data Source		Date of data	Search Radius (mi.)	Mapped Sites	Unmapped Sites
	Hazardous Waste Cleanup Sites					
	NPL	National Priorities List ("Superfund")	12/13/1999	1.00	0	0
	CERCLIS	Active CERCLIS Sites, not on Superfund list	07/25/2000	0.50	0	0
	NFRAP	CERCLIS: No Further Remedial Action	12/13/1999	0.25	0	2
	AWP	CalSites - Annual Workplan	04/18/2000	1.00	0	0
	CALSITES	CalSites - State Hazardous Waste Sites	04/18/2000	1.00	0	2
	Hazardous Materials Handlers					
	TSD	RCRIS:Transport, Storage and Disposal	04/20/2000	1.00	0	0
	CORRACTS	RCRIS:Handlers with Corrective Actions	04/20/2000	1.00	0	0
	RCRIS	RCRIS Generators	04/20/2000	0.25	5	7
	Landfills					
	LANDFILL	State Permitted Landfills	03/21/2000	0.50	0	0
	Storage Tanks and Facilities					
	LUST	State-listed Leaking UST Sites	04/18/2000	0.50	1	40
	Spills ands Emergency Responses					
	ERNS	Emergency Response Notification System	12/16/1999	0.20	0	28

Unmapped sites include listings with incorrect or incomplete address information, and listings where the adress was not found in the geocoding database, for the following zipcodes:

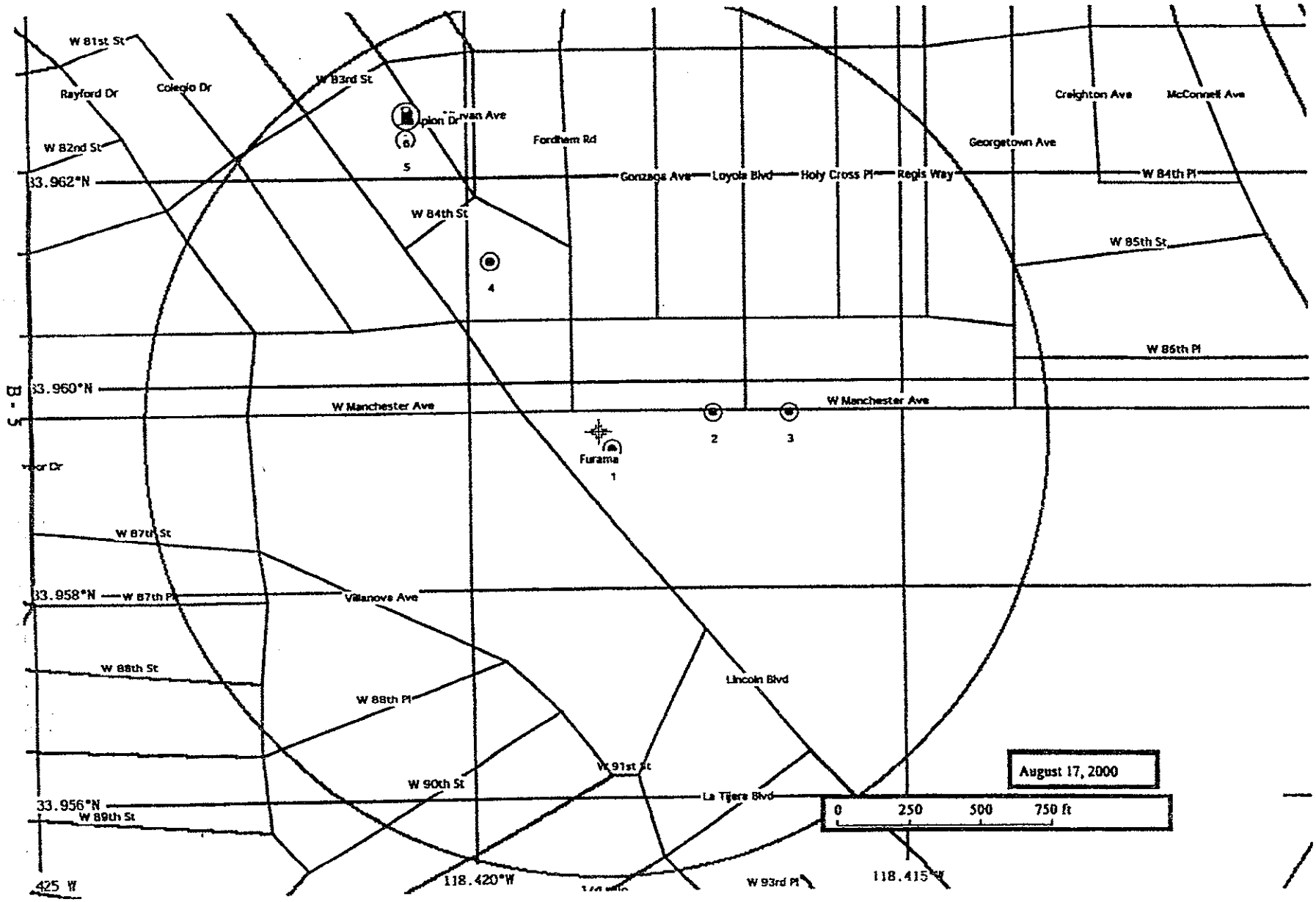
90045 90066 90292 90293

©2000 NOA Environmental

LOS ANGELES COUNTY, CA



LOS ANGELES COUNTY, CA



CERCLIS: No Further Remedial Action Planned

Sites located by city or zip code- not mapped

PLAYA VISTA
COASTAL PROP NEAR MARINA DEL REY
MARINA DEL REY CA 90292

Located by city or zip code, not mapped
Agency ID#: CAD982418139

Not on the NPL
- 19880101 DISCOVERY
- 19891219 PRELIMINARY ASSESSMENT

TRANSACTION COMPANIES LIMITED
12120 WAGNER STREET
LOS ANGELES CA 90066

Located by city or zip code, not mapped
Agency ID#: CAD983567314

Not on the NPL
- 19900917 DISCOVERY
- 19920107 PRELIMINARY ASSESSMENT

19941017 - 19950614 SITE INSPECTION

CalSites - State Hazardous Waste Sites

Sites located by city or zip code- not mapped

PLAYA VISTA
WEST OF 405 FREEWAY, SW OF 90 FREEW
MARINA DEL REY CA 90292

Located by city or zip code, not mapped
Agency ID#: 19370361

12/19/89: Facility Identified: EPA Preliminary Assessment. EPA is taking no further action. State recommendation is Site Screening. Site is intersected by the Balloona Channel and is bounded by the San Diego Freeway (405) to the east, the Marina Freeway (90) to the northeast, and the Pacific Ocean to the west.
11/03/94: SITE SCREENIN/FILE REVIEW CONCLUDE NFA FOR DTSC.
05/01/95: EPA Preliminary Assessment. 9/27/94 Spoke to Elija Hill of RWQCB; they provide oversight to Playa Vista.
Status: PROPERTY/SITE REFERRED TO RWQCB
Background:

Alternate names, addresses & known typos:
PLAYA VISTA

WESTCHESTER 3 ACRE PROPERTY
ARIZONA CIR, ARIZONA AVE & CENTINEL
LOS ANGELES CA 90045

Located by city or zip code, not mapped
Agency ID#: 19650010

08/05/93: The Department received a notice of intent to sue under RCRA. W3A property is an unimproved real property adjacent to Burton Plating Co.. Burton operated a metal plating facility from 1973 to 1992 a the adjacent property. W3A alleges that the soil and groundwater is contaminated with TCE and PCE, which was originated from Burton Plating. The site remediation activities at the Burton Plating site is currently overseeing by the RWQCB. DTSC referred the W3A site to the RWQCB. NFA for DTSC.
Status: PROPERTY/SITE REFERRED TO RWQCB
Background:

Alternate names, addresses & known typos:
W3A PROPERTY
WESTCHESTER 3 ACRE PROPERTY

RCRIS Generators

Sites within search radius

Map# 1 CARRIAGE CLEANERS
8639 LINCOLN BLVD #104
LOS ANGELES CA 90045
Distance from subject property: 0.00 mi. SE
Agency ID#: CAD981963457
Small Quantity Generator

Map# 2 LA W CHESTER MUNI BLDG
7166 W MANCHESTER AVE
WESTCHESTER CA 90045
Distance from subject property: 0.03 mi. E
Agency ID#: CAD981963051
Small Quantity Generator

Map# 3 LA LOYOLA VILLAGE LIBRARY
7114 W MANCHESTER AVE
LOS ANGELES CA 90045
Distance from subject property: 0.08 mi. E
Agency ID#: CAD981989346
Small Quantity Generator

Map# 4 LOYOLA CLEANERS
8409 LINCOLN BLVD
WESTCHESTER CA 90045
Distance from subject property: 0.09 mi. NW
Agency ID#: CAD983645797
Small Quantity Generator

Map# 5 LOYOLA AUTOMOTIVE
8314 LINCOLN BLVD
LOS ANGELES CA 90045
Distance from subject property: 0.19 mi. NW
Agency ID#: CAD982368714
Small Quantity Generator

Sites located by city or zip code- not mapped

AURORA ELECTRONICS INC
4755 ALLA ST
MARINA DEL REY CA 90292
Located by city or zip code, not mapped
Agency ID#: CAR000014324
Small Quantity Generator

CALTRANS CENTURY
5360 IMPERIAL HWY
LOS ANGELES CA 90045
Located by city or zip code, not mapped
Agency ID#: CAR000048124
Small Quantity Generator
Handler is a Transporter

PLAYA VISTA
6775 CENTINELA AVE TRAILER T2
LOS ANGELES CA 90066
Located by city or zip code, not mapped
Agency ID#: CAR000046201
Large Quantity Generator

RCRIS Generators

Furama

RAYTHEON SYSTEMS CO
7200 HUGHES TERRACE
WESTCHESTER CA 90045

Located by city or zip code, not mapped
Agency ID#: CAD982049249

Small Quantity Generator

RAYTHEON SYSTEMS CO
7300 WORLD WAY WEST BAY 5
LOS ANGELES CA 90045

Located by city or zip code, not mapped
Agency ID#: CAR000014936

Small Quantity Generator

SPRING CLEANERS
8611 SEPULVEDA BLVD
WESTCHESTER CA 90045

Located by city or zip code, not mapped
Agency ID#: CAR000015529

Small Quantity Generator

THE CLEANING BARON
510 WASHINGTON ST
MARINA DEL REY CA 90292

Located by city or zip code, not mapped
Agency ID#: CAR000016964

Small Quantity Generator

State-listed Leaking UST Sites

Sites within search radius

Map# 6 — 76 PRODUCTS STATION #0768
8300 LINCOLN BLVD
083RD ST
WESTCHESTER 90045

Distance from subject property: 0.20 mi. NW
Agency ID#: 900450116

Case type: Other
Substance leaked: Gasoline
Status: Case Closed

05/01/1989 Remediation plan submitted
12/07/1989 Remedial action underway
05/22/1997 Post remedial action monitoring began
01/08/1998 Site closed

Sites located by city or zip code- not mapped

76 PRODUCTS STATION #5986
8525 SEPULVEDA BLVD
MANCHESTER
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450370

Case type: Soil Only
Substance leaked: Gasoline
Status: Case Closed

04/06/1993 Site closed

ALLIED AVIATION SERVICE OF CA
7251 WORLD WY W
PERSHING DR
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450207

Case type: Soil Only
Substance leaked: Hydrocarbons
Status: Remedial action underway

03/22/1988 Pollution characterization began
02/13/1998 Remedial action underway

ALLIED-SIGNAL INC. (PARK ONE)
9851 SEPULVEDA BLVD
CENTURY BLVD
LOS ANGELES 90045

Located by city or zip code, not mapped
Agency ID#: 900450225

Case type: Other
Substance leaked: Solvents
Status: Remedial action underway

Continued

05/10/1991 Pollution characterization began
09/11/1995 Remediation plan submitted
09/23/1998 Remedial action underway

AMERICAN A/L
7000 WORLD WY W
PERSHING
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450625

Case type: Undefined
Substance leaked: Gasoline
Status: No Action

ARCO DAY STORAGE FACILITY (FOR
6950 WORLD WAY W
LOS ANGELES 90045

Located by city or zip code, not mapped
Agency ID#: 900450643

Case type: Soil Only
Substance leaked: Jet fuel
Status: Pollution characterization (extent of spread being determined)
Abatement method(s):
No action required

06/14/1999 Pollution characterization began

AVON RENT-A-CAR
9220 SEPULVEDA BLVD
TUPPER
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450052

Case type: Soil Only
Substance leaked: Waste oil
Status: Case Closed

07/14/1988 Pollution characterization began
12/12/1988 Site closed

BUDGET RENT-A-TRUCK
5560 MANCHESTER AVE
OSAGE AVE
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450289

Case type: Other
Substance leaked: Hydrocarbons
Status: Remediation plam submitted

03/28/1997 Preliminary site assessment began
05/31/1999 Remediation plan submitted

CHEVRON #9-0231 Located by city or zip code, not mapped
811 WASHINGTON BLVD E Agency ID#: 902920043
VENICE 90292

Case type: Other
Substance leaked: Gasoline
Status: Case Closed
Abatement method(s):
Remove free product

10/07/1987 Remedial action underway
11/22/1996 Site closed

CHEVRON #9-2916 Located by city or zip code, not mapped
5975 CENTINELA AVE Agency ID#: I-07144
CULVER CITY 90045

Case type: Soil Only
Substance leaked: Waste oil
Status: Case Closed

06/14/1993 Leak confirmation
04/11/1996 Pollution characterization began
06/09/1997 Site closed

CONTINENTAL AIRLINES Located by city or zip code, not mapped
7300 WORLD WY W Agency ID#: 900450325
PERSHING DR
LOS ANGELES 90045

Case type: Other
Substance leaked: Solvents
Status: Leak being confirmed

10/24/1998 Leak confirmation

DOCKWEILER BEACH SERVICE YARD Located by city or zip code, not mapped
8255 VISTA DEL MAR PL Agency ID#: 902930043
IMPERIAL HWY
PLAYA DEL REY 90293

Case type: Soil Only
Substance leaked: Gasoline
Status: Case Closed

07/09/1990 Pollution characterization began
10/01/1997 Site closed

Continued GARRETT AIRESEARCH
6201 IMPERIAL HWY E
SEPULVEDA
WESTCHESTER 90045

Case type: Soil Only
Substance leaked:
Status: Case Closed

12/06/1996 Site closed

H & H PROPERTY
6530 SEPULVEDA BLVD
CENTINELA AVE
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450361

Case type: Other
Substance leaked: Hydrocarbons
Status: Case Closed
Abatement method(s):
Other actions

02/27/1989 Pollution characterization began
07/28/1989 Remediation plan submitted
08/30/1989 Remedial action underway
07/17/1996 Site closed

HEWLETT PACKARD
5651 MANCHESTER BLVD W
AVIATION
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450034

Case type: Soil Only
Substance leaked:
Status: Case Closed

04/21/1988 Remedial action underway
01/17/1990 Site closed

HOWARD HUGHES PROP LOT #2
6540 SEPULVEDA BLVD
CENTINELA
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450107

Case type: Soil Only
Substance leaked: Gasoline
Status: Case Closed
Abatement method(s):
Pump and treat groundwater

01/30/1989 Pollution characterization began
01/09/1992 Remedial action underway

Continued

07/17/1996 Site closed

HYPERION SEWAGE TUNNEL
1200 VISTA DELMAR
PERSHING DR.
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450589

Case type: Undefined
Substance leaked:
Status: Case Closed

02/01/1991 Leak confirmation
11/14/1991 Site closed

INTERNATIONAL FUELS CORP
7451 WORLD WY W
PERSHING
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450216

Case type: Other
Substance leaked: Hydrocarbons
Status: Remedial action underway

02/13/1998 Remedial action underway

KING DELIVERY, INC
5600 ARBOR VITAE ST W
BELLANCA AVENUE
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450143

Case type: Other
Substance leaked: Gasoline
Status: Pollution characterization (extent of spread being determined)
Abatement method(s):
Cap site to reduce rainfall infiltration

03/25/1988 Pollution characterization began

KOREAN AIRLINES FREIGHT
6101 IMPERIAL HWY E
SEPULVEDA BLVD
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450561

Case type: Soil Only
Substance leaked: Kerosene
Status: Leak being confirmed

02/07/1990 Leak confirmation

LA CO DEPT OF PUBLIC WORKS
5520 083RD ST W
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450316

Case type: Soil Only
Substance leaked:
Status: Case Closed

02/25/1992 Preliminary site assessment began
07/22/1996 Site closed

LA CO DPW ROAD MD3
5530 083RD ST W
OSAGE AVE.
LOS ANGELES 90045

Located by city or zip code, not mapped
Agency ID#: I-10702

Case type: Soil Only
Substance leaked: Gasoline
Status: Case Closed

06/09/1992 Site closed

LA CO FIRE STATION #110
4433 ADMIRALTY WY
BALI BY
MARINA DEL REY 90292

Located by city or zip code, not mapped
Agency ID#: R-06623

Case type: Other
Substance leaked: Diesel
Status: Case Closed

01/14/1998 Pollution characterization began
06/25/1998 Site closed

LAX FUEL CORP
7253 WORLD WY W
PERSHING
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450134

Case type: Other
Substance leaked: Hydrocarbons
Status: Remedial action underway

02/13/1998 Remedial action underway

LAX FUEL CORP
7261 WORLD WY W
PERSHING
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450161

Case type: Other

Continued

Substance leaked: Hydrocarbons
Status: Remedial action underway

02/13/1998 Remedial action underway

LAX FUEL CORP
6900 WORLD WY W
PERSHING
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450170

Case type: Other
Substance leaked:
Status: Remedial action underway

07/14/1988 Pollution characterization began
02/13/1998 Remedial action underway

LAX FUEL CORP
7259 WORLD WY W
PERSHING
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450189

Case type: Other
Substance leaked: Hydrocarbons
Status: Remedial action underway

02/13/1998 Remedial action underway

LAX FUEL-DFSF
7265 WORLD WY W
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450198

Case type: Other
Substance leaked: Gasoline
Status: Case Closed
Abatement method(s):
Remove free product
Enhanced biodegradation

06/11/1992 Remediation plan submitted
05/30/1996 Post remedial action monitoring began
11/07/1997 Site closed

LAX TERMINAL 2
200 WORLD WY
SEPULVEDA
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450607

Case type: Other
Substance leaked:
Status: Pollution characterization (extent of spread being determined)

Continued

07/07/1986 Pollution characterization began

MARINA CITY CLUB COMPANY
4333 ADMIRALTY WY
MINDANAO WY
MARINA DEL REY 90292

Located by city or zip code, not mapped
Agency ID#: I-01981

Case type: Soil Only
Substance leaked: Gasoline
Status: Case Closed

03/31/1988 Pollution characterization began
09/12/1994 Site closed

MOBIL #11-JPA
5215 CENTINELA AVE
LA TIJERA
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450516

Case type: Undefined
Substance leaked: Gasoline
Status: Case Closed

05/13/1988 Pollution characterization began
01/18/1998 Site closed

MOBIL #18-GN8 (FORMER #11-GN8)
449 MANCHESTER BLVD W
PERSHING DR
PLAYA DEL REY 90293

Located by city or zip code, not mapped
Agency ID#: 902930025

Case type: Other
Substance leaked: Gasoline
Status: Pollution characterization (extent of spread being determined)
Abatement method(s):
Remove free product

01/18/1991 Leak confirmation
12/31/1991 Preliminary site assessment began
08/08/1995 Pollution characterization began

NEUTROGENA FACILITY
5800 ARBOR VITAE AVE
AIRPORT BLVD
LOS ANGELES 90045

Located by city or zip code, not mapped
Agency ID#: 900450334

Case type: Other
Substance leaked: Diesel
Status: Case Closed

Continued

10/26/1995 Preliminary site assessment plan submitted
01/08/1997 Remedial action underway
01/14/1997 Site closed

SHELL LAX FACILITY
1 ONE WORLD CIRCLE-
LAX-LOS ANGELES 90045

Located by city or zip code, not mapped
Agency ID#: 900450098

Case type: Undefined
Substance leaked: Hydrocarbons
Status: Remedial action underway

03/18/1988 Pollution characterization began
02/13/1998 Remedial action underway

TERMINAL #1 LAX
100 WORLD WY
SEPULVEDA
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450598

Case type: Soil Only
Substance leaked: Gasoline
Status: Preliminary Site Assessment workplan submitted

11/06/1990 Preliminary site assessment plan submitted

TERMINAL 6 LAX
600 WORLD WY
SEPULVEDA
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450616

Case type: Soil Only
Substance leaked:
Status: No Action

TEXACO #0358
6575 MANCHESTER BLVD W
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450043

Case type: Soil Only
Substance leaked: Gasoline
Status: Case Closed

07/29/1996 Site closed

Continued TRANSACTION TECHNOLOGY, INC
12959 CORAL TREE PL
BEETHOVEN
MARINA DEL REY 90292

Case type: Other
Substance leaked: Solvents
Status: Remedial action underway
Abatement method(s):
Excavate and dispose of contaminated soil

04/04/1988 Pollution characterization began

UNITED OIL #60
12401 JEFFERSON BLVD N
CENTINELLA BLVD
LOS ANGELES 90066

Located by city or zip code, not mapped
Agency ID#: R-24030

Case type: Undefined
Substance leaked: Hydrocarbons
Status: No Action
Abatement method(s):
Other actions

UNOCAL #0407
13800 BORA BORA WY
MARINA DEL REY 90292

Located by city or zip code, not mapped
Agency ID#: I-14893

Case type: Other
Substance leaked: Gasoline
Status: Case Closed

03/26/1991 Pollution characterization began
09/30/1997 Site closed

WORLD SERVICE
8611 SEPULVEDA BLVD
WESTCHESTER 90045

Located by city or zip code, not mapped
Agency ID#: 900450489

Case type: Soil Only
Substance leaked:
Status: Leak being confirmed

Emergency Response Notification System

Sites located by city or zip code- not mapped

Located by city or zip code, not mapped

2222 S. Stoner Ave
Los Angeles CA

Agency ID#: 624501

02/10/1999: Industrial Plant Illegal dumping. Unknown person left the substance in a marked 55 gallon drum approximately 2 weeks ago according to eye witnesses. The drum; Cleanup by: L.A. County Hazmat; The spill is contained with the exception of an unknown amount in the storm drain which was lost. R/P does not know if this storm drain leads to marine wateers.OES Notification:AA/CUPA; MURIATIC ACID 50 GAL

AIR EXPRESS INTERNATIONAL
8500 OSAGE AVE/WAREHOUSE
CA 90045-

Located by city or zip code, not mapped

Agency ID#: 117988

07/03/1989: DRUM DAMAGED IN TRANSIT; ; 5 PEOPLE SENT TO HOSPITAL/20 PEOPLE EXAMINED AT HARBOR UCLA; TOLUENE SULFONYL ISOCYANTE 55 GAL

AIRCRAFT SERVICE INTL
9900 LAXFUEL RD
LOS ANGELES CA 90045

Located by city or zip code, not mapped

Agency ID#: 446195

07/11/1995: HYDRANT FUEL LINE/VANDALS OPENED THE LINE; SECURED/USED ABSORBENTS; ; JET FUEL: JP-8 200 GAL

AIRCRAFT SERVICE INTL
LAX AIRPORT U.A. MAINT. LINE SERVIC
LOS ANGELES CA 90045-

Located by city or zip code, not mapped

Agency ID#: 475305

06/12/1995: DEPT OF AIRPORTS CONTRACTOR DUG INTO FUEL LINE CAUSING IT TO RUPTURE; AIRCRAFT SERVICES TO C/U; ; JET FUELS: JP-1 5000 GAL

CONTINENTAL AIRLINES
7300 WORLD WAY WEST
LOS ANGELES CA 90045

Located by city or zip code, not mapped

Agency ID#: 265104

04/19/1992: TANK TRUCK/ ROLLED OVER; VAC TRUCKS AND SPEEDY DRY USED TO RECOVER THE MATERIAL; WILL NTFY CA OES; JET FUEL: A 10000 GAL

CONTINENTAL AIRLINES
7300 WORLD WAY WEST
LOS ANGELES CA 90045

Located by city or zip code, not mapped

Agency ID#: 297952

11/30/1992: CHROME SCUBBER/ LOW WATER LEVEL; REMOVING CONTAMINATED AREA; ; CHROMIC ANHYDRIDE 10 GAL

City of Los Angeles
7913 Flight Place
Los Angeles CA 90045

Located by city or zip code, not mapped

Agency ID#: 634251

03/01/1999: Road Considerable amount of fluid leaked out of a garbage truck in front of 4 residences. The city sent out a team, spread absorbant on the oil bu; Cleanup by: Unknown; If it rains the material will go down a storm drain which is 30 feet away. Also, the cars in the area are coated with absorbant dust and there are children riding bikes in the area. Previous Case #: 99-0972; HYDRAULIC FLUID 0 UNK

City of Los Angeles Located by city or zip code, not mapped
7913 Flight Place Agency ID#: 634770
Los Angeles CA 90045

03/01/1999: Road Considerable amount of fluid leaked out of a garbage truck in front of 4 residences. The city sent out a team, spread absorbant on the oil bu; Cleanup by: Unknown; If it rains the material will go down a storm drain which is 30 feet away. Also, the cars in the area are coated with absorbant dust and there are children riding bikes in the area. Previous Case #: 99-0972; Hydraulic Fluid 0 UNK

DYNAIR Located by city or zip code, not mapped
5600 W CENTURTY Agency ID#: 480139
LOS ANGELES CA 90045

02/17/1996: FIBERBOARD BOX/HIT WITH A FORKLIFT; NONE. EMPLOYEES DO NOT WANT TO COME IN CONTACT WITH IT.; MATERIAL LEAKING FROM CONTAINER ONTO CONCRETE/DOT CLASS 3/UN#1162 ALSO CORROSIVE;SHIPMENT FOR GARUNDA AIR OF INDONESIA; DIMETHYLDICHLOROSILANE 1 LTR

FEDERAL EXPRESS Located by city or zip code, not mapped
7401 WORLD WAY WEST LAX MAINTENANCE Agency ID#: 460947
LOS ANGELES CA 90045

11/12/1995: AIRCRAFT #FE606/MATERIAL SPILLED FROM OPEN LINES IN ENGINES ONE ANDE THREE DURING MAINTENANCE; ABSORBENTS USED; WILL NOTIFY:CAERC; JET FUEL: JP-5 (KEROSENE, HEAVY) 65 GAL

FEDERAL EXPRESS Located by city or zip code, not mapped
TAXIWAY A2 SPOT 6 LAX Agency ID#: 649942
LOS ANGELES CA 90045

11/26/1999: DC-10 AIRCRAFT (N317FE) / THE MATERIAL OVERFLOWED DUE TO A VENT FAILUREON THE WING; 125-150 SPILLED INTO THE STORM DRAIN / USING ABSORBENTS ON THE AREA AROUND THE AIRCRAFT / NO ACTIONS HAVE BEEN TAKEN IN THE STORM DRAIN; ; JET FUEL: JP-8 150 GAL

LA INTERNATION AIRPORT (LAX) Located by city or zip code, not mapped
11101 S AVIATION BLVD Agency ID#: 273611
LOS ANGELES CA 90045-

06/19/1992: * DIAMINODIPHENYL METHANE) FORK LIFT OPERATOR PUNCTURED A CARDBOARD DRUM WHILE LOADING; CLEANUP BY LA CO DOH; ; METHYLENE DIANILINE(P,P1-DIAMI*) 2 LBS

LAX AIRPORT OPERATIONS Located by city or zip code, not mapped
GATE 119 - LAX Agency ID#: 346335
LOS ANGELES CA 90045-

10/16/1993: HYDRANT TRUCK OPERATOR ERROR; AIRPORT MAINTENANCE CREW TO CLEANUP; ; JET FUELS: JP-4 20 GAL

LOS ANGELES WASTE WATER Located by city or zip code, not mapped
AIRPORT BLVD & FLIGHT AVENUE Agency ID#: 175818
LOS ANGELES CA 90045-

07/26/1990: QUANTITY=UNKNOWN OVERFLOW; CHLORINATED AND WASHED; ; SEWAGE 0 OTH

LOS ANGELES WASTE WATER — Located by city or zip code, not mapped
AIRPORT BLVD. & FLIGHT AVENUE — Agency ID#: 175819
LOS ANGELES CA 90045-

07/26/1990: QUANTITY=UNKNOWN OVERFLOW; CHLORINATED AND WASHED; ; SEWAGE
0 OTH

QuartsBNSF — Located by city or zip code, not mapped
Lot 5 Trailer dock, Hobart — Agency ID#: 634479
Los Angeles CA

03/22/1999: Rail Road Spill was 20 gallons with 1 quart on the ground. Found a nick in one of the 78 drums in the container. Trailer is being transloaded.; Cleanup by: Reporting Party; Quantity = Quarts OES Notification:AA/CUPA,DFG,DTSC,LANDS,PUC,WB,FWS Previous Case #: 99-1302; TOLULENE
1 OTH

QuartsBNSF — Located by city or zip code, not mapped
Lot 5 Trailer dock, Hobart — Agency ID#: 634998
Los Angeles CA

03/22/1999: Rail Road Spill was 20 gallons with 1 quart on the ground. Found a nick in one of the 78 drums in the container. Trailer is being transloaded.; Cleanup by: Reporting Party; Quantity = Quarts OES Notification:AA/CUPA,DFG,DTSC,LANDS,PUC,WB,FWS Previous Case #: 99-1302; Tolulene 1
OTH

SEKO AIR FREIGHT C MONOLOULES — Located by city or zip code, not mapped
5600 ARBOUVITAE — Agency ID#: 464320
LOS ANGELES CA 90045-

05/26/1989: QT=12 LITERS/3 4-LITER BOTTLES RECEIVED IN SHIPPING BROKEN; ; SHIPPER-SARGENT WELCH SCIENTIFIC CORP 312-677-0600/7300 N LINDER AVENUE SKOKIE, IL 60077;
DICHLOROMETHANE 0 OTH

SINGAPORE AIRLINES — Located by city or zip code, not mapped
5761 W IMPERIAL HWY LAX AIRPORT SIN — Agency ID#: 373949
LOS ANGELES CA 90045

04/30/1994: 5LBS PLYWOOD PACKAGE/ PAINT IS LEAKING FROM SEAMS OF PACKAGE/ IN; DRYING UP ON ITS OWN/ PACKAGE IS ON SKID; ; PAINT 1 OTH

SINGAPORE AIRLINES — Located by city or zip code, not mapped
5761 W IMPERIAL HWY LAX AIRPORT SIN — Agency ID#: 373990
LOS ANGELES CA 90045

04/30/1994: 5LBS PLYWOOD PACKAGE/ PAINT IS LEAKING FROM SEAMS OF PACKAGE/ IN; DRYING UP ON ITS OWN/ PACKAGE IS ON SKID; ; PAINT 1 OTH

TNT EXPRESS WORLDWIDE — Located by city or zip code, not mapped
5758 CENTURY BLVD — Agency ID#: 497632
LOS ANGELES CA 90045-

03/01/1996: ILLEGALLY TRANSPORTED OVERSEAS AND THEN SEIZED BY CUSTOMS; OCEANBLUE TO C/U; ; BUTANE (LIGHTERS) 7 LBS

TRANSWORLD AIRLINES — Located by city or zip code, not mapped
7001 WORLD WAY WEST (IN HANGER) — Agency ID#: 256858
LOS ANGELES CA 90045

01/19/1992: VALVE ON AIRCRAFT WING TANK/VALVE WAS LEFT OPEN.; USED ABSORBENT MATERIAL TO CLEAN UP THE SPILL.; WILL CALL THE STATE.; JET-A FUEL 20 GAL

UNOCAL — Located by city or zip code, not mapped
5552 WEST CENTURY BLVD, SERVICE STA. — Agency ID#: 381056
LOS ANGELES CA 90045-

06/14/1994: DURING CONSTRUCTION PROJECT, SOIL SAMPLE SHOWS CONTAMINATION; CLEANUP BY RP; ; PETROLEUM HYDROCARBONS 0 UNK

UPRR — Located by city or zip code, not mapped
5500 Ferguson Dr., the Los Angeles — Agency ID#: 624297
Los Angeles CA

01/31/1999: Rail Road Mechanical problems with motor or tank caused an overflow to the retention tank. UPRR is working on the cleanup at this time.; Cleanup by: Responsible Party; OES Notification:AA/CUPA; DIESEL FUEL 50 GAL

UPRR — Located by city or zip code, not mapped
5500 Ferguson Dr., the Los Angeles — Agency ID#: 624355
Los Angeles CA

01/31/1999: Rail Road Mechanical problems with motor or tank caused an overflow to the retention tank. UPRR is working on the cleanup at this time.; Cleanup by: Responsible Party; OES Notification:AA/CUPA; DIESEL FUEL 50 GAL

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unk — Located by city or zip code, not mapped
LA County — Agency ID#: 624383
Los Angeles CA

02/01/1999: Other Assualt on individuals and ethnic groups. Illegal transmissions of high frequency microwaves and Microlasers. They are using this to track in; Cleanup by: Unknown; OES Notification:AA/CUPA; RADIOACTIVE SUBSTANCE 0 UNK

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unk — Located by city or zip code, not mapped
Berth 268B LA Harbor — Agency ID#: 634474
Los Angeles CA

03/23/1999: Ship/Harbor/Port Fishing vessel sunk at berth, cause is under investigation, vessel Eclipse. Port of Los Angeles taking financial responsibity for clean-up; Cleanup by: Contractor; OES Notification:AA/CUPA Previous Case #: 99-1316; DIESEL 50 GAL ; OIL AND LUBE OIL 10 GAL

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unk — Located by city or zip code, not mapped
Berth 268B LA Harbor — Agency ID#: 634993
Los Angeles CA

03/23/1999: Ship/Harbor/Port Fishing vessel sunk at berth, cause is under investigation, vessel Eclipse. Port of Los Angeles taking financial responsibity for clean-up; Cleanup by: Contractor; OES Notification:AA/CUPA Previous Case #: 99-1316; Diesel 50 GAL ; Oil and Lube Oil 10 GAL

ENCLOSURE III –BUILDING PERMITS AND RECORDS
with historical tenant report, if available

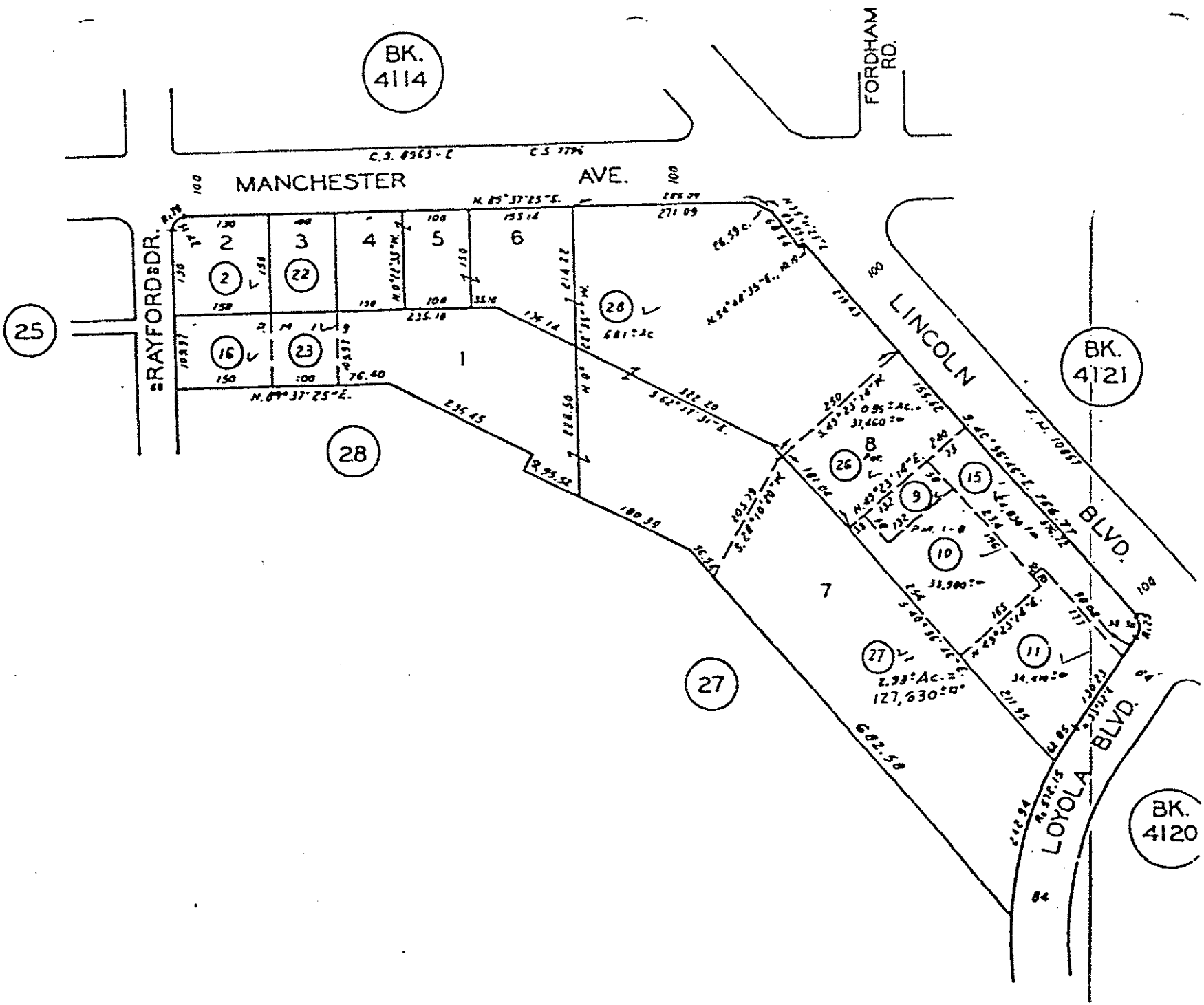
A List of documents in Enclosure III

Page Number	Date	Unit address	Name of document/source
C-3	NA	SITE	Plat map/County assessor
C-4	10/12/91	7296 W. Manchester Ave	Hazardous Substance and Tax Registration
C-5	10/7/97	7296 W. Manchester Ave	Hazardous waste License/City
C-5	9/20/89	7296 W. Manchester Ave	Fire Permit, underground tank/City
C-6	5/11/88	7296 W. Manchester Ave	Fire Permit, underground tank/City
C-7, C-8	9/21/89	7296 W. Manchester Ave	No further action letter, Underground tank case/City fire Department
C-9	12/9/66	8625 Lincoln Blvd.	Certificate of Occupancy/City
C-9	1/6/67	7250 Manchester	Certificate of Occupancy/City
C-9	1/6/67	7250 Manchester	Certificate of Occupancy/City
C-10	2/16/67	8625 Lincoln Blvd.	Certificate of Occupancy/City
C-10	6/8/67	8601 Lincoln Blvd.	Certificate of Occupancy/City
C-10	4/24/69	8639 Lincoln Blvd.	Certificate of Occupancy/City
C11	3/28/60	8639 Lincoln Blvd.	Certificate of Occupancy/City
C11	4/13/60	8731 Lincoln Blvd.	Certificate of Occupancy/City
C11	4/19/61	8639-51 Lincoln Blvd.	Certificate of Occupancy/City
C-12	9/27/63	8625 Lincoln Blvd	Certificate of Occupancy/City
C-12	4/29/64	8625 Lincoln Blvd	Certificate of Occupancy/City
C-12	8/5/64	8625 Lincoln Blvd	Certificate of Occupancy/City
C-13	10/28/64	8625 Lincoln Blvd	Certificate of Occupancy/City
C-13	3/22/65	8639 Lincoln Blvd.	Certificate of Occupancy/City
C-13	3/22/66	9015 Loyola Blvd.	Certificate of Occupancy/City
C-14	1960	8639 Lincoln Blvd.	Remodeling permit/City
C-15	12/5/62	8601 Lincoln Blvd.	Sign permit/City
C-16	10/26/67	8639 Lincoln Blvd.	Demolition permit/City
C-17	8/24/67	8639 Lincoln Blvd.	Construction permit/City
C-18	1/29/69	8639 Lincoln Blvd.	Modification permit/City
C-19	1/15/68	8639 Lincoln Blvd.	Remodeling permit/City
C20, C21	NA	Airport Marina Hotel	Layout map, Hotel/owner

Note: NA : not available

Index for address vs. current tenant

8601-8625 Lincoln Blvd. Furama Hotel, main building (previously Airport Marina Hotel)
8625 Lincoln Blvd., : the High-rise Tower building
8639 Lincoln Blvd. 2-story retail building
8655 Lincoln Blvd. Card drug store
8701 Lincoln Blvd. Ralph's grocery
8731 Lincoln Blvd. El Dorado Bowl
9015 Loyola: Parking structure
7250 Manchester: Fountain Wing
7296 W. Manchester Ave. : Precision Automotive
7298 W. Manchester Ave. Remax and Inosanto Academy


BK. 4114
FORDHAM RD.
MANCHESTER AVE.
RAYFORD DR.
LINCOLN BLVD.
LOYOLA BLVD.
BK. 4121
BK. 4120
25
28
27
1
7
8
2
3
4
5
6
22
16
23
26
15
9
10
11
27
2.93 ± Ac. =
127,630 ± □'
0.95 ± AC.,
37,460 ± □'
33,980 ± □'
34,490 ± □'
N. 89° 37' 25" E.
S. 62° 15' 31" E.
S. 28° 10' 00" W.
S. 40° 26' 46" E.
682.58
235.45
R. 95.52
180.39
76.40
271.09
155.14
235.18
332.20
155.42
181.04
211.95
242.94

THIS CERTIFICATE MUST BE POSTED AT PLACE OF BUSINESS

CERTIFICATE OF DISCLOSURE OF HAZARDOUS SUBSTANCES

CITY OF LOS ANGELES ISSUED: [illegible]

THIS CERTIFICATE MUST BE POSTED AT PLACE OF BUSINESS

CERTIFICATE OF DISCLOSURE OF HAZARDOUS SUBSTANCES

CITY OF LOS ANGELES ISSUED: 10-12-91 S

ACCOUNT NO.	FUND	CLASS	DESCRIPTION	STARTED

THIS CERTIFICATE MUST BE POSTED AT PLACE OF BUSINESS

CERTIFICATE OF DISCLOSURE OF HAZARDOUS SUBSTANCES

CITY OF LOS ANGELES ISSUED: [illegible]

ACCOUNT NO.	FUND	CLASS	DESCRIPTION	STARTED
313519-61	L	601	[illegible] REPORTING	03-31-[illegible]

THIS CERTIFICATE MUST BE POSTED AT PLACE OF BUSINESS

CITY OF LOS ANGELES TAX REGISTRATION CERTIFICATE

BUSINESS TAX ISSUED: 06-16-90 S

ACCOUNT NO.	FUND	CLASS	DESCRIPTION	STARTED
313519-61	L	190	PROFS/OCCUPATIONS	06-02-80

THIS CERTIFICATE MUST BE POSTED AT PLACE OF BUSINESS

CITY OF LOS ANGELES TAX REGISTRATION CERTIFICATE

BUSINESS TAX ISSUED: 06-16-90 S

ACCOUNT NO.	FUND	CLASS	DESCRIPTION	STARTED
313519-61	L	167	RETAIL SALES	06-02-80

THIS CERTIFICATE IS GOOD UNTIL VOIDED OR REVOKED. IT BECOMES VOID UPON ANY CHANGE OF OWNERSHIP OR LOCATION. ANNUAL TAXES ARE DUE AND PAYABLE JANUARY 1ST EACH YEAR, AND DELINQUENT IF NOT PAID ON OR BEFORE THE LAST DAY OF FEBRUARY EACH YEAR. QUARTERLY TAXES ARE DUE AND PAYABLE ON THE FIRST DAY OF JANUARY, APRIL, JULY, AND OCTOBER OF EACH YEAR, AND DELINQUENT IF NOT PAID ON OR BEFORE THE LAST DAY OF THE MONTH DUE.

ISSUED TO:
PRECISION DYNO TUNE CORP
PRECISION DYNO TUNE
7296 W MANCHESTER AV
LOS ANGELES CA 90045

ISSUED BY: [signature]
CITY CLERK

NOTIFY THE CITY CLERK IN WRITING OF ANY CHANGE IN OWNERSHIP OR ADDRESS—ROOM 101, CITY HALL, LOS ANGELES, CALIF. 90012
IMPORTANT - READ REVERSE SIDE

FORM 3006

[redacted]

THIS HAZARDOUS WASTE LICENSE MUST BE CONSPICUOUSLY DISPLAYED AT PLACE OF BUSINESS

COUNTY OF LOS ANGELES

100
437315

HAZARDOUS WASTE LICENSE

See Reverse Side

Fiscal year 1997-98

LOCATION OF BUSINESS BEING LICENSED

7296 W MANCHESTER AV LOS ANGELES

EXPIRATION DATE
June 30, 1998

ISSUE DATE
October 6, 1997

BARNARD, BRUCE
PRECISION DYNO TUNE
7296 W MANCHESTER AVE
LOS ANGELES, CA 90045

P. MICHAEL FREEMAN
L.A. COUNTY FIRE CHIEF

THIS LICENSE IS NOT TRANSFERABLE. VOID UPON CHANGE IN OWNERSHIP OR LOCATION.

FIRE PERMIT

CITY OF LOS ANGELES

PERMIT NO	FUND	CLASS	DESCRIPTION	ISSUED: 10-07-97 S STARTED
74950I-LA	F	714	UNDERGROUND TANKS	09-20-97

THIS FIRE PERMIT IS DUE AND PAYABLE NOVEMBER 1ST EACH YEAR, AND IS DELINQUENT IF NOT PAID ON OR BEFORE DECEMBER 31ST EACH YEAR.

ISSUED TO

FRITZ B BURNS FOUNDATION /C
7296 W MANCHESTER AV
WESTCHESTER CA 90045

BY:

CHIEF BUG /DEN. MGR

THIS PERMIT IS GOOD UNTIL VOIDED OR REVOKED. IT BECOMES VOID UPON ANY CHANGE OF OWNERSHIP OR LOCATION

NOTIFY THE CITY CLERK IN WRITING OF ANY CHANGE IN OWNERSHIP OR ADDRESS—ROOM 101, CITY HALL, LOS ANGELES, CALIF. 90012

FORM 80C7 IMPORTANT - READ REVERSE SIDE

C-5

5

FIRE PERMIT APPLICATION FOR UNDERGROUND TANKS OR ATMOSPHERIC TANK SYSTEMS

INSTRUCTIONS: Complete all items below. Return page with payment. Type or print neatly.

SECTION 1

CURRENT FIRE PERMIT NO. 313519-61 | CITY CLERK USE ONLY | PD DT 05-27-88

LEGAL NAME Precision Dyno Tune Corp

BUSINESS ADDRESS (Where underground tanks are located) 7396 W. Manchester Ave (Street No. / Full Street Name) UNIT # ____

CITY CLERK USE ONLY | ED

CITY Los Angeles STATE CA ZIP 90045

DOING BUSINESS AS Precision Dyno Tune

IN CARE OF Same BUSINESS MAILING ADDRESS Same (P.O. Box, Address, and Street / State / Zip)

NAME OF BUSINESS OWNER Bruce W. Barnard

TELEPHONE NO.: BUSINESS (213) 649-5770 24-HOUR EMERGENCY (213) 645-3738

NAME OF PROPERTY OWNER Fritz Burns Foundation MAILING ADDRESS 4621 W Alameda Burbank, CA 91505

Briefly describe nature of your business (use additional sheet if needed) Automotive Repair

FOR CITY CLERK USE ONLY	FD	CLASS	MC	PC	PERIOD	AMOUNT
	F	714	P	21	A88	$ 369.00

SECTION 2

FEE CALCULATION

		No. of tanks	Subtotal
Permit for Underground Tanks	$67.00 X	3	= 201
State of California surchage for Underground Tanks	$56.00 X	3	= 168

FEE EXEMPTION:

If your establishment is a government agency, check here ____
Do not fill in fee calculation
Government agencies must file an application, however no fee is required.

Please retain a copy for your records

PAY THIS AMOUNT → 369.00

MAKE ALL CHECKS PAYABLE TO ELIAS MARTINEZ, CITY CLERK

REMIT TO:

CITY OF LOS ANGELES
TAX AND PERMIT DIVISION
P.O. BOX 30626
LOS ANGELES, CA 90030-0626

Bruce W. Barnard — President — 5/26/88

Signature of Owner or Authorized Representative / Title / Date

FIRE DEPT USE ONLY	MASTER CODE		Date	LAFD Signature

BOARD OF
FIRE COMMISSIONERS
485-6032

KENNETH S. WASHINGTON
PRESIDENT
ANN REISS LANE
VICE-PRESIDENT
AILEEN ADAMS
JAMES E. BLANCARTE
LEON KIRAKOSIAN

EVA WHITELOCK
EXECUTIVE ASSISTANT

CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

DEPARTMENT OF FIRE
200 NORTH MAIN ST.
LOS ANGELES, CA 90012

DONALD O. MANNING
CHIEF ENGINEER
AND
GENERAL MANAGER

September 21, 1989

Mr. Casey P. Kerwin
Environmental Services
24404 South Vermont Avenue, #307
Harbor City, CA 90720

Birdsong Corporation
7298 West Manchester Avenue
Los Angeles, California

The Fire Department has reviewed your report (Addendum No. 2) dated May 2, 1989 concerning the location of groundwater.

We concur with your findings and have determined that no further action is required at this time.

If you require additional information, contact Inspector Gene Gallagher, of the Underground Tank Unit, at (213) 485-7543.

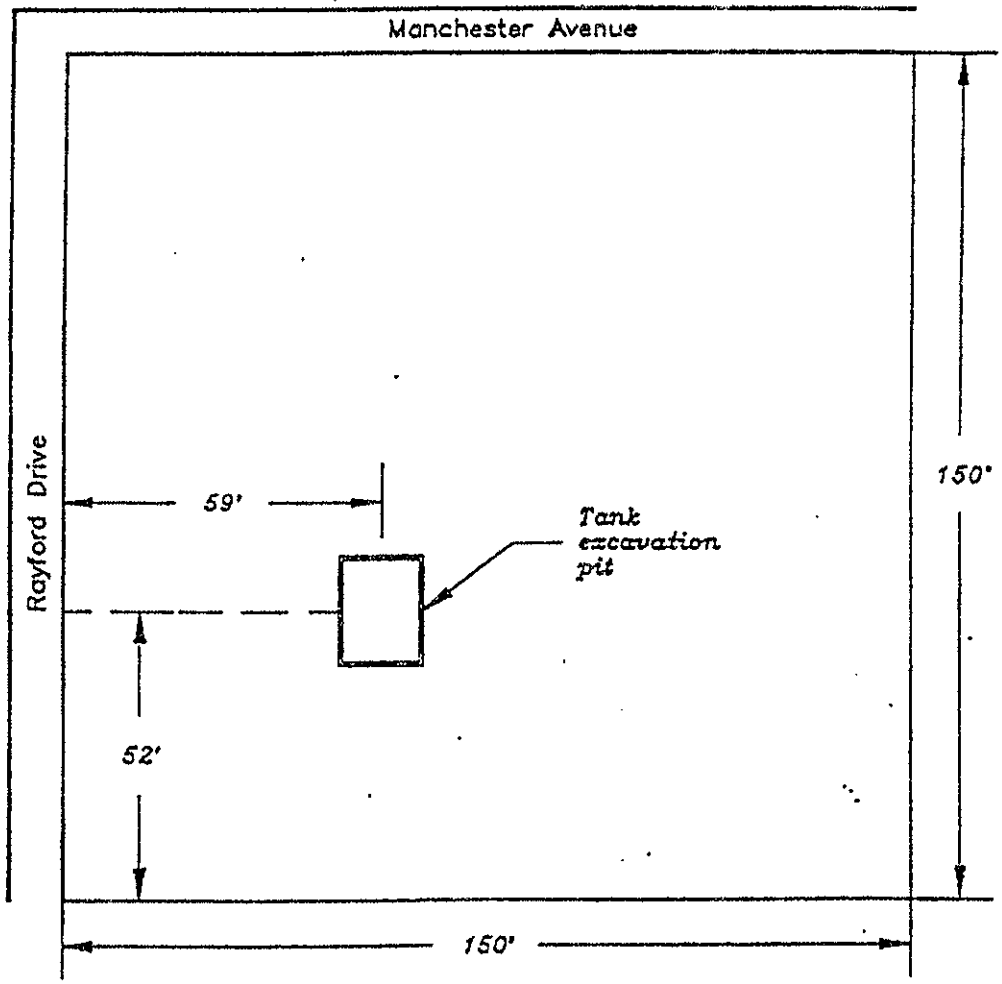
Very truly yours,

DONALD O. MANNING
Chief Engineer and General Manager

Robert T. Teachenor, Captain II
Commander, Underground Tank Unit

RTT:GG:la/1208w

EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER



NORTH

NOT TO SCALE

T : BIRDSONG CORPORATION

: 7298 W. Manchester Ave.
Los Angeles , CA 90045

ENVIRONMENTAL SERVICES
24404 S. VERMONT AVE
SUITE 307.
HARBOR CITY, CA 9071

Address of Building 8625 [illegible]coln Blvd.

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 12-9-66 Permit No. and Year WLA63926/66

One story, Type IV, 16 x 167,
Metal Canopy
H/3 occupancy

Owner Lincoln Manchester Prop.
Owner's Address 4950 Wilshire Boulevard
Los Angeles, Calif. 90005

FOUNTAIN WING
CANOPY

By A.E. HEWITT tape

Form B-95b—2M Sht. Sets—3-64 (C-10)

Address of Building 7250 Manchester

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 1-6-67 Permit No. and Year WLA59652/65

One story, Type V, 24 x 36,
Fountain & pools,
G-1 occupancy

Owner Lincoln Manchester Prop. Inc.
Owner's Address 4950 Wilshire Blvd.
Los Angeles, Calif. 90005

FOUNTAIN WING

By A.E. HEWITT tape

Form B-95b—2M Sht. Sets—3-64 (C-10)

Address of Building 7250 Manchester Avenue

Airport Marina Hotel

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 1-6-67 Permit No. and Year WLA59653/65

Three story, Type III-B, 236'10"x55'10"
88' x 55'10",
Hotel, 1 dwelling apartment and 147
guest rooms, 75 required parking spaces
provided, H-3 occupancy

Owner Lincoln Manchester Prop. Inc.
Owner's Address 4950 Wilshire Blvd.

Address of Building 8025 Lincoln Blvd.

CITY OF LOS ANGELES
CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.
This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 2-16-67 Permit No. and Year WLA64026/66

Three story, Type II/III-B, 186' x 351',
Change existing guest room to new lobby
and storage area,
G-2/H-3/B-2 occupancy

Owner Lincoln Manchester Prop.
Owner's Address 4950 Wilshire Blvd.
Los Angeles, Calif. 90005

By A.E. HEWITT Jr.

Form B-95b—2M Sht. Sets—8-65 (C-10)

Address of Building 8601 Lincoln

CITY OF LOS ANGELES
CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.
This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 6-8-67 Permit No. and Year WLA67280/67 WLA67299/67

Correct Certificate of Occupancy to show hotel
and recreation area, H-3 and G-1 occupancy.

Owner Fritz Burns
Owner's Address 8601 Lincoln Blvd.
Los Angeles, California 90045

ORIGNAL
Bldg.

Form B-95b—1M Sheet Sets—3-67 (C-10)

By A.E. HEWITT Jr.

Address of Building 8639 Lincoln Boulevard

CITY OF LOS ANGELES
CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.
This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 4-24-69 Permit No. and Year LA56610/67 LA10286/67
LA72759/67 LA7569T/69

Add 12-story, type I/III-B, 85' x 187', hotel and
shop building with 275 guest rooms to existing
hotel and shopping center complex, 700 parking
spaces required, 866 parking spaces provided,
H-2/F-1/G-1 occupancy.

Form 8-95—(R-37)

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

Issued March 28, 1960

Address of Building 8701 Lincoln

Permit No. and Year LA3563/58, LA14637/58, LA15773/58

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

One story, type III, 254' x 165' public food market.
G-2 occupancy.

Owner Lincoln-Manchester Props.

Owner's Address 4953 Wilshire Blvd. Los Angeles, California

G. E. MORRIS, Superintendent of Building—By R.H. GROVERMAN dm

Form 8-95b—(R-37)

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

Issued April 13, 1960

Address of Building 8731 Lincoln Blvd.

Permit No. and Year LA13932/58

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

One story, type V, 177' to 208' x 185' to 191' bowling alley assembly area - 730 occupants; cocktail lounge - 120 occupants; billiard room - 155 occupants; meeting room - 99 occupants and offices and accessory rooms.
G-1 & B-2 occupancy.
68 required parking spaces.

EXCEPT FOR DEVIATIONS APPROVED BY BOARD OF BLDG. & SAFETY COMMISSIONERS

Owner Lincoln-Manchester Propeties Inc.

Owner's Address 4950 Wilshire Blvd. Los Angeles 5, California

G. E. MORRIS, Superintendent of Building—By R.H. GROVERMAN dm

Address of Building 8639-51 Lincoln Boulevard

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

Issued 4-19-61 Permit No. and Year LA48451/59 LA62942/60

One and two story, type V, 135' x 165' retail stores, bank and bakery addition.
60 required parking spaces.
G-1 G-2 occupancy.

SATELLITE BLDG.

Lincoln-Manchester Properties Inc.

Address of Building 8625 ncoln Blvd.

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 9-27-63 Permit No. and Year LA 97681/61

Three Story - Type II, III B - 186' x 351' Restaurant, Hotel & Shops. 248 Guest Rooms. 1ST FLOOR- Dining Room- 230 occupants.-Cocktail Lounge - 188 occupants. Coffee Shop - 94 occupants. 2ND FLOOR- Banquet Room - 1000 occupants. Club Room #1 - 76 occupants - Club Room #2 - 94 occupants.
B-2, H-3 and B-2 Occupancy 185 required parking spaces

MAIN BLDG

Owner Lincoln Manchester Properties Inc.
Owner's Address 4950 Wilshire Blvd.
Los Angeles 5, California

A. E. Hewitt

Form B-95b—2M Sets—3-62 (C-10) J. C. MONNING, Superintendent of Building—By A. E. HEWITT:jb

Address of Building 8625 Lincoln Blvd.

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 4-29-64 Permit No. and Year WLA 49496/64

Three story, type II, III B, 186' x 351' Second floor lounge addition to hotel and public recreation building. No required parking spaces.
H-2 and B-2 Occupancy.

MAIN BLDG

Owner Lincoln Manchester Properties Inc.
Owner's Address 4950 Wilshire Blvd.
Los Angeles 5, Calif.

A. E. Hewitt

Form B-95b—2M Sets—4-63 (C-12) J. C. MONNING, Superintendent of Building—By A. E. HEWITT:jb

Address of Building 8625 Linclon Blvd.

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 8-5-64 Permit No. and Year LA 50620/64

Two story, type V, 12' x 56' Storage Room addition to Hotel. One additional Parking space.
H-3 and B-2 Occupancy.

MAIN BLDG

Owner Lincoln Manchester Properties Inc.

Address of Building 8625 L :oln Blvd.

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 10-28-64 Permit No. and Year LA 50133/63
WLA 51961/64

Three story, type III B, 51'10" x 264'8" hotel
112 guest rooms and assembly room. 405 occupants
in assembly room. 107 required parking spaces.

H-3 and B-2 occupancy

EXCEPT FOR DEVIATIONS APPROVED BY BOARD OF BUILDING AND SAFETY COMMISSIONERS WEST WING

Owner Lincoln Manchester Properties
Owner's Address 3450 Wilshire Blvd.
Los Angeles 5, California

Form B-95b—2M Sets—4-63 (C-10)

J. C. MONNING, Superintendent of Building—By A. E. Hewitt/ih

8639 Lincoln Blvd.

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 3-22-65 Permit No. and Year LA78150/64

Two story, type V, 14x7
Elevator
G-1 occupancy

SATELLITE BLDG

Owner Lincoln Manchester Development
Owner's Address 8639 Lincoln Blvd.
Los Angeles, California

Form B-95b—2M Sets—4-63 (C-10)

J. C. MONNING, Superintendent of Building—By A.E. HEWITT:pas

Address of Building 9015 Loyola Blvd.

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 3-22-66 Permit No. and Year WLA58773/65

Two story, Type I, 121 x 555,
Parking deck, 401 parking
spaces provided, P-1 occupancy

Owner Lincoln Manchester Prop.
Owner's 4950 Wilshire Blvd.

DECRON Properties

DEVELOPMENT — MANAGEMENT — CONSTRUCTION

October 11, 2006

VIA OVERNIGHT MAIL

Ms. Rose Hernandez
Capmark Finance, Inc.
10940 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90024

RE: PLAYA DEL ORO
ENVIRONMENTAL REPORTS

Dear Rose:

As follow up to your request, enclosed you will find the following:

- Phase I Environmental Assessment Report dated August 18, 2000
- Phase II Environmental Assessment dated November 19, 2001

Please note that the parcel containing the former dry cleaners was sold and is not a part of the Playa Del Oro project.

If you have any questions or need additional information, please give me a call at (323) 556-6600 x 213.

Sincerely,

Robin A. Dean
Senior Portfolio Manager

6222 Wilshire Blvd., Suite 650 • Los Angeles, California 90048
(323) 556-6600 • FAX (323) 556-6620
www.decronproperties.com

RESULTS OF LIMITED PHASE II ENVIRONMENTAL ASSESSMENT

7296 West Manchester Avenue
and 8639 Lincoln Boulevard
Los Angeles, California
PL-05688-02

Prepared for

DECRON PROPERTIES CORPORATION

November 19, 2001

Prepared By

Earth Systems Southern California
7949 Woodley Avenue
Van Nuys, California 91406

(818) 779-1999
FAX (818) 779-1990

Earth Systems
Southern California

7949 Woodley Avenue
Van Nuys, CA 91406
(818) 779-1999
Fax (818) 779-1990

PL-05688-02

November 19, 2001

Decron Properties Coroporation
15350 Sherman Way, Suite 410
Van Nuys, California 91406

Attention: Mr. David Nagel

Subject: **Results of Limited Phase II Environmental Assessment**
Precision Automotive - 7296 West Manchester Avenue
Carriage Cleaners - 8639 Lincoln Boulevard
Los Angeles, California

Presented herewith are the results of the limited phase II environmental assessment of the above-referenced sites, prepared in accordance with the authorized proposal dated October 11, 2001. This investigation was undertaken as a follow up to the Phase I environmental assessment of the hotel and commercial complex (ACS, August 2000). This limited phase II assessment was intended to provide a preliminary indication of the potential environmental impact of commercial activities on underlying soils at the above-referenced locations.

This report includes:

1. Description of the soil sampling procedures.
2. Results of the laboratory analyses completed on the soil samples.

SITE DESCRIPTION

The two subject properties are commercial enterprises located within a larger hotel and shopping mall complex. The complex is located on the southwest corner of the intersection of Lincoln Boulevard and Manchester Avenue in the Westchester community of the City of Los Angeles, California. Topographically, the complex consists of gently sloping ground at an elevation of approximately 160 feet above mean sea level (see Figure 1). The above-cited descriptions are intended to be illustrative, and are specifically not intended for use as a legal description of the subject property.

The Precision Automotive shop (7296 W. Manchester Avenue) is located in the northwesterly portion of the complex near Rayford Avenue (Figure 2). The auto repair shop includes an office with four repair bays. An underground clarifier and underground waste oil tank are located on the south side of the building in front of the auto shop bays. The floor of the auto shop building and the front parking apron on the south side of the building consist of concrete slabs-on-grade approximately four to five inches thick.

The Carriage Cleaners (8639 Lincoln Blvd.) dry-cleaning shop is located within the southeasterly portion of the hotel/commercial complex. The shop shares common walls with other commercial outlets on both the northwest and southeast sides. The front and rear of the shop open onto the parking lot and back patio, respectively. The dry-cleaning equipment and solvent storage are located near the rear-center of the shop. The dry cleaning solvent "Perc" (tetrachloroethene, aka perchloroethene) is used for dry cleaning in this shop. A drum labeled "tetrachloroethene" was observed within the shop. The floor of the dry-cleaner shop consists of a concrete slab-on-grade approximately four inches thick.

SOIL SAMPLING AND SOIL-GAS SCREENING

The field investigation beneath both sites took place on November 5, 2001. A truck-mounted geoprobe was used to collect soil samples at the Precision Automotive shop. The concrete floor slab was penetrated using the geoprobe percussion hammer. The geoprobe drove hollow steel rods by percussion and hydraulic push to each sample depth. Two soil samples were collected at each of six sample locations (P1 through P6) shown on Figure 3. Samples adjacent to the clarifier and waste oil tank (P1, P2 and P3) were collected at depths of approximately 5 feet and 10 feet below the existing grade. The remaining samples were collected from 1-foot and 5-foot depths at locations P4 through P6. The soil samples were recovered in clean acetate sleeves.

Soil samples at the dry-cleaner shop were collected adjacent to the dry cleaning machinery and the solvent storage area (Figure 4). Four-inch diameter holes were cored through the dry cleaning shop floor slab using a coring machine. Because of the limited access to the sampling area (interior of the active dry cleaning shop), hand–operated augers and samplers rather than geoprobe driven samplers were used. Two hand-auger holes (HB1 and HB2) were bored and soil samples were collected at depths of 2 feet and 4 feet below the existing floor slab surface elevation. The soil samples were recovered in clean brass sleeves.

After sample retrieval, the sample sleeves from each sample depth were sealed with Teflon film and plastic slip-caps, labeled, and placed in an ice chest pending transport to a California Department of Health Services (DHS) certified analytical laboratory. The "head space" of a soil sample from each sampling location was screened in the field for volatile organic vapors using a hand-held photo-ionization detector (PID). Subsequent to collecting the deeper sample at each location, a rod with an expendable tip was driven an additional one-foot, clean plastic tubing was connected to the rod ends and a vacuum was applied to the tubing. The vacuum was applied to each of the points for a minimum of 10 minutes to evacuate the tubing and obtain a representative sample of soil-gas from each location. The soil gas was then screened in the field for volatile organic vapors using the hand-held PID. This soil-gas screening was completed at both the Precision Auto shop and the Carriage Cleaners shop. After sampling, each geoprobe hole at the auto shop and each hand-auger hole at the

dry cleaner shop was backfilled with bentonite chips. The surface of each hole was finished with concrete.

LABORATORY TESTING

Chain of custody procedures were utilized for all laboratory samples collected to document sample integrity and sample possession from the time of collection to the final destination. Samples were delivered under chain of custody documentation to a California DHS-certified testing laboratory.

The soil samples from beneath the Precision Automotive shop (7296 W. Manchester Avenue) were analyzed for volatile fuel hydrocarbons (gasoline range) using EPA Test Method 8015B, and for aromatic hydrocarbons (Benzene, Toluene, Ethylbenzene and Xylenes, BTEX) and Methyl tert-Butyl Ether (MtBE) using EPA Test Method 8020. Soil samples from the auto shop were also tested for diesel range hydrocarbons using EPA Test Method 8015M. Additionally, the three upper soil samples adjacent to the clarifier and waste-oil tank were analyzed for 17 metals (CAM metals) using EPA Test Methods 6010B and 7471A.

The soil samples from beneath the Carriage Cleaners dry cleaning shop (8639 Lincoln Boulevard) were analyzed for volatile organic compounds (VOC's) according to USEPA test method 8260B. The analytes for this method include the dry cleaning solvent "Perc" or tetrachloroethene. Refer to Appendix B for the complete laboratory reports and chain test results. References to EPA and other test standards refer to the standard currently in effect.

FINDINGS

No detectable levels of gasoline-range hydrocarbons (including BTEX or MtBE) were detected in soils beneath the Precision Automotive shop at 7296 West Manchester Avenue. The concentrations of metals found in soils beneath that site were within naturally occurring levels. The hand-held PID did not detect any volatile organic compounds in soil-gas extracted from drive tubes at the site nor from head-space air from soil samples screened in the field. Relatively low concentrations of diesel-range hydrocarbons were detected in three of the 12 soil samples collected from beneath the auto shop. The diesel concentrations ranged from "not detected" ("ND") to 17 milligrams per kilogram (mg/kg). The results of laboratory analyses for organic compounds are summarized in Table 1, below.

The Interim Site Assessment & Cleanup Guidebook released by the Los Angeles Regional Water Quality Control Board (LARWQCB) in 1996 provides guidance for "maximum soil screening levels for TPH and BTEX" based on depth to groundwater. Based on available geologic data, groundwater beneath the subject site is in excess of 100 feet below ground surface. The concentrations of diesel-range hydrocarbons found in soil beneath the auto shop fall below the maximum acceptable level based on that guidance for groundwater in excess of 20 feet deep. The concentrations also fall below the guidance levels set forth in the California LUFT Manual (October 1989).

No detectable levels of the dry cleaning solvent "perc" (tetrachloroethene) or any other solvent were found in soils beneath the Carriage Cleaners shop at 8639 Lincoln Avenue. The hand-held PID did

not detect any volatile organic compounds in soil-gas extracted from drive tubes at the site nor from head-space air from soil samples screened in the field at this site.

Table 1. Summary of Results of Laboratory Analyses for Various Organic Compounds

Sample	Gasoline-range hydrocarbons TPH-g/BTEX/MtBE	Diesel-range hydrocarbons TPH-d (mg/kg)	Volatile Organic Compounds (VOC's) EPA Method 8260
Precision Automotive – Auto Repair Shop			
P1 at 5 feet	ND	ND	--
P1 at 10 feet	ND	ND	--
P2 at 5 feet	ND	5.8	--
P2 at 10 feet	ND	ND	--
P3 at 7 feet	ND	ND	--
P3 at 10 feet	ND	ND	--
P4 at 1 feet	ND	17	--
P4 at 5 feet	ND	ND	--
P5 at 1 feet	ND	12	--
P5 at 5 feet	ND	ND	--
P6 at 1 feet	ND	ND	--
P6 at 5 feet	ND	ND	--
Carriage Cleaners Dry Cleaning Shop			
HB1 at 2 feet	--	--	ND
HB1 at 4 feet	--	--	ND
HB1 at 2 feet	--	--	ND
HB1 at 4 feet	--	--	ND

Notes: mg/kg = milligrams per kilogram ND = Not Detected. -- = Not Analyzed

LIMITATIONS AND UNIFORMITY OF CONDITIONS

This report has been prepared for the exclusive use of the Decron Properties Corporation, regarding the properties at 7296 West Manchester Avenue and 8639 Lincoln Boulevard in the City of Los Angeles, California. The conclusions rendered in this report are opinions based on readily available information obtained within the scope of the work authorized by the client (Decron Properties Corporation). Use of, or reliance on, the information and opinions contained in this report by other parties without written permission of Earth Systems Southern California (ESSC) is at those parties' own risk.

The results contained in this report are based upon the information acquired during the work described herein. It is possible that variations could exist beyond or between points observed during this work. Also, changes in observed conditions could occur at some time in the future due to works of man, contamination migration, variations in rainfall, temperature, and/or other factors not apparent at the time of the soil sampling.

It should be noted that any level of environmental assessment cannot ascertain that a property is completely free of chemical or toxic substances; therefore, ESSC cannot offer the certification of a "clean" site. The scope of work performed was limited and intended only to provide initial indication of subsurface conditions; additional investigation may be appropriate for the property owner to make informed business decisions. The services provided by Earth Systems Southern California have been conducted in a manner consistent with the level of care and skill ordinarily exercised by members of our profession currently practicing under similar conditions in this area of California. No warranty is expressed or implied.

CLOSURE

ESSC trusts this report is sufficient at this time and meets your current needs. ESSC appreciates this opportunity to provide professional engineering services for this project. If you have any questions regarding the information contained in this report, or if you require additional engineering services, please contact us.

Respectfully submitted,

Earth Systems
Southern California



Mark L. Russell, P.E.
Project Engineer

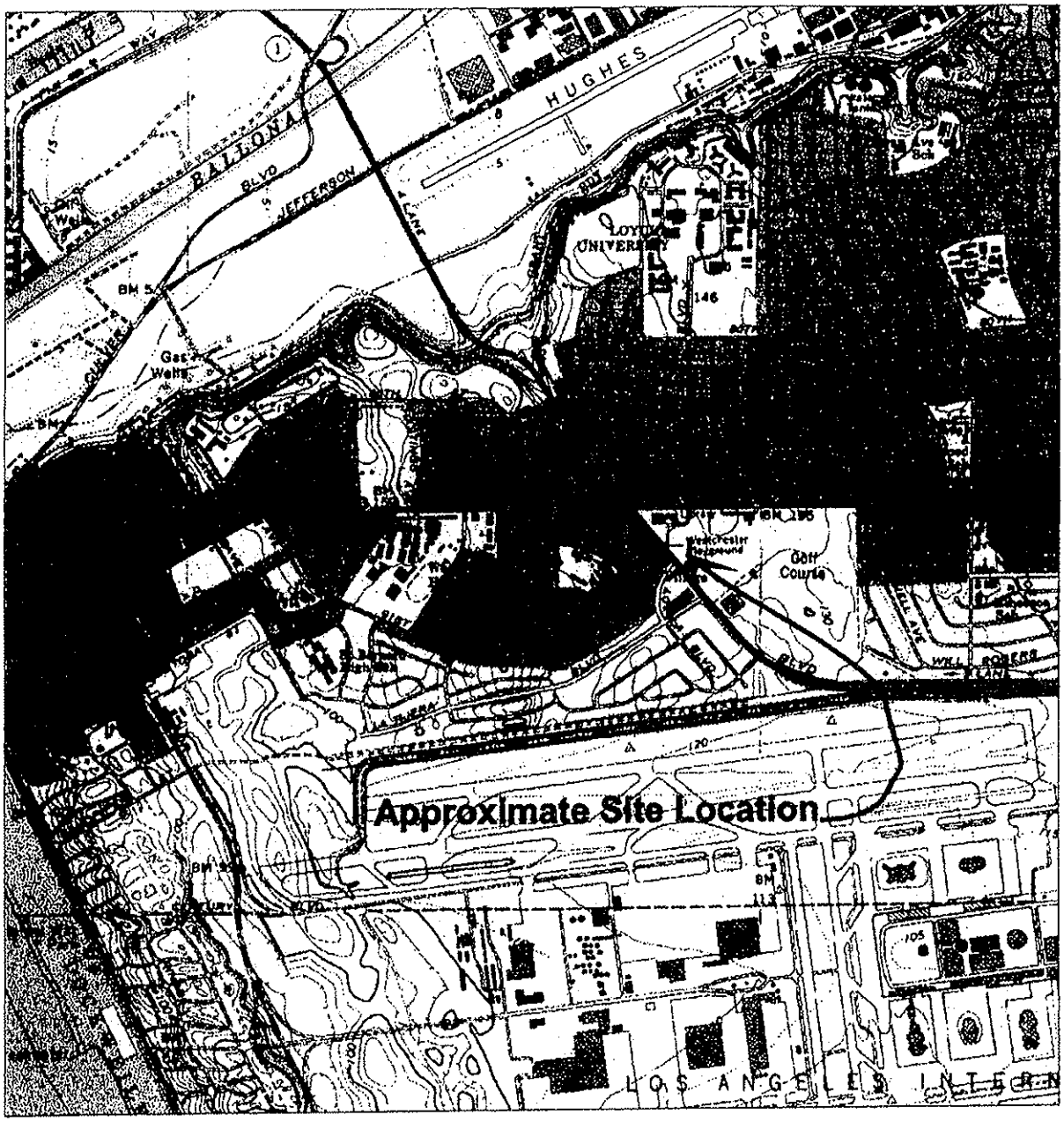
FIGURES

FIGURE 1	Site Location Map
FIGURE 2	Hotel/ Commercial Complex Layout
FIGURE 3	Site Sketch – Precision Automotive
FIGURE 4	Site Sketch - Carriage Cleaners

APPENDIX A	Summary of Laboratory Test Results

FIGURES

Figure 1 Site Location Map
Figure 2 Hotel/ Commercial Complex Layout
Figure 3 Site Sketch – Precision Automotive
Figure 4 Site Sketch - Carriage Cleaners



Base Map: 7.5 Minute Venice Quadrangle, dated 1964, photorevised 1981.

FIGURE 1

APPROXIMATE SCALE:
2,000 FEET

N

SITE LOCATION MAP	
MANCHESTER AVENUE AT LINCOLN BOULEVARD LOS ANGELES, CALIFORNIA	
Earth Systems Southern California	
11-19-2001	PL-05688-02

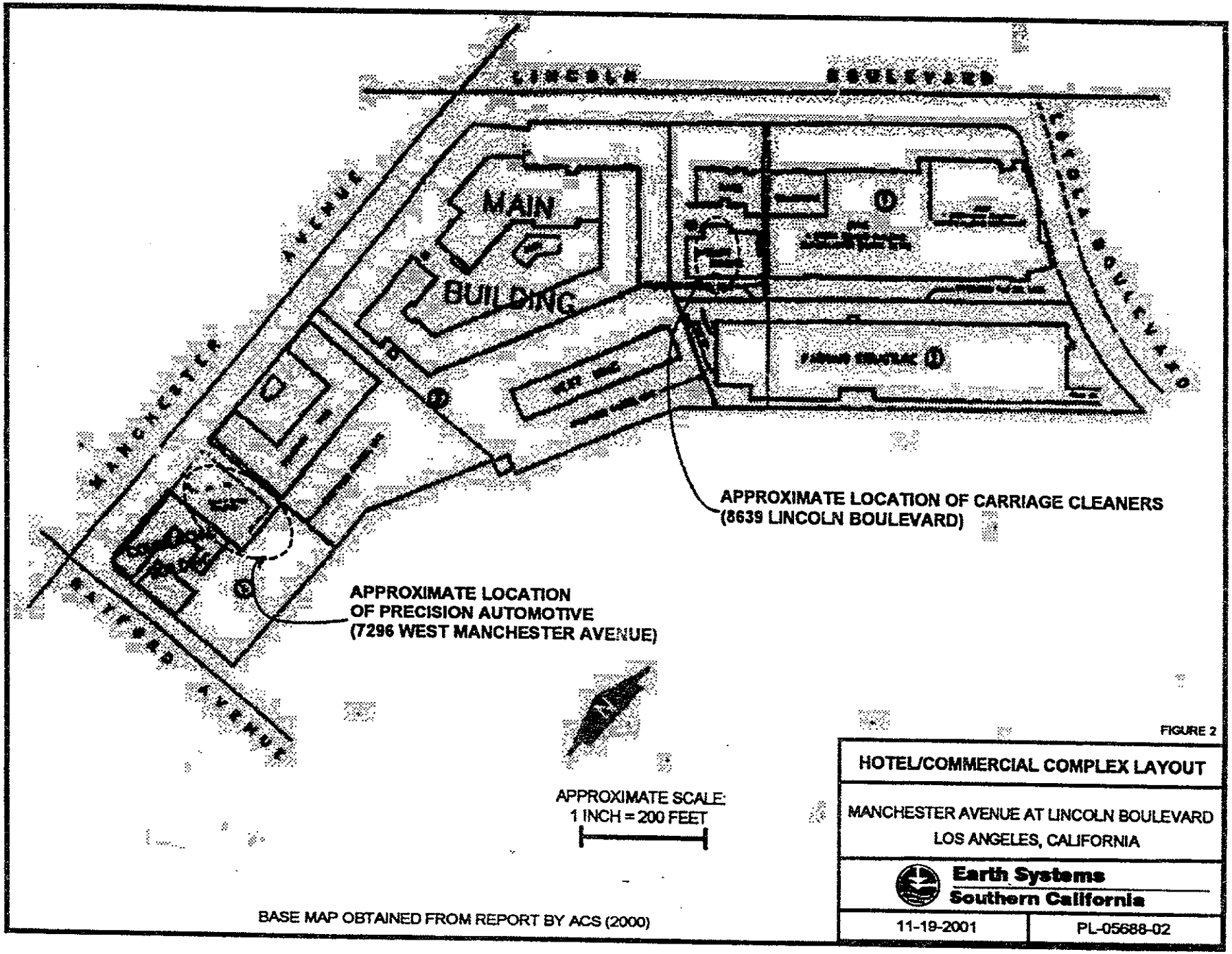


FIGURE 2

HOTEL/COMMERCIAL COMPLEX LAYOUT

MANCHESTER AVENUE AT LINCOLN BOULEVARD
LOS ANGELES, CALIFORNIA

Earth Systems
Southern California

11-19-2001	PL-05688-02

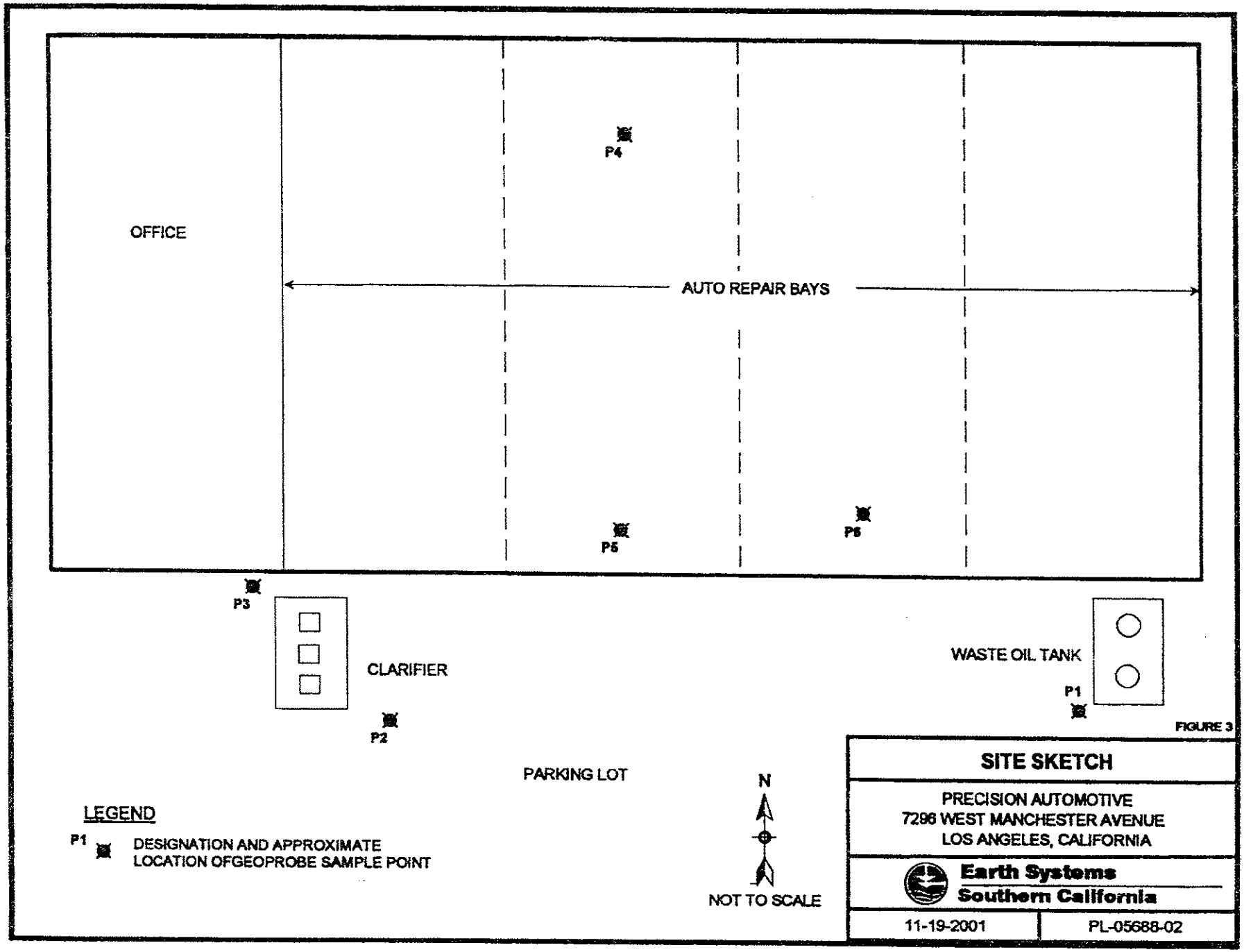


FIGURE 3

SITE SKETCH

PRECISION AUTOMOTIVE
7296 WEST MANCHESTER AVENUE
LOS ANGELES, CALIFORNIA

Earth Systems
Southern California

11-19-2001	PL-05688-02

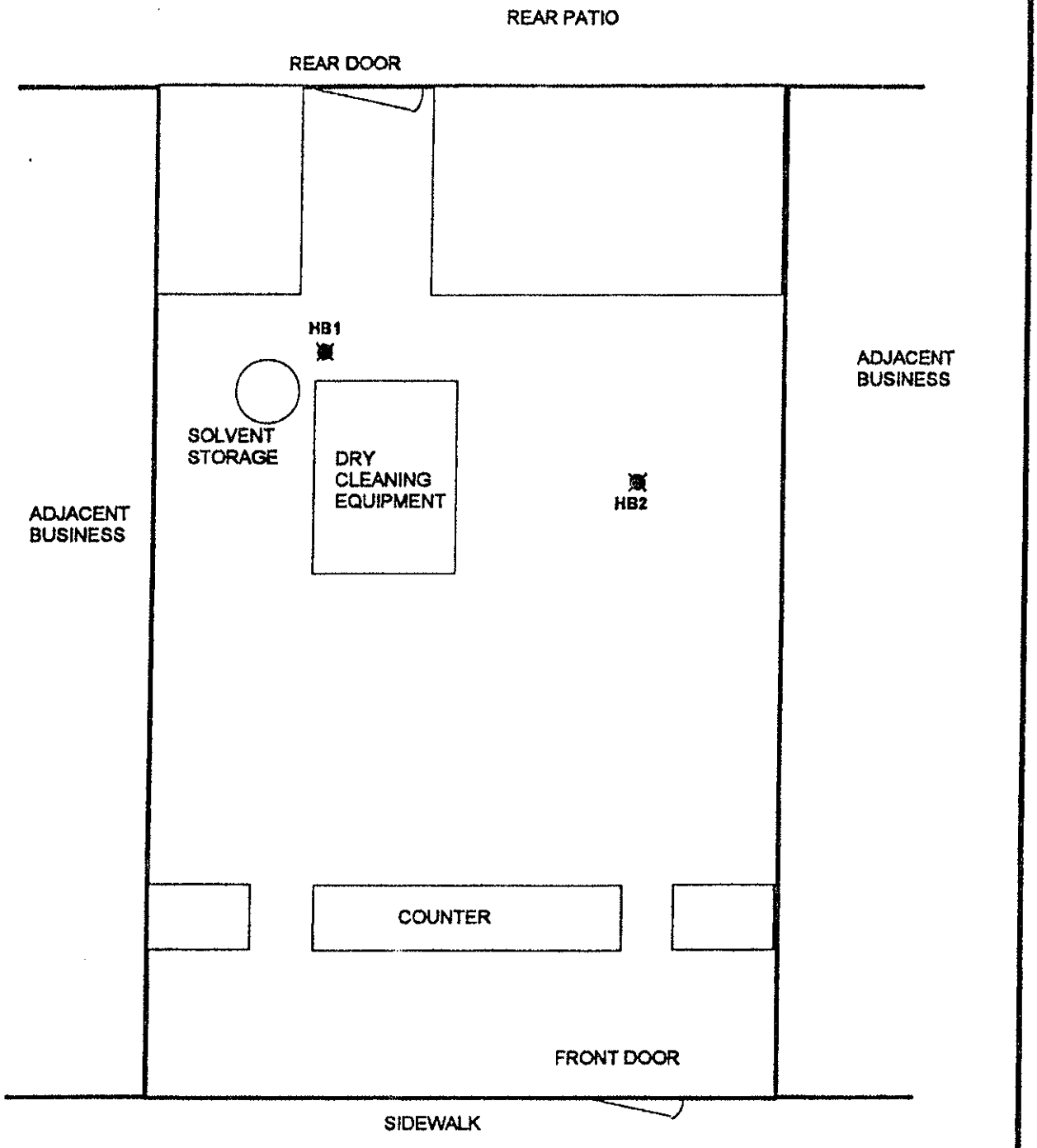


FIGURE 4

PARKING LOT

LEGEND

HB1 DESIGNATION AND APPROXIMATE LOCATION OF HAND-AUGER BORING

N

NOT TO SCALE

SITE SKETCH

CARRIAGE CLEANERS
8639 LINCOLN BOULEVARD
LOS ANGELES, CALIFORNIA

Earth Systems Southern California

11-19-2001	PL-05688-02

APPENDIX A

Laboratory Test Results

Del Mar Analytical

2852 Alton Ave., Irvine, CA 92606 (949) 261-1022 FAX (949) 261-1228
1014 E. Cooley Dr., Suite A, Colton, CA 92324 (909) 370-4667 FAX (909) 370-1046
16525 Sherman Way, Suite C-11, Van Nuys, CA 92406 (818) 779-1844 FAX (818) 779-1843
9484 Chesapeake Dr., Suite 805, San Diego, CA 92123 (858) 505-9596 FAX (858) 505-9689
9830 South 51st St., Suite B-120, Phoenix, AZ 85044 (480) 785-0043 FAX (480) 785-0851

LABORATORY REPORT

Prepared For: Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107

Attention: Mark Russel
Project: PL-05688-02

Sampled: 11/05/01
Received: 11/06/01
Reported: 11/19/01

This laboratory report is confidential and is intended for the sole use of Del Mar Analytical and its client. This entire report was reviewed and approved for release.

CA ELAP Certificate #1197
AZ DHS License #AZ0428

Del Mar Analytical, Irvine
Rachel Parker
Project Manager

The results pertain only to the samples tested in the laboratory. This report shall not be reproduced, except in full, without written permission from Del Mar Analytical.

Del Mar Analytical

2852 Alton Ave., Irvine, CA 92606 (949) 261-1022 FAX (949) 261-1228
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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

SAMPLE CROSS REFERENCE

LABORATORY NUMBER	SAMPLE DESCRIPTION	SAMPLE MATRIX	ANALYSES
IKK0275-01	P1 @ 5'	Soil	EPA 6010B EPA 7471A EPA 8015 MOD. EPA 8015B/8021B
IKK0275-02	P1 @ 10'	Soil	EPA 8015 MOD. EPA 8015B/8021B
IKK0275-03	P2 @ 5'	Soil	EPA 6010B EPA 7471A EPA 8015 MOD. EPA 8015B/8021B
IKK0275-04	P2 @ 10'	Soil	EPA 8015B/8021B
IKK0275-04RE1	P2 @ 10'	Soil	EPA 8015 MOD.
IKK0275-05	P3 @ 7'	Soil	EPA 6010B EPA 7471A EPA 8015 MOD. EPA 8015B/8021B
IKK0275-06	P3 @ 10'	Soil	EPA 8015 MOD. EPA 8015B/8021B
IKK0275-07	P4 @ 1'	Soil	EPA 8015 MOD. EPA 8015B/8021B
IKK0275-08	P4 @ 5'	Soil	EPA 8015 MOD. EPA 8015B/8021B
IKK0275-09	P5 @ 1'	Soil	EPA 8015 MOD. EPA 8015B/8021B
IKK0275-10	P5 @ 5'	Soil	EPA 8015 MOD. EPA 8015B/8021B
IKK0275-11	P6 @ 1'	Soil	EPA 8015 MOD. EPA 8015B/8021B
IKK0275-12	P6 @ 5'	Soil	EPA 8015 MOD. EPA 8015B/8021B

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Del Mar Analytical, Irvine
Rachel Parker
Project Manager

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Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

EXTRACTABLE FUEL HYDROCARBONS (CADHS/8015 Modified)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-01 (P1 @ 5' - Soil)								QD
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*99.7 %*				
Sample ID: IKK0275-02 (P1 @ 10' - Soil)								QD
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*87.0 %*				
Sample ID: IKK0275-03 (P2 @ 5' - Soil)								QD
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	**5.8**	1	11/8/01	11/13/01	CR
Surrogate: n-Octacosane (45-120%)				*87.4 %*				
Sample ID: IKK0275-04RE1 (P2 @ 10' - Soil)								QD
EFH (C8 - C40)	EPA 8015 MOD.	IIK1653	5.0	**9.4**	1	11/16/01	11/16/01	
Surrogate: n-Octacosane (45-120%)				*72.3 %*				
Sample ID: IKK0275-05 (P3 @ 7' - Soil)								QD
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*90.4 %*				
Sample ID: IKK0275-06 (P3 @ 10' - Soil)								QD
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*86.7 %*				

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Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

EXTRACTABLE FUEL HYDROCARBONS (CADHS/8015 Modified)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-07 (P4 @ 1' - Soil)								**QD**
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	**17**	1	11/8/01	11/13/01	CRa
Surrogate: n-Octacosane (45-120%)				*74.2 %*				
Sample ID: IKK0275-08 (P4 @ 5' - Soil)								**QD**
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*92.7 %*				
Sample ID: IKK0275-09 (P5 @ 1' - Soil)								**QD**
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	**12**	1	11/8/01	11/13/01	CR
Surrogate: n-Octacosane (45-120%)				*103 %*				
Sample ID: IKK0275-10 (P5 @ 5' - Soil)								**QD**
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*86.5 %*				
Sample ID: IKK0275-11 (P6 @ 1' - Soil)								**QD**
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*93.3 %*				
Sample ID: IKK0275-12 (P6 @ 5' - Soil)								**QD**
EFH (C8 - C40)	EPA 8015 MOD.	IIK0857	5.0	ND	1	11/8/01	11/14/01	
Surrogate: n-Octacosane (45-120%)				*87.0 %*				

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Earth Systems, Pasadena
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Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

VOLATILE FUEL HYDROCARBONS/BTEX/MTBE (EPA 5030B/8015M/8021B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-01 (P1 @ 5' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*108 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*90.2 %*				
Sample ID: IKK0275-02 (P1 @ 10' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*108 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*84.8 %*				
Sample ID: IKK0275-03 (P2 @ 5' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*108 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*88.8 %*				

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

VOLATILE FUEL HYDROCARBONS/BTEX/MTBE (EPA 5030B/8015M/8021B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-04 (P2 @ 10' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*110 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*87.6 %*				
Sample ID: IKK0275-05 (P3 @ 7' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*109 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*91.6 %*				
Sample ID: IKK0275-06 (P3 @ 10' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*113 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*92.6 %*				

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Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

VOLATILE FUEL HYDROCARBONS/BTEX/MTBE (EPA 5030B/8015M/8021B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-07 (P4 @ 1' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*109 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*88.4 %*				
Sample ID: IKK0275-08 (P4 @ 5' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*108 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*88.6 %*				
Sample ID: IKK0275-09 (P5 @ 1' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*104 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*87.2 %*				

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Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

VOLATILE FUEL HYDROCARBONS/BTEX/MTBE (EPA 5030B/8015M/8021B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-10 (P5 @ 5' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*110 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*89.0 %*				
Sample ID: IKK0275-11 (P6 @ 1' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*111 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*90.6 %*				
Sample ID: IKK0275-12 (P6 @ 5' - Soil)								
Volatile Fuel Hydrocarbons	EPA 8015B/8021	I1K0935	1.0	ND	1	11/9/01	11/9/01	QG
Benzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Toluene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Ethylbenzene	EPA 8015B/8021	I1K0935	0.0050	ND	1	11/9/01	11/9/01	
Total Xylenes	EPA 8015B/8021	I1K0935	0.015	ND	1	11/9/01	11/9/01	
Methyl-tert-butyl Ether (MTBE)	EPA 8015B/8021	I1K0935	0.035	ND	1	11/9/01	11/9/01	
Surrogate: 4-BFB (PID) (70-125%)				*107 %*				
Surrogate: aaa-TFT (FID) (60-135%)				*83.4 %*				

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METALS

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-01 (P1 @ 5' - Soil)								
Antimony	EPA 6010B	I1K0951	10	ND	1	11/9/01	11/12/01	
Arsenic	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Barium	EPA 6010B	I1K0951	1.0	**24**	1	11/9/01	11/12/01	
Beryllium	EPA 6010B	I1K0951	0.50	ND	1	11/9/01	11/12/01	
Cadmium	EPA 6010B	I1K0951	0.50	ND	1	11/9/01	11/12/01	
Chromium	EPA 6010B	I1K0951	1.0	**14**	1	11/9/01	11/12/01	
Cobalt	EPA 6010B	I1K0951	1.0	**3.6**	1	11/9/01	11/12/01	
Copper	EPA 6010B	I1K0951	1.0	**2.4**	1	11/9/01	11/12/01	
Lead	EPA 6010B	I1K0951	2.0	**2.5**	1	11/9/01	11/12/01	
Mercury	EPA 7471A	I1K1241	0.020	ND	1	11/12/01	11/12/01	
Molybdenum	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Nickel	EPA 6010B	I1K0951	1.0	**5.4**	1	11/9/01	11/12/01	
Selenium	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Silver	EPA 6010B	I1K0951	1.0	ND	1	11/9/01	11/12/01	
Thallium	EPA 6010B	I1K0951	10	ND	1	11/9/01	11/12/01	
Vanadium	EPA 6010B	I1K0951	1.0	**26**	1	11/9/01	11/12/01	
Zinc	EPA 6010B	I1K0951	5.0	**13**	1	11/9/01	11/12/01	
Sample ID: IKK0275-03 (P2 @ 5' - Soil)								
Antimony	EPA 6010B	I1K0951	10	ND	1	11/9/01	11/12/01	
Arsenic	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Barium	EPA 6010B	I1K0951	1.0	**17**	1	11/9/01	11/12/01	
Beryllium	EPA 6010B	I1K0951	0.50	ND	1	11/9/01	11/12/01	
Cadmium	EPA 6010B	I1K0951	0.50	ND	1	11/9/01	11/12/01	
Chromium	EPA 6010B	I1K0951	1.0	**12**	1	11/9/01	11/12/01	
Cobalt	EPA 6010B	I1K0951	1.0	**2.6**	1	11/9/01	11/12/01	
Copper	EPA 6010B	I1K0951	1.0	**2.0**	1	11/9/01	11/12/01	
Lead	EPA 6010B	I1K0951	2.0	**2.0**	1	11/9/01	11/12/01	
Mercury	EPA 7471A	I1K1241	0.020	ND	1	11/12/01	11/12/01	
Molybdenum	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Nickel	EPA 6010B	I1K0951	1.0	**3.6**	1	11/9/01	11/12/01	
Selenium	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Silver	EPA 6010B	I1K0951	1.0	ND	1	11/9/01	11/12/01	
Thallium	EPA 6010B	I1K0951	10	ND	1	11/9/01	11/12/01	
Vanadium	EPA 6010B	I1K0951	1.0	**23**	1	11/9/01	11/12/01	
Zinc	EPA 6010B	I1K0951	5.0	**9.8**	1	11/9/01	11/12/01	

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METALS

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			mg/kg	mg/kg				
Sample ID: IKK0275-05 (P3 @ 7' - Soil)								
Antimony	EPA 6010B	I1K0951	10	ND	1	11/9/01	11/12/01	
Arsenic	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Barium	EPA 6010B	I1K0951	1.0	**47**	1	11/9/01	11/12/01	
Beryllium	EPA 6010B	I1K0951	0.50	ND	1	11/9/01	11/12/01	
Cadmium	EPA 6010B	I1K0951	0.50	ND	1	11/9/01	11/12/01	
Chromium	EPA 6010B	I1K0951	1.0	**12**	1	11/9/01	11/12/01	
Cobalt	EPA 6010B	I1K0951	1.0	**4.3**	1	11/9/01	11/12/01	
Copper	EPA 6010B	I1K0951	1.0	**4.0**	1	11/9/01	11/12/01	
Lead	EPA 6010B	I1K0951	2.0	**2.4**	1	11/9/01	11/12/01	
Mercury	EPA 7471A	I1K1241	0.020	ND	1	11/12/01	11/12/01	
Molybdenum	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Nickel	EPA 6010B	I1K0951	1.0	**4.9**	1	11/9/01	11/12/01	
Selenium	EPA 6010B	I1K0951	2.0	ND	1	11/9/01	11/12/01	
Silver	EPA 6010B	I1K0951	1.0	ND	1	11/9/01	11/12/01	
Thallium	EPA 6010B	I1K0951	10	ND	1	11/9/01	11/12/01	
Vanadium	EPA 6010B	I1K0951	1.0	**26**	1	11/9/01	11/12/01	
Zinc	EPA 6010B	I1K0951	5.0	**21**	1	11/9/01	11/12/01	

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Earth Systems, Pasadena
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Attention: Mark Russel

Project ID: PL-05688-02
Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

EXTRACTABLE FUEL HYDROCARBONS (CADHS/8015 Modified)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0857 Extracted: 11/08/01										
Blank Analyzed: 11/13/01 (I1K0857-BLK1)										QD
EFH (C8 - C40)	ND	5.0	mg/kg							
Surrogate: n-Octacosane	*7.21*		*mg/kg*	*6.67*		*108*	*45-120*			
LCS Analyzed: 11/13/01 (I1K0857-BS1)										QD
EFH (C8 - C40)	33.5	5.0	mg/kg	33.3		101	50-115			
Surrogate: n-Octacosane	*7.25*		*mg/kg*	*6.67*		*109*	*45-120*			
Matrix Spike Analyzed: 11/13/01 (I1K0857-MS1)					**Source: IKK0275-10**					QD
EFH (C8 - C40)	35.9	5.0	mg/kg	33.3	ND	98.8	35-130			
Surrogate: n-Octacosane	*7.27*		*mg/kg*	*6.67*		*109*	*45-120*			
Matrix Spike Dup Analyzed: 11/13/01 (I1K0857-MSD1)					**Source: IKK0275-10**					QD
EFH (C8 - C40)	32.9	5.0	mg/kg	33.3	ND	89.8	35-130	8.72	30	
Surrogate: n-Octacosane	*6.37*		*mg/kg*	*6.67*		*95.5*	*45-120*			
Batch: I1K1653 Extracted: 11/16/01										
Blank Analyzed: 11/16/01 (I1K1653-BLK1)										QD
EFH (C8 - C40)	ND	5.0	mg/kg							
Surrogate: n-Octacosane	*4.48*		*mg/kg*	*6.67*		*67.2*	*45-120*			
LCS Analyzed: 11/16/01 (I1K1653-BS1)										QD
EFH (C8 - C40)	29.3	5.0	mg/kg	33.3		88.0	50-115			
Surrogate: n-Octacosane	*4.31*		*mg/kg*	*6.67*		*64.6*	*45-120*			
Matrix Spike Analyzed: 11/16/01 (I1K1653-MS1)					**Source: IKK0730-03**					QD
EFH (C8 - C40)	30.8	5.0	mg/kg	33.3	ND	88.0	35-130			
Surrogate: n-Octacosane	*4.16*		*mg/kg*	*6.67*		*62.4*	*45-120*			

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Attention: Mark Russel

Project ID: PL-05688-02
Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

EXTRACTABLE FUEL HYDROCARBONS (CADHS/8015 Modified)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K1653 Extracted: 11/16/01										
Matrix Spike Dup Analyzed: 11/16/01 (I1K1653-MSD1)					**Source: IKK0730-03**					**QD**
EFH (C8 - C40)	31.3	5.0	mg/kg	33.3	ND	89.5	35-130	1.61	30	
Surrogate: n-Octacosane	*4.20*		*mg/kg*	*6.67*		*63.0*	*45-120*			

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Project ID: PL-05688-02

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Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

VOLATILE FUEL HYDROCARBONS/BTEX/MTBE (EPA 5030B/8015M/8021B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0935 Extracted: 11/09/01										
Blank Analyzed: 11/09/01 (I1K0935-BLK1)										
Volatile Fuel Hydrocarbons	ND	1.0	mg/kg							QG
Benzene	ND	0.0050	mg/kg							
Toluene	ND	0.0050	mg/kg							
Ethylbenzene	ND	0.0050	mg/kg							
Total Xylenes	ND	0.015	mg/kg							
Methyl-tert-butyl Ether (MTBE)	ND	0.035	mg/kg							
Surrogate: 4-BFB (PID)	*0.0574*		*mg/kg*	*0.0500*		*115*	*70-125*			
Surrogate: aaa-TFT (FID)	*0.0452*		*mg/kg*	*0.0500*		*90.4*	*60-135*			
LCS Analyzed: 11/09/01 (I1K0935-BS1)										
Volatile Fuel Hydrocarbons	ND	1.0	mg/kg	1.10		90.5	70-125			QG
Benzene	0.103	0.0050	mg/kg	0.100		103	80-120			
Toluene	0.100	0.0050	mg/kg	0.100		100	80-120			
Ethylbenzene	0.110	0.0050	mg/kg	0.100		110	85-120			
Total Xylenes	0.323	0.015	mg/kg	0.300		108	85-120			
Methyl-tert-butyl Ether (MTBE)	1.56	0.035	mg/kg	1.50		104	75-130			
Surrogate: 4-BFB (PID)	*0.0583*		*mg/kg*	*0.0500*		*117*	*70-125*			
Surrogate: aaa-TFT (FID)	*0.0419*		*mg/kg*	*0.0500*		*83.8*	*60-135*			
Matrix Spike Analyzed: 11/09/01 (I1K0935-MS1)					**Source: IKK0275-02**					
Volatile Fuel Hydrocarbons	1.02	1.0	mg/kg	1.10	ND	92.7	65-130			QG
Benzene	0.0992	0.0050	mg/kg	0.100	ND	99.2	75-120			
Toluene	0.0945	0.0050	mg/kg	0.100	ND	94.5	75-120			
Ethylbenzene	0.102	0.0050	mg/kg	0.100	ND	102	80-125			
Total Xylenes	0.300	0.015	mg/kg	0.300	ND	100	80-120			
Methyl-tert-butyl Ether (MTBE)	1.43	0.035	mg/kg	1.50	ND	95.3	50-150			
Surrogate: 4-BFB (PID)	*0.0539*		*mg/kg*	*0.0500*		*108*	*70-125*			
Surrogate: aaa-TFT (FID)	*0.0455*		*mg/kg*	*0.0500*		*91.0*	*60-135*			

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Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

VOLATILE FUEL HYDROCARBONS/BTEX/MTBE (EPA 5030B/8015M/8021B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0935 Extracted: 11/09/01										
Matrix Spike Dup Analyzed: 11/09/01 (I1K0935-MSD1)					**Source: IKK0275-02**					
Volatile Fuel Hydrocarbons	1.02	1.0	mg/kg	1.10	ND	92.7	65-130	0.00	20	*QG*
Benzene	0.0983	0.0050	mg/kg	0.100	ND	98.3	75-120	0.911	20	
Toluene	0.0932	0.0050	mg/kg	0.100	ND	93.2	75-120	1.39	20	
Ethylbenzene	0.100	0.0050	mg/kg	0.100	ND	100	80-125	1.98	20	
Total Xylenes	0.297	0.015	mg/kg	0.300	ND	99.0	80-120	1.01	20	
Methyl-tert-butyl Ether (MTBE)	1.49	0.035	mg/kg	1.50	ND	99.3	50-150	4.11	30	
Surrogate: 4-BFB (PID)	*0.0564*		*mg/kg*	*0.0500*		*113*	*70-125*			
Surrogate: aaa-TFT (FID)	*0.0456*		*mg/kg*	*0.0500*		*91.2*	*60-135*			

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METHOD BLANK/QC DATA

METALS

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0951 Extracted: 11/09/01										
Blank Analyzed: 11/11/01 (I1K0951-BLK1)										
Antimony	ND	10	mg/kg							
Arsenic	ND	2.0	mg/kg							
Barium	ND	1.0	mg/kg							
Beryllium	ND	0.50	mg/kg							
Cadmium	ND	0.50	mg/kg							
Chromium	ND	1.0	mg/kg							
Cobalt	ND	1.0	mg/kg							
Copper	ND	1.0	mg/kg							
Lead	ND	2.0	mg/kg							
Molybdenum	ND	2.0	mg/kg							
Nickel	ND	1.0	mg/kg							
Selenium	ND	2.0	mg/kg							
Silver	ND	1.0	mg/kg							
Thallium	ND	10	mg/kg							
Vanadium	ND	1.0	mg/kg							
Zinc	ND	5.0	mg/kg							
LCS Analyzed: 11/11/01 (I1K0951-BS1)										
Antimony	55.8	10	mg/kg	50.0		112	80-120			
Arsenic	50.3	2.0	mg/kg	50.0		101	80-120			
Barium	52.0	1.0	mg/kg	50.0		104	80-120			
Beryllium	52.4	0.50	mg/kg	50.0		105	80-120			
Cadmium	51.0	0.50	mg/kg	50.0		102	80-120			
Chromium	52.5	1.0	mg/kg	50.0		105	80-120			
Cobalt	51.7	1.0	mg/kg	50.0		103	80-120			
Copper	51.8	1.0	mg/kg	50.0		104	80-120			
Lead	51.6	2.0	mg/kg	50.0		103	80-120			
Molybdenum	51.2	2.0	mg/kg	50.0		102	80-120			
Nickel	51.4	1.0	mg/kg	50.0		103	80-120			
Selenium	48.4	2.0	mg/kg	50.0		96.8	80-120			
Silver	25.4	1.0	mg/kg	25.0		102	80-120			
Thallium	46.4	10	mg/kg	50.0		92.8	80-120			
Vanadium	52.6	1.0	mg/kg	50.0		105	80-120			
Zinc	51.1	5.0	mg/kg	50.0		102	80-120			

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Project ID: PL-05688-02
Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

METALS

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0951 Extracted: 11/09/01										
Matrix Spike Analyzed: 11/11/01 (I1K0951-MS1)					**Source: IKK0126-21**					
Antimony	20.9	10	mg/kg	50.0	ND	39.9	75-125			*M2*
Arsenic	47.9	2.0	mg/kg	50.0	5.8	84.2	75-125			
Barium	125	1.0	mg/kg	50.0	91	68.0	75-125			*M2*
Beryllium	44.4	0.50	mg/kg	50.0	ND	88.8	75-125			
Cadmium	45.0	0.50	mg/kg	50.0	0.98	88.0	75-125			
Chromium	60.6	1.0	mg/kg	50.0	17	87.2	75-125			
Cobalt	50.8	1.0	mg/kg	50.0	7.7	86.2	75-125			
Copper	70.2	1.0	mg/kg	50.0	20	100	75-125			
Lead	63.1	2.0	mg/kg	50.0	19	88.2	75-125			
Molybdenum	41.4	2.0	mg/kg	50.0	ND	82.8	75-125			
Nickel	64.6	1.0	mg/kg	50.0	21	87.2	75-125			
Selenium	40.3	2.0	mg/kg	50.0	ND	80.6	75-125			
Silver	21.7	1.0	mg/kg	25.0	ND	86.8	75-125			
Thallium	41.2	10	mg/kg	50.0	ND	80.8	75-125			
Vanadium	80.5	1.0	mg/kg	50.0	35	91.0	75-125			
Zinc	131	5.0	mg/kg	50.0	81	100	75-125			
Matrix Spike Dup Analyzed: 11/11/01 (I1K0951-MSD1)					**Source: IKK0126-21**					
Antimony	18.5	10	mg/kg	50.0	ND	35.1	75-125	12.2	20	*M2*
Arsenic	52.0	2.0	mg/kg	50.0	5.8	92.4	75-125	8.21	20	
Barium	151	1.0	mg/kg	50.0	91	120	75-125	18.8	20	
Beryllium	48.9	0.50	mg/kg	50.0	ND	97.8	75-125	9.65	20	
Cadmium	48.4	0.50	mg/kg	50.0	0.98	94.8	75-125	7.28	20	
Chromium	68.8	1.0	mg/kg	50.0	17	104	75-125	12.7	20	
Cobalt	55.5	1.0	mg/kg	50.0	7.7	95.6	75-125	8.84	20	
Copper	82.4	1.0	mg/kg	50.0	20	125	75-125	16.0	20	
Lead	69.4	2.0	mg/kg	50.0	19	101	75-125	9.51	20	
Molybdenum	44.2	2.0	mg/kg	50.0	ND	88.4	75-125	6.54	20	
Nickel	73.0	1.0	mg/kg	50.0	21	104	75-125	12.2	20	
Selenium	43.7	2.0	mg/kg	50.0	ND	87.4	75-125	8.10	20	
Silver	23.1	1.0	mg/kg	25.0	ND	92.4	75-125	6.25	20	
Thallium	44.4	10	mg/kg	50.0	ND	87.2	75-125	7.48	20	
Vanadium	88.9	1.0	mg/kg	50.0	35	108	75-125	9.92	20	
Zinc	152	5.0	mg/kg	50.0	81	142	75-125	14.8	20	*M1*

Del Mar Analytical, Irvine
Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

METALS

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K1241 Extracted: 11/12/01										
Blank Analyzed: 11/12/01 (I1K1241-BLK1)										
Mercury	ND	0.020	mg/kg							
LCS Analyzed: 11/12/01 (I1K1241-BS1)										
Mercury	0.798	0.020	mg/kg	0.800		99.8	85-120			
Matrix Spike Analyzed: 11/12/01 (I1K1241-MS1)					**Source: IKK0126-02**					
Mercury	0.767	0.020	mg/kg	0.800	ND	94.7	65-135			
Matrix Spike Dup Analyzed: 11/12/01 (I1K1241-MSD1)					**Source: IKK0126-02**					
Mercury	0.753	0.020	mg/kg	0.800	ND	92.9	65-135	1.84	20	

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0275

Sampled: 11/05/01
Received: 11/06/01

DATA QUALIFIERS AND DEFINITIONS

CR	The carbon range of the fuel found in the sample = C15-C40
CRa	The carbon range of the fuel found in the sample = C16-C40
M1	The MS and/or MSD were above the acceptance limits due to sample matrix interference. See Blank Spike (LCS).
M2	The MS and/or MSD were below the acceptance limits due to sample matrix interference. See Blank Spike (LCS).
QD	Quantitated against a diesel fuel standard.
QG	Carbon range C6-C12 quantitated against a gasoline standard.
ND	Analyte NOT DETECTED at or above the reporting limit or MDL, if MDL is specified.
NR	Not reported.
RPD	Relative Percent Difference

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LABORATORY REPORT

Prepared For: Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107

Attention: Mark Russel
Project: PL-05688-02

Sampled: 11/05/01
Received: 11/06/01
Reported: 11/13/01

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Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-01 (HB1 @ 2' - Soil)								
Benzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Bromobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Bromochloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Bromodichloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Bromoform	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Bromomethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
n-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
sec-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
tert-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Carbon tetrachloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Chlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Chloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Chloroform	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Chloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
2-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
4-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Dibromochloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dibromo-3-chloropropane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,2-Dibromoethane (EDB)	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Dibromomethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,3-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,4-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Dichlorodifluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,1-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1-Dichloroethene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
cis-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
trans-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,3-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
2,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
cis-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
trans-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Ethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Hexachlorobutadiene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Isopropylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
p-Isopropyltoluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Methylene chloride	EPA 8260B	I1K0820	20	ND	1	11/8/01	11/8/01	
Naphthalene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	

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Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-01 (HB1 @ 2' - Soil)								
n-Propylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Styrene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1,1,2-Tetrachloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,1,2,2-Tetrachloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Tetrachloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Toluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2,3-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,2,4-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,1,1-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1,2-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Trichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Trichlorofluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,2,3-Trichloropropane	EPA 8260B	I1K0820	10	ND	1	11/8/01	11/8/01	
1,2,4-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,3,5-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Vinyl chloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
o-Xylene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
m,p-Xylenes	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Surrogate: Dibromofluoromethane (85-125%)				*99.4 %*				
Surrogate: Toluene-d8 (80-120%)				*105 %*				
Surrogate: 4-Bromofluorobenzene (80-120%)				*103 %*				

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Rachel Parker
roject Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-02 (HB1 @ 4' - Soil)								
Benzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Bromobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Bromochloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Bromodichloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Bromoform	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Bromomethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
n-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
sec-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
tert-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Carbon tetrachloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Chlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Chloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Chloroform	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Chloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
2-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
4-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Dibromochloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dibromo-3-chloropropane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,2-Dibromoethane (EDB)	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Dibromomethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,3-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,4-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Dichlorodifluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,1-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1-Dichloroethene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
cis-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
trans-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,3-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
2,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
cis-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
trans-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Ethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Hexachlorobutadiene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
Isopropylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
p-Isopropyltoluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Methylene chloride	EPA 8260B	I1K0820	20	ND	1	11/8/01	11/8/01	
Naphthalene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	

Del Mar Analytical, Irvine
Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-02 (HB1 @ 4' - Soil)								
n-Propylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Styrene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1,1,2-Tetrachloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,1,2,2-Tetrachloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Tetrachloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Toluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,2,3-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,2,4-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,1,1-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,1,2-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Trichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Trichlorofluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
1,2,3-Trichloropropane	EPA 8260B	I1K0820	10	ND	1	11/8/01	11/8/01	
1,2,4-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
1,3,5-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Vinyl chloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/8/01	
o-Xylene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
m,p-Xylenes	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/8/01	
Surrogate: Dibromofluoromethane (85-125%)				*103 %*				
Surrogate: Toluene-d8 (80-120%)				*105 %*				
Surrogate: 4-Bromofluorobenzene (80-120%)				*104 %*				

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-03 (HB2 @ 2' - Soil)								
Benzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Bromobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Bromochloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Bromodichloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Bromoform	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Bromomethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
n-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
sec-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
tert-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Carbon tetrachloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Chlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Chloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Chloroform	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Chloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
2-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
4-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Dibromochloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dibromo-3-chloropropane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,2-Dibromoethane (EDB)	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Dibromomethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,3-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,4-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Dichlorodifluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,1-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1-Dichloroethene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
cis-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
trans-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,3-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
2,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
cis-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
trans-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Ethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Hexachlorobutadiene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Isopropylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
p-Isopropyltoluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Methylene chloride	EPA 8260B	I1K0820	20	ND	1	11/8/01	11/9/01	
Naphthalene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-03 (HB2 @ 2' - Soil)								
n-Propylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Styrene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1,1,2-Tetrachloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,1,2,2-Tetrachloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Tetrachloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Toluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2,3-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,2,4-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,1,1-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1,2-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Trichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Trichlorofluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,2,3-Trichloropropane	EPA 8260B	I1K0820	10	ND	1	11/8/01	11/9/01	
1,2,4-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,3,5-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Vinyl chloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
o-Xylene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
m,p-Xylenes	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Surrogate: Dibromofluoromethane (85-125%)				*99.0 %*				
Surrogate: Toluene-d8 (80-120%)				*103 %*				
Surrogate: 4-Bromofluorobenzene (80-120%)				*100 %*				

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-04 (HB2 @ 4' - Soil)								
Benzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Bromobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Bromochloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Bromodichloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Bromoform	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Bromomethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
n-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
sec-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
tert-Butylbenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Carbon tetrachloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Chlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Chloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Chloroform	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Chloromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
2-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
4-Chlorotoluene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Dibromochloromethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dibromo-3-chloropropane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,2-Dibromoethane (EDB)	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Dibromomethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,3-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,4-Dichlorobenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Dichlorodifluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,1-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1-Dichloroethene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
cis-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
trans-1,2-Dichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,3-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
2,2-Dichloropropane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
cis-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
trans-1,3-Dichloropropene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Ethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Hexachlorobutadiene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
Isopropylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
p-Isopropyltoluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Methylene chloride	EPA 8260B	I1K0820	20	ND	1	11/8/01	11/9/01	
Naphthalene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	

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Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Method	Batch	Reporting Limit	Sample Result	Dilution Factor	Date Extracted	Date Analyzed	Data Qualifiers
			ug/kg	ug/kg				
Sample ID: IKK0276-04 (HB2 @ 4' - Soil)								
n-Propylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Styrene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1,1,2-Tetrachloroethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,1,2,2-Tetrachloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Tetrachloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Toluene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,2,3-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,2,4-Trichlorobenzene	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,1,1-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,1,2-Trichloroethane	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Trichloroethene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Trichlorofluoromethane	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
1,2,3-Trichloropropane	EPA 8260B	I1K0820	10	ND	1	11/8/01	11/9/01	
1,2,4-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
1,3,5-Trimethylbenzene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Vinyl chloride	EPA 8260B	I1K0820	5.0	ND	1	11/8/01	11/9/01	
o-Xylene	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
m,p-Xylenes	EPA 8260B	I1K0820	2.0	ND	1	11/8/01	11/9/01	
Surrogate: Dibromofluoromethane (85-125%)				*101 %*				
Surrogate: Toluene-d8 (80-120%)				*105 %*				
Surrogate: 4-Bromofluorobenzene (80-120%)				*104 %*				

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Rachel Parker
Project Manager

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9830 South 51st St., Suite B-120, Phoenix, AZ 85044 (480) 785-0043 FAX (480) 785-0851

Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0820 Extracted: 11/08/01										
Blank Analyzed: 11/08/01 (I1K0820-BLK1)										
Benzene	ND	2.0	ug/kg							
Bromobenzene	ND	5.0	ug/kg							
Bromochloromethane	ND	5.0	ug/kg							
Bromodichloromethane	ND	2.0	ug/kg							
Bromoform	ND	5.0	ug/kg							
Bromomethane	ND	5.0	ug/kg							
n-Butylbenzene	ND	5.0	ug/kg							
sec-Butylbenzene	ND	5.0	ug/kg							
tert-Butylbenzene	ND	5.0	ug/kg							
Carbon tetrachloride	ND	5.0	ug/kg							
Chlorobenzene	ND	2.0	ug/kg							
Chloroethane	ND	5.0	ug/kg							
Chloroform	ND	2.0	ug/kg							
Chloromethane	ND	5.0	ug/kg							
2-Chlorotoluene	ND	5.0	ug/kg							
4-Chlorotoluene	ND	5.0	ug/kg							
Dibromochloromethane	ND	2.0	ug/kg							
1,2-Dibromo-3-chloropropane	ND	5.0	ug/kg							
1,2-Dibromoethane (EDB)	ND	2.0	ug/kg							
Dibromomethane	ND	2.0	ug/kg							
1,2-Dichlorobenzene	ND	2.0	ug/kg							
1,3-Dichlorobenzene	ND	2.0	ug/kg							
1,4-Dichlorobenzene	ND	2.0	ug/kg							
Dichlorodifluoromethane	ND	5.0	ug/kg							
1,1-Dichloroethane	ND	2.0	ug/kg							
1,2-Dichloroethane	ND	2.0	ug/kg							
1,1-Dichloroethene	ND	5.0	ug/kg							
cis-1,2-Dichloroethene	ND	2.0	ug/kg							
trans-1,2-Dichloroethene	ND	2.0	ug/kg							
1,2-Dichloropropane	ND	2.0	ug/kg							
1,3-Dichloropropane	ND	2.0	ug/kg							
2,2-Dichloropropane	ND	2.0	ug/kg							
1,1-Dichloropropene	ND	2.0	ug/kg							
cis-1,3-Dichloropropene	ND	2.0	ug/kg							
trans-1,3-Dichloropropene	ND	2.0	ug/kg							
Ethylbenzene	ND	2.0	ug/kg							

Del Mar Analytical, Irvine
Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
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Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0820 Extracted: 11/08/01										
Blank Analyzed: 11/08/01 (I1K0820-BLK1)										
Hexachlorobutadiene	ND	5.0	ug/kg							
Isopropylbenzene	ND	2.0	ug/kg							
p-Isopropyltoluene	ND	2.0	ug/kg							
Methylene chloride	ND	20	ug/kg							
Naphthalene	ND	5.0	ug/kg							
n-Propylbenzene	ND	2.0	ug/kg							
Styrene	ND	2.0	ug/kg							
1,1,1,2-Tetrachloroethane	ND	5.0	ug/kg							
1,1,2,2-Tetrachloroethane	ND	2.0	ug/kg							
Tetrachloroethene	ND	2.0	ug/kg							
Toluene	ND	2.0	ug/kg							
1,2,3-Trichlorobenzene	ND	5.0	ug/kg							
1,2,4-Trichlorobenzene	ND	5.0	ug/kg							
1,1,1-Trichloroethane	ND	2.0	ug/kg							
1,1,2-Trichloroethane	ND	2.0	ug/kg							
Trichloroethene	ND	2.0	ug/kg							
Trichlorofluoromethane	ND	5.0	ug/kg							
1,2,3-Trichloropropane	ND	10	ug/kg							
1,2,4-Trimethylbenzene	ND	2.0	ug/kg							
1,3,5-Trimethylbenzene	ND	2.0	ug/kg							
Vinyl chloride	ND	5.0	ug/kg							
o-Xylene	ND	2.0	ug/kg							
m,p-Xylenes	ND	2.0	ug/kg							
Surrogate: Dibromofluoromethane	*48.7*		*ug/kg*	*50.0*		*97.4*	*85-125*			
Surrogate: Toluene-d8	*52.5*		*ug/kg*	*50.0*		*105*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*51.3*		*ug/kg*	*50.0*		*103*	*80-120*			
LCS Analyzed: 11/08/01 (I1K0820-BS1)										
Benzene	48.0	2.0	ug/kg	50.0		96.0	75-130			
Bromobenzene	51.1	5.0	ug/kg	50.0		102	75-130			
Bromochloromethane	53.9	5.0	ug/kg	50.0		108	70-140			
Bromodichloromethane	49.9	2.0	ug/kg	50.0		99.8	75-135			
Bromoform	52.4	5.0	ug/kg	50.0		105	55-130			
Bromomethane	42.5	5.0	ug/kg	50.0		85.0	65-140			
n-Butylbenzene	48.4	5.0	ug/kg	50.0		96.8	75-130			
sec-Butylbenzene	50.5	5.0	ug/kg	50.0		101	80-135			
tert-Butylbenzene	48.5	5.0	ug/kg	50.0		97.0	75-130			

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Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0820 Extracted: 11/08/01										
LCS Analyzed: 11/08/01 (I1K0820-BS1)										
Carbon tetrachloride	56.0	5.0	ug/kg	50.0		112	70-160			
Chlorobenzene	52.7	2.0	ug/kg	50.0		105	75-130			
Chloroethane	44.9	5.0	ug/kg	50.0		89.8	65-135			
Chloroform	47.6	2.0	ug/kg	50.0		95.2	75-130			
Chloromethane	38.3	5.0	ug/kg	50.0		76.6	45-130			
2-Chlorotoluene	46.5	5.0	ug/kg	50.0		93.0	75-130			
4-Chlorotoluene	46.8	5.0	ug/kg	50.0		93.6	80-130			
Dibromochloromethane	45.4	2.0	ug/kg	50.0		90.8	70-140			
1,2-Dibromo-3-chloropropane	43.0	5.0	ug/kg	50.0		86.0	50-145			
1,2-Dibromoethane (EDB)	52.3	2.0	ug/kg	50.0		105	60-145			
Dibromomethane	50.1	2.0	ug/kg	50.0		100	65-135			
1,2-Dichlorobenzene	50.7	2.0	ug/kg	50.0		101	75-130			
1,3-Dichlorobenzene	49.7	2.0	ug/kg	50.0		99.4	75-130			
1,4-Dichlorobenzene	49.5	2.0	ug/kg	50.0		99.0	80-125			
Dichlorodifluoromethane	31.0	5.0	ug/kg	50.0		62.0	10-140			
1,1-Dichloroethane	48.4	2.0	ug/kg	50.0		96.8	75-135			
1,2-Dichloroethane	46.9	2.0	ug/kg	50.0		93.8	65-140			
1,1-Dichloroethene	52.2	5.0	ug/kg	50.0		104	70-145			
cis-1,2-Dichloroethene	46.4	2.0	ug/kg	50.0		92.8	70-130			
trans-1,2-Dichloroethene	51.4	2.0	ug/kg	50.0		103	75-140			
1,2-Dichloropropane	47.8	2.0	ug/kg	50.0		95.6	75-130			
1,3-Dichloropropane	49.9	2.0	ug/kg	50.0		99.8	65-140			
2,2-Dichloropropane	49.7	2.0	ug/kg	50.0		99.4	75-150			
1,1-Dichloropropene	48.5	2.0	ug/kg	50.0		97.0	75-140			
cis-1,3-Dichloropropene	49.9	2.0	ug/kg	50.0		99.8	65-135			
trans-1,3-Dichloropropene	51.6	2.0	ug/kg	50.0		103	65-140			
Ethylbenzene	51.4	2.0	ug/kg	50.0		103	75-135			
Hexachlorobutadiene	48.7	5.0	ug/kg	50.0		97.4	75-150			
Isopropylbenzene	48.2	2.0	ug/kg	50.0		96.4	80-135			
p-Isopropyltoluene	47.2	2.0	ug/kg	50.0		94.4	75-130			
Methylene chloride	46.2	20	ug/kg	50.0		92.4	70-125			
Naphthalene	52.1	5.0	ug/kg	50.0		104	50-145			
n-Propylbenzene	48.3	2.0	ug/kg	50.0		96.6	80-135			
Styrene	53.5	2.0	ug/kg	50.0		107	75-140			
1,1,1,2-Tetrachloroethane	55.5	5.0	ug/kg	50.0		111	75-135			
1,1,2,2-Tetrachloroethane	45.3	2.0	ug/kg	50.0		90.6	70-135			

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Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0820 Extracted: 11/08/01										
LCS Analyzed: 11/08/01 (I1K0820-BS1)										
Tetrachloroethene	57.0	2.0	ug/kg	50.0		114	75-130			
Toluene	47.9	2.0	ug/kg	50.0		95.8	75-130			
,2,3-Trichlorobenzene	56.0	5.0	ug/kg	50.0		112	50-140			
,2,4-Trichlorobenzene	55.5	5.0	ug/kg	50.0		111	70-130			
1,1,1-Trichloroethane	49.4	2.0	ug/kg	50.0		98.8	75-140			
,1,2-Trichloroethane	48.5	2.0	ug/kg	50.0		97.0	65-130			
richloroethene	52.9	2.0	ug/kg	50.0		106	75-130			
Trichlorofluoromethane	39.6	5.0	ug/kg	50.0		79.2	55-145			
',2,3-Trichloropropane	43.5	10	ug/kg	50.0		87.0	60-140			
,2,4-Trimethylbenzene	47.9	2.0	ug/kg	50.0		95.8	80-130			
,3,5-Trimethylbenzene	48.7	2.0	ug/kg	50.0		97.4	80-135			
Vinyl chloride	36.3	5.0	ug/kg	50.0		72.6	45-140			
-Xylene	51.5	2.0	ug/kg	50.0		103	75-130			
,p-Xylenes	101	2.0	ug/kg	100		101	75-135			
Surrogate: Dibromofluoromethane	*50.6*		*ug/kg*	*50.0*		*101*	*85-125*			
urrogate: Toluene-d8	*52.4*		*ug/kg*	*50.0*		*105*	*80-120*			
urrogate: 4-Bromofluorobenzene	*53.4*		*ug/kg*	*50.0*		*107*	*80-120*			
Matrix Spike Analyzed: 11/08/01 (I1K0820-MS1)					**Source: IKK0276-01**					
enzene	45.4	2.0	ug/kg	50.0	ND	90.8	45-140			
romodichloromethane	45.6	2.0	ug/kg	50.0	ND	91.2	75-140			
Bromoform	45.2	5.0	ug/kg	50.0	ND	90.4	55-150			
hlorobenzene	50.0	2.0	ug/kg	50.0	ND	100	75-135			
hloroform	43.8	2.0	ug/kg	50.0	ND	87.6	75-140			
Dibromochloromethane	40.7	2.0	ug/kg	50.0	ND	81.4	70-140			
1,4-Dichlorobenzene	47.6	2.0	ug/kg	50.0	ND	95.2	80-145			
,1-Dichloroethane	45.0	2.0	ug/kg	50.0	ND	90.0	70-150			
,2-Dichloroethane	41.4	2.0	ug/kg	50.0	ND	82.8	65-145			
1,1-Dichloroethene	49.3	5.0	ug/kg	50.0	ND	98.6	70-165			
thylbenzene	49.4	2.0	ug/kg	50.0	ND	98.8	55-140			
aphthalene	44.9	5.0	ug/kg	50.0	ND	89.8	65-175			
Tetrachloroethene	55.0	2.0	ug/kg	50.0	ND	110	75-200			
Toluene	45.4	2.0	ug/kg	50.0	ND	90.8	50-140			
richloroethene	49.8	2.0	ug/kg	50.0	ND	99.6	75-145			
vinyl chloride	36.7	5.0	ug/kg	50.0	ND	73.4	45-160			
o-Xylene	49.5	2.0	ug/kg	50.0	ND	99.0	75-150			
,p-Xylenes	98.1	2.0	ug/kg	100	ND	98.1	55-160			

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Rachel Parker
roject Manager

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Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

METHOD BLANK/QC DATA

VOLATILE ORGANICS by GC/MS (EPA 5030B/8260B)

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Data Qualifiers
Batch: I1K0820 Extracted: 11/08/01										
Matrix Spike Analyzed: 11/08/01 (I1K0820-MS1)					Source: IKK0276-01					
Surrogate: Dibromofluoromethane	*48.5*		*ug/kg*	*50.0*		*97.0*	*85-125*			
Surrogate: Toluene-d8	*52.5*		*ug/kg*	*50.0*		*105*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*52.7*		*ug/kg*	*50.0*		*105*	*80-120*			
Matrix Spike Dup Analyzed: 11/08/01 (I1K0820-MSD1)					Source: IKK0276-01					
Benzene	47.0	2.0	ug/kg	50.0	ND	94.0	45-140	3.46	20	
Bromodichloromethane	48.2	2.0	ug/kg	50.0	ND	96.4	75-140	5.54	20	
Bromoform	52.2	5.0	ug/kg	50.0	ND	104	55-150	14.4	30	
Chlorobenzene	52.5	2.0	ug/kg	50.0	ND	105	75-135	4.88	20	
Chloroform	45.8	2.0	ug/kg	50.0	ND	91.6	75-140	4.46	20	
Dibromochloromethane	45.1	2.0	ug/kg	50.0	ND	90.2	70-140	10.3	25	
1,4-Dichlorobenzene	48.9	2.0	ug/kg	50.0	ND	97.8	80-145	2.69	25	
1,1-Dichloroethane	46.6	2.0	ug/kg	50.0	ND	93.2	70-150	3.49	20	
1,2-Dichloroethane	44.9	2.0	ug/kg	50.0	ND	89.8	65-145	8.11	25	
1,1-Dichloroethene	51.2	5.0	ug/kg	50.0	ND	102	70-165	3.78	20	
Ethylbenzene	51.5	2.0	ug/kg	50.0	ND	103	55-140	4.16	20	
Naphthalene	50.4	5.0	ug/kg	50.0	ND	101	65-175	11.5	40	
Tetrachloroethene	57.1	2.0	ug/kg	50.0	ND	114	75-200	3.75	25	
Toluene	47.0	2.0	ug/kg	50.0	ND	94.0	50-140	3.46	20	
Trichloroethene	51.8	2.0	ug/kg	50.0	ND	104	75-145	3.94	20	
Vinyl chloride	35.4	5.0	ug/kg	50.0	ND	70.8	45-160	3.61	30	
o-Xylene	51.1	2.0	ug/kg	50.0	ND	102	75-150	3.18	20	
m,p-Xylenes	102	2.0	ug/kg	100	ND	102	55-160	3.90	20	
Surrogate: Dibromofluoromethane	*49.3*		*ug/kg*	*50.0*		*98.6*	*85-125*			
Surrogate: Toluene-d8	*52.4*		*ug/kg*	*50.0*		*105*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*52.8*		*ug/kg*	*50.0*		*106*	*80-120*			

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Rachel Parker
Project Manager

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Earth Systems, Pasadena
2801 E. Foothill Boulevard
Pasadena, CA 91107
Attention: Mark Russel

Project ID: PL-05688-02

Report Number: IKK0276

Sampled: 11/05/01
Received: 11/06/01

DATA QUALIFIERS AND DEFINITIONS

ND Analyte NOT DETECTED at or above the reporting limit or MDL, if MDL is specified.

NR Not reported.

RPD Relative Percent Difference

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Rachel Parker
Project Manager

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CHAIN OF CUSTODY FORM

Client Name/Address: EARTH SYSTEMS SOUTHERN CALIFORNIA
2901 E. Foothill Blvd.
Pasadena, CA 91107

Project/PO Number: PL-05683-02

Project Manager: Mark Russell

Phone Number: 626-356-0955

Sampler: MR

Fax Number: 626-356-0956

Sample Description	Sample Matrix	Container Type	# of Cont.	Sampling Date	Sampling Time	Preservatives	Analysis Required: EPA 8260	Special Instructions
HB1C 2'	Soil	Brass	1	11/5/01	1:49pm	—	X	
HB1C 4'	↓	Sleeve	1	↓	1:50	—	X	
HB2C 2'	↓	"	1	↓	2:20	—	X	
HB2C 4'	Soil	"	1	11/5/01	2:30pm	—	X	

Relinquished By:	Date/Time:	Received by:	Date/Time:
MARK RUSSELL	11/6/01 11:56	[signature]	11/6/01 11:56
[signature]	11/6/01 13:23		
Relinquished By:	Date/Time:	Received in Lab by:	Date/Time:
		[signature]	11/6/01 13:23

Turnaround Time: (Check)
same day ____ 72 hours ____
24 hours ____ 5 days X
48 hours ____ normal ____

Sample Integrity: (Check)
Intact X on ice 3°C

Note: By relinquishing samples to Del Mar Analytical, client agrees to pay for the services requested on this chain of custody form and any additional analyses performed on this project. Payment for services is due within 30 days from the date of invoice. Sample(s) will be disposed of after 30 days.

3

APPLICATION TO ALTER, REPAIR, DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Information Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT: Part — BLK: — TRACT: 15 45 — ADDRESS APPROVED:
2. BUILDING ADDRESS: 8639 Lincoln Blvd. — DIST. MAP: 79W4
3. BETWEEN CROSS STREETS: Manchester Ave. AND La Tijera — ZONE: C-2
4. PRESENT USE OF BUILDING: X Office — NEW USE OF BUILDING: Office — FIRE DIST.:
5. OWNER'S NAME: Pacific Fidelity Life Inc — PHONE: Du 58131 — INSIDE: A
6. OWNER'S ADDRESS: 6758 Westmoreland Ave. L.A. — ZONE: C-2 — KEY:
7. ARCH.: none — STATE LICENSE: — PHONE: — LOT SIZE: no legal
8. ENGR.: none — STATE LICENSE: — PHONE: — REAR ALLEY:
9. CONTRACTOR: Allen Cassady Co. — STATE LICENSE: 160640 — PHONE: WR 52315 — SIDE ALLEY:
10. CONTRACTOR'S ADDRESS: 5419 Venice Blvd — ZONE: L.A. 19 — BLDG. LINE:
11. SIZE OF EXISTING BLDG.: 135 6x165 — STORIES: 2 — HEIGHT: 24 — NO. OF EXISTING BUILDINGS ON LOT: x 1 — USE: retail store — BLDG. AREA:
12. SITE ADDRESS: 8639 Lincoln Blvd. — DISTRICT OFFICE: Venice
13. MATERIALS: WOOD / METAL / CONC. BLOCK — EXT. WALLS: STUCCO / BRICK / CONCRETE — FOUNDATION: CONC. / STEEL / ROOFING: / OTHER — SPRINKLERS: REQ'D / SPECIFIED
14. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 1,000 — VALUATION APPROVED: — AFFIDAVITS: no
15. SIZE OF ADDITION: none — STORIES: — HEIGHT: — APPLICATION CHECKED: Natsuhara
16. NEW WORK (Describe): fl. covering & non bearing partitions — EXT. WALLS: — ROOFING: — PLANS CHECKED: — DWELL. UNITS:
17. I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance. — SPACES PARKING: no
Signed: — PLANS APPROVED: — GUEST ROOMS:
This Form Whose Property: Valuation of Permit to Do Work Described — APPLICATION APPROVED: — FILE WITH:
INSPECTOR: — CONT. INSP.:

V	GROUP	MAX. OCC.	T.C.	S.P.C.	G.P.I.	B.S.	I.F.	O.S.	C/O
	G-1		5.00			6.00			

dm

[redacted] 2 8 Feb — V 12345

[redacted] 8 1960 — V 12345

P.C. No. — GRADING — CRIT. SOIL — CONS.

C-14

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

Form B-5

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT: FOR. 28	BLK.	TRACT: 1945		ADDRESS APPROVED
2. BUILDING ADDRESS: 8601 Lincoln Blvd.				DIST. MAP: 791L
3. BETWEEN CROSS STREETS: Manchester AND				ZONE: C2-1 — P.
4. PRESENT USE OF BUILDING: Hotel	NEW USE OF BUILDING: Same			FIRE DIST.: II
5. OWNER'S NAME: Lincoln Manchester Properties Inc.	PHONE: WE 87221			INSIDE X / KEY
6. OWNER'S ADDRESS: 1950 Wilshire Blvd.	P.O.: L.A.	ZONE: 36		COR. LOT X / REV. COR.
7. CERT. ARCH.: None	STATE LICENSE	PHONE		LOT SIZE
8. LIC. ENGR.: James A. Lynch	STATE LICENSE: CE 6055	PHONE: MA8- 2121		Irreg.
9. CONTRACTOR: Heath & Co.	STATE LICENSE: 146892	PHONE: MA8- 2121		REAR ALLEY / SIDE ALLEY
10. CONTRACTOR'S ADDRESS: 812 N. Broadway	P.O.: L A.	ZONE: 12		BLDG. LINE ✓
11. SIZE OF EXISTING BLDG.	STORIES: 1	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE: Hotel	BLDG. AREA

SEWER (Available) (Not Available)

3 8601 Lincoln Blvd.

DISTRICT OFFICE: W.L.A.

12. MATERIAL: EXT. WALLS: ☐ WOOD ☐ METAL ☐ CONC. BLOCK ☑ STUCCO ☑ BRICK ☑ CONCRETE — ROOF CONST.: ☐ WOOD ☐ STEEL ☐ CONC. ☐ OTHER — ROOFING — SPRINKLERS REQ'D. SPECIFIED

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $1800.00 — VALUATION APPROVED — AFFIDAVITS ZA.15747

SIZE OF ADDITION: 6 x 15' & 6 x 13' — STORIES — HEIGHT — APPLICATION CHECKED

15. NEW WORK: (Describe) EXT. WALLS — ROOFING — PLANS CHECKED — DWELL. UNITS

1- D.F. sign on top of tower.
2- S.F. ltr sign on tower facia

CORRECTIONS VERIFIED — SPACES PARKING

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

PLANS APPROVED — GUEST ROOMS

Signed Heath & Co. by [illegible] — APPLICATION APPROVED — FILE WITH

This Form When Properly Validated is a Permit to Do the Work Described. — INSPECTOR — CONT. INSP.

TYP.	GROUP	MAX. OCC.	F.C. 60	S.P.C.	G.P.I.	B.P. 30	I.E. X	O.S.	C/O
Roof Sign									

CRITICAL SOIL

CASHIER'S USE ONLY

Fixing to 10 (CA)

LA26002 DEC--5-62 73699 ML — 2 CK 4.60

DEC--5-62 73700 ML — 1 CK 9.20

P.C. No. 67 GRADING CRIT. SOIL CONS.

APPLICATION TO ALTER-REPAIR-DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES
DEPT. OF BUILDING AND SAFETY

AC-2

INSTRUCTIONS: 1. Application to Complete Numbered Items Only
2. Plot Plan Required on Back of Original

1. LEGAL DESCR. LOT: Parcel B | BLK | TRACT: Parcel Map #72 | DIST. MAP: 7914
2. PRESENT USE & NO. OF BUILDING: 13 offices | NEW USE OF BUILDING: (13) Same | ZONE: P-1, C-2
3. JOB ADDRESS: 8639 Lincoln Blvd | FIRE DIST.: II
4. BETWEEN CROSS STREETS: Manchester Ave AND Loyola Blvd | HIGHWAY | TOPO | LOT | REV. | REV. DATE
5. OWNER'S NAME: Lincoln Manchester Properties, Inc. & Assoc | PHONE | LOT SIZE: irreg
6. OWNER'S ADDRESS: 306 S. Union Pl | P.O. BOX | ZIP
7. ARCHITECT OR DESIGNER | STATE LICENSE NO | PHONE | REAR ALLEY | SIDE ALLEY | MAP LINE
8. ENGINEER | STATE LICENSE NO | PHONE
9. CONTRACTOR: John E. Mackel & Assoc | SE 435 | 483-0530 | STATE LICENSE NO | PHONE | AFFIDAVITS
Jackson Bros. | DU 50201 | airport
10. USE OF EXISTING BLDG. | STORIES | HEIGHT | NO. OF EXISTING BUILDINGS ON LOT AND USE: 100 x 70 | 1 | 12 | 1 offices | hazard
11. MATERIAL OF CONSTRUCTION | DRY WALLS | ROOF | FLOOR

3 12. ADDRESS: 8639 Lincoln Blvd | ASSESSOR MAP & LOT: #1A
13. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 7000 | EXISTING: yes
14. NEW WORK (Describe): Demolish pt of bldg and Constructing | DRIVEWAY
A Prvd Masonry Wall Remaining Size is 35'x70' | HIGHWAY DED.
NEW USE OF BUILDING: Same + Demo | TYPE OF ADDITION | STORIES | HEIGHT: 12 | FLOOD: 1
TYPE: IIIA | CLASS: G-1 | BOND SPECIFIED | VALUATION APPROVED | SEWER: yes
BLDG. PERMIT: 2970 | MAX. OCC. LOAD: 24 | TOTAL: 24 | PLANS CHECKED | CHECKED BY: Bussard
SPRINKLERS: no | EXISTING ROOMS: 8 | SPACES PARKING: 4 | PROVIDED | PLANS APPROVED | FILE WITH
P.C. No. | CONT. INSP. | APPLICATION APPROVED | INSPECTOR

P.C.	S.P.C.	C.P.I.	B.P.	L.F.	O.S.	C/O	TYPIST
9.50			30.00				DH

Plan check expires six months after fee is paid. Permit expires one year after fee is paid or six months after fee is paid if construction is not commenced.

CASHIER'S USE ONLY

	OCT 26-67	53930	D — 2 CK	19.50
LA 02796	OCT 26-67	53931	D — 1 CK	30.00

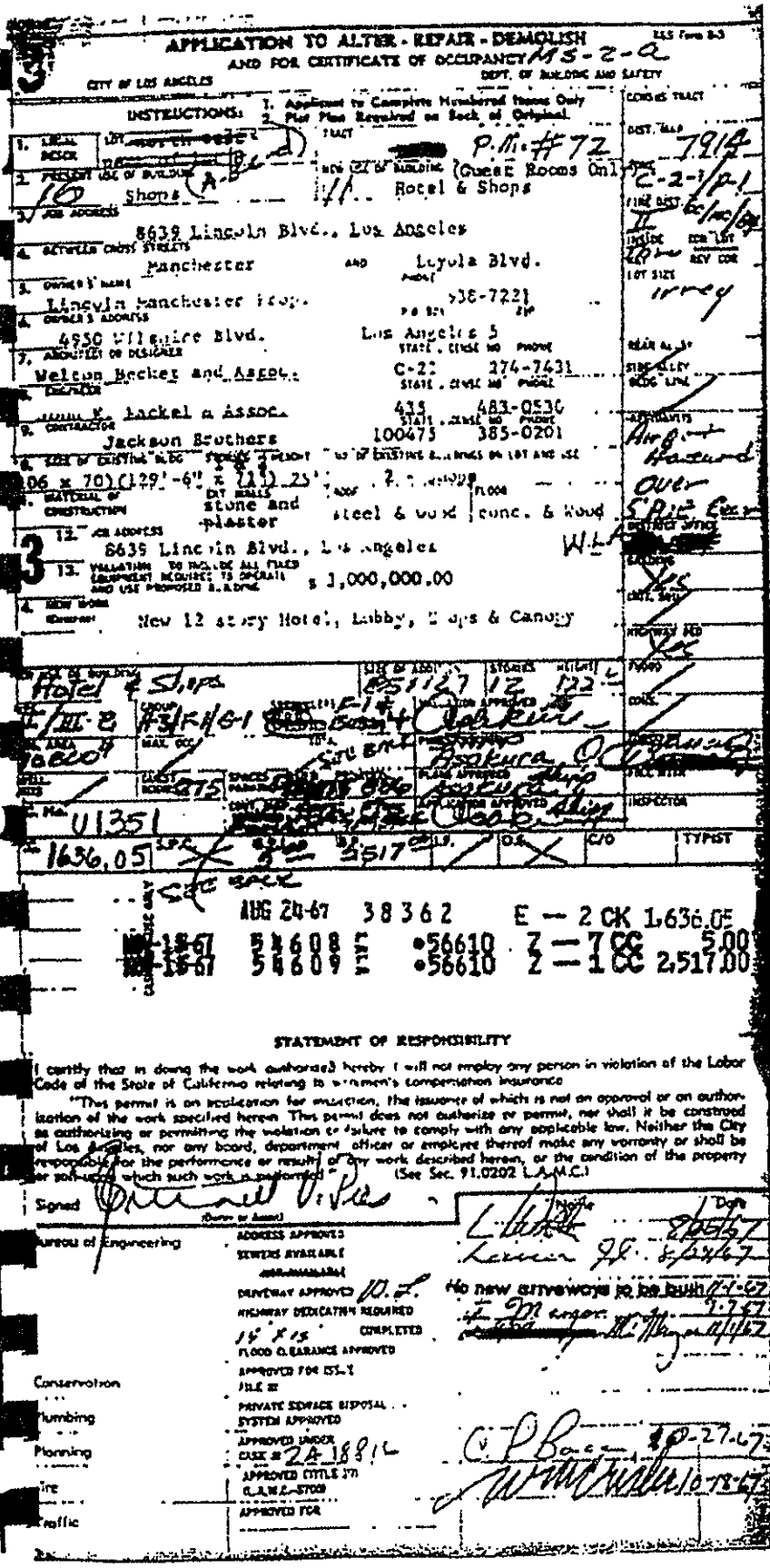
STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed: John E. Mackel per (Owner or Agent)

	Name	Date
Bureau of Engineering	ADDRESS APPROVED: EAdams	10/24/67
	SEWERS AVAILABLE: per Esther of W. Venice Egan	
	NOT AVAILABLE	
	DRIVEWAY APPROVED	
	HIGHWAY DEDICATION REQUIRED	
	COMPLETED	
	FLOOD CLEARANCE APPROVED	
Conservation	APPROVED FOR ISSUE: FILE 2	10-25-67
Plumbing	PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED	
Planning	APPROVED UNDER CODE 28	
Fire	APPROVED (TITLE 19) L.A.M.C.-STORE	
Traffic	APPROVED FOR	



APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY
CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only 2. Plot Plan Required on Back of Original

1. LEGAL DESCRIPTION — LOT [redacted] TRACT [redacted] P.M. #72
2. PRESENT USE OF BUILDING — (Guest Rooms Onl) Hotel & Shops
3. JOB ADDRESS — 8639 Lincoln Blvd., Los Angeles
4. BETWEEN CROSS STREETS — Manchester AND Loyola Blvd.
5. OWNER'S NAME — Lincoln Manchester Prop. — PHONE >38-7221
6. OWNER'S ADDRESS — 4950 Wilshire Blvd. — Los Angeles 5 — STATE, ZIP CODE
7. ARCHITECT OR DESIGNER — Welton Becket and Assoc. — C-22 — 274-7431
8. ENGINEER — Jackel & Assoc. — 435 — 483-0530
9. CONTRACTOR — Jackson Brothers — 100475 — 385-0201
10. SIZE OF EXISTING BLDG — 106 x 70 (129'-6" x 131.25' — EXISTING BUILDINGS ON LOT AND USE
11. MATERIAL OF CONSTRUCTION — stone and plaster — steel & wood — conc. & wood
12. JOB ADDRESS — 8639 Lincoln Blvd., Los Angeles
13. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING — $ 1,000,000.00
14. NEW WORK — New 12 story Hotel, Lobby, Shops & Canopy

Hotel & Shops — SIZE OF ADDITION 251127 — STORIES 12 — HEIGHT 122
USE — III-B — GROUP #3 K-H-G-1 — TYPE CONSTR. — OCCUP. — BLDG. APPROVED
AREA — MAX. OCC. — EXIST. OCC. — PLANS APPROVED
DWELL. UNITS — GUEST ROOMS 375 — SPACES REQ'D — SPACES PROVIDED — PLANS APPROVED
Plan No. U1351 — CONST. LOAN APPROVED — INSPECTOR
VAL. 1636.05 — SPK — BLDG. 2517 — PLBG. — HTG. — O.S. X — C/O — TYPIST

SEE BACK

AUG 24-67 38362 E — 2 CK 1,636.05
[illegible] 54608 FC •56610 2 — 7 CC 5.00
[illegible] 54609 FC •56610 2 — 1 CC 2,517.00

STATEMENT OF RESPONSIBILITY

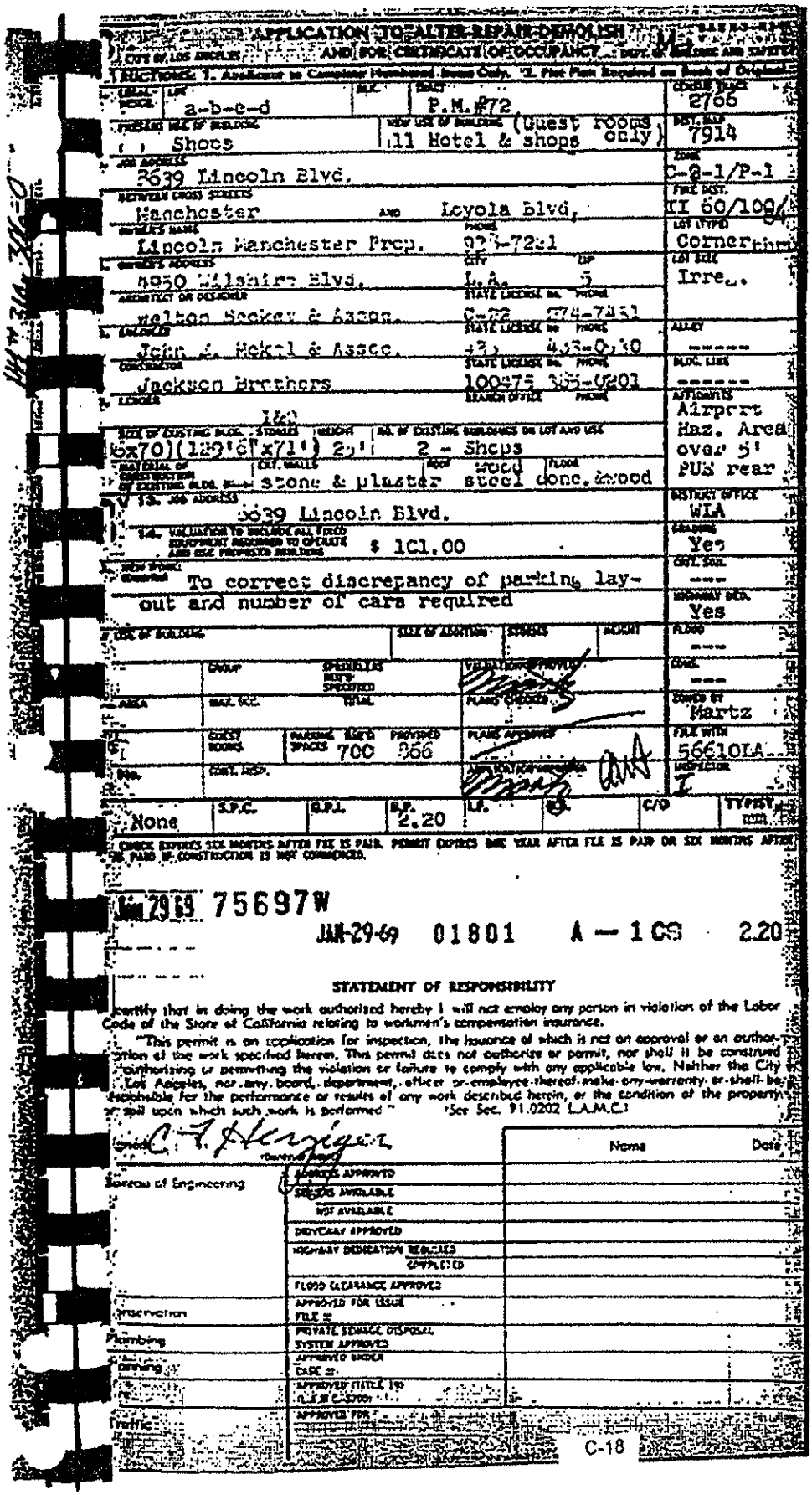
I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed [signature] (Owner or Agent) — Date

Bureau of Engineering — ADDRESS APPROVED — SEWERS AVAILABLE — DRIVEWAY APPROVED 10-2. — HIGHWAY DEDICATION REQUIRED — 16' X 15' COMPLETED — FLOOD CLEARANCE APPROVED — APPROVED FOR ISSUE — FILE # — PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED — APPROVED UNDER CASE # ZA 1881 L — APPROVED CITY'S PLAN CLEARANCE — APPROVED FOR
No new curb cuts to be built 9-7-67

Conservation — [signature] 8-25-67
Plumbing — [signature] 9-7-67
Planning — [signature] 9-27-67
Fire — [signature] 10-27-67
Traffic — [signature] 10-18-67



APPLICATION TO ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

LEGAL: LOT a-b-c-d; BLK.; SUBD. P.M.#72	CENSUS TRACT 2766
PRESENT USE OF BUILDING: ( ) Shops	NEW USE OF BUILDING (Guest rooms all Hotel & shops only)	DIST. MAP 7914
JOB ADDRESS: 3639 Lincoln Blvd.	ZONE C-2-1/P-1
BETWEEN CROSS STREETS: Manchester AND Loyola Blvd.	FIRE DIST. II 60/100
OWNER'S NAME: Lincoln Manchester Prop. PHONE 822-7281	LOT (TYPE) Corner
OWNER'S ADDRESS: 6050 Wilshire Blvd. CITY L.A. ZIP 5	LOT SIZE Irreg.
ARCHITECT OR DESIGNER: Welton Becket & Assoc. STATE LICENSE NO. C-772 PHONE 774-7351	
ENGINEER: John C. Mekel & Assoc. STATE LICENSE NO. 43 PHONE 453-0410	ALLEY ------
CONTRACTOR: Jackson Brothers STATE LICENSE NO. 100475 BRANCH OFFICE 385-0201 PHONE	BLDG. LINES ------
LENDER	APPLICANT'S Airport Haz. Area over 5' PUE rear

SIZE OF EXISTING BLDG. 6x70)(129'6" x71')	STORIES 2	HEIGHT 29'	NO. OF EXISTING GUESTROOMS OR LOT AND USE 2 - Shops	DISTRICT OFFICE WLA
EXT. WALLS stone & plaster	ROOF steel	FLOOR conc. & wood		CLEARED Yes
13. JOB ADDRESS 3639 Lincoln Blvd.				CERT. SOIL ----
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT NECESSARY TO OCCUPY AND USE PROPOSED BUILDING $ 101.00				HIGHWAY DED. Yes
NEW BLDG. COMPLETE To correct discrepancy of parking lay-out and number of cars required				FLOOD ----
USE OF BUILDING	SIZE OF ADDITION	STORIES	HEIGHT	ZONE ----
GROUP	SPECIALTIES (IF) SPECIFIED	VALIDATION STAMP		CHKD BY Martz
AREA MAX. OCC. TOTAL		PLANS CHECKED		FILE WITH 56610LA
EXIST. GUEST ROOMS	PARKING REQ'D SPACES 700	PROVIDED 566	PLANS APPROVED	INSPECTION I
BLDG. CONST. CLASS.				

None	S.F.C.	G.P.I.	B.P. 2.20	L.F.	B.S.	C/O	TYPE(S)

PERMIT EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

Jan 29 69 75697W

JAN-29-69 01801 A — 1 CS 2.20

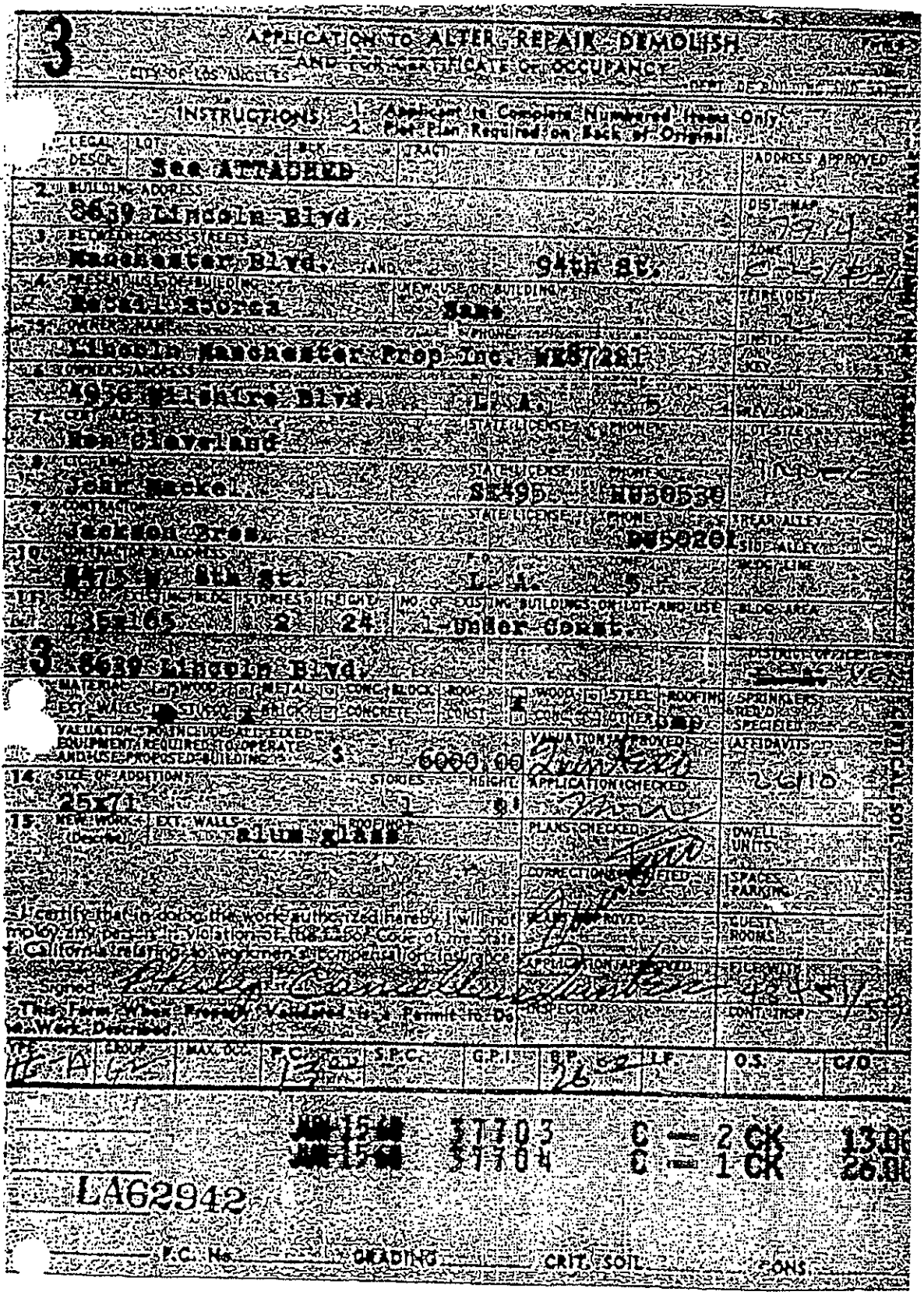
STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be liable for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed C. T. Henziger (Owner or Agent)

Bureau of Engineering	Name	Date
	ADDRESS APPROVED	
	SEWERS AVAILABLE	
	NOT AVAILABLE	
	DRIVEWAY APPROVED	
	HIGHWAY DEDICATION REQUIRED	
	COMPLETED	
	FLOOD CLEARANCE APPROVED	
Preservation	APPROVED FOR ISSUE	
	FILE NO.	
Plumbing	PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED	
Grading	APPROVED UNDER CASE NO.	
	APPROVED (TITLE 19 L.A.M.C. CHECK)	
Traffic	APPROVED FOR	



3

APPLICATION TO ALTER, REPAIR, DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. — LOT: See ATTACHED — BLK — TRACT — ADDRESS APPROVED
2. BUILDING ADDRESS: 8639 Lincoln Blvd.
3. BETWEEN CROSS STREETS: Manchester Blvd. AND 94th St. — DIST. MAP — ZONE
4. PRESENT USE OF BUILDING: Restaurant — NEW USE OF BUILDING: Same — FIRE DIST.
5. OWNER'S NAME: Lincoln Manchester Prop Inc. PHONE: ORegon 8-7287 — INSIDE / KEY
6. OWNER'S ADDRESS: 4930 Barbara Blvd. L. A. 5 — MAP CO.
7. CITY: Van Cleveland — STATE LICENSE: — PHONE: — LOT SIZE
8. CITY: John Meckel — STATE LICENSE: SE4955 — PHONE: RE30539 — REAR ALLEY
9. CONTRACTOR: Jackson Bros. — STATE LICENSE: — PHONE: DU5020 — SIDE ALLEY
10. CONTRACTOR'S ADDRESS: 847 S. Hill St. L. A. 5 — ZONE — BLDG. LINE

LOT	NO. OF STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE	BLDG. AREA
35x165	2	24	1-Under Const.	

3 8639 Lincoln Blvd.

DIST. OFFICE — TR — MAP

MATERIAL: WOOD / METAL — CONC. / BLOCK — ROOF CONST. — WOOD / STEEL — ROOFING — SPRINKLERS
BEST WALLS: STUCCO / BRICK — CONCRETE — COMP. / OTHER — GREEN SPECIFIED

VALUATION OF PORTION ADDED, FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 6000.00 — VALUATION APPROVED — AFFIDAVITS — 2610

14. SIZE OF ADDITION: 25x76 — STORIES — HEIGHT — APPLICATION CHECKED

15. NEW WORK (Describe) — EXT. WALLS: alum glass — ROOFING — PLANS CHECKED — DWELL. UNITS

CORRECTIONS COMPLETED — SPACES / PARKING

I certify that in doing the work authorized hereby I will not violate any provision of the Labor Code of the State of California relating to workmen's compensation insurance.

Signed — PERMIT APPROVED — GUEST / ROOMS

This Form When Properly Validated is a Permit to Do the Work Described. — APPLICATION APPROVED — FLOOR AREA

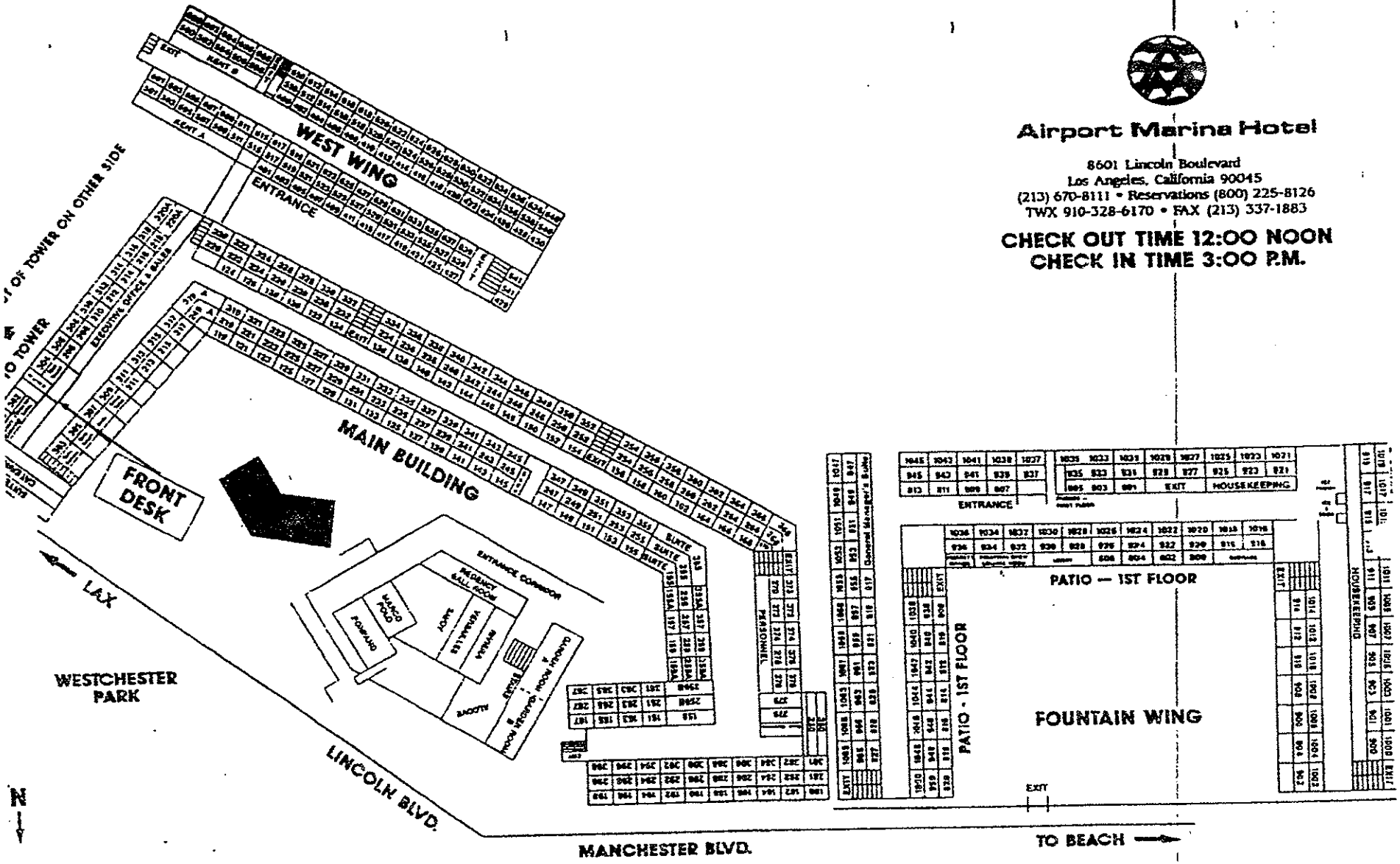
INSPECTOR — CONST. INSP.

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P.	L.F.	O.S.	C/O
IV-N	G-2		62			26-2			

JUN 15 17703 C — 2 CK 13.00
JUN 15 17704 C — 1 CK 26.00

LA62942

P.C. No. — GRADING — CRIT. SOIL — PONS



Airport Marina Hotel

8601 Lincoln Boulevard
Los Angeles, California 90045
(213) 670-8111 • Reservations (800) 225-8126
TWX 910-328-6170 • FAX (213) 337-1883

CHECK OUT TIME 12:00 NOON
CHECK IN TIME 3:00 P.M.

ENCLOSURE IV - LEAD SURVEY REPORT

Lead Survey Report 6/2/1998

Three paint chip samples, (PC101, PC102, and PC103) were taken from an area of 2 inches square each. Twenty-three wipe samples were taken from 1/9 square foot area each. The locations of the samples are recorded in the "Sample description" area of the Chain of Custody form (pages D-8, D-9 and D-10).

The results of wipe samples are all 8 µg/wipe area or less. That is equivalent to 72 µg/foot^2. The **Federal standard** for this kind of samples is 100 µg/foot^2 ; all of the samples are below the standard. The samples can be considered to be not a concern.

The results of paint chips range from 36.7 to 106.0 mg/kg.
The **Federal standard** for this kind of samples is 5 mg/kg. The samples can be considered to be a concern.

The location of the paint chip samples are repeated below:
PC101: kitchen area of the restaurant in the Main hotel building, peeling , bubbling paint.
PC102: basement of Tower building; at door of the room used for laundry chute, near elevator, paint condition is poor but not peeling.
PC103: first floor of Fountain Wing below cleaning-solution dispensing area at the Household Dept., peeling, bubbling paint.

Resport prepared by :
ACS Associates

Ch-I Huang, Ph. D., U. S. EA Lead Inspector Training (Certificate No. IXXXXX00753)

CHEMTEK ENVIRONMENTAL LABORATORIES INC.
"An environment-friendly company"

14140 E. Alondra Blvd. Suite A, Santa Fe Springs, CA 90670
Tel. (562) 926-9848 FAX (562) 926-8324
CA Dept of Health Accredited. (ELAP No. 1435)

CERTIFICATE OF ANALYSIS

Job No. 805044 Date: 06-01-98

This is the Certificate of Analysis for the following samples:

Client	: ACS
Contact person	: Chi Huang
Project No.	:
Project	: Furama
Project site	:
Date of samples	: 05-19-98
Date Received	: 05-21-98
Number of samples	: 26
Sample Type	: 23 wipes, 3 paint chips

Samples were labeled as follows:

SAMPLE IDENTIFICATION	LABORATORY NUMBER
Wipe 1	805044-01A
2	805044-02A
3	805044-03A
4	805044-04A
5	805044-05A
6	805044-06A
7	805044-07A
8	805044-08A
9	805044-09A
10	805044-10A
11	805044-11A
12	805044-12A
13	805044-13A
14	805044-14A
15	805044-15A
16	805044-16A

continued next page...

SAMPLE IDENTIFICATION	LABORATORY NUMBER
Wipe 17	805044-17A
18	805044-18A
19	805044-19A
20	805044-20A
21	805044-21A
22	805044-22A
23	805044-23A
Chip PC 101	805044-24A
PC 102	805044-25A
PC 103	805044-26A

Reviewed and Approved:

Michael C.C. Lu
Laboratory Director

CHEMTEK ENVIRONMENTAL LAB.
LABORATORY ANALYSIS REPORT

Client : ACS
Project No. :
Project : Furama
Project site:
Job No : 805044 Date: 06-01-98

Analysis: Total Lead, Unit: µg

Sample ID: See below
Sample Type: Wipes
Sample Date: 05-19-98
Analysis Date: 05-27-98 to 05-29-98

Sample IDs Client	Lab	Lead (µg Pb)
1	01A	2.8
2	02A	<1.0
3	03A	<1.0
4	04A	3.0
5	05A	<1.0
6	06A	<1.0
7	07A	<1.0
8	08A	<1.0
9	09A	<1.0
10	10A	7.2
11	11A	3.0
12	12A	3.6
13	13A	<1.0
14	14A	<1.0
15	15A	<1.0
16	16A	<1.0
17	17A	2.8
18	18A	2.0
19	19A	8.0
20	20A	2.0
21	21A	<1.0
22	22A	<1.0
23	23A	<1.0
Detection Limit		1.0

NATIONAL ECON
CORPORATION

BULK SAMPLE CHAIN OF CUSTODY RECORD

Client Name: P&D Consultants, Inc. Project Number:

Project Name: FHRA WT

Printed Name: Thomas J. McKern

Sampler's Signature:

Laboratory:

1100 Town & Country Rd., Ste 300

Orange, CA 92668

714 935 4447 Fax: 714 953 5939

Attn.:

Report Results To: Tom McKern

Via: Fax 714 835 4447

Sample Disposition: ☒ Discard 30 days after date of final report. ☐ Return samples to client.

Analytical Method:

- ☒ Polarized Light Microscopy
- ☐ Point Count
- ☐ Transmission Electron Microscopy — Conventional ☐ Chatfield ☐
- ☐ Other:

Turnaround:

- ASAP ☒ 4-6 Hrs. ☐
- 24 Hrs. ☐ 48 Hrs. ☐
- Other: ☐

Date	Start Sample #	End Sample #	Quantity
2/7/97	FHR-S1-01	-03	3
	S2-04	-06	3
	S3-07	-09	3
	M1-10	-11	2
	M2-12	-14	3
		Total Number of Samples:	14

Date	Relinquished By	Time:	Received By	Time:
2/7/97		Time:		Time:
		Time:		Time:
		Time:		Time:
		Time:		Time:
		Time:		Time:

18552 MacArthur Blvd., Suite 101 • Irvine, CA 92715 • (714) 752-5866 Fax: (714) 752-4054

CHEMTEK ENVIRONMENTAL LAB.
LABORATORY ANALYSIS REPORT

Client : ACS
Project No. :
Project : Furama
Project site:
Job No : 805044

Date: 06-01-98

Analysis: Total Lead, Unit: mg/kg

Sample ID: See below
Sample Type: Chips
Sample Date: 05-19-98 to 05-21-98
Analysis Date: 06-01-98

Sample IDs Client	Lab	Lead (mg/kg Pb)
PC 101	01A	36.7
PC 102	02A	106
PC 103	03A	85.6
Detection Limit		0.5

CHEMTEK ENVIRONMENTAL LAB.
LABORATORY ANALYSIS REPORT

QA/QC REPORT

EPA 7420 (Total Lead)

Unit: mg/L

Job No.: 805044
Lab Sample ID: 805044-Blank
Date Performed: 05-22-98

Analyte	ORIG Result	SPK CONC	MS	% MS	MSD	% MSD	% RPD	ACP %MS	ACP %RPD
Lead	ND	1.00	1.03	103.0	1.15	115.0	11.0	80-120	0-20

CHAIN OF CUSTODY RECORD

Log Number [illegible]

Client name: ACS Associates	Project #: [illegible]		
Address: PO Box 4258	Phone #: [illegible]	Fax #: [illegible]	
City, State, Zip: Irvine CA 92616	Report attention: Dr. Huang		
	Sampled by: C. Huang		

Sample number	Date Sampled	Time Sampled	Type* See key below	Sample description	Number of containers	Analyses required: Lead	Hazardous sample Special handling required	Remarks
PC 101	5/19	15:32	Ch.p	Kitchen	1			[illegible]
PC @102	5/2[illegible]	10:01	↓	Bsmt, Tower	1			[illegible]
PC @103	5/20	1040	↓	Family Room	1			[illegible]

Signature	Print Name	Company	Date	Time
Relinquished by: C. Huang	C. Huang	ACS	[illegible]	[illegible]
Received by: W. Zhang	Tom W. Zhang	[illegible]	[illegible]	
Relinquished by:				
Received by:				
Relinquished by:				
Received by Laboratory:				

CHEMTEK ENVIRONMENTAL LABORATORIES INC.

14140 Alondra Boulevard, Suite A
Santa Fe Springs, Ca. 90670
Tel: (562) 926-9848 Fax: (562) 926-8324

Note:
Samples are discarded 30 days after results are reported unless other arrangements are made.
Hazardous samples will be returned to client or disposed of at client expense.

* Key: AQ-Aqueous NA-Nonaqueous SL-Sludge GW-Groundwater SO-Soil OT-Other PE-Petroleum

DISTRIBUTION: WHITE with report / YELLOW To CHEMTEK / PINK To courier

CHAIN OF CUSTODY RECORD

Log Number 865000

Client name: ACS Associates	Project #: Furoma		
Address: PO Box 4258	Phone #: 509.712 3	Fax #: 949-509-9136	
City, State, Zip: Irvine CA 92616	Report attention: Dr. Huang		

Analyses required: Lead; Hazardous sample Special handling required

Sample number	Date Sampled	Time Sampled	Type* See key below	Sampled by: Ch. Huang / Sample description	Number of containers	Remarks
1	5/19	11:39	Wipe	Precision Tone		Same as Dec '97
2	5/19	11:55	Wipe	Romax West Conf Rm		will fax instruction
3	5/19	12:00		Romax SE Mtg Rm		
4	5/19	12:14		Monsanto M.A.		
5	5/21	10:04		Bsmt Tower		
6	5/21	10:07		Phone Bth, Tower		
7	5/21	10:22		Main B. Lobby		
8	5/21	10:45		Fountain Wng 1F		
9	5/21	11:03		West Wing 638		
10	5/21	11:10		West Wing Bsmt		
11	5/21	11:48		Ralph Bath		
12	5/21	11:50		Ralph Outside		

	Signature	Print Name	Company	Date	Time
Relinquished by	C.Huang	Chi Huang	ACS	5/21/98	15:54
Received by	W. Zhang	John W. Zhang	CHEMTEK	5/21/98	15:5[illegible]
Relinquished by					
Received by					
Relinquished by					
Received by Laboratory					

CHEMTEK ENVIRONMENTAL LABORATORIES INC.

14148 Alondra Boulevard, Suite A
Santa Fe Springs, Ca. 90670
Tel: (562) 926-9848 Fax: (562) 926-8324

Note:
Samples are discarded 30 days after results are reported unless other arrangements are made.
Hazardous samples will be returned to client or disposed of at client expense.

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DISTRIBUTION: WHITE with report / YELLOW To CHEMTEK / PINK To courier

D-9

CHAIN OF CUSTODY RECORD

Log Number 805094

Client name	ACS Associates
Address	POBox 4258
City, State, Zip	Irvine CA 92616
Project #	Furama
Phone #	949 509 7123
Fax #	949 509 7136
Report attention	Dr Huang
Sampled by	C. Huang

Sample number	Date Sampled	Time Sampled	Type* See key below	Sample description	Number of containers	Lead	Hazardous samples (special handling required)	Remarks
13	5/21	11:56	Wipe	Bowling, Rest Rm	1			Same as Dec '97
14	5/21	11:59		Bowling Play Rm.				(Will fax
15	5/21	12:04		Otis Sch Stair				instruction)
16	5/21	12:24		M.B. Conf. Rm				
17	5/21	12:37		M.B North Wing				
18	5/21	12:35		M.B South Wing				
19	5/21	10:34		Fountain Wing Bsmt				
20	5/21	12:49		Parking Bldg.				
21	5/21	12:18		Pool				
22	5/21	12:57		Dry Cleaner				
23	5/19	13:45		Betw 2F & 3F MB				

	Signature	Print Name	Company	Date	Time
Relinquished by	CHuang	Chi Huang	ACS	5/21/98	15:54
Received by	W. Zhang	John W. Zhang	CHEMTEK	5/21/98	15:54
Relinquished by					
Received by					
Relinquished by					
Received by Laboratory					

D-10

Pg 1 of 2

CHEMTEK ENVIRONMENTAL LABORATORIES INC.

14140 Alondra Boulevard, Suite A
Santa Fe Springs, Ca. 90670
Tel: (562) 926-9848 Fax: (562) 926-8324

Note:
Samples are discarded 30 days after results are reported unless other arrangements are made.
Hazardous samples will be returned to client or disposed of at client expense.

* Key: AQ-Aqueous NA-Nonaqueous SL-Sludge GW-Groundwater SO-Soil OT-Other PE-Petroleum

DISTRIBUTION: WHITE with report / YELLOW To CHEMTEK / PINK To courier

WESTERN REGIONAL LEAD TRAINING CENTER

AT THE UNIVERSITY OF CALIFORNIA, SAN DIEGO

15090 AVENUE OF SCIENCE • SAN DIEGO, CA 92128 • 1-800/572-LEAD

This is to verify that

Chi Huang

has successfully completed 24 hours of instruction in

LEAD INSPECTOR TRAINING



10/28/96 - 10/30/96

Date

David W. Carey, Director

Western Regional Lead Training Center

EPA

Certificate No.

IXXXXX 0075

ENCLOSURE V – ASBESTOS SURVEY REPORT

ABATEC, INC.
25422 Trabuco Rd. #105-332
El Toro, CA 92630

Certified Asbestos Consultants
Registered Abatement Contractors
Lic.No.529480 - C-2 Reg.No.40
Registered Environmental Assessors
Phone and FAX (714) 380-8995

May 22, 1998

LIMITED SURVEY FOR
ASBESTOS CONTAINING MATERIAL

ACS
1 Rippling Stream
Irvine, CA
Attn: Dr. Chi Huang

Re: Inspection for Asbestos Containing Materials - Furama Hotel
8601-8625 Lincoln, 7250 Manchester, Westchester, CA

Dear Dr. Huang,

This report is to submit the results of an inspection, sampling and analysis of specific suspect materials at the subject site(s). The inspection was performed on May 21, 1998 by an accredited Asbestos Building Inspector, Certified Asbestos Consultant, Certified Lead Inspector, and Registered Environmental Assessor, Mr. Dennis P. Hanna, Cert. No. 92-0016, address: 25422 Trabuco Rd., Suite 105-332, El Toro, CA 92630, Phone number: (714) 380-8995.

Suspect asbestos materials were physically sampled and samples analyzed by Polarized Light Microscopy (PLM). Analysis was performed by Hi-Tech Environmental Services, 5396 A Lincoln, Cypress, CA 90630, 714 8270693, using polarized light microscopy and dispersion staining (NIOSH Approved Method 7403 and EPA 600/M4-82-020). Materials which could be visually identified as asbestos containing materials are noted accordingly.

SURVEY LIMITS

The survey was limited to the four main structures which comprise the hotel. Because of the large number of individual rooms in the various hotel buildings, representative areas were chosen for inspection and sampling.

Substantial remodeling is underway in the Main hotel building. A major repiping project was undertaken in the attic areas. The fiberglass insulated, galvanized iron pipes were found abandoned in the attic areas. There were no insulated pipe elbows discernible in the attic areas. Similar pipe elbow insulation in the basement boiler room was found to be asbestos containing. The pipe elbows were either abated or were mixed in with the significant amount of debris located around the pipes found throughout the attic area.

DISCLAIMER

Previous sampling for asbestos has been done throughout the hotel buildings. Previous sample results are mentioned in the BULK SAMPLING - ASBESTOS section for information purposes only. Abatec, Inc. is not responsible for the accuracy of these sample results.

THE DEFINITION OF ASBESTOS

The Environmental Protection Agency (EPA), its local enforcement agency, the South Coast Air Quality Management District (SCAQMD), and the California EPA Department of Toxics Substances Control (DTSC) define asbestos containing material (ACM) as material containing greater than 1.0% asbestos by weight. In July, 1996, Cal-OSHA issued

Furama Hotel, Westchester, CA

the ASBESTOS IN CONSTRUCTION SAFETY ORDERS SECTION 1529 TITLE 8 which also defines asbestos containing material as any material containing more than 1.0% asbestos by weight. Cal-OSHA requires materials greater than 0.1% asbestos to be removed by Cal-OSHA registered abatement contractors using wet methods. Materials less than 1.0% asbestos by weight may be disposed of as regular construction debris.

The National Emission Standard for Hazardous Air Pollutants (NESHAPS) 1990, includes the requirement that when the asbestos content of a bulk sample is determined using procedures outlined in he Interim Method and the asbestos content is estimated to be less than 10% by method other than Point Counting, the parties legally responsible for a building (owner/operator) may elect to assume the amount to be greater than 1.0% and treat the material as asbestos containing. If the owner/operator does not want to assume the material to be asbestos containing, verification of the amount of asbestos by the Point Counting method may be required. The purpose of Point Counting is to minimize false negative and false positive analyses. Materials which indicate trace (less than 1%) may be verified by additional quantitative Transmission Electron Microscopy (TEM), Chatfield Method, analysis at additional cost. Unless otherwise directed, Abatec will assume that PLM analysis is acceptable for this survey.

BULK MATERIAL SAMPLING - ASBESTOS
SAMPLE RESULTS - BULK SAMPLING PLM 600/R-93-116
ASBESTOS CONTAINING MATERIALS IDENTIFIED WITH ASTERISK*

SAMPLE NO.	LOCATION	MATERIAL	ANALYSIS RESULTS
MAIN BUILDING			
M-1	ROOM 137 AS TYPICAL	INTERIOR PLASTER TYPICAL	NO ASBESTOS DETECTED
*M-2	SMALL LINEN CLOSETS 1ST & 2ND FLRS	FLOOR SHEET VINYL DARK BROWN	20% ASBESTOS DETECTED
*M-3	BOILER ROOM BASEMENT	WATER TANK INSUL. 2 TANKS	60% ASBESTOS DETECTED
*PREVIOUS SURVEY	BOILER ROOM BASEMENT	WATER TANK INSUL. WRONGLY DESCRIBED AS BOILER INSULATION	40% ASBESTOS DETECTED
*M-4	BOILER ROOM BASEMENT	BOILER JACKET INSUL. UNDER METAL BOILER JACKET 2 BOILERS	10% ASBESTOS DETECTED
*PREVIOUS SURVEY	SLIDING FIRE DOOR	FIRE DOOR CORE INSIDE METAL FIRE DOOR	ASBESTOS ASSUMED
*M-5	BOILER ROOM BASEMENT	PIPE INSULATION PIPE AT WATER TANKS	50% ASBESTOS DETECTED

ASBESTOS CONTAINING MATERIALS IDENTIFIED WITH ASTERISK*

SAMPLE NO.	LOCATION	MATERIAL	ANALYSIS RESULTS
MAIN BUILDING			
*M-6	CHILLER ROOM BASEMENT	PIPE ELB. INSULATION	5% ASBESTOS DETECTED
*ASSUME	THROUGHOUT BUILDING	PIPE INSULATION PIPE ELBOW INSULATION	ASBESTOS ASSUMED
INSPECTOR'S NOTE: IT IS ASSUMED THAT PIPE INSULATION EXISTS INSIDE INTERIOR WALLS AND CHASES WITH ASBESTOS INSULATION.			
*M-7	LARGE LINEN CLOSETS 1ST,2ND,3RD FLRS	FLOOR TILE 9X9 DARK BROWN	10% ASBESTOS DETECTED
*PREVIOUS SURVEY	ROOMS,HALLS	SPRAYED CEILING	STATED TO BE POSITIVE
M-8	ROOM 121	SPRAYED CEILING	NO ASBESTOS DETECTED
M-9	HALLWAY AT ROOM 355 ICE MACH. AREA	FLOOR SHEET VINYL LIGHT CREAM	NO ASBESTOS DETECTED
*M-10	ROOM 374 BEING REMODELED UNDER CERAMIC IN BATH AREA	FLOOR SHEET VINYL TAN MOSAIC TYPICAL	30% ASBESTOS DETECTED
*ASSUME	THROUGHOUT INDIVIDUAL ROOMS	FLOOR SHEET VINYL UNDER CERAMIC TILE IN BATHS	ASBESTOS ASSUMED
INSPECTOR'S NOTE: SIMILAR SHEET VINYL WAS NOTED IN SEVERAL ROOMS WHERE CERAMIC FLOORS HAD BEEN REMOVED. IT IS ASSUMED THIS IS CONSISTENT THROUGHOUT THE MAIN HOTEL BUILDING.			
M-11	ROOM 137 AIR VENT AS TYPICAL	CEMENTITIOUS SPRAY	NO ASBESTOS DETECTED
*PREVIOUS SURVEY	ROOMS INSIDE AIR VENTS	CEMENTITIOUS SPRAY	STATED TO BE POSITIVE
*ASSUMED	ATTIC ACCESS DOOR AT STAIRWELL ROOF ACCESS LADDER	FIRE DOOR CORE INSIDE METAL FIRE DOOR	ASBESTOS ASSUMED
*M-12	ROOF AT VENTS,DORMERS	PENETRATION SEAL TAR DARK GRAY/BLACK	20% ASBESTOS DETECTED
M-13	ROOF ALSO FOUNTAIN & WEST WINGS	ROOF SHINGLE DARK GRAY	NO ASBESTOS DETECTED

ASBESTOS CONTAINING MATERIALS IDENTIFIED WITH ASTERISK*

SAMPLE NO.	LOCATION	MATERIAL	ANALYSIS RESULTS
MAIN BUILDING			
*M-14	KITCHEN WOMENS RESTROOM	FLOOR TILE 12X12 LIGHT GRAY	2% ASBESTOS DETECTED
*M-15	KITCHEN HALLWAYS	FLOOR SHEET VINYL BROWN MOSAIC	25% ASBESTOS DETECTED
VISUAL	KITCHEN	CEILING TILE 12X12 CELLULOSE CORE	NO ASBESTOS DETECTED
M-16	KITCHEN	CEILING TILE MASTIC	NO ASBESTOS DETECTED
WEST WING			
WW-1	BOILER ROOM	PIPE ELBOW INSULAT.	NO ASBESTOS DETECTED
WW-2	CHILLER ROOM	PIPE ELBOW INSULAT.	NO ASBESTOS DETECTED
WW-3	BOILER ROOM	BOILER INSULATION UNDER METAL JACKET	NO ASBESTOS DETECTED
*WW-4	LAUNDRY IN BASEMENT ON LANDING BY ENGINEERING	FLOOR TILE 9X9 DARK BROWN	10% ASBESTOS DETECTED
WW-5	ROOM 611 AS TYPICAL	SPRAYED CEILING TYPICAL	NO ASBESTOS DETECTED
WW-6	ROOM 402 AS TYPICAL	SPRAYED CEILING TYPICAL	NO ASBESTOS DETECTED
WW-7	HALLWAY AT BASEMENT RESTROOMS	SPRAYED CEILING TYPICAL	NO ASBESTOS DETECTED
*WW-8	BASEMENT KEY SHOP AREA	FLOOR SHEET VINYL DARK BROWN MOSAIC	20% ASBESTOS DETECTED
*WW-9	3RD FLOOR ROOF ROOF ACCESS LADDER LANDING	FLOOR SHEET VINYL DARK BROWN	20% ASBESTOS DETECTED
WW-10	3RD FLOOR ATTIC	SPRAYED FIREPROOFING TYPICAL	NO ASBESTOS DETECTED
*WW-11	ROOF AT VENTS/DORMERS	PENETRATION SEAL TAR DARK GRAY/BLACK	15% ASBESTOS DETECTED
M-13	ROOF ALSO FOUNTAIN & WEST WINGS	ROOF SHINGLE DARK GRAY	NO ASBESTOS DETECTED

ASBESTOS CONTAINING MATERIALS IDENTIFIED WITH ASTERISK*

SAMPLE NO.	LOCATION	MATERIAL	ANALYSIS RESULTS
TOWER BUILDING			
FT-1	BOILER ROOM	PIPE ELBOW INSULAT. AT AJAX BOILERS 2 EA	NO ASBESTOS DETECTED
*FT-2	BOILER ROOM	BOILER INSULATION THERMOPAK BOILERS 2 EA INSIDE METAL JACKET	30% ASBESTOS DETECTED
*FT-3	BOILER ROOM	BOILER INSULATION AJAX BOILERS 2 EA INSIDE METAL JACKET	10% ASBESTOS DETECTED
*FT-4	CHILLER ROOM	PIPE ELBOW INSULAT.	2% ASBESTOS DETECTED
*ASSUME	THROUGHOUT BUILDING	PIPE ELBOW INSULATION	ASBESTOS ASSUMED
INSPECTOR'S NOTE: IT IS ASSUMED THAT PIPE INSULATION EXISTS INSIDE INTERIOR WALLS AND CHASES WITH ASBESTOS INSULATION.			
*FT-5	ROOM 1505 AS TYPICAL	SPRAYED CEILING TYPICAL	5% ASBESTOS DETECTED
*FT-6	ROOM 2219 AS TYPICAL	SPRAYED CEILING TYPICAL	5% ASBESTOS DETECTED
*FT-7	ROOM 1221 AS TYPICAL	SPRAYED CEILING TYPICAL	5% ASBESTOS DETECTED
*FT-8	ROOM 2206 BATHROOM	FLOOR SHEET VINYL TYPICAL	25% ASBESTOS DETECTED
*ASSUME	THROUGHOUT INDIVIDUAL BATHROOMS	FLOOR SHEET VINYL	ASBESTOS ASSUMED
INSPECTOR'S NOTE: IT IS ASSUMED THAT POSITIVE FLOOR SHEET VINYL EXISTS IN VARIOUS ROOM BATH AREAS. INDIVIDUAL BATH FLOORS SHOULD BE TESTED BEFORE REMOVING.			
*FT-9	LINEN CLOSETS AT RM 1503 TYPICAL ALL FLOORS	FLOOR SHEET VINYL GREEN	25% ASBESTOS DETECTED
FT-10	HALLWAY AT RM 1505 ICE MACHINE	FLOOR SHEET VINYL DARK BLUE	NO ASBESTOS DETECTED
FT-11	ROOM 2219 BATHROOM MACHINE	FLOOR SHEET VINYL LIGHT MAUVE	NO ASBESTOS DETECTED
FT-12	BOILER ROOM INTERIOR	WALL PLASTER AS TYPICAL OF ORIGINAL BLDG.	NO ASBESTOS DETECTED

ASBESTOS CONTAINING MATERIALS IDENTIFIED WITH ASTERISK*

SAMPLE NO.	LOCATION	MATERIAL	ANALYSIS RESULTS
FOUNTAIN BUILDING			
FW-13	ROOF AT VENTS, CURBS	PENETRATION SEAL TAR DARK GRAY/BLACK	NO ASBESTOS DETECTED
INSPECTOR'S NOTE: SIMILAR SEAL TAR ON THE OTHER THREE BUILDINGS WAS POSITIVE FOR ASBESTOS. WE SUGGEST THAT SPECIFIC SAMPLES BE TAKEN OF MATERIAL PLANNED FOR REMOVAL PRIOR TO COMMENCEMENT OF WORK. SHINGLED ROOFS APPEARED TO BE FAIRLY NEW AND IN VERY GOOD CONDITION.			
M-13	ROOF ALSO FOUNTAIN & WEST WINGS	ROOF SHINGLE DARK GRAY	NO ASBESTOS DETECTED

ASBESTOS INVENTORY

LOCATION	MATERIAL DESCRIPTION	QUANTITY
MAIN BUILDING		
SMALL LINEN CLOSETS 1ST & 2ND FLRS	FLOOR SHEET VINYL DARK BROWN	60 SQ FT EA
BOILER ROOM BASEMENT	WATER TANK INSUL. 2 TANKS	200 SQ FT EA
BOILER ROOM BASEMENT	BOILER JACKET INSUL. UNDER METAL BOILER JACKET 2 BOILERS	300 SQFT EA
SLIDING FIRE DOOR	FIRE DOOR CORE INSIDE METAL FIRE DOOR	40 SQ FT
BOILER ROOM BASEMENT	PIPE INSULATION PIPE AT WATER TANKS	EST. 150 LIN FT
CHILLER ROOM BASEMENT	PIPE ELB. INSULATION	THROUGHOUT
THROUGHOUT BUILDING	PIPE INSULATION PIPE ELBOW INSULATION	ASSUMED TO BE THROUGHOUT
INSPECTOR'S NOTE: IT IS ASSUMED THAT PIPE INSULATION EXISTS INSIDE INTERIOR WALLS AND CHASES WITH ASBESTOS INSULATION.		
LARGE LINEN CLOSETS 1ST, 2ND, 3RD FLRS	FLOOR TILE 9X9 DARK BROWN	200 SQ FT EA
*PREVIOUS SURVEY	ROOMS, HALLS SPRAYED CEILING ABATEC SURVEY INDICATED NEGATIVE	STATED TO BE POSITIVE
ROOM 374 BEING REMODELED UNDER CERAMIC IN BATH AREA	FLOOR SHEET VINYL TAN MOSAIC TYPICAL	20 SQ FT

LOCATION	MATERIAL DESCRIPTION	QUANTITY
MAIN BUILDING		
*ASSUME THROUGHOUT INDIVIDUAL ROOMS	FLOOR SHEET VINYL UNDER CERAMIC TILE IN BATHS	ASBESTOS ASSUMED
INSPECTOR'S NOTE: SIMILAR SHEET VINYL WAS NOTED IN SEVERAL ROOMS WHERE CERAMIC FLOORS HAD BEEN REMOVED. IT IS ASSUMED THIS IS CONSISTENT THROUGHOUT THE MAIN HOTEL BUILDING.		
*PREVIOUS SURVEY ROOMS INSIDE AIR VENTS	CEMENTITIOUS SPRAY STATED TO BE POSITIVE ABATEC SURVEY INDICATED NEGATIVE	
ATTIC ACCESS DOOR AT STAIRWELL ROOF ACCESS LADDER	FIRE DOOR CORE INSIDE METAL FIRE DOOR	EST 8 SQ FT EA ASSUMED
ROOF AT VENTS,DORMERS	PENETRATION SEAL TAR DARK GRAY/BLACK	AT ALL VENTS, CURBS DORMERS, STACKS
KITCHEN WOMENS RESTROOM	FLOOR TILE 12X12 LIGHT GRAY	180 SQ FT
KITCHEN HALLWAYS	FLOOR SHEET VINYL BROWN MOSAIC	EST. 2500 SQ FT
WEST WING		
LAUNDRY IN BASEMENT ON LANDING BY ENGINEERING	FLOOR TILE 9X9 DARK BROWN	120 SQ FT
BASEMENT KEY SHOP AREA	FLOOR SHEET VINYL DARK BROWN MOSAIC	60 SQ FT
3RD FLOOR ROOF ROOF ACCESS LADDER LANDING	FLOOR SHEET VINYL DARK BROWN	15 SQ FT
ROOF AT VENTS/DORMERS	PENETRATION SEAL TAR DARK GRAY/BLACK	AT ALL VENTS, CURBS DORMERS, STACKS
TOWER BUILDING		
BOILER ROOM	BOILER INSULATION THERMOPAK BOILERS 2 EA INSIDE METAL JACKET	100 SQ FT EA
BOILER ROOM	BOILER INSULATION AJAX BOILERS 2 EA INSIDE METAL JACKET	80 SQ FT EA
CHILLER ROOM	PIPE ELBOW INSULAT.	18 EA

LOCATION	MATERIAL DESCRIPTION	QUANTITY
TOWER BUILDING THROUGHOUT BUILDING	PIPE ELBOW INSULATION	ASSUMED THROUGHOUT BLDG.
INSPECTOR'S NOTE: IT IS ASSUMED THAT PIPE INSULATION EXISTS INSIDE INTERIOR WALLS AND CHASES WITH ASBESTOS INSULATION.		
ROOM 1505 AS TYPICAL	SPRAYED CEILING TYPICAL	THROUGHOUT BLDG.
ROOM 2219 AS TYPICAL	SPRAYED CEILING TYPICAL	THROUGHOUT BLDG.
ROOM 1221 AS TYPICAL	SPRAYED CEILING TYPICAL	THROUGHOUT BLDG.
ROOM 2206 BATHROOM	FLOOR SHEET VINYL TYPICAL	20 SQ FT
THROUGHOUT INDIVIDUAL BATHROOMS	FLOOR SHEET VINYL	ASSUMED IN ROOM BATHROOMS
INSPECTOR'S NOTE: IT IS ASSUMED THAT POSITIVE FLOOR SHEET VINYL EXISTS IN VARIOUS ROOM BATH AREAS. INDIVIDUAL BATH FLOORS SHOULD BE TESTED BEFORE REMOVING.		
LINEN CLOSETS AT RM 1503 TYPICAL ALL FLOORS	FLOOR SHEET VINYL GREEN	120 SQ FT EA FLOOR
ROOF AT VENTS,CURBS	PENETRATION SEAL TAR DARK GRAY/BLACK	AT ALL VENTS, CURBS DORMERS, STACKS
FOUNTAIN BUILDING BOILER ROOM	BOILER INSULATION INSIDE METAL JACKET	80 SQ FT
BOILER ROOM	PIPE ELBOW INSULAT.	4 EA
CHILLER ROOM	PIPE ELBOW INSULAT.	9 EA
THROUGHOUT BUILDING	PIPE ELBOW INSULATION	ASBESTOS ASSUMED THROUGHOUT
INSPECTOR'S NOTE: IT IS ASSUMED THAT PIPE INSULATION EXISTS INSIDE INTERIOR WALLS AND CHASES WITH ASBESTOS INSULATION.		
LINEN CLOSETS 2ND & 3RD FLOOR	FLOOR TILE 9X9 GRAY	2 CLOSETS EA FLOOR 200 SQ FT EA TOTAL 800 SQ FT
BASEMENT	FLOOR SHEET VINYL DARK BROWN	800 SQ FT
LINEN CLOSET 1ST FLOOR	FLOOR TILE 9X9 DARK BROWN	200 SQ FT

LOCATION	MATERIAL DESCRIPTION	QUANTITY
FOUNTAIN BUILDING		
FW-13 ROOF AT VENTS,CURBS	PENETRATION SEAL TAR DARK GRAY/BLACK	NO ASBESTOS DETECTED

INSPECTOR'S NOTE: SIMILAR SEAL TAR ON THE OTHER THREE BUILDINGS WAS POSITIVE FOR ASBESTOS. WE SUGGEST THAT SPECIFIC SAMPLES BE TAKEN OF MATERIAL PLANNED FOR REMOVAL PRIOR TO COMMENCEMENT OF WORK. SHINGLED ROOFS APPEARED TO BE FAIRLY NEW AND IN VERY GOOD CONDITION.

No other materials were included in the sampling and analysis.

If you have any questions, or if we can be of further assistance, please contact us at (714) 380-8995.

Sincerely,

Dennis P. Hanna, CAC, REA, REP
Certified Asbestos Consultant No. 92-0016
Registered Lead Inspector No.I260
Abatec, Inc.

REGISTERED ENVIRONMENTAL ASSESSOR
DENNIS P. HANNA
No. 04845
Expires: 6/99
STATE OF CALIFORNIA

CERTIFIED ASBESTOS CONSULTANT
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ELAP #207
NVLAP #1020

BULK SAMPLE ANALYSIS

CLIENT: ABATEC, INC.
PROJECT: FURAMA HOTEL
MANCHESTER & LINCOLN

REPORT NUMBER: 65221
REPORT DATE: 05/2/98

CLIENT SPECIMEN ID	LOCATION OF SPECIMEN	SPECIMEN DESCRIPTION & COLOR	TYPE ASBESTOS DETECTED	SPECIMEN COMPOSITION
M-1	ROOM 137	WALL PLASTER WHITE	ND	MINERALS 30% GYPSUM 50% CALCITE 20%
M-2	LINEN CLOSET 1ST & 2ND FLOOR SMALL	SHEET VINYL DARK BROWN	CH=20%	CELLULOSE 30% BINDER 50%
M-3	BOILER ROOM	TANK INSULATION WHITE	CH=60%	BINDER 40%
M-4	BOILER ROOM	BOILER JACKET INSULATION WHITE	CH=10%	VERMICULITE 30% CALCITE 60%
M-5	BOILER ROOM AT TANK	PIPE INSULATION WHITE	CH=30% AM=20%	MINERALS 10% BINDER 40%
M-6	CHILLER ROOM AT PUMP	PIPE ELBOW INSULATION WHITE	CH=5%	VERMICULITE 10% MINERALS 10% BINDER 75%
M-7	LINEN CLOSET 1,2, 3RD FLOORS	FLOOR TILE 9X9 DARK BROWN	CH=10%	MINERALS 10% CALCITE 20% BINDER 60%

ABATEC, INC.
REPORT #65221
PAGE 2

M-8	ROOM 121	SPRAYED CEILING WHITE	ND	CELLULOSE 20% VERMICULITE 10% MINERALS 10% BINDER 60%
M-9	ICE MACHINE AT ROOM 355	SHEET VINYL LIGHT CREAM	ND	CELLULOSE 80% BINDER 20%
M-10	UNDER CERAMIC BATH ROOM 374	SHEET VINYL TAN MOSAIC	CH=30%	CELLULOSE 20% MINERALS 10% BINDER 40%
M-11	ROOM 137 AIR VENT	CEMENTITIOUS SPRAY TAN	ND	VERMICULITE 10% MINERALS 40% BINDER 50%
M-12	ROOF AT VENTS	PENETRATION SEAL TAR BLACK	CH=20%	BINDER 80%
M-13	MAIN, WEST WING, FOUNTAIN	ROOF SHINGLE DARK GRAY	ND	FIBERGLASS 30% MINERALS 10% BINDER 60%
M-14	KITCHEN WOMEN'S RESTROOM	FLOOR TILE 12X12 LIGHT GRAY	CH=2%	MINERALS 10% CALCITE 28% BINDER 60%
M-15	KITCHEN	SHEET VINYL BROWN MOSAIC	CH=25%	CELLULOSE 25% MINERALS 10% BINDER 40%
M-16	KITCHEN	CEILING TILE MASTIC BROWN	ND	BINDER 100%

ASBESTOS TYPES:
CH=CHRYSOTILE CR=CROCIDOLITE A=ACTINOLITE
AN=ANTHOPHYLLITE T=TREMOLITE AM=AMOSITE ND=NONE DETECTED

The samples listed above when submitted were suspected of containing asbestos. The results of analysis are for the sample or samples delivered to HI-TECH Environmental and may not represent the entire material from which the sample was taken. On a negative sample, the EPA recommends three or more samples from a homogenous sampling area before it is considered non-asbestos containing. Percentages and type of asbestos were determined by using the principles of polarized light microscopy and dispersion staining using NIOSH approved Method 7403. This method is further defined in the EPA 600/M4-82-

Microscopy." These materials are prepped for analyses by non-documented methods. Polarized light microscopy has been know to miss asbestos in a small percentage of samples which contain asbestos. Wipe samples, and floor tile samples with negative results may be further tested using SEM or TEM. Asbestos is typically quantified using the visual area estimation technique. This method involves visually comparing the asbestos versus the non asbestos material present in the sample or sample layer. -This is accomplished by gross examination of homogenous slide preparations under the polarized light microscope. Each sample is initially examined under a stereo microscope at a magnification of 8 to 50 times. Fibrous material was differentiated based upon morphology. Portion of each sample was examined under polarized light using a Nikon microscope with a McCrone dispersion staining objective under 100 times magnification. Optical characteristics of the fibrous material were examined to determine the mineralogy of the fiber. The observed optical characteristics include angle of extinction, sign of elongation, and dispersion staining colors. None detected is only reported after a thorough search utilizing appropriate sample preparation techniques is conducted and no asbestos is detected. The result does not imply that no asbestos is present the method is not capable of making that determination. Rather, it implies that either asbestos is not present, or if it is, it is likely to be less than one percent of the sample. All samples submitted to this laboratory facility will be disposed of, unless client specifically requests the subject samples returned. HI-TECH Environmental must be notified at the time of receipt in order to guarantee that samples will be stored in the laboratory. HI-TECH is a participatorNVLAP NUMBER 102013. This report may not be used by the client to claim product endorsement by NVLAP or any agency of the U.S. Government. All information submitted to this company is proprietary. It is not our policy to distribute the customer's information, without the express written consent of the customer. This report shall not be reproduced except in full, without the full written approval of this laboratory.

Gwenda Hatcher, Principal

James Thornbrugh, II
Laboratory Supervisor

Michael Saulenas
Approved Signature

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BULK SAMPLE ANALYSIS

CLIENT: ABATEC, INC.
PROJECT: FURAMA HOTEL
WEST WING

REPORT NUMBER: 65215
REPORT DATE: 05/22/98

CLIENT SPECIMEN ID	LOCATION OF SPECIMEN	SPECIMEN DESCRIPTION & COLOR	TYPE ASBESTOS DETECTED	SPECIMEN COMPOSITION
WW-1	BOILER ROOM	PIPE ELBOW INSULATION WHITE	ND	FIBERGLASS 20% MINERALS 10% CALCITE 60% BINDER 10%
WW-2	CHILLER ROOM	PIPE ELBOW INSULATION WHITE	ND	FIBERGLASS 20% MINERALS 10% CALCITE 60% BINDER 10%
WW-3	BOILER ROOM	BOILER INSULATION BROWN/TAN	ND	MINERALS 20% CALCITE 10% BINDER 70%
WW-4	BASEMENT LAUNDRY CHUTE LANDING	FLOOR TILE 9X9 DARK BROWN	CH=10%	MINERALS 10% CALCITE 10% BINDER 80%
WW-5	ROOM 611	SPRAYED CEILING WHITE	ND	MINERALS 10% CALCITE 50% PERLITE 10% BINDER 30%

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WW-6	ROOM 402	SPRAYED CEILING WHITE	ND	MINERALS 10% CALCITE 80% PERLITE 10%
WW-7	AT BASEMENT REST ROOMS	SPRAYED CEILING WHITE	ND	CELLULOSE 20% CALCITE 60% PERLITE 10% BINDER 10%
WW-8	BASEMENT KEY AREA	FLOOR VINYL BROWN MOSAIC	CH=20%	CELLULOSE 10% MINERALS 10% BINDER 60%
WW-9	3RD FLOOR ROOF LADDER LANDING	FLOOR VINYL DARK BROWN	CH=20%	CELLULOSE 30% SYNTH FIBER 10% BINDER 40%
WW-10	3RD FLOOR ATTIC	FIREPROOFING IN ATTIC WHITE	ND	MINERALS 40% CALCITE 60%
WW-11	DARK GRAY	PENETRATION SEAL TAR BLACK	CH=15%	BINDER 85%

ASBESTOS TYPES:
CH=CHRYSOTILE CR=CROCIDOLITE A=ACTINOLITE
AN=ANTHOPHYLLITE T=TREMOLITE AM=AMOSITE ND=NONE DETECTED

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Gwenda Hatcher, Principal

James Thornbrugh, II
Laboratory Supervisor

Michael Saulenas
Approved Signature

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BULK SAMPLE ANALYSIS

CLIENT: ABATEC, INC.
PROJECT: FURAMA HOTEL TOWER

REPORT NUMBER: 65226
REPORT DATE: 05/22/98

CLIENT SPECIMEN ID	LOCATION OF SPECIMEN	SPECIMEN DESCRIPTION & COLOR	TYPE ASBESTOS DETECTED	SPECIMEN COMPOSITION
FT-1	BOILER ROOM AT AJAX BOILERS	PIPE ELBOW INSULATION GRAY	ND	SYNTH FIBER 20% MINERALS 60% BINDER 20%
FT-2	THERMO PACK BOILERS	BOILER INSULATION WHITE	CH=30%	CELLULOSE 20% VERMICULITE 10% BINDER 40%
FT-3	AJAX BOILERS	BOILER INSULATION TAN	CH=10%	CELLULOSE 20% VERMICULITE 20% BINDER 50%
FT-4	CHILLER ROOM	ELBOW INSULATION WHITE	CH=2%	MINERAL WOOL 38% GYPSUM 60%
FT-5	ROOM 1505	SPRAYED CEILING WHITE	CH=5%	CELLULOSE 30% CALCITE 55% BINDER 10%
FT-6	ROOM 2219	SPRAYED CEILING WHITE	CH=5%	CELLULOSE 30% CALCITE 55% BINDER 10%
FT-7	ROOM 1221	SPRAYED CEILING WHITE	CH=5%	CELLULOSE 35% CALCITE 60%

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FT-8	ROOM 2206 BATH	SHEET VINYL MED. CREAM	CH=25%	CELLULOSE 15% BINDER 60%
FT-9	LINEN CLOSET AT 1503 TYPICAL ALL FLOORS	SHEET VINYL GREEN	CH=25%	CELLULOSE 30% BINDER 45%
FT-10	AT ICE MACHINE ROOM 1505	SHEET VINYL DARK BLUE	ND	MINERALS 10% CALCITE 30% BINDER 60%
FT-11	ROOM 2219 BATH	SHEET VINYL LIGHT MAUVE	ND	CELLULOSE 30% SYNTH FIBER 30% BINDER 40%
FT-12	BOILER ROOM	WALL PLASTER WHITE	ND	FIBERGLASS 10% GYPSUM 90%
FT-13	ELEVATOR ROOM	BEAM PLASTER WHITE	ND	MINERALS 60% PERLITE 10% BINDER 30%
FT-14	ROOF	ROOFING BLACK	ND	CELLULOSE 10% FIBERGLASS 20% MINERALS 10% BINDER 60%
FT-15	ROOF	PENETRATION SEAL TAR BLACK	CH=20%	BINDER 80%

ASBESTOS TYPES:
CH=CHRYSOTILE CR=CROCIDOLITE A=ACTINOLITE
AN=ANTHOPHYLLITE T=TREMOLITE AM=AMOSITE ND=NONE DETECTED

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is typically quantified using the visual area estimation technique. This method involves visually comparing the asbestos versus the non asbestos material present in the sample or sample layer. This is accomplished by gross examination of homogenous slide preparations under the polarized light microscope. Each sample is initially examined under a stereo microscope at a magnification of 8 to 50 times. Fibrous material was differentiated based upon morphology. Portion of each sample was examined under polarized light using a Nikon microscope with a McCrone dispersion staining objective under 100 times magnification. Optical characteristics of the fibrous material were examined to determine the mineralogy of the fiber. The observed optical characteristics include angle of extinction, sign of elongation, and dispersion staining colors. None detected is only reported after a thorough search utilizing appropriate sample preparation techniques is conducted and no asbestos is detected. The result does not imply that no asbestos is present: the method is not capable of making that determination. Rather, it implies that either asbestos is not present, or if it is, it is likely to be less than one percent of the sample. All samples submitted to this laboratory facility will be disposed of, unless client specifically requests the subject samples returned. HI-TECH Environmental must be notified at the time of receipt in order to guarantee that samples will be stored in the laboratory. HI-TECH is a participatorNVLAP NUMBER 102013. This report may not be used by the client to claim product endorsement by NVLAP or any agency of the U.S. Government. All information submitted to this company is proprietary. It is not our policy to distribute the customer's information, without the express written consent of the customer. This report shall not be reproduced except in full, without the full written approval of this laboratory.

Gwenda Hatcher, Principal

James Thornbrugh, II
Laboratory Supervisor

Michael Saulenas
Approved Signature



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NVLAP #102013

BULK SAMPLE ANALYSIS

CLIENT: ABATEC, INC.
PROJECT: FURAMA HOTEL
FOUNTAIN WING

REPORT NUMBER: 65214
REPORT DATE: 05/22/98

CLIENT SPECIMEN ID	LOCATION OF SPECIMEN	SPECIMEN DESCRIPTION & COLOR	TYPE ASBESTOS DETECTED	SPECIMEN COMPOSITION
F W-1	BOILER ROOM	BOILER JACKET INSULATION BROWN/TAN	CH=5%	CELLULOSE 10% VERMICULITE 10% CALCITE 75%
F W-2	BOILER ROOM	PIPE ELBOW INSULATION TAN	CH=10%	MINERAL WOOL 20% CALCITE 30% BINDER 40%
F W-3	CHILLER ROOM	PIPE ELBOW INSULATION WHITE	CH=10%	MINERAL WOOL 30% CALCITE 30% BINDER 30%
F W-4	ATTIC ABOVE 3RD FLOOR	SPRAYED FIREPROOF WHITE	ND	CALCITE 60% PERLITE 20% BINDER 20%
F W-5	LINEN CLOSET 2ND & 3RD FLOORS	FLOOR TILE 9X9 GRAY	CH=15%	MINERALS 10% CALCITE 15% BINDER 60%
F W-6	BASEMENT	FLOOR VINYL BROWN	CH=30%	MINERALS 10% BINDER 60%

ABATEC, INC.
REPORT #65214
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F W-7	LINEN CLOSET BY ROOM 811	SPRAYED CEILING WHITE	ND	CELLULOSE 10% CALCITE 60% PERLITE 20% BINDER 10%
F W-8	2ND FLOOR LINEN CLOSET	SPRAYED CEILING WHITE	ND	CALCITE 70% PERLITE 20% BINDER 10%
F W-9	ROOM 815	SPRAYED CEILING WHITE	ND	CELLULOSE 20% CALCITE 50% PERLITE 30%
F W-10	3RD FLOOR LINEN	INTER. WALL PLASTER TAN	ND	MINERALS 60% GYPSUM 40%
F W-11	ROOM 815 BATH	FLOOR VINYL WHITE	ND	CELLULOSE 60% SYNTH FIBER 30% BINDER 10%
F W-12	1ST FLOOR LINEN CLOSET	FLOOR VINYL 9X9 DARK BROWN	CH=10%	MINERALS 10% CALCITE 10% BINDER 70%
F W-13	ROOF	PENETRATION SEAL TAR BLACK	ND	SYNTH FIBER 30% BINDER 70%

ASBESTOS TYPES:
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AN=ANTHOPHYLLITE T=TREMOLITE AM=AMOSITE ND=NONE DETECTED

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present in the sample or sample layer. This is accomplished by gross examination of homogenous slide preparations under the polarized light microscope. Each sample is initially examined under a stereo microscope at a magnification of 8 to 50 times. Fibrous material was differentiated based upon morphology. Portion of each sample was examined under polarized light using a Nikon microscope with a McCrone dispersion staining objective under 100 times magnification. Optical characteristics of the fibrous material were examined to determine the mineralogy of the fiber. The observed optical characteristics include angle of extinction, sign of elongation, and dispersion staining colors. None detected is only reported after a thorough search utilizing appropriate sample preparation techniques is conducted and no asbestos is detected. The result does not imply that no asbestos is present; the method is not capable of making that determination. Rather, it implies that either asbestos is not present, or if it is, it is likely to be less than one percent of the sample. All samples submitted to this laboratory facility will be disposed of, unless client specifically requests the subject samples returned. HI-TECH Environmental must be notified at the time of receipt in order to guarantee that samples will be stored in the laboratory. HI-TECH is a participantNVLAP NUMBER 102013. This report may not be used by the client to claim product endorsement by NVLAP or any agency of the U.S. Government. All information submitted to this company is proprietary. It is not our policy to distribute the customer's information, without the express written consent of the customer. This report shall not be reproduced except in full, without the full written approval of this laboratory.

Gwenda Hatcher, Principal

James Thornbrugh, II
Laboratory Supervisor

Michael Saulenas
Approved Signature

ENCLOSURE VI – PREVIOUS ASBESTOS SURVEY REPORTS

1. Limited Asbestos Assessment, Airport Marina Hotel Complex, Lincoln Boulevard and Manchester Avenue, Los Angeles, Ca, Dated 9/26/1995.

2. A letter report for [illegible] Airport Marina Hotel Complex, Lincoln Boulevard and Manchester Avenue, Los Angeles, Ca, Dated 2/3/1996.

3. A letter report for Results of Asbestos Bulk Sampling Performed on Ceiling Plaster, Bathroom and Attic, Fiduma Hotel, 8601 Lincoln Boulevard, Los Angeles, Ca, 90045, Dated 2/6/1997

LIMITED ASBESTOS ASSESSMENT
Airport Marina Hotel Complex,
Lincoln Boulevard and Manchester Avenue
Los Angeles, California

American EnviroTest Report No. AMW-001

Prepared for

Fritz Burns Foundation
4001 W. Alameda, Suite 203
Los Angeles, CA 91505
May 26, 1995

by

Signature of AHERA-Certified Inspector

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1.0 SCOPE OF WORK

American EnviroTest conducted a Limited Asbestos Assessment on April 3 and April 5, 1995 of representative materials within the Airport marina Hotel complex buildings. Enid Cohn Gary of American EnviroTest, a California Certified Asbestos Consultant (refer to Appendix 7.1), who maintains current AHERA certifications as a Building Inspector/ Management Planner and Contractor/Supervisor-Project Designer (California Asbestos Consultant Number 92-0786) performed the assessment by visually inspecting and sampling the interior and exterior of the on-site structure to identify suspected asbestos-containing materials (ACMs). The inspection was non-destructive in nature and included readily accessible areas only. The purpose of the asbestos sampling was to assess whether ACMs were present in a limited number of units within the buildings on site, and was therefore limited by North Park Mortgage Company to collection and analysis of approximately ten (10) bulk samples. A total of nine (9) bulk samples of suspect ACM were collected using standard bulk sampling techniques. The collected samples were analyzed utilizing polarized light microscopy (PLM) by Forensic Analytical Specialties, Inc., a certified analytical laboratory.

The asbestos assessment that was performed was an assessment of the extent and existing condition of the on-site ACMs. A number of samples were taken in areas of suspect ACMs, with each sample numbered and identified in this report by location, content, and type of asbestos. One sample of exterior stucco material from one building was included in the samples collected and analyzed.

2.0 BUILDING DESCRIPTION

The nine buildings on the site include one, two, and three-story, wood-frame, slab-on-grade structures, and a twelve-story concrete-encased steel-frame tower building. Generally, interior walls covered with drywall and/or plaster. The buildings had built-up, composition, or asphalt shingle roofs. According to on-site maintenance personnel, several roofs have been replaced within the past five to ten years. Based on building permit information, all but two of the buildings on the site were apparently constructed between 1958 and 1969. The remaining two buildings were constructed in the late 1980s, and thus are considered to have a low potential for asbestos-containing materials.

Floors in the buildings were generally covered with vinyl floor tile, sheet-type flooring material, and/or carpet. Drop-type ceilings with acoustic ceiling tile were observed in office areas. Spray-applied acoustic ceilings were observed in hotel guest rooms, hotel halls, and retail units. Spray-applied fireproofing material was observed on wood frame elements in the air plenum of the Main hotel building (refer to Appendix 7.2 - Color Photographs of Suspect ACMs).

Information provided by the hotel Chief Engineer, Mr. Louis Smith, indicated that samples of the fireproofing material on wood frame elements in the hotel building air plenum and spray-applied acoustic ceiling material from the three-story hotel buildings had been reported positive for asbestos. Therefore, these materials were not sampled.

The building material types that were sampled during the course of this study included thermal insulation, surfacing and miscellaneous materials. (Fiberglass insulation, which was observed on some pipe runs, is considered to be a material that does not contain asbestos.) Surfacing materials are materials that are sprayed, trowelled, or otherwise applied to surfaces in buildings. Thermal insulation materials are those materials applied to pipes, fittings, boilers, tanks, ducts or other interior structural components to prevent heat loss or gain, water condensation, or other purposes. Miscellaneous materials are all other building

materials that are neither surfacing nor thermal insulation. The surfacing materials that were sampled during the asbestos assessment included spray-applied acoustic ceiling material, drywall/plaster, and exterior stucco. The miscellaneous material that was sampled during the survey included floor tile and mastic.

3.0 INVESTIGATIVE METHODS

3.1 Sampling Protocols

The asbestos survey and bulk sampling procedures were derived from the 1985 Environmental Protection Agency (EPA) publication, Guidance for Controlling Asbestos Containing Materials in Buildings (EPA Doc. No. 560/5-85-024). In general, the sampling methods were as follows:

- Site plans were reviewed and discussed with the facility managers and maintenance personnel (in this case, with the real estate agent).
- Access was granted to all functional spaces in the buildings on site except roofs of the hotel and commercial buildings.
- The interior and exterior of the buildings were visually inspected for homogeneous thermal, surfacing and miscellaneous building materials prior to sample collection. Safe access to some of the roof could not be provided at the time of the asbestos assessment.
- A work station was set up at each sampling location so that labels could be prepared and sample location maps could be sketched. A permanent marker was used on each label.
- Personal protective equipment, including a half-face air purifying respirator, latex gloves, and safety glasses, were donned before sample collection.
- To reduce release of fibers to the environment, amended water was applied to the building materials that were to be sampled.
- A small piece of building material (about the size of a thumbnail) was cut or cored and placed into a labeled Whirl Pak or zipper bag and properly closed with an air-tight seal.
- Each sample was double-bagged.
- The area of the sampled building material was photographed.
- The sampling equipment was decontaminated and wastes were carried off site.

3.2 Laboratory Analytical Methods

Samples were analyzed by Forensic Analytical Specialties, Inc., an American Industrial Hygiene Association (AIHA) accredited and EPA-accredited Asbestos Hazard Emergency Response Act (AHERA) laboratory, according to the guidelines set forth in the National Institute of Occupational Safety and Health (NIOSH) draft Method 7403, and the EPA interim Method. Both methods use polarized light microscopy with dispersion staining for identification. Samples are first examined stereoscopically for homogeneity, and then representative samples are mounted in Cargile liquids to determine the type(s) of asbestos present. Six types of asbestos known to have been used in the United States are chrysotile, amosite, crocidolite, anthophyllite, tremolite, and actinolite.

4.0 SURVEY RESULTS

During the limited site investigation, eight different homogenous building materials suspected to contain asbestos were selected from those observed on the subject site. Those homogenous materials selected for the limited asbestos sampling were browncoat drywall found in the back storage room areas of the Alpha Beta grocery, spray-applied acoustic ceiling material in the retail tenant spaces, spray-applied acoustic ceiling material in a typical hotel Tower room, two different types of floor tile with mastic found in retail tenant spaces, pipe insulation from the chiller room of the hotel Tower building, and boiler insulation from the Main hotel building. Because this survey was intended as a limited survey to assess whether ACMs were present on site, the total number of samples was limited to approximately ten. A total of nine (9) bulk building material samples were collected from the areas within four of the buildings on the site for laboratory analysis. Both friable (those which can be pulverized with hand pressure) and non-friable materials were sampled. Of the samples collected and analyzed, four were found to contain asbestos. In addition to collected samples, a fire door which may have an asbestos-containing core was observed at the entrance to the boiler room of the Main hotel building.

One sample of tan 9-inch by 9-inch vinyl floor tile was collected from Suite 230, 8639 Lincoln Boulevard. This sample was reported by the laboratory to contain asbestos (refer to Appendix 7.3). Analytical results are summarized in Table 1.

Two samples of spray-applied acoustic ceiling material were collected from first floor tenant spaces in the 8639 Lincoln Boulevard building. Neither of these samples was reported to contain asbestos.

One sample of white 9-inch by 9-inch vinyl floor tile over a grey vinyl floor tile was collected from the drug store in the 8701 Lincoln Boulevard building. The sample was reported by the laboratory to contain asbestos in the tile.

One sample of white, plaster-like insulation on a pipe run from the chiller room of the hotel Tower building. Some damage to pipe insulation was observed in this area, as well as to similar insulation in other areas of the hotel. Asbestos was reported by the laboratory to present in this sample.

One sample of the boiler insulation on a Boiler #1 in the Main hotel building. Some limited damage to the boiler insulation was observed. Asbestos was reported by the laboratory to present in this sample.

Asbestos was not detected by the laboratory in the three other samples collected. These samples were collected from spray-applied acoustic ceiling in a typical room of the hotel Tower building, the browncoat drywall from the grocery store, and the acoustic ceiling tile from the Suite 200 office in the 8639 Lincoln Building (refer to Table 1 below, and Appendix 7.3).

Table 1
Summary of Analytical Results
Airport Marina Hotel Complex
Los Angeles, California

Sample Number	Sample Location	Sample Description	Percent Asbestos	Friable/ Condition
ECG-40395-01	Compressor Room wall, Alpha Beta Grocery	Browncoat Drywall	ND < 1	Friable, Good
ECG-40395-02	Hall closet floor, Unit 3644-E	Tan 9" x 9" vinyl floor tile with black mastic	5-10%	Non-friable, Local Damage
ECG-40395-03	Toy Palace, 8639 Lincoln Boulevard	Spray-applied acoustic ceiling material	ND < 1	Friable, Local Damage
ECG-40395-04	Drug Store, 8701 Lincoln Boulevard	White fleck 9" x 9" vinyl floor tile/mastic over grey floor tile	1-5%	Non-friable, Good
ECG-40395-05	Barber Shop, 8639 Lincoln Boulevard	Spray-applied acoustic ceiling material	ND < 1	Friable, Good
ECG-40395-06	Office, Suite 200, 8639 Lincoln Boulevard	2-feet by 4-feet acoustic ceiling tile	ND < 1	Friable, Local Damage
ECG-40595-07	Pipe lagging, Chiller room, hotel Tower building	Pipe lagging insulation	1-5%	Friable, Damaged
ECG-40595-08	Typical room (1602), hotel Tower building	Spray-applied acoustic ceiling material	ND < 1	Friable, Good
ECG-40595-09	Main hotel building boiler room	Boiler insulation	35-40%	Friable, Good

5.2 Removal

Advantages of Method:

- Eliminates asbestos source permanently; and
- Eliminates need for special operations and maintenance program.

Disadvantages of Method;

- High initial cost;
- Removal procedure can be difficult and must be safely and correctly performed to exact specifications;
- Replacement with substitute material may be necessary; and
- Porous surfaces may also require encapsulation.

Appropriate Applications:

- Many factors dictate when and how removal should be done.

Inappropriate Applications:

- Certain applications necessitate thorough consideration and extensive planning before executing removal.

General Comments:

- Containment barriers needed;
- Worker protection required;
- Wet removal is required for all types of asbestos; and
- Unusual circumstances, complex surfaces, and the presence of utilities may require special removal techniques.

5.3 Encapsulation

Advantages of Method:

- Reduces asbestos fiber release from material;
- Initial cost may be lower than removal; and
- Does not require replacement of material.

Disadvantages of Method:

- Asbestos source remains and must be removed later;

- If material is not in good condition, encapsulant may cause material to delaminate;
- Periodic reinspection required to check for damage or deterioration;
- Repair of damaged or deteriorated encapsulated surfaces is required;
- Encapsulated surface is difficult to remove and may require dry removal techniques later;
- Long-term cost may be higher than removal; and
- Encapsulant will alter the fire rating of the building if used on structural steel.

Appropriate Applications:

- When materials require their isolation from building occupants (e.g. exposed pipe); and
- Disturbance or entry into enclosed area unlikely.

Inappropriate Applications:

- Damaged or deteriorating materials causing rapid fiber release;
- Water damage evident;
- Damage or entry into enclosure likely; and
- Insufficient room to build enclosure.

General Comments:

- Containment barriers needed;
- Use of tools with high efficiency particulate air (HEPA) filtered vacuum attachments advisable; and
- Worker protection required.

5.4 Summary and Conclusion

Because several of the building materials that were sampled tested positive for asbestos, including floor tile with mastic and thermal system insulation on pipes and boilers, management of building materials sampled during the asbestos assessment may be required at this time. It is recommended that based on the results of this limited survey, all non-fiberglass pipe and boiler insulation be considered to be asbestos-containing. Floor tile with mastic and fire doors are generally considered to be non-friable, unless broken or otherwise damaged. Spray-applied fireproofing material (on wood-frame elements in the air plenum), spray-applied acoustic

ceiling material, and pipe and boiler insulation are generally considered to be friable, but can be managed in-place as long as it is in good condition and not mechanically disturbed or otherwise damaged. Non-friable materials and most friable materials that are in good condition are generally considered to pose limited risk of exposure to humans, and may be managed in-place by an Operations and Maintenance (O&M) plan. Preliminary estimated cost to develop an O&M plan would be approximately $1,500 to $2,500. Initial implementation of that O&M plan would cost an estimated additional $1,000 to $2,000. American EnviroTest is fully qualified to develop and implement O&M plans.

Because the survey conducted for this project was for informational purposes only, and was limited by the client to the collection and analysis of nine samples, results discussed in this report apply only to those areas sampled during the course of this assessment, and those items previously reported to contain asbestos. Although these results, particularly those indicating asbestos was not detected in certain materials, can not be considered conclusive due to the limited nature of the survey, they may be used to provide guidance. It is recommended that additional asbestos sampling be conducted prior to any disruption, removal, or damage of suspected ACMs, including spray-applied acoustic ceiling material, and 9-inch by 9-inch vinyl floor tile located throughout the Airport Marina Hotel complex. Spray-applied acoustic ceilings in the retail building at 8639 Lincoln Boulevard do not appear to be asbestos containing, but at least three additional samples of this material should be collected and analyzed to verify this result prior to any significant remodelling or demolition activity that would involve removing the ceiling. Based on physical appearance and the limited analytical results, acoustic ceiling tiles in the retail building do not appear to be of the type that typically contains asbestos.

Friable ACMs which are subject to disturbance by airflow, such as fireproofing on wood frame elements in the air plenum of the hotel building, have a limited potential to pose a health risk to exposed persons. Collection of representative air samples for airborne asbestos analysis is recommended for these areas to assess the potential health risk to both employees and guests. Following the initial sampling, periodic repeat sampling, at least once yearly is recommended.

Under AHERA, abatement in the form of removal, encapsulation, or repair is the recommended option for damaged ACMs. Where damage is localized, smaller scale removal or repair options may be

implemented. Where damage is localized, smaller scale removal or repair options may be implemented. At this time, it is recommended that repairs be made to damaged piping insulation to control releases of asbestos. Once repairs are made, pipe and boiler insulation may be managed under the O&M Plan.

At some time in the future, ACMs may need to be removed due to damage or prior to commencement of renovation, remodeling, or demolition activities. Information provided to American EnviroTest personnel by abatement contractors indicates that estimated costs for abatement of flooring materials may range up to approximately $5 to $6 per square foot. Estimated costs for abatement of spray-applied acoustic ceiling material also may range from less than $5 per square foot, to over $10 per square foot. Costs for removal of thermal system insulation on pipes and boilers vary widely, and depend on thickness of the pipe, accessibility of the material, and many other factors. These costs do not include the cost of air monitoring outside the containment area, which are on the order of approximately $1,000 per day, and would depend on the number of days abatement required. These costs may vary depending on when abatement work is conducted, which contractor is selected, numbers on containment areas needed, and other factors. American EnviroTest is not an asbestos abatement contractor, and therefore would not perform abatement work. However, American EnviroTest is fully qualified to assist in selecting abatement contractors and in providing abatement oversight. American EnviroTest recommends that if the removal option is selected, at least three bids from licensed reputable abatement contractors be obtained and reviewed.

This asbestos assessment is for informational purposes only, and is based on collection and analysis of a limited number of samples of suspected asbestos-containing materials. Asbestos-containing materials beyond those sampled and analyzed for this report may be present in the buildings on the subject site. Reported results contained in this asbestos assessment are not to be used for renovation, remodelling, demolition, or asbestos abatement purposes.

6.0 LIMITATIONS

The information presented above is based upon the agreed upon scope of work outlined in the above Report text. This asbestos assessment is for informational purposes only, and is based on collection and analysis of a limited number of samples of suspected asbestos-containing materials. Reported results contained in this asbestos assessment are not to be used for renovation, remodelling, demolition, or asbestos abatement purposes. American EnviroTest makes no warranties or guarantees as to the accuracy or completeness of information obtained from or compiled by others. It is possible that information exists beyond the scope of this investigation. Additional information which was not found or available to American EnviroTest at the time of writing the Report may result in modification of the information presented. The report is not a legal opinion. The services performed by American EnviroTest have been conducted in a manner consistent with the level of care ordinarily exercised by members of our profession currently practicing under similar conditions. No other warranty, expressed or implied, is made.

6.0 LIMITATIONS

The information presented above is based upon the agreed upon scope of work outlined in the above Report text. This asbestos assessment is for informational purposes only, and is based on collection and analysis of a limited number of samples of suspected asbestos-containing materials. Reported results contained in this asbestos assessment are not to be used for renovation, remodelling, demolition, or asbestos abatement purposes. American EnviroTest makes no warranties or guarantees as to the accuracy or completeness of information obtained from or compiled by others. It is possible that information exists beyond the scope of this investigation. Additional information which was not found or available to American EnviroTest at the time of writing the Report may result in modification of the information presented. The report is not a legal opinion. The services performed by American EnviroTest have been conducted in a manner consistent with the level of care ordinarily exercised by members of our profession currently practicing under similar conditions. No other warranty, expressed or implied, is made.

7.0 APPENDICES

7.1 AHERA Cal-OSHA Certifications

7.2 Color Photographs of Suspect ACMs

7.3 ACM Sample Analytical Reports

7.2 Color Photographs of Potential ACM Samples

SITE: Airport Marina Hotel Complex
DATE: April 1995
CAMERA: Vivitar 35 mm



Photo 1: View of spray-applied acoustic ceiling in hall of Main hotel building previously identified as ACM.

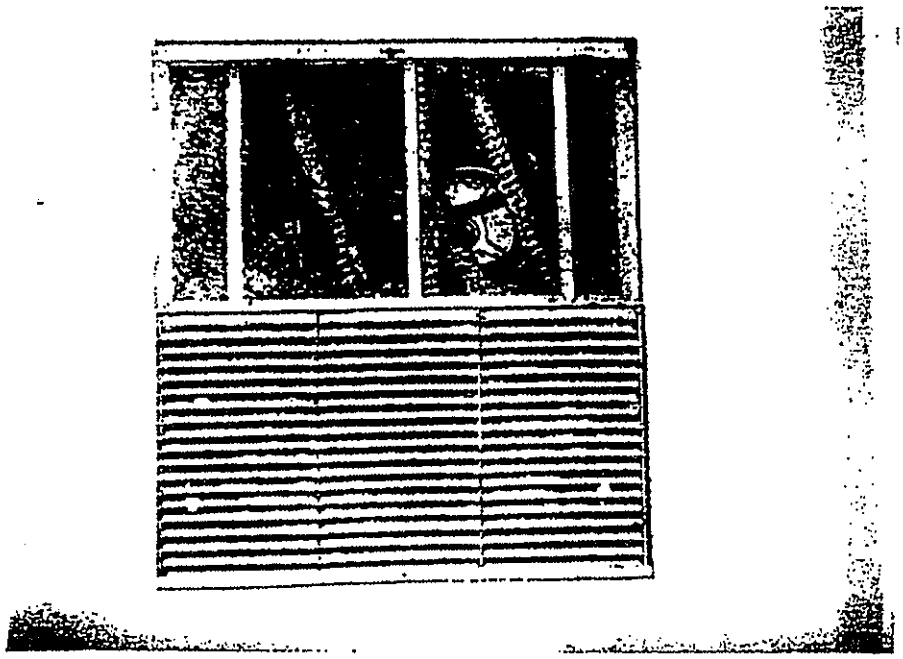


Photo 2: View of asbestos-containing spray-applied fireproofing on wood structural elements in air plenum of hotel building.

SITE: Airport Marina Hotel Complex
DATE: April 1995
CAMERA: Vivitar 35 mm

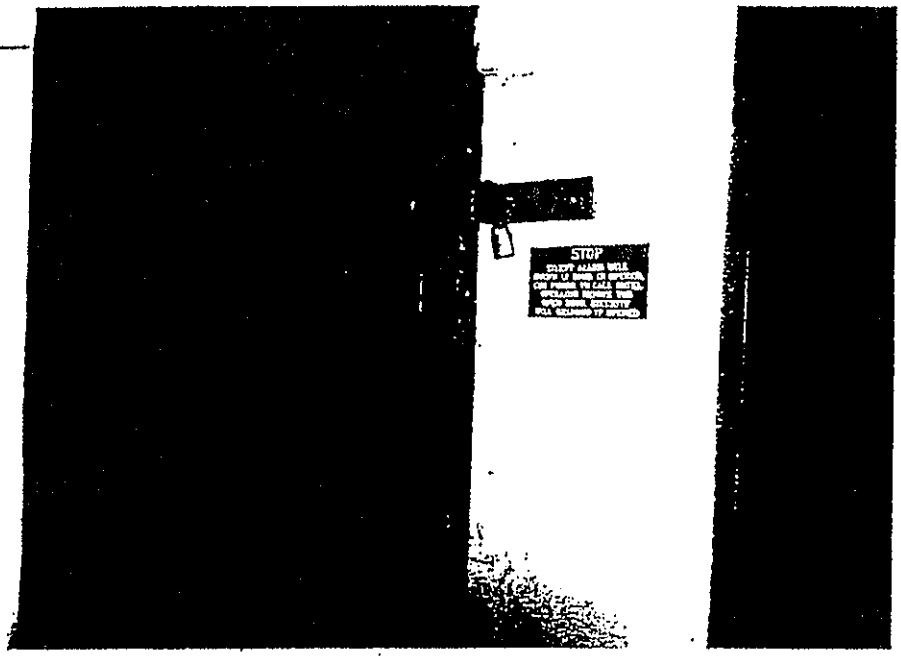


Photo 3: Metal fire door with possible asbestos core on entrance to boiler room in Main hotel building.

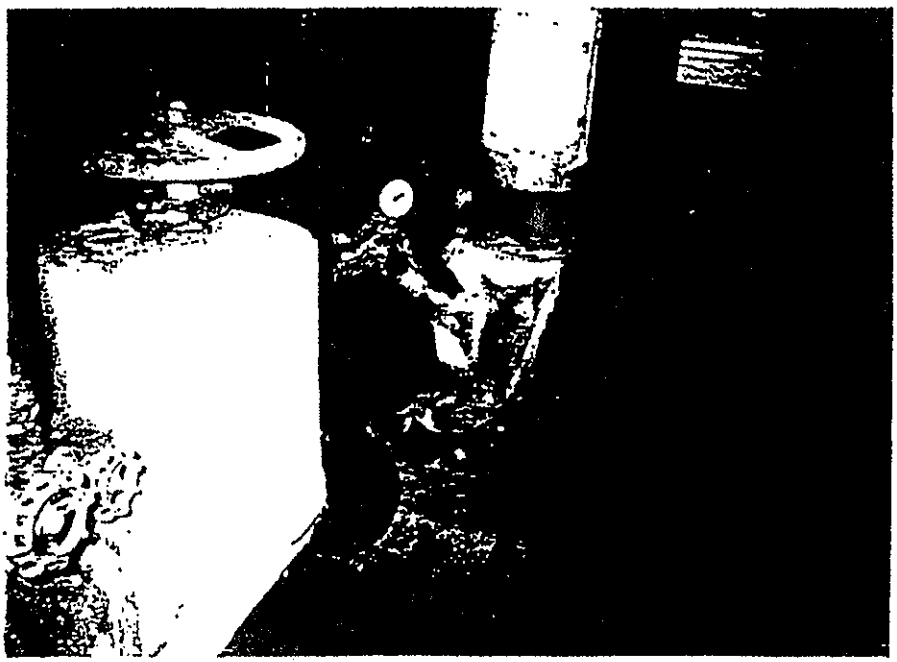


Photo 4: Asbestos-containing pipe joint insulation in rooftop HVAC area of Airport Marina Hotel Tower building.

SITE: Airport Marina Hotel Complex
DATE: April 1995
CAMERA: Vivitar 35 mm

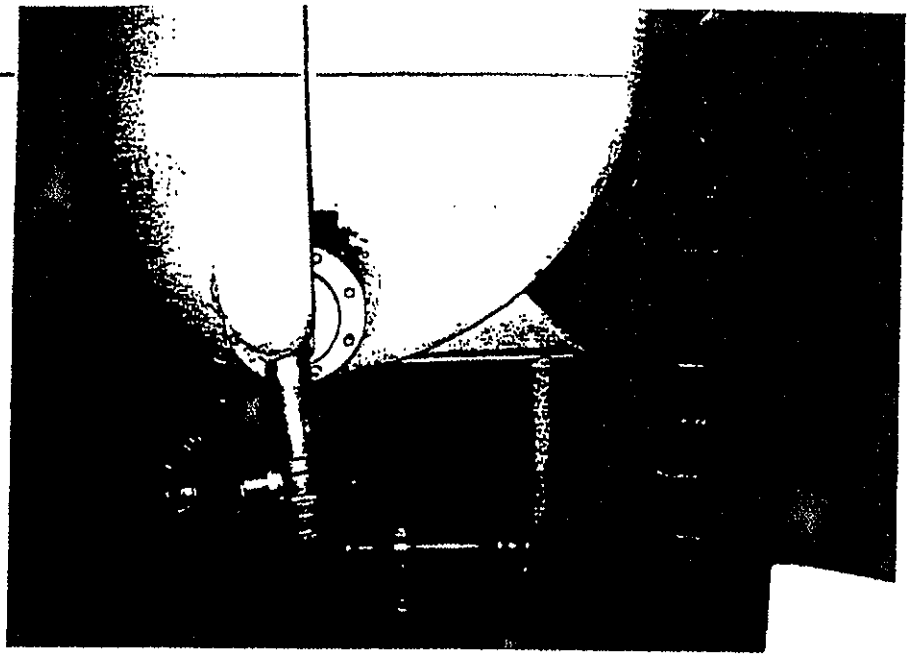


Photo 5: Asbestos-containing insulation on boiler in basement of Main hotel building.



Photo 6: View of suspected ACM 9"x9" vinyl floor tile in basement of West Wing of Airport Marina Hotel.

SITE: Airport Marina Hotel Complex
DATE: April 1995
CAMERA: Vivitar 35 mm



Photo 7: View of damage to spray-applied ceiling in Toy store, location of Sample ECG-40395-03.

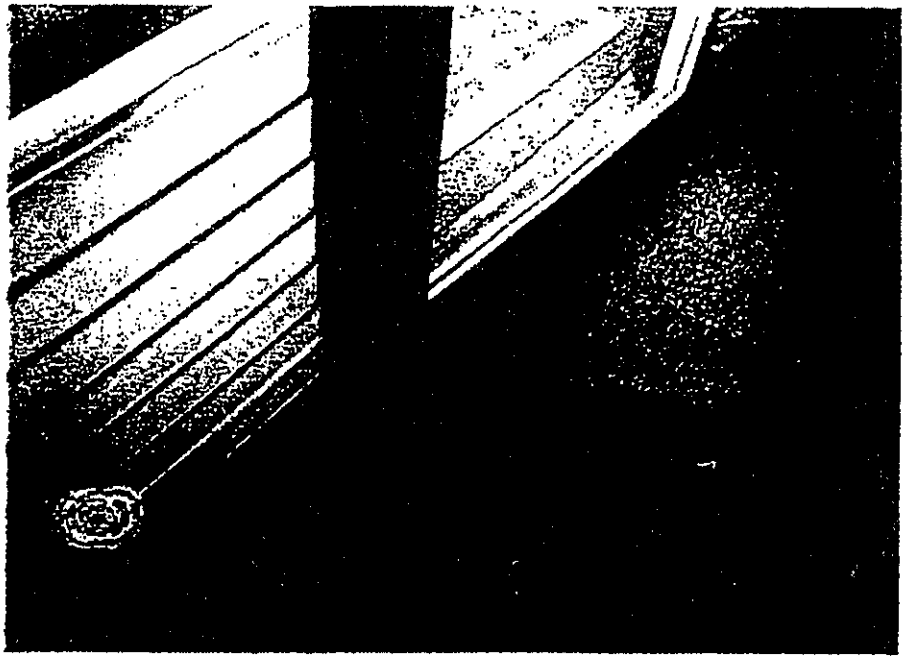


Photo 8: Location of Sample ECG-40395-02, asbestos-containing tan floor tile and mastic under carpet in second floor office area.

SITE: Airport Marina Hotel Complex
DATE: April 1995
CAMERA: Vivitar 35 mm

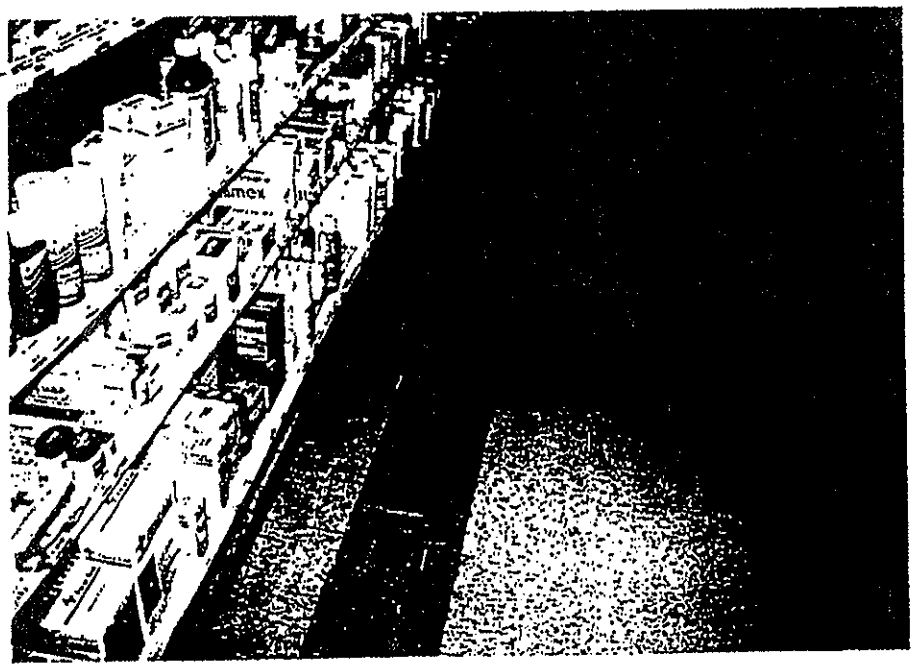


Photo 9: Location of Sample ECG-40395-04, asbestos-containing vinyl floor tile and mastic in drug store.

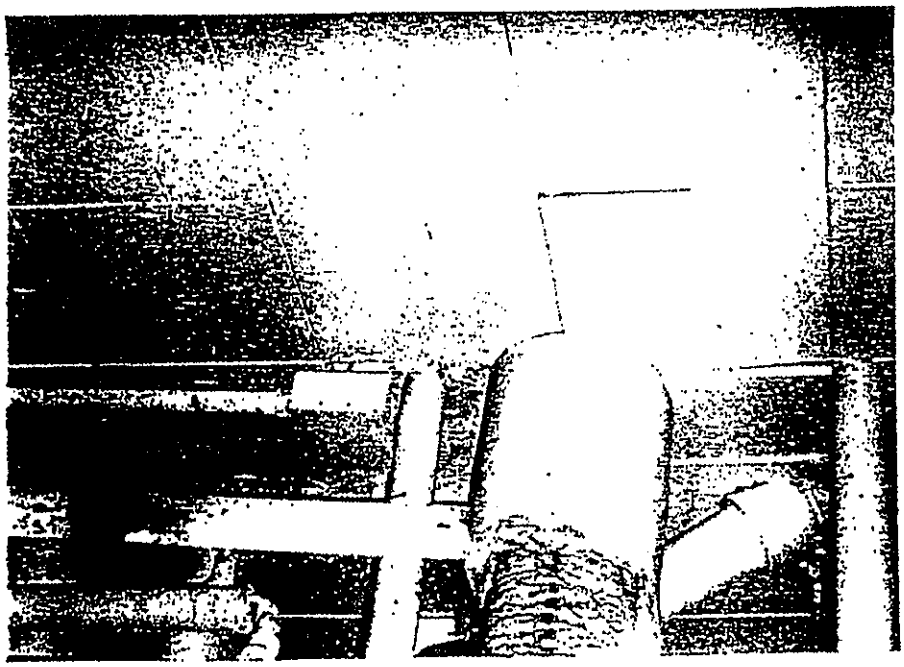


Photo 10: View of damaged suspected asbestos-containing insulation on pipe in hotel support area.

7.3 ACM Sample Analytical Reports

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Bulk Asbestos Analysis Summary

40 CFR 763, Subpart F, Appendix A (AHERA)

Client:
American Envirotest

17744 Skypark Circle, #210
Irvine, CA 92714

Client ID: 5450
Report Number: 573336
Date Received: 04/06/9

P.O. Num:
Job ID: BRN-001
Site: Westchester, CA.

Sample Number / Location/Description	Date Col.	Lab Num.	Asbestos Present	(Breakdown by type)
ECG-40395-01 Alpha Beta - Drywall.	04/03/95	59513332	Non-Det.%	
ECG-40395-02 2nd floor/karate - Floor tile and mastic.	04/03/95	59513333	5-10%	Chrysotile (5-10%)
ECG-40395-03 Toy store - Ceiling.	04/03/95	59513334	Non-Det.%	
ECG-40395-04 Drug store - Floor tile and mastic, speckled tile over gray tile.	04/03/95	59513335	1-5%	Chrysotile (1-5%)
ECG-40395-05 Barber shop closet - Ceiling.	04/03/95	59513336	Non-Det.%	
ECG-40395-06 2nd floor office - Drop ceiling.	04/03/95	59513337	Non-Det.%	
ECG-40595-07 Tower building - Pipe insulation & 2 small pieces of pipe insulation wrap.	04/05/95	59513338	1-5%	Chrysotile (1-5%)
ECG-40595-08 Tower building - Ceiling.	04/05/95	59513339	Non-Det.%	

Matilde Antillon

Matilde Antilloo, Laboratory Supervisor, Rancho Dominguez Laboratory

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Bulk Asbestos Analysis Summary

40 CFR 763, Subpart F, Appendix A (AHERA)

Client:
American Environtest

17744 Skypark Circle, #210
Irvine, CA 92714

Client ID: 5450
Report Number: 573336
Date Received: 04/06/9

P.O. Num:
Job ID: BRN-001
Site: Westchester, CA.

Sample Number / Location/Description	Date Col.	Lab Num.	Asbestos Present	(Breakdown by type)
ECG-40395-01 Alpha Beta - Drywall.	04/03/95	59513332	Non-Det.%	
ECG-40395-02 2nd floor/karate - Floor tile and mastic.	04/03/95	59513333	5-10%	Chrysotile (5-10%)
ECG-40395-03 Toy store - Ceiling.	04/03/95	59513334	Non-Det.%	
ECG-40395-04 Drug store - Floor tile and mastic, speckled tile over gray tile.	04/03/95	59513335	1-5%	Chrysotile (1-5%)
ECG-40395-05 Barber shop closet - Ceiling.	04/03/95	59513336	Non-Det.%	
ECG-40395-06 2nd floor office - Drop ceiling.	04/03/95	59513337	Non-Det.%	
ECG-40595-07 Tower building - Pipe insulation & 2 small pieces of pipe insulation wrap.	04/05/95	59513338	1-5%	Chrysotile (1-5%)
ECG-40595-08 Tower building - Ceiling.	04/05/95	59513339	Non-Det.%	

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Matilde Antillon, Laboratory Supervisor, Rancho Dominguez Laboratory

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Bulk Asbestos Analysis Summary
40 CFR 763, Subpart F, Appendix A (AHERA)

Client:
merican Envirotest

.7744 Skypark Circle, #210
:rvine, CA 92714

Client ID: 5450
Report Number: 573336
Date Received: 04/06/95

P.O. Num:
Job ID: BRN-001
Site: Westchester, CA.

Sample Number / Location/Description	Date Col.	Lab Num.	Asbestos Present	(Breakdown by type)
ECG-40595-09 Main building - Boiler insulation and canvas wrap.	04/05/95	59513340	35-40%	Chrysotile (10-15%) Amosite (20-25%)

Matilde Antillon

Matilde Antillon, Laboratory Supervisor, Rancho Dominguez Laboratory

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Bulk Asbestos Analysis Summary
40 CFR 763, Subpart F, Appendix A (AHERA)

Client:
American Envirotest

17744 Skypark Circle, #210
Irvine, CA 92714

Client ID: 5450
Report Number: 573336
Date Received: 04/06/9

P.O. Num:
Job ID: BRN-001
Site: Westchester, CA.

Sample Number / Location/Description	Date Col.	Lab Num.	Asbestos Present	(Breakdown by type)
ECG-40595-09 Main building - Boiler insulation and canvas wrap.	04/05/95	59513340	35-40%	Chrysotile (10-15%) Amosite (20-25%)

Matilde Antillon, Laboratory Supervisor, Rancho Dominguez Laboratory

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Bulk Material Analysis

Method: 40 CFR 763, Subpart F, Appendix A (AHERA)

Client:
\merican Envirotest

:7744 Skypark Circle, #210
Irvine, CA 92714

Client Number: 5450
Report Number: 573336
Date Received: 04/06/95

Lab Number: 59513332
Sample Number: ECG-40395-01
?.O. Num:
Job ID: BRN-001
Site: Westchester, CA.

Date Collected: 04/03/95

Location: Alpha Beta - Drywall.

Gross Description: White drywall with a fibrous backing.

Comments:

{ roscopic Description

TOTAL ASBESTOS PRESENT:		Non-Det.%
Chrysotile	Non-Det.%	
Amosite	Non-Det.%	
	%	
	%	
TOTAL NON-ASBESTOS FIBROUS MATERIAL PRESENT:		35-40 %
Cellulose	35-40 %	
Fibrous Glass	Non-Det.%	
	%	
	%	
TOTAL NON-ASBESTOS NONFIBROUS MATERIAL PRESENT:		60-65 %

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Los Angeles • 22941 Savi Ranch Parkway, Yorba Linda, CA 92887 • Phone 310/763-2374 • Fax 310/763-8684

Bulk Material Analysis

Method: 40 CFR 763, Subpart F, Appendix A (AHERA)

Client:
American Envirotest

17744 Skypark Circle, #210
Irvine, CA 92714

Client Number: 5450
Report Number: 573336
Date Received: 04/06/95

Lab Number: 59513333
Sample Number: ECG-40395-02
P.O. Num:
Job ID: BRN-001
Site: Westchester, CA.

Date Collected: 04/03/95

Location: 2nd floor/karate - Floor tile and mastic.

Gross Description: Gray tile with black mastic.

Comments: Asbestos in tile (5-10%) and in mastic (5-10%). Composite reported.

Stereoscopic Description

TOTAL ASBESTOS PRESENT:		5-10 %
Chrysotile	5-10 %	
Amosite	Non-Det. %	
	%	
	%	
TOTAL NON-ASBESTOS FIBROUS MATERIAL PRESENT:		Trace %
Cellulose	Trace %	
Fibrous Glass	Non-Det. %	
	%	
	%	
TOTAL NON-ASBESTOS NONFIBROUS MATERIAL PRESENT:		90-95 %

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7.1 AHERA Certificates

AMERICAN ENVIROTEST

January 30, 1996

Mr. Richard Geiler
Senior Vice President
Birtcher Property Services
27611 La Paz Road
Laguna Niguel, California 92607

Dear Mr. Geiler:

The following report documents the results of initial or preliminary air sampling for airborne asbestos at the Marina Airport Hotel. The Airport Marina Hotel, most of which was constructed in the 1960s, is located at the southwest corner of Lincoln Boulevard and Manchester Avenue in the Westchester area of Los Angeles, California.

BACKGROUND

In April 1995, a Phase I Environmental Site Assessment (ESA) and a Limited Asbestos Survey were completed for the Airport Marina Hotel complex by American EnviroTest. Analytical results for samples of suspect asbestos-containing materials (ACMs) indicated that several ACMs, including thermal system insulation on boilers and pipes, and miscellaneous materials such as flooring were present in the onsite buildings. In addition, information was provided indicating that spray-applied acoustic ceiling material and spray-applied fireproofing on wood elements in the forced air plenum of rooms in the three original buildings of the Airport Marina Hotel are asbestos-containing. Based on the analytical results and information obtained during the Limited Asbestos Survey, limited air monitoring in hotel rooms for the potential presence of airborne asbestos was recommended.

In late December 1995 and early January 1996, Birtcher Property Services and their client requested an update to the Phase I ESA. In conjunction with the update to the Phase I ESA, Birtcher Property Services requested that the recommended limited initial air sampling be conducted to assess the potential for airborne asbestos fibers in hotel rooms and other areas of the hotel buildings.

SCOPE OF WORK

American EnviroTest and their contract air monitoring consultant Ecologics/Lehr, Inc., of Anaheim, California conducted air sampling at approximately seven (7) locations in the original three hotel buildings of the Airport Marina Hotel on January 5, 1996. Sample locations included three rooms in the Main Building, two rooms in the West Wing, and one room in the Fountain Wing, as well as the Chiller room in the main Building. In addition, a limited sample was collected in a room in the hotel Tower Building.

17744 Skypark Circle, Suite 210, Irvine, California 92714 (714) 559-5935

Client AMERICAN ENVIROTECH

Job # BRT-001

Analyst CM

Date 01-05-96

Time

Resolution 5

(Intent line set on NSE/HFL test slide)

FIBER ANALYSIS BY PHASE CONTRAST MICROSCOPY

Ecologics

NIOSH Method: [x] 7400 A [ ] 7400B [ ] PCAM 239

Microscope: [x] Olympus BHS [ ] Olympus CHA [ ] other

Reticle: [x] Walton Beckett [ ] Porton [ ] Patterson Globe

Field Area: 0.00785 mm² Blank: f/mm²

Lab #	CM010596-01	CM010596-02	CM010596-03	CM010596-04	CM010596-05	CM010596-06
Filt.Area(mm²)/Cowl Type	385/C	385/C	385/C	385/C	385/C	385/C
Air Volume (liters)	3060	3060	3072	3144	3024	3000
Subtotal	9	12	9	8	22	7
Tot. Fibers/Fields Ctd.	100	100	100	100	100	100
Uncorr. Fiber Density						
Blank Corr. Fib. Dens.						
Fibers/cm³	.003 f/cc	.002 f/cc	.001 f/cc	.001 f/cc	.004 f/cc	.001 f/cc

Total Fibers / Total Fields Ctd. = Fiber Density (f/mm²)

Fiber Density X Filter Area / 1000 X Air Volume = Fibers/cm³

Client AMERICAN ENVIROTEST

Job # BRT-001

Analyst CM

Date 01-05-96

Time

Resolution 5

(faintest line set on NSE/NPL test slide)

FIBER ANALYSIS BY PHASE CONTRAST MICROSCOPY

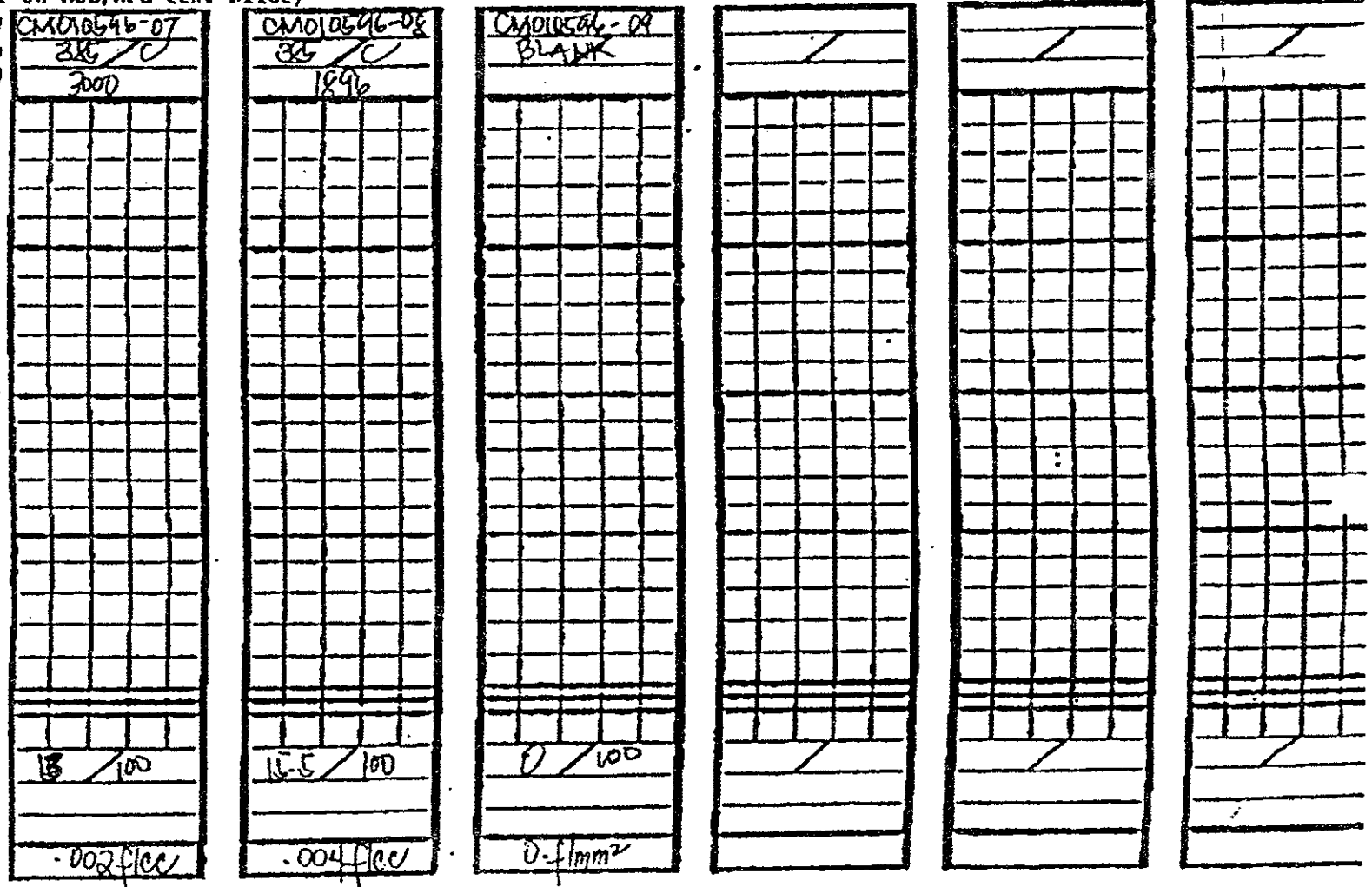
NIOSH Method: [x] 7400 A [ ] 7400B [ ] PCAM 239

Microscope: [x] Olympus BHB [ ] Olympus CHA [ ] other

Reticle: [x] Walton Beckett [ ] Porton [ ] Patterson Globe

Field Area: 0.00785 mm^2 Blanks: _____ f/mm^2

Ecologics



F-34

$$\frac{\text{Total Fibers}}{\text{Field Area X Fields Ctd.}} = \text{Fiber Density (f/mm}^2\text{)}$$

$$\frac{\text{Fiber Density X Filter Area}}{\text{1000 X Air Volume}} = \text{Fibers/cm}^3$$

Ecologics

INDUSTRIAL HYGIENE FIELD DATA SHEET

Page ____ of ____

CLIENT	LOCATION	JOB NO.
AMERICAN ENVIROTEST	8601 LINCOLN	BRT-001

DATE COLLECTED	COLLECTED BY	CONTAMINANT
01-05-95	CARLOS MANGIN	ASBESTOS

NAME OF WORKER OR AREA SAMPLED	S.S. #	WORKSTATION OR OPERATION

SAMPLING METHOD OR MEDIA	CALIBRATION METHOD/DATE
NIOSH 7400	ROTOMETER

SAMPLE NO.	EQUIPMENT MAKER I.D.	TIME ON	TIME OFF	TOTAL TIME	START FLOW	END FLOW	AVG. FLOW	VOLUME	RESULTS
CM010596-01	00801 RM 206	08:25	12:40	255	12.0	12.0	12.0	3060	.003 f/cc
CM010596-02	01022 RM 358	08:31	12:46	255	12.0	12.0	12.0	3060	.002 f/cc
CM010596-03	00248 RM 406 W.W	08:39	12:55	256	12.0	12.0	12.0	3072	.001 f/cc
CM010596-04	02304 CHILLER ROOM	09:38	14:00	262	12.0	12.0	12.0	3144	.001 f/cc
CM010596-05	03111 ROOM 219A	09:50	14:03	252	12.0	12.0	12.0	3024	.004 f/cc
CM010596-06	00933 RM 500 W.W	10:56	15:06	250	12.0	12.0	12.0	3000	.001 f/cc
CM010596-07	02137 FOUNTAIN W RM 506	11:07	15:17	250	12.0	12.0	12.0	3000	.002 f/cc
CM010596-08	00201 TOWER RM 2218	12:52	15:30	158	12.0	12.0	12.0	1896	.004 f/cc
CM010596-09	BLANK								0 f/mm

Ecologics

INDUSTRIAL HYGIENE FIELD DATA SHEET

Page 1 of 1

CLIENT	LOCATION	JOB NO.
AMERICAN ENVIROTEST	8601 LINCOLN	BRT-001

DATE COLLECTED	COLLECTED BY	CONTAMINANT
01-05-96	CARLOS MANGIN	ASBESTOS

NAME OF WORKER OR AREA SAMPLED	S.S. #	WORKSTATION OR OPERATION

SAMPLING METHOD OR MEDIA	CALIBRATION METHOD/DATE
NIOSH 7400	ROTOMETER

SAMPLE NO.	EQUIPMENT MAKE/I.D.	TIME ON	TIME OFF	TOTAL TIME	START FLOW	END FLOW	AVG. FLOW	VOLUME	RESULTS
CM01Q596-01	00801 RM 206	08:25	12:40	255	12.0	12.0	12.0	3060	.003 f/cc
CM01Q596-02	01022 RM 352	08:31	12:46	255	12.0	12.0	12.0	3060	.002 f/cc
CM01Q596-03	00248 RM 406 W.W	08:39	12:55	256	12.0	12.0	12.0	3072	.001 f/cc
CM01Q596-04	02304 CHILLER ROOM	09:38	14:00	262	12.0	12.0	12.0	3144	.001 f/cc
CM01Q596-05	03111 ROOM 219A	09:50	14:03	252	12.0	12.0	12.0	3024	.004 f/cc
CM01Q596-06	00933 RM 500 W.W	10:56	15:06	250	12.0	12.0	12.0	3000	.001 f/cc
CM01Q596-07	02137 FRONT AW RM 506	11:07	15:17	250	12.0	12.0	12.0	3000	.002 f/cc
CM01Q596-08	00801 TOWER REF RM 221B	12:52	15:30	158	12.0	12.0	12.0	1896	.004 f/cc
CM01Q596-09	BLANK								0 f/mm

P&D Environmental Services
A Division of P&D Consultants, Inc.
1100 Town & Country Road
Suite 300
Orange, CA 92668
FAX (714) 953-6989
(714) 835-4447

A Conser Chartered Environmental Engineers Company

February-6, 1997

Sam Ebeid
Furama Hotel
8601 Lincoln Boulevard
Los Angeles, California 90045

Subject: Results to Testing Asbestos-Containing Building Materials
Ballroom and Attic

Dear Mr. Ebeid:

On February 7, 1997 P&D Environmental Services performed a limited survey of the suspect asbestos-containing building materials (ACBM) in way of the replacement of the folding walls in the second floor ballroom. The purpose of this limited asbestos survey was to determine, within a reasonable degree of certainty, if the building materials that will be disturbed during this renovation project contain regulated amounts of ACBM. Selection of suspect materials to be sampled was generally determined by their accessibility, quantity, condition and friability. The term "friable" refers to materials which, when dry, can easily be pulverized, crushed, or reduced to powder by hand pressure. Nonfriable materials are further divided by the South Coast Air Quality Management District (SCAQMD), which enforces the National Emission Standards for Hazardous Air Pollutants (NESHAP) into Class I (materials that can be made friable in the course of demolition or renovation activities) and Class II (all others).

The assessment followed current recommended EPA guidance for surveying and abating ACM (Guidance for Controlling Asbestos-Containing Materials in Buildings, 1985 edition).

A limited number of samples of suspect materials located within the area to be disturbed such as ceiling tile and various sprayed on textures and materials were surveyed, sampled and analyzed for asbestos content. Insulation on the exterior of the HVAC system ducts was identified as fiberglass.

The samples were analyzed by National Econ, Inc. a NVLAP accredited laboratory utilizing Polarized Light Microscopy (PLM) coupled with dispersion staining techniques, in accordance with EPA approved analytical methods. Table I (below) lists the asbestos sampling results.

TABLE I
ASBESTOS SAMPLING RESULTS

Sample #	Material	Location	% Asbestos	Condition/ Friability	Potential for Disturbance: Source/Potential
FUR-S1-01	Sprayed-on Acoustical Texture (SAT)	Ballroom Ceiling	8%	3 / F	M / C, A
FUR-S1-02	SAT	"	Not Analyzed		
FUR-S1-03	SAT	"	Not Analyzed		
FUR-S2-04	Fluff (Top) Coat, Plaster	Attic Floor Above Ballroom	ND		
FUR-S2-05	"	"	ND		
FUR-S2-06	"	"	ND		
FUR-S3-07	Brown Coat, Plaster Lathe	"	ND		
FUR-S3-08	"	"	ND		
FUR-S3-09	"	"	ND		
FUR-M2-10	1x1 Glued-on Acoustical Ceiling Tile	Ballroom Ceiling	ND		
FUR-M2-11	"	"	ND		
FUR-M3-12	Sprayed-on Plaster	Top of Drop Ceiling, Ballroom	ND		
FUR-M3-13	"	"	ND		
FUR-M4-14	"	"	ND		

LEGEND

ND = None Detected
<1% = 1.0 to 0.5%
T = Trace (<0.5%)
1 = Significant Damage (>10% distrib. or 25% localized)
2 = Damage (<10% distributed or 25% localized)
3 = Limited or No Damage
F = Friable
NFI = Nonfriable NESHAP Class I
NFII = Nonfriable NESHAP Class II

Potential for Disturbance

Potential:
H (high)/M (medium)/L (low)
Source:
C = Contact
V = Vibration
A = Air Erosion

Friable asbestos was found in the sprayed-on acoustical texture (SAT) located on the lower portion of the ceilings in the ballrooms. No other suspect materials were identified as ACBM. As a general guide, the cost to remove SAT by a licensed asbestos contractor is $2 to $2.50 per square foot. If desired, we can provide abatement specifications and provide abatement supervision, air monitoring and project clearance.

Thank you for the opportunity to be of service to you. It was nice to meet you again.

Sincerely,

P&D Consultants, Inc.

Thomas J. McKerr
Certified Asbestos Consultant 92-0027

Preliminary Results
Bulk Sample Analysis
P & D Environmental Services
FURAMA
Page 1 of 1

Sample I.D.	Results
FUR-S1-01	8% Chrysotile
FUR-S1-02	N/A
FUR-S1-03	N/A
FUR-S2-04	None detected
FUR-S2-05	None detected
FUR-S2-06	None detected
FUR-S3-07	None detected
FUR-S3-08	None detected
FUR-S3-09	None detected
FUR-M1-10	None detected
FUR-M1-11	None detected
FUR-M2-12	None detected
FUR-M2-13	None detected
FUR-M2-14	None detected

HEATHER BELL

Senior Environmental Consultant

Education

- Bachelor of Science in Environmental Policy & Behavior, University of Michigan

Project Experience

- ***Vacant Land Portfolio, Mexico*** – Ms. Bell supervised the completion of ten Phase I reports for land located in Mexico for future hotel resort development. Because regulatory database and historical information is not maintained, Ms. Bell conducted various interviews with agency personnel in order to determine site histories.
- ***Former Air Force Base*** – Ms. Bell supervised the completion of a Phase I assessment and was involved in the completion of a Phase II assessment of an office building located on a portion of a former air force base.
- ***Gas Stations/Auto Repair Centers*** – Ms. Bell continues to supervise the completion of Phase I assessments of current and former gas stations and auto repair facilities. Numerous USTs and other types of equipment are identified at each facility and Ms. Bell is actively involved in determining their status.
- ***Extended Stay Hotel Portfolio*** – Ms. Bell completed numerous Phase I reports for extended stay hotel facilities located throughout California. Although most were constructed, several of the hotels were under construction or being renovated.
- ***Telecommunication Portfolio*** – Ms. Bell actively participated in Phase I, Phase II and NEPA report development to satisfy due diligence and Federal Communication Commission (FCC) requirements. Properties located throughout the Pacific Southwest included unimproved and mountainous land, auto repair facilities, multi-story office complexes, industrial parks, retail strip malls, and multi-family residences.
- ***Higher Education Facility*** – Ms. Bell completed Phase I and Phase II work for a vacant college built in the early 1900s in California. The college encompassed several hundred acres. Recognized environmental conditions were revealed as a result of unregulated chemical handling within a large grounds maintenance facility, several chiller buildings, and various sumps. Ms. Bell also collected over 100 asbestos samples and approximately 50 lead-based paint chips.

Industry Tenure

- Environmental: 2001
- EMG: March 2004

Related Experience

- National Hotel Chain Portfolios
- National Telecommunication Portfolios
- Multi-family Housing Portfolios
- Vacant Land/Hotel Portfolio, Mexico
- Department Store Portfolio
- Gas Station Portfolios
- Dry Cleaners

Industry Experience

- Office
- Industrial
- Hospitality
- Retail
- Residential

Active Licenses/ Registration

- AHERA Asbestos Building Inspector (2001)
- Hazardous Materials, Asbestos and Lead (2001)
- OSHA Hazwoper 40-hour Training (2001)
- REA Application Pending

Special Skills & Training

- Computer expertise, including GIS and AutoCad
- National Environmental Protection Act (NEPA) compliance

Regional Location

- Santa Barbara, California

JASON FRENCH

Technical Report Reviewer

Education

- Bachelor of Science, Geography/California State University, 1992

Project Experience

- ***McDowell Mountain Medical Plaza, Scottsdale, AZ*** – Mr. French served as the field technician on the Phase I Environmental Survey and Property Condition Assessment of this 85,000 square foot medical office. The client found his observations critical to their final business decision.
- ***Huntwick Apartments, Houston, TX*** – Mr. French served as Project Manager for the identification of environmental code violations at this 265,000 square foot site. His duties included inspections for existence of environmental volatile substances or hazards, developing plans for the removal or management of identified hazards and contractor management based on recommended abatement, investigation and/or remediation.
- ***First American Center, Nashville, TN*** – Mr. French served as Project Manager for the Phase I Environmental Survey and Property Condition Assessment for this 560,000 square foot office property. His duties included the review of numerous prior reports and documentation, a review of historical information, and on-site activities. His expertise and recommendations were highly valued by the client.
- ***Shops At the Bluff, Colorado Springs, CO*** – Mr. French conducted a Phase I Environmental Survey at this 270,000 square foot site, which included the review of numerous prior reports and documentation, a review of historical information, and on-site activities. This investigation identified the existence of any on-site environmental issues, former site usages, remaining materials from former site usage, such as under ground storage tanks and identified regulated wastes and asbestos.
- ***Four Seasons Aviara, Carlsbad, CA*** – Mr. French conducted a Phase I Environmental Survey and Property Condition Assessment at this 750,000 square foot site, which included the review of numerous prior reports and documentation, a review of historical information, and on-site activities. This investigation identified the existence of any on-site environmental issues, former site usages, remaining materials from former site usage, such as under ground storage tanks and identified regulated wastes and asbestos.

Industry Tenure

- Environmental: 1997
- EMG: November, 2003

Industry Experience

- Office
- Industrial
- Retail
- Multifamily

Active Licenses/Registration

- Certified AHERA Building Inspector #C2825, 1999
- Licensed Lead Inspector/certification #2060575, 1999

Regional Location

- Phoenix, AZ

SHANNON VOGT

Project Manager

Education

- BS, Mechanical Engineering, Penn State University, 1993

Project Experience

- ***Hotel Portfolio, Nationwide*** – Member of the EMG team that performed Property Condition Assessments on a 485 property hotel chain. Properties were located nationwide. All work was completed in a six- week time frame.
- ***Bowling Center Portfolio, Nationwide*** – Member of the EMG team that performed Property Condition Assessments on a 191-property bowling center chain. Properties were located nationwide. The project was completed in less then six weeks.
- ***Temporary Living Facilities, Travis AFB, CA*** – Mr. Vogt represented the owner as a project manager for the complete renovation of three two-story TLF's (military "hotels") at Travis Air Force Base, CA. It was a $4.5 million repair project that took 9 months to complete.
- ***Base O&M Infrastructure Program, Travis AFB, CA*** – At Travis AFB, Mr. Vogt was responsible for programming the base's operation and maintenance infrastructure projects. The programming/pre-construction process included soliciting customer requests and requirements, writing work orders, order-of-magnitude estimating, determining proper funding sources, and prioritizing the work in the pipeline.
- ***Eight-Story Office Building, San Francisco, CA*** – For a well-respected private general contractor, Mr. Vogt assisted with the project management of the construction of a new eight-story office building in San Francisco, CA, a $14 million project that took 18 months to complete.
- ***Olympic City Club, San Francisco, CA*** – Mr. Vogt was involved in pre-construction, value engineering, and subcontractor buy-out for the new construction of this complicated $55 Million project that had a three-year schedule for completion.

Industry Tenure

- A/E: 1997
- EMG: November, 2003

Related Experience

- National Hotel Chain Portfolios
- National Bowling Center Portfolio
- Multifamily Housing Portfolios

Industry Experience

- Office
- Industrial
- Hospitality
- Retail

Active Licenses/Registration

- Engineer-in-Training (EIT), Pennsylvania, 1996

Special Skills & Training

- Fire Protection Engineering, University of California at Davis, 1998
- HVAC Design, Air Force Institute of Technology, 1997

Regional Location

- Oakland, CA

APPENDIX F
HYDROLOGY REPORT

ENVIRONMENTAL IMPACT REPORT
SITE HYDROLOGY

For

Playa Manchester
7270-7298 West Manchester Ave
Los Angeles, CA 90045

Psomas Project No.: 1DEC040900
October 1, 2009

Prepared for:

Decron Properties
6222 Wilshire Blvd., Suite 400
Los Angeles, CA 90048

Prepared by:

PSOMAS
555 South Flower Street, Suite 4400
Los Angeles, California 90071
Telephone: (213) 223-1400
Fax: (213) 223-1444

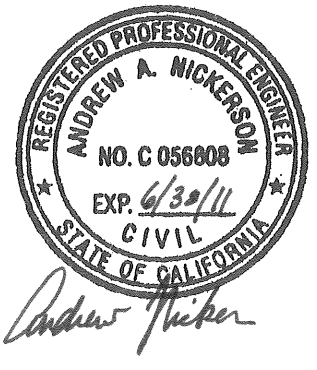


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1.3 Hydrologic Analysis

1.4 Design frequency and data

1.5 Conclusions

1.6 References

1.7 Limitations

Section 2.0: MODIFIED RATIONAL METHOD CALCULATIONS

Section 3.0: RATIONAL METHOD TC CALCULATIONS

Section 4.0: DRAINAGE EXHIBITS

Appendix: REFERENCE MATERIALS

1.0 PROJECT SUMMARY

1.1 PROJECT PURPOSE AND SCOPE

Decron Properties' development project, called Playa Manchester, is located at 7270-7298 West Manchester Avenue within the City of Los Angeles. Playa Manchester represents a change to the Playa del Oro mixed-use project, a portion of which has recently been constructed on the property that adjoins the project site. The Playa Manchester site has a total area of 3.03 acres. Currently on the project site are several existing commercial buildings and a paved parking lot that will be demolished in order to accommodate a new 260-unit apartment building, which includes live work units and an underground parking garage. A dirt lot exists on the easterly side of the project site as a remnant of the previously-approved Playa del Oro project. As approved, the 539-unit Playa del Oro project was to consist of three separate buildings. Two of the buildings, which will contain 405 dwelling units, have been constructed. However, construction of the third building, which would contain 134 units, has not commenced. Since this area was previously developed with hotel uses, we are treating this area as an existing building with impervious surfaces for the purpose of this hydrology. Therefore, this analyzes the incremental effects of constructing an additional 126 dwelling units (as compared to the previously-approved Playa del Oro project) on the western portion of the project site. The new project will have perimeter landscaping and realignment of a community driveway. The attached exhibits in Section 4.0 show the existing and the proposed hydrology conditions.

The purpose of this study is to verify that the existing city storm drain system will not experience an impact from the development of this project. This study is also intended to show that the proposed runoff flows will not exceed the existing runoff flows. This study however does not intend to determine the adequacy and capacity of the existing storm drain in Manchester Avenue, since that was evaluated in a previous hydrology study, but rather to determine the necessity of any detention devices to ensure runoff rates are not increased. Furthermore, potential Storm Water Quality treatment BMPs will be discussed to provide improved water quality and volume reduction, reducing pollutant loadings to receiving waters for both wet and dry weather conditions.

1.2 EXISTING DRAINAGE FACILITIES

The existing site hydrology allows storm runoff to drain to an existing City of Los Angeles public storm drain system at the intersection of Lincoln Boulevard and Manchester Avenue via surface runoff and private storm drain pipes. The public storm drain system at this location is composed of two catch basins connected to a 21″ diameter storm drain lateral. The lateral connects to a 36″ diameter storm drain mainline that drains to the east, underneath Manchester Avenue.

1.3 HYDROLOGIC ANALYSIS

In order to determine the appropriate design flows to be utilized to size necessary on-site drainage facilities, the contributing area was divided into appropriate sub-areas according to proposed roof lines and expected grading design.

The City of Los Angeles requires the use of the Los Angeles County Department of Public Works (LACDPW) hydrology design procedures. The methodology described in the LACDPW Hydrology Manual was used to compute storm water run-off rates from the project site for both existing and proposed conditions. The LACDPW *TC* computer program was used for Rational Method time of concentration calculations. The Modified Rational Method was employed for runoff computation using sub-area times of concentration computed by the Rational Method.

1.4 DESIGN FREQUENCY AND DATA

Drainage facilities will be analyzed using a 10-year, a 25-year, and a 50-year storm frequency.

The soil type for the site is 10 and was determined based on the Venice quadrant of Isohyetal Map Figure 1-H1.7 of the LACDPW Hydrology Manual.

The project has a 24-hour 10-year isohyet of 3.6 inches, a 24-hour 25-year isohyet of 4.4 inches, and a 24-hour 50-year isohyet of 5.0 inches.

The associated hydrologic and isohyetal maps for this project have been included in the appendix of this report for reference purposes.

The proposed project site will have a high density residential (85%-90% imperviousness) development type with landscaped areas used for water quality and conveyance. The site existing and proposed imperviousness is based on table 6.3.2 of the Los Angeles County Hydrology Manual, Standard Range of Percent Impervious.

The site will be evaluated as two areas, 1A and 2B, with sizes of 1.80 and 1.83 acres respectively. Areas 1A and 2B consist of the 3.03-acre project site and 0.60 acres of off-site tributary area. Runoff from area 1A will be collected and routed through the project site to the north to Manchester Avenue via roof drains. Area 2B will discharge its runoff into the existing storm drain system within Play del Oro which drains to Lincoln Boulevard.

1.5 CONCLUSIONS

The three tables below summarize the total existing and proposed runoff for 10-year, 25-year, and 50-year storm events. The runoff values for areas 1A and 2B are based on the routed results from LAR04 calculations. Using the LAR04 model, the sub-areas were combined at the intersection of Lincoln Boulevard and Manchester Avenue within the existing junction structure. The total peak discharge at the downstream outlet tributary to both sub-areas 1A and 2B is 5 cfs for both the existing and proposed conditions in the 10-year storm event, 7 cfs for both the existing and proposed conditions in the 25-year storm event, and 8 cfs for both the existing and proposed conditions in the 50-year storm event.

The comparison between the existing and the proposed conditions shows that a detention basin will not be required for this site since the peak discharge generated by proposed condition does not exceed that of the existing condition.

RUNOFF SUMMARY, Q10			
SUBAREA	**EXISTING**	**PROPOSED**	**Δ**
1A	3 cfs	3 cfs	------
2B	3 cfs	3 cfs	------
ROUTED TOTAL	**5 cfs**	**5 cfs**	**------**

RUNOFF SUMMARY, Q25			
SUBAREA	**EXISTING**	**PROPOSED**	**Δ**
1A	4 cfs	4 cfs	------
2B	4 cfs	4 cfs	------
ROUTED TOTAL	**7 cfs**	**7 cfs**	**------**

RUNOFF SUMMARY, Q50			
SUBAREA	**EXISTING**	**PROPOSED**	**Δ**
1A	5 cfs	5 cfs	------
2B	5 cfs	5 cfs	------
ROUTED TOTAL	**8 cfs**	**8 cfs**	**------**

Per the Section 4.3 of the LACDPW Hydrology Manual, all drainage facilities must meet the Urban Flood level of protection. The Urban Flood is runoff from a 25-year frequency design storm falling on a saturated watershed. The previous conclusions show that there will be less runoff generated from the proposed

project during a 25-year storm event. We conclude that the storm drain system on Manchester Avenue will not be negatively impacted during a 25-year storm, and thus should be considered acceptable for the project to drain to Manchester Avenue. Further study may be necessary to satisfy City of Los Angeles Agency requirements for the purpose of acquiring connection permits.

Finally, all storm drain runoff collected must be treated by means of Best Management Practice devices (BMPs) as prescribed by the State Water Resources Control Board (SWRCB). Space restriction and site layout limit opportunities for the use of large regional BMPs, such as regional detention basins and wet ponds, to treat the proposed runoff. Infiltration BMPs that result in deep infiltration will be considered but input from the geotechnical consultant will be required to determine what, if any, restrictions to infiltration should be considered. Treatment BMPs that serve smaller drainage areas and that are distributed throughout the project area will also be considered. Distributed BMPs are generally beneficial towards LEED certification as well as SWRCB support. An example of a distributed treatment BMP is a shallow on-site planter that filters and ideally infiltrates a majority of the expected storm water pollutants from a relatively small local area. A treatment train consisting of a primary and secondary treatment will be considered to minimize maintenance and maximize efficiency of the secondary treatment BMP.

The storm water BMP treatment methods discussed above reflect the current storm water regulations. However, the City may adopt new storm water treatment regulations before construction permits are obtained and therefore the currently proposed treatment methods may change. The date of implementation is unknown at this time, but it is expected that low impact development solutions such as storm water infiltration, storm water collection and harvesting, and storm water treatment through vegetated BMPs will continue to be a high priority for the Regional Water Quality Control Board and will therefore raise the storm water treatment requirements for new developments in the region.

1.6 REFERENCES

- Los Angeles County Hydrology Manual, 2006

1.7 LIMITATIONS

- This report was prepared to comply with the guidelines established by the Los Angeles County Department of Public Works and their representatives. Evaluation of the appropriateness of these guidelines and the accuracy of County data was beyond the scope of this work.

- Usage of this report is limited to address the purpose and scope previously defined by the project owner. Psomas shall not be held responsible for any unauthorized application of this report and the contents herein.

- The opinions presented in this report have been derived in accordance with current standards of civil engineering practice. No other warranty is expressed of implied.

Section 2.0

Modified Rational Method Calculations

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

MODIFIED RATIONAL METHOD HYDROLOGY

PLAYA MANCHESTER, EXISTING CONDITION, FREQ=10, LADEPTH STORM DAY 4

LOCATION		SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
1	1A	2.	3.	2.	3.	4	348.	0.03270	1.50	0.00	0.	10	8	A18	0.90
1	2B	2.	3.	2.	3.	4	1137.	0.00730	1.50	0.00	0.	10	9	A18	0.90
1	3AB	2.	3.	4.	5.	0	0.	0.00000	0.00	0.00	0.	10	0	A18	0.00
1	4A	0.	0.	4.	5.	0	0.	0.00000	0.00	0.00	0.	10	99	A18	0.00

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

MODIFIED RATIONAL METHOD HYDROLOGY

EXISTING CONDITION, FREQ=10, DETENTION HYDROGRAPH

HYDROGRAPH AT 1 4A STORM DAY 4 REDUCTION FACTOR = 1.000

TIME	Q	TIME	Q	TIME	Q	TIME	Q	TIME	Q
0	0.	100	1.	200	1.	300	1.	400	1.
500	1.	600	1.	700	1.	800	1.	900	1.
1000	1.	1050	1.	1100	1.	1110	1.	1120	1.
1130	2.	1131	2.	1132	2.	1133	2.	1134	2.
1135	2.	1136	2.	1137	2.	1138	2.	1139	2.
1140	2.	1141	2.	1142	2.	1143	2.	1144	2.
1145	2.	1146	2.	1147	2.	1148	3.	1149	3.
1150	3.	1151	3.	1152	4.	1153	4.	1154	5.
1155	5.	1156	5.	1157	5.	1158	5.	1159	5.
1160	5.	1161	4.	1162	4.	1163	3.	1164	3.
1165	3.	1166	3.	1167	2.	1168	2.	1169	2.
1170	2.	1171	2.	1172	2.	1173	1.	1174	1.
1175	1.	1176	1.	1177	1.	1178	1.	1179	1.
1180	1.	1181	1.	1182	1.	1183	1.	1184	1.
1185	1.	1186	1.	1187	1.	1188	1.	1189	1.
1190	1.	1191	1.	1192	1.	1193	1.	1194	1.
1195	1.	1196	1.	1197	1.	1198	1.	1199	1.
1200	1.	1201	1.	1202	1.	1203	1.	1204	1.
1205	1.	1206	1.	1207	1.	1208	1.	1209	1.
1210	1.	1211	1.	1212	1.	1213	1.	1214	1.
1215	1.	1216	1.	1217	1.	1218	1.	1219	1.
1220	1.	1221	1.	1222	1.	1223	1.	1224	1.
1225	1.	1226	1.	1227	1.	1228	1.	1229	1.
1230	1.	1231	1.	1232	1.	1233	1.	1234	1.
1235	1.	1236	1.	1237	1.	1238	1.	1239	1.
1240	1.	1241	1.	1242	1.	1243	1.	1244	1.
1245	1.	1246	1.	1247	1.	1248	1.	1249	1.
1250	1.	1251	1.	1252	1.	1253	1.	1254	1.
1255	1.	1256	1.	1257	1.	1258	1.	1259	1.
1260	1.	1261	1.	1262	1.	1263	1.	1264	1.
1265	1.	1266	1.	1267	1.	1268	1.	1269	1.
1270	1.	1271	1.	1272	1.	1273	1.	1274	1.
1275	1.	1276	1.	1277	1.	1278	1.	1279	1.
1280	1.	1281	1.	1282	1.	1283	1.	1284	1.
1285	1.	1286	1.	1287	1.	1288	1.	1289	1.
1290	1.	1291	1.	1292	1.	1293	1.	1294	1.
1295	1.	1296	1.	1297	1.	1298	1.	1299	1.
1300	1.	1310	1.	1320	1.	1330	1.	1340	1.
1350	1.	1360	1.	1370	1.	1380	1.	1390	1.
1400	1.	1420	1.	1440	1.	1460	1.	1500	1.

Total Runoff = 2.114 Acre-Ft.
Peak Q = 5 CFS
Time to Peak Q = 1154 Minutes

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

MODIFIED RATIONAL METHOD HYDROLOGY

PLAYA MANCHESTER, PROPOSED CONDITION, FREQ=10, LADEPTH STORM DAY 4

LOCATION		SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
1	1A	2.	3.	2.	3.	4	348.	0.03270	1.50	0.00	0.	10	9	A18	0.87
1	2B	2.	3.	2.	3.	4	1137.	0.00730	1.50	0.00	0.	10	9	A18	0.85
1	3AB	2.	3.	4.	5.	0	0.	0.00000	0.00	0.00	0.	10	0	A18	0.00
1	4A	0.	0.	4.	5.	0	0.	0.00000	0.00	0.00	0.	10	99	A18	0.00

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT PROG FO601A

MODIFIED RATIONAL METHOD HYDROLOGY

PROPOSED CONDITION, FREQ=10, DETENTION HYDROGRAPH

HYDROGRAPH AT 1 4A STORM DAY 4 REDUCTION FACTOR = 1.000

TIME	Q	TIME	Q	TIME	Q	TIME	Q	TIME	Q
0	0.	100	1.	200	1.	300	1.	400	1.
500	1.	600	1.	700	1.	800	1.	900	1.
1000	1.	1050	1.	1100	1.	1110	1.	1120	1.
1130	2.	1131	2.	1132	2.	1133	2.	1134	2.
1135	2.	1136	2.	1137	2.	1138	2.	1139	2.
1140	2.	1141	2.	1142	2.	1143	2.	1144	2.
1145	2.	1146	2.	1147	2.	1148	2.	1149	3.
1150	3.	1151	3.	1152	4.	1153	4.	1154	4.
1155	5.	1156	5.	1157	5.	1158	5.	1159	5.
1160	5.	1161	4.	1162	4.	1163	4.	1164	3.
1165	3.	1166	3.	1167	2.	1168	2.	1169	2.
1170	2.	1171	2.	1172	2.	1173	1.	1174	1.
1175	1.	1176	1.	1177	1.	1178	1.	1179	1.
1180	1.	1181	1.	1182	1.	1183	1.	1184	1.
1185	1.	1186	1.	1187	1.	1188	1.	1189	1.
1190	1.	1191	1.	1192	1.	1193	1.	1194	1.
1195	1.	1196	1.	1197	1.	1198	1.	1199	1.
1200	1.	1201	1.	1202	1.	1203	1.	1204	1.
1205	1.	1206	1.	1207	1.	1208	1.	1209	1.
1210	1.	1211	1.	1212	1.	1213	1.	1214	1.
1215	1.	1216	1.	1217	1.	1218	1.	1219	1.
1220	1.	1221	1.	1222	1.	1223	1.	1224	1.
1225	1.	1226	1.	1227	1.	1228	1.	1229	1.
1230	1.	1231	1.	1232	1.	1233	1.	1234	1.
1235	1.	1236	1.	1237	1.	1238	1.	1239	1.
1240	1.	1241	1.	1242	1.	1243	1.	1244	1.
1245	1.	1246	1.	1247	1.	1248	1.	1249	1.
1250	1.	1251	1.	1252	1.	1253	1.	1254	1.
1255	1.	1256	1.	1257	1.	1258	1.	1259	1.
1260	1.	1261	1.	1262	1.	1263	1.	1264	1.
1265	1.	1266	1.	1267	1.	1268	1.	1269	1.
1270	1.	1271	1.	1272	1.	1273	1.	1274	1.
1275	1.	1276	1.	1277	1.	1278	1.	1279	1.
1280	1.	1281	1.	1282	1.	1283	1.	1284	1.
1285	1.	1286	1.	1287	1.	1288	1.	1289	1.
1290	1.	1291	1.	1292	1.	1293	1.	1294	1.
1295	1.	1296	1.	1297	1.	1298	1.	1299	1.
1300	1.	1310	1.	1320	1.	1330	1.	1340	1.
1350	1.	1360	1.	1370	1.	1380	1.	1390	1.
1400	1.	1420	1.	1440	1.	1460	1.	1500	1.

Total Runoff = 2.112 Acre-Ft.
Peak Q = 5 CFS
Time to Peak Q = 1155 Minutes

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

MODIFIED RATIONAL METHOD HYDROLOGY

PLAYA MANCHESTER, EXISTING CONDITION, FREQ=25, LADEPTH STORM DAY 4

LOCATION		SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
1	1A	2.	4.	2.	4.	4	348.	0.03270	1.50	0.00	0.	10	7	A22	0.90
1	2B	2.	4.	2.	4.	4	1137.	0.00730	1.50	0.00	0.	10	8	A22	0.90
1	3AB	2.	3.	4.	7.	0	0.	0.00000	0.00	0.00	0.	10	0	A22	0.00
1	4A	0.	0.	4.	7.	0	0.	0.00000	0.00	0.00	0.	10	99	A22	0.00

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT
MODIFIED RATIONAL METHOD HYDROLOGY
EXISTING CONDITION, FREQ=25, DETENTION HYDROGRAPH

HYDROGRAPH AT 1 4A STORM DAY 4 REDUCTION FACTOR = 1.000

TIME	Q	TIME	Q	TIME	Q	TIME	Q	TIME	Q
0	0.	100	1.	200	1.	300	1.	400	1.
500	1.	600	1.	700	1.	800	1.	900	1.
1000	1.	1050	1.	1100	1.	1110	1.	1120	2.
1130	2.	1131	2.	1132	2.	1133	2.	1134	2.
1135	2.	1136	2.	1137	2.	1138	2.	1139	2.
1140	2.	1141	2.	1142	3.	1143	3.	1144	3.
1145	3.	1146	3.	1147	3.	1148	3.	1149	3.
1150	4.	1151	4.	1152	5.	1153	6.	1154	6.
1155	7.	1156	7.	1157	7.	1158	6.	1159	6.
1160	5.	1161	5.	1162	4.	1163	4.	1164	4.
1165	3.	1166	3.	1167	3.	1168	2.	1169	2.
1170	2.	1171	2.	1172	2.	1173	2.	1174	2.
1175	2.	1176	2.	1177	1.	1178	1.	1179	1.
1180	1.	1181	1.	1182	1.	1183	1.	1184	1.
1185	1.	1186	1.	1187	1.	1188	1.	1189	1.
1190	1.	1191	1.	1192	1.	1193	1.	1194	1.
1195	1.	1196	1.	1197	1.	1198	1.	1199	1.
1200	1.	1201	1.	1202	1.	1203	1.	1204	1.
1205	1.	1206	1.	1207	1.	1208	1.	1209	1.
1210	1.	1211	1.	1212	1.	1213	1.	1214	1.
1215	1.	1216	1.	1217	1.	1218	1.	1219	1.
1220	1.	1221	1.	1222	1.	1223	1.	1224	1.
1225	1.	1226	1.	1227	1.	1228	1.	1229	1.
1230	1.	1231	1.	1232	1.	1233	1.	1234	1.
1235	1.	1236	1.	1237	1.	1238	1.	1239	1.
1240	1.	1241	1.	1242	1.	1243	1.	1244	1.
1245	1.	1246	1.	1247	1.	1248	1.	1249	1.
1250	1.	1251	1.	1252	1.	1253	1.	1254	1.
1255	1.	1256	1.	1257	1.	1258	1.	1259	1.
1260	1.	1261	1.	1262	1.	1263	1.	1264	1.
1265	1.	1266	1.	1267	1.	1268	1.	1269	1.
1270	1.	1271	1.	1272	1.	1273	1.	1274	1.
1275	1.	1276	1.	1277	1.	1278	1.	1279	1.
1280	1.	1281	1.	1282	1.	1283	1.	1284	1.
1285	1.	1286	1.	1287	1.	1288	1.	1289	1.
1290	1.	1291	1.	1292	1.	1293	1.	1294	1.
1295	1.	1296	1.	1297	1.	1298	1.	1299	1.
1300	1.	1310	1.	1320	1.	1330	1.	1340	1.
1350	1.	1360	1.	1370	1.	1380	1.	1390	1.
1400	1.	1420	1.	1440	1.	1460	1.	1500	1.

Total Runoff = 2.166 Acre-Ft.
Peak Q = 7 CFS
Time to Peak Q = 1155 Minutes

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

MODIFIED RATIONAL METHOD HYDROLOGY

PLAYA MANCHESTER, PROPOSED CONDITION, FREQ=25, LADEPTH STORM DAY 4

LOCATION		SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
1	1A	2.	4.	2.	4.	4	348.	0.03270	1.50	0.00	0.	10	8	A22	0.87
1	2B	2.	4.	2.	4.	4	1137.	0.00730	1.50	0.00	0.	10	8	A22	0.85
1	3AB	2.	3.	4.	7.	0	0.	0.00000	0.00	0.00	0.	10	0	A22	0.00
1	4A	0.	0.	4.	7.	0	0.	0.00000	0.00	0.00	0.	10	99	A22	0.00

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT PROG FO601A

MODIFIED RATIONAL METHOD HYDROLOGY

PROPOSED CONDITION, FREQ=25, DETENTION HYDROGRAPH

HYDROGRAPH AT 1 4A STORM DAY 4 REDUCTION FACTOR = 1.000

TIME	Q	TIME	Q	TIME	Q	TIME	Q	TIME	Q
0	0.	100	1.	200	1.	300	1.	400	1.
500	1.	600	1.	700	1.	800	1.	900	1.
1000	1.	1050	1.	1100	1.	1110	1.	1120	2.
1130	2.	1131	2.	1132	2.	1133	2.	1134	2.
1135	2.	1136	2.	1137	2.	1138	2.	1139	2.
1140	2.	1141	2.	1142	2.	1143	2.	1144	3.
1145	3.	1146	3.	1147	3.	1148	3.	1149	3.
1150	4.	1151	4.	1152	5.	1153	5.	1154	6.
1155	6.	1156	6.	1157	7.	1158	6.	1159	6.
1160	6.	1161	5.	1162	4.	1163	4.	1164	4.
1165	3.	1166	3.	1167	3.	1168	2.	1169	2.
1170	2.	1171	2.	1172	2.	1173	2.	1174	2.
1175	2.	1176	1.	1177	1.	1178	1.	1179	1.
1180	1.	1181	1.	1182	1.	1183	1.	1184	1.
1185	1.	1186	1.	1187	1.	1188	1.	1189	1.
1190	1.	1191	1.	1192	1.	1193	1.	1194	1.
1195	1.	1196	1.	1197	1.	1198	1.	1199	1.
1200	1.	1201	1.	1202	1.	1203	1.	1204	1.
1205	1.	1206	1.	1207	1.	1208	1.	1209	1.
1210	1.	1211	1.	1212	1.	1213	1.	1214	1.
1215	1.	1216	1.	1217	1.	1218	1.	1219	1.
1220	1.	1221	1.	1222	1.	1223	1.	1224	1.
1225	1.	1226	1.	1227	1.	1228	1.	1229	1.
1230	1.	1231	1.	1232	1.	1233	1.	1234	1.
1235	1.	1236	1.	1237	1.	1238	1.	1239	1.
1240	1.	1241	1.	1242	1.	1243	1.	1244	1.
1245	1.	1246	1.	1247	1.	1248	1.	1249	1.
1250	1.	1251	1.	1252	1.	1253	1.	1254	1.
1255	1.	1256	1.	1257	1.	1258	1.	1259	1.
1260	1.	1261	1.	1262	1.	1263	1.	1264	1.
1265	1.	1266	1.	1267	1.	1268	1.	1269	1.
1270	1.	1271	1.	1272	1.	1273	1.	1274	1.
1275	1.	1276	1.	1277	1.	1278	1.	1279	1.
1280	1.	1281	1.	1282	1.	1283	1.	1284	1.
1285	1.	1286	1.	1287	1.	1288	1.	1289	1.
1290	1.	1291	1.	1292	1.	1293	1.	1294	1.
1295	1.	1296	1.	1297	1.	1298	1.	1299	1.
1300	1.	1310	1.	1320	1.	1330	1.	1340	1.
1350	1.	1360	1.	1370	1.	1380	1.	1390	1.
1400	1.	1420	1.	1440	1.	1460	1.	1500	1.

Total Runoff = 2.159 Acre-Ft.
Peak Q = 7 CFS
Time to Peak Q = 1157 Minutes

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

MODIFIED RATIONAL METHOD HYDROLOGY

PLAYA MANCHESTER, EXISTING CONDITION, FREQ=50, LADEPTH STORM DAY 4

LOCATION		SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
1	1A	2.	5.	2.	5.	4	348.	0.03270	1.50	0.00	0.	10	7	A25	0.90
1	2B	2.	5.	2.	5.	4	1137.	0.00730	1.50	0.00	0.	10	7	A25	0.90
1	3AB	2.	4.	4.	8.	0	0.	0.00000	0.00	0.00	0.	10	0	A25	0.00
1	4A	0.	0.	4.	8.	0	0.	0.00000	0.00	0.00	0.	10	99	A25	0.00

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

MODIFIED RATIONAL METHOD HYDROLOGY

EXISTING CONDITION, FREQ=50, DETENTION HYDROGRAPH

HYDROGRAPH AT 1 4A STORM DAY 4 REDUCTION FACTOR = 1.000

TIME	Q	TIME	Q	TIME	Q	TIME	Q	TIME	Q
0	0.	100	1.	200	1.	300	1.	400	1.
500	1.	600	1.	700	1.	800	1.	900	1.
1000	1.	1050	1.	1100	1.	1110	2.	1120	2.
1130	2.	1131	2.	1132	2.	1133	2.	1134	2.
1135	2.	1136	2.	1137	3.	1138	3.	1139	3.
1140	3.	1141	3.	1142	3.	1143	3.	1144	3.
1145	3.	1146	3.	1147	4.	1148	4.	1149	4.
1150	4.	1151	5.	1152	6.	1153	7.	1154	7.
1155	8.	1156	8.	1157	8.	1158	8.	1159	7.
1160	6.	1161	6.	1162	5.	1163	4.	1164	4.
1165	3.	1166	3.	1167	3.	1168	3.	1169	2.
1170	2.	1171	2.	1172	2.	1173	2.	1174	2.
1175	2.	1176	2.	1177	2.	1178	2.	1179	2.
1180	1.	1181	1.	1182	1.	1183	1.	1184	1.
1185	1.	1186	1.	1187	1.	1188	1.	1189	1.
1190	1.	1191	1.	1192	1.	1193	1.	1194	1.
1195	1.	1196	1.	1197	1.	1198	1.	1199	1.
1200	1.	1201	1.	1202	1.	1203	1.	1204	1.
1205	1.	1206	1.	1207	1.	1208	1.	1209	1.
1210	1.	1211	1.	1212	1.	1213	1.	1214	1.
1215	1.	1216	1.	1217	1.	1218	1.	1219	1.
1220	1.	1221	1.	1222	1.	1223	1.	1224	1.
1225	1.	1226	1.	1227	1.	1228	1.	1229	1.
1230	1.	1231	1.	1232	1.	1233	1.	1234	1.
1235	1.	1236	1.	1237	1.	1238	1.	1239	1.
1240	1.	1241	1.	1242	1.	1243	1.	1244	1.
1245	1.	1246	1.	1247	1.	1248	1.	1249	1.
1250	1.	1251	1.	1252	1.	1253	1.	1254	1.
1255	1.	1256	1.	1257	1.	1258	1.	1259	1.
1260	1.	1261	1.	1262	1.	1263	1.	1264	1.
1265	1.	1266	1.	1267	1.	1268	1.	1269	1.
1270	1.	1271	1.	1272	1.	1273	1.	1274	1.
1275	1.	1276	1.	1277	1.	1278	1.	1279	1.
1280	1.	1281	1.	1282	1.	1283	1.	1284	1.
1285	1.	1286	1.	1287	1.	1288	1.	1289	1.
1290	1.	1291	1.	1292	1.	1293	1.	1294	1.
1295	1.	1296	1.	1297	1.	1298	1.	1299	1.
1300	1.	1310	1.	1320	1.	1330	1.	1340	1.
1350	1.	1360	1.	1370	1.	1380	1.	1390	1.
1400	1.	1420	1.	1440	1.	1460	1.	1500	1.

Total Runoff = 2.214 Acre-Ft.
Peak Q = 8 CFS
Time to Peak Q = 1155 Minutes

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

MODIFIED RATIONAL METHOD HYDROLOGY

PLAYA MANCHESTER, PROPOSED CONDITION, FREQ=50, LADEPTH STORM DAY 4

LOCATION		SUBAREA AREA	SUBAREA Q	TOTAL AREA	TOTAL Q	CONV TYPE	CONV LNGTH	CONV SLOPE	CONV SIZE	CONV Z	CONTROL Q	SOIL NAME	TC	RAIN ZONE	PCT IMPV
1	1A	2.	5.	2.	5.	4	348.	0.03270	1.50	0.00	0.	10	7	A25	0.87
1	2B	2.	5.	2.	5.	4	1137.	0.00730	1.50	0.00	0.	10	7	A25	0.85
1	3AB	2.	4.	4.	8.	0	0.	0.00000	0.00	0.00	0.	10	0	A25	0.00
1	4A	0.	0.	4.	8.	0	0.	0.00000	0.00	0.00	0.	10	99	A25	0.00

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT PROG FO601A

MODIFIED RATIONAL METHOD HYDROLOGY

PROPOSED CONDITION, FREQ=50, DETENTION HYDROGRAPH

HYDROGRAPH AT 1 4A STORM DAY 4 REDUCTION FACTOR = 1.000

TIME	Q	TIME	Q	TIME	Q	TIME	Q	TIME	Q
0	0.	100	1.	200	1.	300	1.	400	1.
500	1.	600	1.	700	1.	800	1.	900	1.
1000	1.	1050	1.	1100	1.	1110	2.	1120	2.
1130	2.	1131	2.	1132	2.	1133	2.	1134	2.
1135	2.	1136	2.	1137	2.	1138	2.	1139	3.
1140	3.	1141	3.	1142	3.	1143	3.	1144	3.
1145	3.	1146	3.	1147	3.	1148	4.	1149	4.
1150	4.	1151	5.	1152	6.	1153	6.	1154	7.
1155	8.	1156	8.	1157	8.	1158	7.	1159	7.
1160	6.	1161	5.	1162	5.	1163	4.	1164	4.
1165	3.	1166	3.	1167	3.	1168	2.	1169	2.
1170	2.	1171	2.	1172	2.	1173	2.	1174	2.
1175	2.	1176	2.	1177	2.	1178	2.	1179	1.
1180	1.	1181	1.	1182	1.	1183	1.	1184	1.
1185	1.	1186	1.	1187	1.	1188	1.	1189	1.
1190	1.	1191	1.	1192	1.	1193	1.	1194	1.
1195	1.	1196	1.	1197	1.	1198	1.	1199	1.
1200	1.	1201	1.	1202	1.	1203	1.	1204	1.
1205	1.	1206	1.	1207	1.	1208	1.	1209	1.
1210	1.	1211	1.	1212	1.	1213	1.	1214	1.
1215	1.	1216	1.	1217	1.	1218	1.	1219	1.
1220	1.	1221	1.	1222	1.	1223	1.	1224	1.
1225	1.	1226	1.	1227	1.	1228	1.	1229	1.
1230	1.	1231	1.	1232	1.	1233	1.	1234	1.
1235	1.	1236	1.	1237	1.	1238	1.	1239	1.
1240	1.	1241	1.	1242	1.	1243	1.	1244	1.
1245	1.	1246	1.	1247	1.	1248	1.	1249	1.
1250	1.	1251	1.	1252	1.	1253	1.	1254	1.
1255	1.	1256	1.	1257	1.	1258	1.	1259	1.
1260	1.	1261	1.	1262	1.	1263	1.	1264	1.
1265	1.	1266	1.	1267	1.	1268	1.	1269	1.
1270	1.	1271	1.	1272	1.	1273	1.	1274	1.
1275	1.	1276	1.	1277	1.	1278	1.	1279	1.
1280	1.	1281	1.	1282	1.	1283	1.	1284	1.
1285	1.	1286	1.	1287	1.	1288	1.	1289	1.
1290	1.	1291	1.	1292	1.	1293	1.	1294	1.
1295	1.	1296	1.	1297	1.	1298	1.	1299	1.
1300	1.	1310	1.	1320	1.	1330	1.	1340	1.
1350	1.	1360	1.	1370	1.	1380	1.	1390	1.
1400	1.	1420	1.	1440	1.	1460	1.	1500	1.

Total Runoff = 2.203 Acre-Ft.
Peak Q = 8 CFS
Time to Peak Q = 1155 Minutes

Section 3.0

Rational Method Tc Calculations

Playa Manchester Existing Tc Calculations

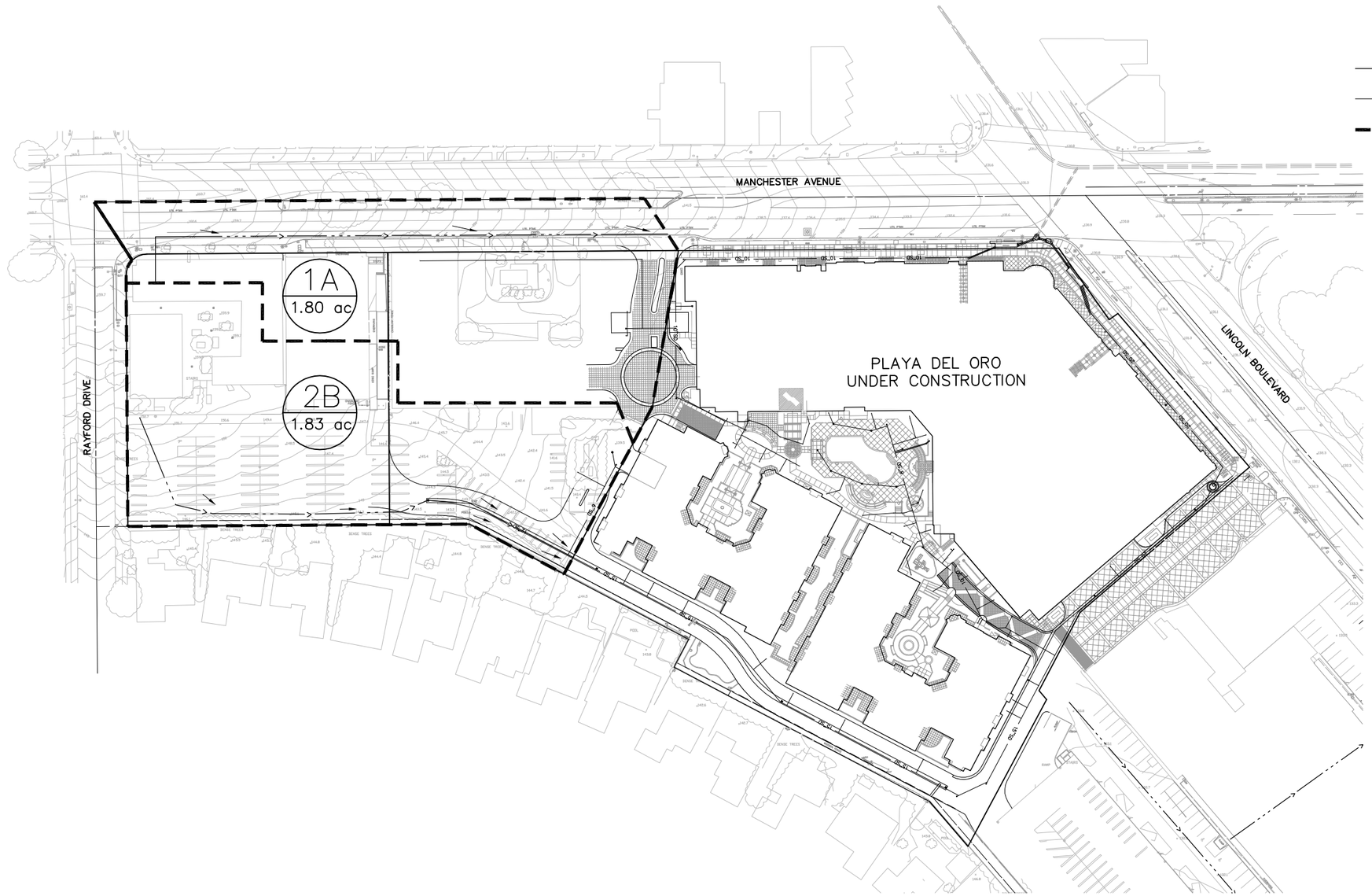
Project	Subarea	Area (acres)	%imp	Frequency	Soil Type	Length (ft)	Slope (ft/ft)	Isohyet (in.)	Tc-calculated (min.)	Intensity (in./hr)	Cu	Cd	Flowrate (cfs)
PM	1A	1.80	0.9	10	10	521	0.037	3.6	8	1.72	0.34	0.84	2.60
PM	2B	1.83	0.9	10	10	486	0.021	3.6	9	1.63	0.32	0.84	2.51
PM	1A	1.80	0.9	25	10	521	0.037	4.4	7	2.24	0.44	0.85	3.43
PM	2B	1.83	0.9	25	10	486	0.021	4.4	8	2.10	0.41	0.85	3.27
PM	1A	1.80	0.9	50	10	521	0.037	5.0	7	2.55	0.48	0.86	3.95
PM	2B	1.83	0.9	50	10	486	0.021	5.0	7	2.55	0.48	0.86	4.01

Playa Manchester Proposed Tc Calculations

Project	Subarea	Area (acres)	%imp	Frequency	Soil Type	Length (ft)	Slope (ft/ft)	Isohyet (in.)	Tc-calculated (min.)	Intensity (in./hr)	Cu	Cd	Flowrate (cfs)
PM	1A	1.80	0.87	10	10	545	0.035	3.6	9	1.63	0.32	0.82	2.41
PM	2B	1.83	0.85	10	10	504	0.020	3.6	9	1.63	0.32	0.81	2.42
PM	1A	1.80	0.87	25	10	545	0.035	4.4	8	2.10	0.41	0.84	3.18
PM	2B	1.83	0.85	25	10	504	0.020	4.4	8	2.10	0.41	0.83	3.19
PM	1A	1.80	0.87	50	10	545	0.035	5.0	7	2.55	0.48	0.85	3.90
PM	2B	1.83	0.85	50	10	504	0.020	5.0	7	2.55	0.48	0.84	3.92

Section 4.0

Drainage Exhibits



DECRON PROPERTIES

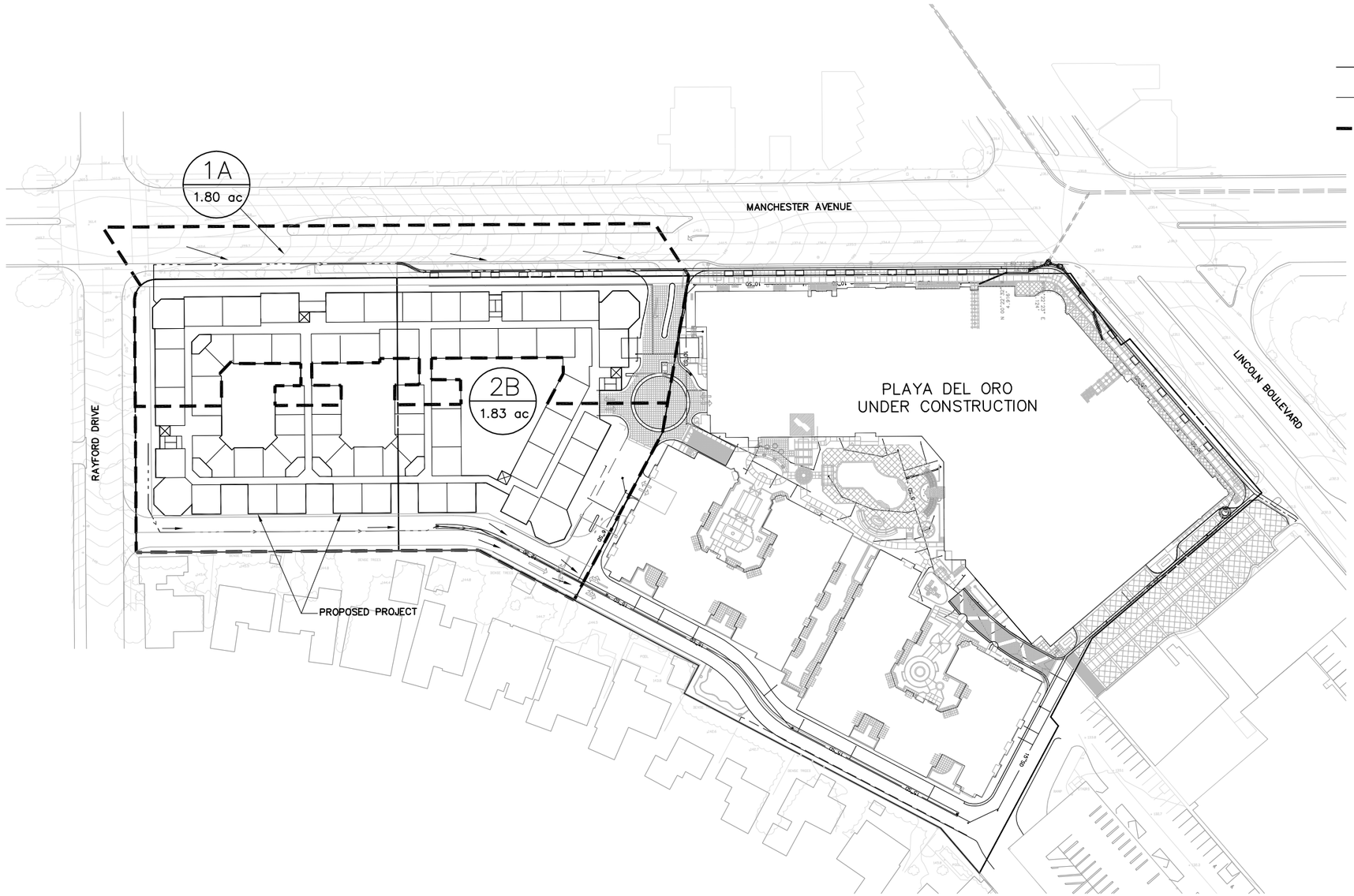
40' 20' 0' 40' 80'
GRAPHIC SCALE
Note: For reduced sized prints, original scale is in inches

PLAYA MANCHESTER
EXISTING HYDROLOGY

PSOMAS

DATE: 08-08-08 REVISED ON:
JOB No:1DEC040900
SHEET 1 OF 1

Plotted: 08/08/08 14:15:10 M:\1DEC040900\ENGR\JOBS\ONYX\ONYXR\C-HYDR-EX.dwg pho



LEGEND:

- TC FLOW PATH
- EXISTING STORM DRAIN
- HYDROLOGY DRAINAGE SUB-AREA BOUNDARY
- 1A / 1.80 ac — SUB-AREA DESIGNATION AND ACREAGE

DECRON PROPERTIES

40' 20' 0' 40' 80'
GRAPHIC SCALE
Note: For reduced sized prints, original scale is in inches

PLAYA MANCHESTER
PROPOSED HYDROLOGY

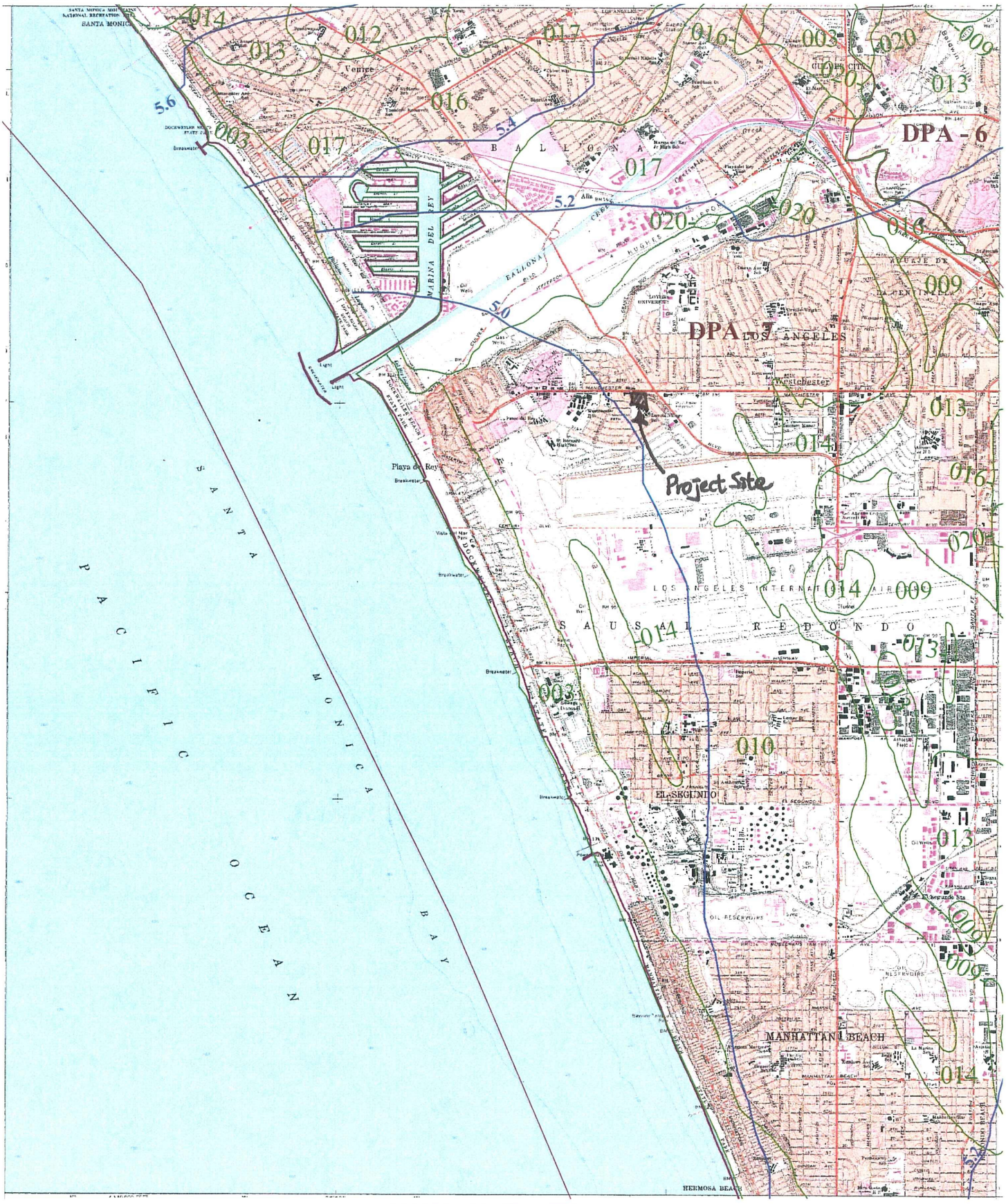
PSOMAS

DATE: 08-08-08 REVISED ON:
JOB No:1DEC040900
SHEET 1 OF 1

Plotted: 08/08/08 17:56:27 W:\1DEC040900\PNGR\DESIGN\HYDR\C-HYDR-PR.dwg pho

Appendix:

Reference Materials


34° 00' 00"
BEVERLY HILLS 1-H1.17
-118° 30' 00"
INGLEWOOD 1-H1.8
-118° 22' 30"
REDONDO BEACH 1-H1.3
33° 52' 30"
DPA - 6
DPA - 7
Project Site
Venice
Playa del Rey
Westchester
EL SEGUNDO
MANHATTAN BEACH
HERMOSA BEACH
SAUSALITO
REDONDO
BALLONA
MARINA DEL REY
SANTA MONICA BAY
PACIFIC OCEAN
LOS ANGELES INTERNATIONAL AIRPORT
016
SOIL CLASSIFICATION AREA
7.2
INCHES OF RAINFALL
DPA - 6
DEBRIS POTENTIAL AREA
N
W
E
S
1 0 1 2 Miles
25-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.878
10-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.714
V E N I C E
50-YEAR 24-HOUR ISOHYET
1-H1.7
LOS ANGELES COUNTY
PUBLIC WORKS
Public Service That Works

APPENDIX G
NOISE CALCULATIONS

General Information

Serial Number:	01611
Model:	831
Firmware Version:	1.158
File Name:	831_Data.020
User:	Terrance Wong
Job Description:	Playa Manchester
Location:	Location 1
Latitude	0° 0.00'
Longitude	0° 0.00'
Altitude	0.0 ft
Start Time (hh:mm):	Tuesday, 2008 July 22 10:37:49
Stop Time:	Tuesday, 2008 July 22 10:52:49
Run Time:	00:15:00.0
Pause:	00:00:00.0
Pre Calibration:	Tuesday, 2008 June 17 19:59:17
Post Calibration:	None
Calibration Deviation:	---

Note

Primary noise sources: Traffic on Manchester; motor pump operating on Playa del Oro site; construction haul truck horns

Overall Data

LAeq:		66.1	dB
LASmax:	(22 Jul 2008 10:44:24)	80.0	dB
LApeak (max):	(22 Jul 2008 10:44:25)	93.7	dB
LASmin:	(22 Jul 2008 10:47:53)	48.8	dB
LCeq:		77.5	dB
LAeq:		66.1	dB
LCeq - LAeq:		11.3	dB
Ldn		64.1	dB
LDay: 7:00-22:00		66.1	dB
LNight: 22:00-7:00		---	dB
Lden		63.1	dB
LDay: 07:00-19:00		66.1	dB
LEvening: 19:00-22:00		---	dB
LNight: 22:00-07:00		---	dB
LAE:		95.7	dB
SEA:		---	dBZ
LAFtm5:		70.2	dB
# Overloads:		0	
Overload Duration:		0.0	s

Statistics

L5.00:	71.6	dBA
L10.00:	69.7	dBA
L33.30:	64.8	dBA
L50.00:	61.9	dBA
L66.60:	59.8	dBA
L90.00:	55.5	dBA

SPL 1 85.0 dB (Event Counts / Duration):	0 / 0.0 s
SPL 2 115.0 dB (Event Counts / Duration):	0 / 0.0 s
Peak 1 135.0 dB (Event Counts / Duration):	0 / 0.0 s
Peak 2 137.0 dB (Event Counts / Duration):	0 / 0.0 s
Peak 3 140.0 dB (Event Counts / Duration):	0 / 0.0 s

Settings

RMS Weight:	A Weighting
Peak Weight:	A Weighting
Detector:	Slow
Preamp:	PRM831
Integration Method:	Linear

General Information

Serial Number:	01611
Model:	831
Firmware Version:	1.158
File Name:	831_Data.021
User:	Terrance Wong
Job Description:	Playa Manchester
Location:	Location 2
Latitude	0° 0.00'
Longitude	0° 0.00'
Altitude	0.0 ft
Start Time (hh:mm):	Tuesday, 2008 July 22 10:58:29
Stop Time:	Tuesday, 2008 July 22 11:13:29
Run Time:	00:15:00.0
Pause:	00:00:00.0
Pre Calibration:	Tuesday, 2008 June 17 19:59:17
Post Calibration:	None
Calibration Deviation:	---

Note

Primary noise sources: Traffic on Manchester Avenue; light traffic on Rayford Drive; commercial plan taking off from LAX

Overall Data

LAeq:		56.9	dB
LASmax:	(22 Jul 2008 11:09:55)	70.1	dB
LApeak (max):	(22 Jul 2008 11:09:55)	87.7	dB
LASmin:	(22 Jul 2008 10:58:52)	46.2	dB
LCeq:		71.1	dB
LAeq:		56.9	dB
LCeq - LAeq:		14.2	dB
Ldn		54.9	dB
LDay: 7:00-22:00		56.9	dB
LNight: 22:00-7:00		---	dB
Lden		53.9	dB
LDay: 07:00-19:00		56.9	dB
LEvening: 19:00-22:00		---	dB
LNight: 22:00-07:00		---	dB
LAE:		86.4	dB
SEA:		---	dBZ
LAFtm5:		60.4	dB
# Overloads:		0	
Overload Duration:		0.0	s

Statistics

L5.00:	61.7	dBA
L10.00:	60.4	dBA
L33.30:	56.4	dBA
L50.00:	54.7	dBA
L66.60:	52.9	dBA
L90.00:	48.7	dBA

SPL 1 85.0 dB (Event Counts / Duration):	0 / 0.0	s
SPL 2 115.0 dB (Event Counts / Duration):	0 / 0.0	s
Peak 1 135.0 dB (Event Counts / Duration):	0 / 0.0	s
Peak 2 137.0 dB (Event Counts / Duration):	0 / 0.0	s
Peak 3 140.0 dB (Event Counts / Duration):	0 / 0.0	s

Settings

RMS Weight:	A Weighting
Peak Weight:	A Weighting
Detector:	Slow
Preamp:	PRM831
Integration Method:	Linear

General Information

Serial Number:	01611
Model:	831
Firmware Version:	1.158
File Name:	831_Data.022
User:	Terrance Wong
Job Description:	Playa Manchester
Location:	Location 3
Latitude	0° 0.00'
Longitude	0° 0.00'
Altitude	0.0 ft

Start Time (hh:mm):	Tuesday, 2008 July 22 11:14:45
Stop Time:	Tuesday, 2008 July 22 11:29:45
Run Time:	00:15:00.0
Pause:	00:00:00.0
Pre Calibration:	Tuesday, 2008 June 17 19:59:17
Post Calibration:	None
Calibration Deviation:	---

Note

Primary noise sources: Traffic on Rayford Drive _87th Street; plans taking off from LAX; concrete truck entering/exiting project site

Overall Data

LAeq:		62.7	dB
LASmax:	(22 Jul 2008 11:28:44)	81.8	dB
LApeak (max):	(22 Jul 2008 11:21:07)	94.3	dB
LASmin:	(22 Jul 2008 11:23:18)	49.2	dB
LCeq:		73.1	dB
LAeq:		62.7	dB
LCeq - LAeq:		10.4	dB
Ldn		60.6	dB
LDay: 7:00-22:00		62.7	dB
LNight: 22:00-7:00		---	dB
Lden		59.7	dB
LDay: 07:00-19:00		62.7	dB
LEvening: 19:00-22:00		---	dB
LNight: 22:00-07:00		---	dB
LAE:		92.2	dB
SEA:		---	dBZ
LAFtm5:		69.1	dB
# Overloads:		0	
Overload Duration:		0.0	s

Statistics

L5.00:	67.5	dBA
L10.00:	65.7	dBA
L33.30:	61.2	dBA
L50.00:	59.0	dBA
L66.60:	56.3	dBA
L90.00:	52.6	dBA

SPL 1 85.0 dB (Event Counts / Duration):	0 / 0.0 s	
SPL 2 115.0 dB (Event Counts / Duration):	0 / 0.0 s	
Peak 1 135.0 dB (Event Counts / Duration):	0 / 0.0 s	
Peak 2 137.0 dB (Event Counts / Duration):	0 / 0.0 s	
Peak 3 140.0 dB (Event Counts / Duration):	0 / 0.0 s	

Settings

RMS Weight:	A Weighting
Peak Weight:	A Weighting
Detector:	Slow
Preamp:	PRM831
Integration Method:	Linear

General Information

Serial Number:	01611
Model:	831
Firmware Version:	1.158
File Name:	831_Data.023
User:	Terrance Wong
Job Description:	Playa Manchester
Location:	Location 4
Latitude	0° 0.00'
Longitude	0° 0.00'
Altitude	0.0 ft
Start Time (hh:mm):	Tuesday, 2008 July 22 11:30:43
Stop Time:	Tuesday, 2008 July 22 11:45:43
Run Time:	00:15:00.0
Pause:	00:00:00.0
Pre Calibration:	Tuesday, 2008 June 17 19:59:17
Post Calibration:	None
Calibration Deviation:	---

Note

Primary noise sources: Vehicles driving into project site; auto repair shop on project site; wind blowing on leaves; planes taking off from LAX; traffic on Rayford Dr.

Overall Data

LAeq:		56.7	dB
LASmax:	(22 Jul 2008 11:39:50)	73.6	dB
LApeak (max):	(22 Jul 2008 11:39:50)	86.2	dB
LASmin:	(22 Jul 2008 11:45:41)	46.7	dB
LCeq:		70.6	dB
LAeq:		56.7	dB
LCeq - LAeq:		13.9	dB
Ldn		54.7	dB
LDay: 7:00-22:00		56.7	dB
LNight: 22:00-7:00		---	dB
Lden		53.7	dB
LDay: 07:00-19:00		56.7	dB
LEvening: 19:00-22:00		---	dB
LNight: 22:00-07:00		---	dB
LAE:		86.3	dB
SEA:		---	dBZ
LAFtm5:		60.4	dB
# Overloads:		0	
Overload Duration:		0.0	s

Statistics

L5.00:	62.0	dBA
L10.00:	59.0	dBA
L33.30:	53.7	dBA
L50.00:	51.9	dBA
L66.60:	50.1	dBA
L90.00:	48.1	dBA

SPL 1 85.0 dB (Event Counts / Duration):	0 / 0.0 s
SPL 2 115.0 dB (Event Counts / Duration):	0 / 0.0 s
Peak 1 135.0 dB (Event Counts / Duration):	0 / 0.0 s
Peak 2 137.0 dB (Event Counts / Duration):	0 / 0.0 s
Peak 3 140.0 dB (Event Counts / Duration):	0 / 0.0 s

Settings

RMS Weight:	A Weighting
Peak Weight:	A Weighting
Detector:	Slow
Preamp:	PRM831
Integration Method:	Linear

General Information

Serial Number:	01611
Model:	831
Firmware Version:	1.158
File Name:	831_Data.024
User:	Terrance Wong
Job Description:	Playa Manchester
Location:	Location 5
Latitude	0° 0.00'
Longitude	0° 0.00'
Altitude	0.0 ft
Start Time (hh:mm):	Tuesday, 2008 July 22 11:47:28
Stop Time:	Tuesday, 2008 July 22 12:02:28
Run Time:	00:15:00.0
Pause:	00:00:00.0
Pre Calibration:	Tuesday, 2008 June 17 19:59:17
Post Calibration:	None
Calibration Deviation:	---

Note

Primary noise sources: planes taking off from LAX; traffic on 87th Street _Rayford Drive

Overall Data

LAeq:		59.9	dB
LASmax:	(22 Jul 2008 12:02:06)	73.2	dB
LApeak (max):	(22 Jul 2008 12:02:02)	88.9	dB
LASmin:	(22 Jul 2008 11:53:19)	45.0	dB
LCeq:		70.2	dB
LAeq:		59.9	dB
LCeq - LAeq:		10.3	dB
Ldn		57.9	dB
LDay: 7:00-22:00		59.9	dB
LNight: 22:00-7:00		---	dB
Lden		56.9	dB
LDay: 07:00-19:00		59.9	dB
LEvening: 19:00-22:00		---	dB
LNight: 22:00-07:00		---	dB
LAE:		89.5	dB
SEA:		---	dBZ
LAFtm5:		64.2	dB
# Overloads:		0	
Overload Duration:		0.0	s

Statistics

L5.00:	66.5	dBA
L10.00:	64.7	dBA
L33.30:	57.1	dBA
L50.00:	53.1	dBA
L66.60:	50.4	dBA
L90.00:	47.9	dBA

SPL 1 85.0 dB (Event Counts / Duration):	0 / 0.0 s	
SPL 2 115.0 dB (Event Counts / Duration):	0 / 0.0 s	
Peak 1 135.0 dB (Event Counts / Duration):	0 / 0.0 s	
Peak 2 137.0 dB (Event Counts / Duration):	0 / 0.0 s	
Peak 3 140.0 dB (Event Counts / Duration):	0 / 0.0 s	

Settings

RMS Weight:	A Weighting
Peak Weight:	A Weighting
Detector:	Slow
Preamp:	PRM831
Integration Method:	Linear

General Information

Serial Number:	01611
Model:	831
Firmware Version:	1.158
File Name:	831_Data.025
User:	Terrance Wong
Job Description:	Playa Manchester
Location:	Location 6
Latitude	0° 0.00'
Longitude	0° 0.00'
Altitude	0.0 ft
Start Time (hh:mm):	Tuesday, 2008 July 22 12:11:52
Stop Time:	Tuesday, 2008 July 22 12:26:52
Run Time:	00:15:00.0
Pause:	00:00:00.0
Pre Calibration:	Tuesday, 2008 June 17 19:59:17
Post Calibration:	None
Calibration Deviation:	---

Note

Primary noise sources: construction activity on Playa del Oro site (drilliong, periodic hammering and sawing); traffic inside vehicle circulation area for hotel (valet pulling up cars); traffic on Lincoln; people talking outside of hotel

Overall Data

LAeq:		63.6	dB
LASmax:	(22 Jul 2008 12:13:36)	70.2	dB
LApeak (max):	(22 Jul 2008 12:21:59)	94.9	dB
LASmin:	(22 Jul 2008 12:24:22)	54.2	dB
LCeq:		76.2	dB
LAeq:		63.6	dB
LCeq - LAeq:		12.6	dB
Ldn		61.5	dB
LDay: 7:00-22:00		63.6	dB
LNight: 22:00-7:00		---	dB
Lden		60.6	dB
LDay: 07:00-19:00		63.6	dB
LEvening: 19:00-22:00		---	dB
LNight: 22:00-07:00		---	dB
LAE:		93.1	dB
SEA:		---	dBZ
LAFtm5:		67.9	dB
# Overloads:		0	
Overload Duration:		0.0	s

Statistics

L5.00:	67.1	dBA
L10.00:	66.4	dBA
L33.30:	64.8	dBA
L50.00:	62.9	dBA
L66.60:	60.3	dBA
L90.00:	57.0	dBA

SPL 1 85.0 dB (Event Counts / Duration):	0 / 0.0 s	
SPL 2 115.0 dB (Event Counts / Duration):	0 / 0.0 s	
Peak 1 135.0 dB (Event Counts / Duration):	0 / 0.0 s	
Peak 2 137.0 dB (Event Counts / Duration):	0 / 0.0 s	
Peak 3 140.0 dB (Event Counts / Duration):	0 / 0.0 s	

Settings

RMS Weight:	A Weighting
Peak Weight:	A Weighting
Detector:	Slow
Preamp:	PRM831
Integration Method:	Linear

OFF-SITE TRAFFIC NOISE LEVELS

Project Name: Playa Manchester

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Existing (2008), Future (2012) Without Project, and Future (2012) With Project Traffic Conditions
Source of Traffic Volumes:	Crain & Associates, September 2008
Community Noise Descriptor:	L_{dn}: ____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition / Roadway Name / Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Existing (2008) Traffic Conditions													
Manchester Avenue													
B/t Stanmoor Dr. & Rayford Dr.	Residential & Commercial	6	10	0	7,160	35	50	0	0	1.8%	0.7%	0.0	64.8
B/t Rayford Dr. & Lincoln Blvd.	Residential	6	10	0	7,915	35	50	0	0	1.8%	0.7%	0.0	65.2
B/t Lincoln Blvd. & Loyola Blvd.	Commercial	6	10	0	13,435	35	50	0	0	1.8%	0.7%	0.0	67.5
B/t Loyola Blvd. & Georgetown Ave.	Residential & Park	6	10	0	14,020	35	50	0	0	1.8%	0.7%	0.0	67.7
Rayford Drive													
B/t 83rd St. & 85th St.	Residential	2	0	0	1,585	25	50	0	0	1.8%	0.7%	0.0	53.7
B/t 85th St. & Manchester Ave.	Residential	2	0	0	2,130	25	50	0	0	1.8%	0.7%	0.0	55.0
Lincoln Boulevard													
North of 83rd St.	Residential	6	5	0	34,525	35	50	0	0	1.8%	0.7%	0.0	71.3
B/t 83rd St. & Manchester Ave.	Commercial	6	5	0	28,280	35	50	0	0	1.8%	0.7%	0.0	70.4
B/t Manchester Ave. & Loyola Blvd.	Residential & Commercial	6	5	0	26,930	35	50	0	0	1.8%	0.7%	0.0	70.2
Loyola Boulevard													
B/t 85th St. & Manchester Ave.	Residential	2	0	0	4,895	25	50	0	0	1.8%	0.7%	0.0	58.6
83rd Street													
B/t Lincoln Blvd. & Colegio Dr.	Residential	2	0	0	5,215	25	50	0	0	1.8%	0.7%	0.0	58.9
B/t Colegio Dr. & Rayford Dr.	Residential	2	0	0	4,995	25	50	0	0	1.8%	0.7%	0.0	58.7
B/t Rayford Dr. & Stanmoor Dr.	Residential	2	0	0	2,870	25	50	0	0	1.8%	0.7%	0.0	56.3
Future (2012) Without Project Traffic Conditions													
Manchester Avenue													
B/t Stanmoor Dr. & Rayford Dr.	Residential & Commercial	6	10	0	9,205	35	50	0	0	1.8%	0.7%	0.0	65.8
B/t Rayford Dr. & Lincoln Blvd.	Residential	6	10	0	12,890	35	50	0	0	1.8%	0.7%	0.0	67.3
B/t Lincoln Blvd. & Loyola Blvd.	Commercial	6	10	0	16,170	35	50	0	0	1.8%	0.7%	0.0	68.3
B/t Loyola Blvd. & Georgetown Ave.	Residential & Park	6	10	0	16,830	35	50	0	0	1.8%	0.7%	0.0	68.5
Rayford Drive													
B/t 83rd St. & 85th St.	Residential	2	0	0	1,775	25	50	0	0	1.8%	0.7%	0.0	54.2
B/t 85th St. & Manchester Ave.	Residential	2	0	0	2,370	25	50	0	0	1.8%	0.7%	0.0	55.5
Lincoln Boulevard													
North of 83rd St.	Residential	6	5	0	52,405	35	50	0	0	1.8%	0.7%	0.0	73.1
B/t 83rd St. & Manchester Ave.	Commercial	6	5	0	43,560	35	50	0	0	1.8%	0.7%	0.0	72.3
B/t Manchester Ave. & Loyola Blvd.	Residential & Commercial	6	5	0	38,725	35	50	0	0	1.8%	0.7%	0.0	71.8
Loyola Boulevard													
B/t 85th St. & Manchester Ave.	Residential	2	0	0	5,320	25	50	0	0	1.8%	0.7%	0.0	59.0
83rd Street													
B/t Lincoln Blvd. & Colegio Dr.	Residential	2	0	0	6,545	25	50	0	0	1.8%	0.7%	0.0	59.9
B/t Colegio Dr. & Rayford Dr.	Residential	2	0	0	5,485	25	50	0	0	1.8%	0.7%	0.0	59.1
B/t Rayford Dr. & Stanmoor Dr.	Residential	2	0	0	3,130	25	50	0	0	1.8%	0.7%	0.0	56.7
Future (2012) With Project Traffic Conditions													
Manchester Avenue													
B/t Stanmoor Dr. & Rayford Dr.	Residential & Commercial	6	10	0	9,210	35	50	0	0	1.8%	0.7%	0.0	65.8
B/t Rayford Dr. & Lincoln Blvd.	Residential	6	10	0	12,905	35	50	0	0	1.8%	0.7%	0.0	67.3
B/t Lincoln Blvd. & Loyola Blvd.	Commercial	6	10	0	16,175	35	50	0	0	1.8%	0.7%	0.0	68.3
B/t Loyola Blvd. & Georgetown Ave.	Residential & Park	6	10	0	16,835	35	50	0	0	1.8%	0.7%	0.0	68.5
Rayford Drive													
B/t 83rd St. & 85th St.	Residential	2	0	0	1,775	25	50	0	0	1.8%	0.7%	0.0	54.2
B/t 85th St. & Manchester Ave.	Residential	2	0	0	2,370	25	50	0	0	1.8%	0.7%	0.0	55.5
Lincoln Boulevard													
North of 83rd St.	Residential	6	5	0	52,410	35	50	0	0	1.8%	0.7%	0.0	73.1
B/t 83rd St. & Manchester Ave.	Commercial	6	5	0	43,565	35	50	0	0	1.8%	0.7%	0.0	72.3
B/t Manchester Ave. & Loyola Blvd.	Residential & Commercial	6	5	0	38,730	35	50	0	0	1.8%	0.7%	0.0	71.8
Loyola Boulevard													
B/t 85th St. & Manchester Ave.	Residential	2	0	0	5,320	25	50	0	0	1.8%	0.7%	0.0	59.0
83rd Street													
B/t Lincoln Blvd. & Colegio Dr.	Residential	2	0	0	6,545	25	50	0	0	1.8%	0.7%	0.0	59.9
B/t Colegio Dr. & Rayford Dr.	Residential	2	0	0	5,485	25	50	0	0	1.8%	0.7%	0.0	59.1
B/t Rayford Dr. & Stanmoor Dr.	Residential	2	0	0	3,130	25	50	0	0	1.8%	0.7%	0.0	56.7

[1] Distance is from the centerline of the roadway segment to the receptor location.

APPENDIX H
TRAFFIC REPORT

DRAFT

TRAFFIC IMPACT STUDY FOR THE PROJECT AT LINCOLN BOULEVARD/MANCHESTER AVENUE (7280-7298 W. MANCHESTER AVENUE), CITY OF LOS ANGELES

Prepared for:

PLAYA MANCHESTER L.P.

Prepared by:

Crain & Associates
2007 Sawtelle Boulevard, Suite 4
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(310) 473-6508

January 2009

EXECUTIVE SUMMARY

Playa Manchester L.P. proposes to develop a project on the southeast corner of the intersection of Manchester Avenue and Rayford Drive. The project site is in the Westchester-Playa del Rey community of the City of Los Angeles. Directly east of the project, a mixed-use development is currently under construction. This adjacent project includes the development of both residential and commercial uses.

The proposed project will consist of the development of 260 apartment units, including 134 previously entitled apartment units and 126 new apartment units. This expanded building will replace 24,000 square feet of retail uses currently located on the site. It is anticipated that the project will be completed and occupied by 2012. Once occupied, the project is expected to add 36 vehicle trips to the roadway system during the morning peak hour, decrease the number of vehicle trips during the afternoon peak hour, and result in a net decrease in the daily site trips.

Project parking will be provided on-site in an amount equal to or greater than the number required by the City of Los Angeles Municipal Code (LAMC) for this development. All project parking spaces will be located within subterranean and above-grade parking structures located beneath the project building. Driveway access will be available via one main driveway on Manchester Avenue and one service driveway on alley way located south of the project site, which directly connects to Rayford Drive. The appropriate signs will be posted at the intersection of the alley and Rayford Drive to prohibit the project and other traffic from and using the alley to travel through the community south of the project site. Specifically, a “No left-turn” sign for westbound traffic will be installed along the alley at Rayford Drive and “No right-turn” sign for northbound traffic will be installed along Rayford Drive at the alley to prohibit cut-through traffic.

The scope of this traffic impact study was determined in discussion with the Los Angeles Department of Transportation (LADOT). The study analyzes existing (2008) and future (2012) AM and PM traffic conditions at seven intersections and along one residential street segment. Cumulative traffic conditions, attributable to 19 potential related projects in the study area, were also analyzed. It is anticipated the project will not significantly impact any of the study intersections.

Project traffic impacts were also analyzed at Congestion Management Program (CMP) locations. No significant project traffic impacts were determined at any of the CMP locations.

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INTRODUCTION

This study, prepared by Crain & Associates, assesses and evaluates the possible traffic impacts of a proposed project in the Westchester-Playa del Rey community of the City of Los Angeles. The project site, which is located on the southeast corner of the intersection of Manchester Avenue and Rayford Drive (7280-7298 W. Manchester Avenue), is depicted in Figure 1 (Project Vicinity Map).

Seven study intersections in the project vicinity were analyzed to determine project impacts during the weekday morning and afternoon peak-hours. Volume-to-capacity ratios were calculated and associated Levels of Service were determined for the following seven intersections:

1. 83rd Street and Lincoln Boulevard
2. 83rd Street and Rayford Drive
3. Manchester Avenue and Pershing Drive
4. Manchester Avenue and Rayford Drive
5. Manchester Avenue and Lincoln Boulevard
6. Manchester Avenue and Loyola Boulevard
7. Loyola Boulevard and Lincoln Boulevard

In addition, a residential street impact analysis was conducted on Rayford Drive, south of 85th Street. The locations of the study intersections and the residential street segment are shown in Figure 2.

Due to the concern of the cut through traffic in the communities south of the project site, the project site access is not allowed from the south through these communities. Therefore, little (if any) project traffic will travel along these residential streets, and no additional intersections in these communities needed to be analyzed.

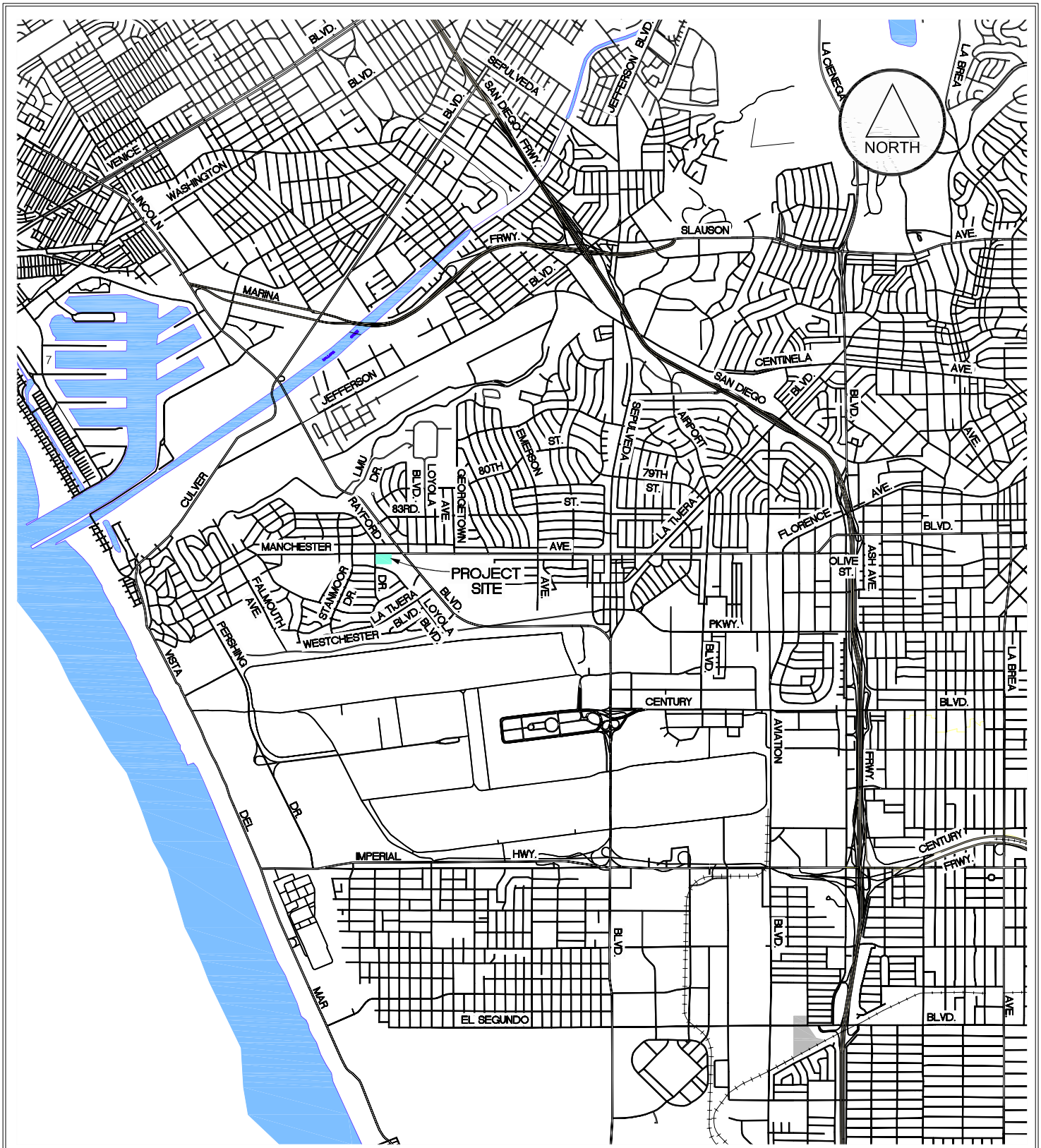


FIGURE 1

8/12/2008

Playa Manchester\8-2008\SITEVICN

PROJECT SITE VICINITY MAP

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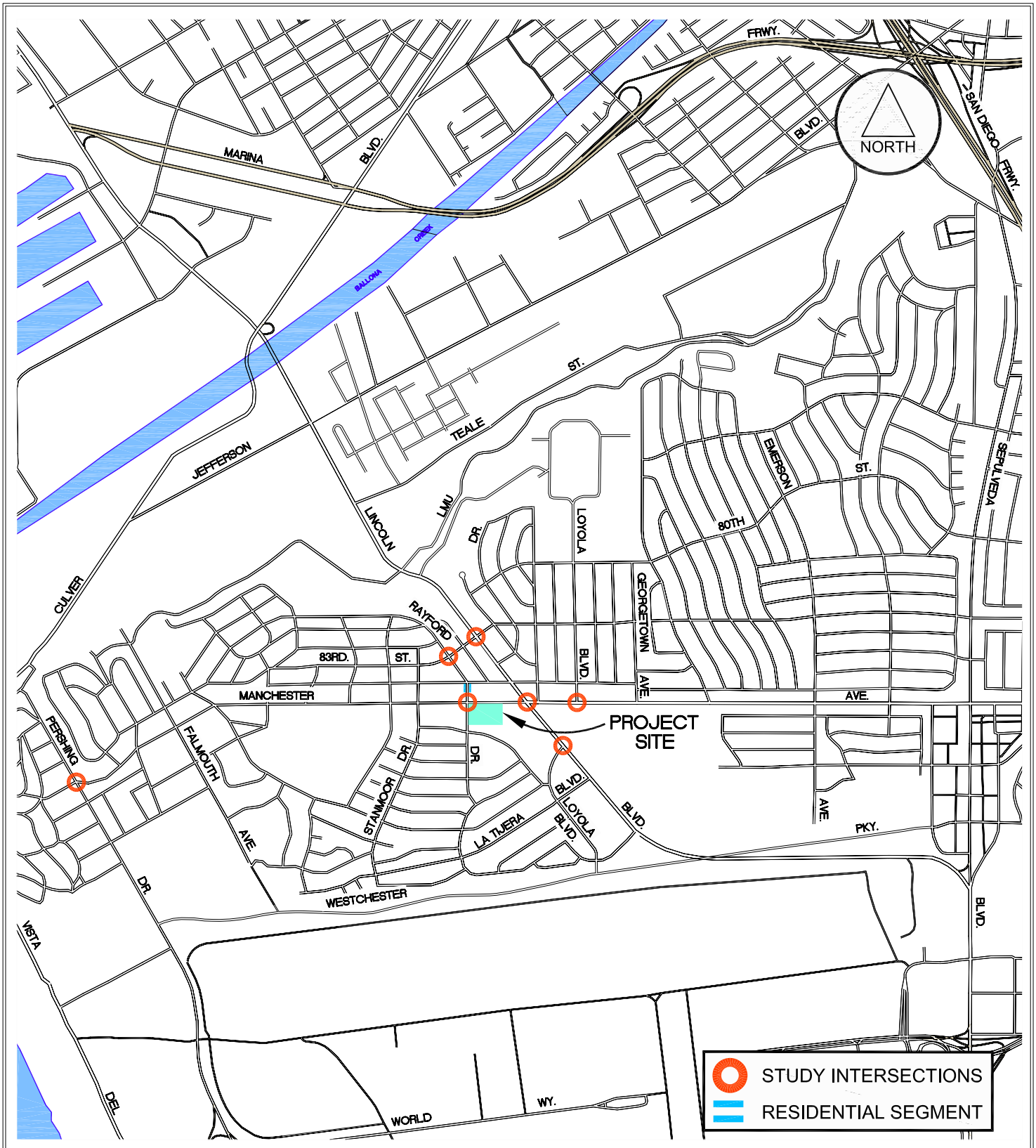


FIGURE 2

06/10/2008

Playa Manchester\8-2008\STUDYINT

STUDY INTERSECTION AND STREET SEGMENT MAP

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PROJECT DESCRIPTION

The project site is located on the southeast corner of the intersection of Manchester Avenue and Rayford Drive (at 7280-7298 W. Manchester Avenue) in the Westchester-Playa del Rey community of the City of Los Angeles. Immediately east of the project site is a mixed-use development which is currently under construction.

The proposed project will consist of the development of 260 apartment units, including 134 previously entitled apartment units and 126 new apartment units. This expanded building will replace 24,000 square feet of retail uses currently located on the site. It is anticipated that the project will be completed and occupied by 2012. Once occupied, the project is expected to add 36 vehicle trips to the roadway system during the morning peak hour, decrease the number of vehicle trips during the afternoon peak hour, and result in a net decrease in the daily site trips.

Project parking will be provided on-site in an amount equal to or greater than the number required by the City of Los Angeles Municipal Code (LAMC) for this development. All project parking spaces will be located within subterranean and above-grade parking structures located beneath the project building. Driveway access will be available via one main driveway on Manchester Avenue and one service driveway on alley way located south of the project site, which directly connects to Rayford Drive. The appropriate signs will be posted at the intersection of the alley and Rayford Drive to prohibit the project and other traffic from and using the alley to travel through the community south of the project site. Specifically, a “No left-turn” sign for westbound traffic will be installed along the alley at Rayford Drive and “No right-turn” sign for northbound traffic will be installed along Rayford Drive at the alley to prohibit cut-through traffic.

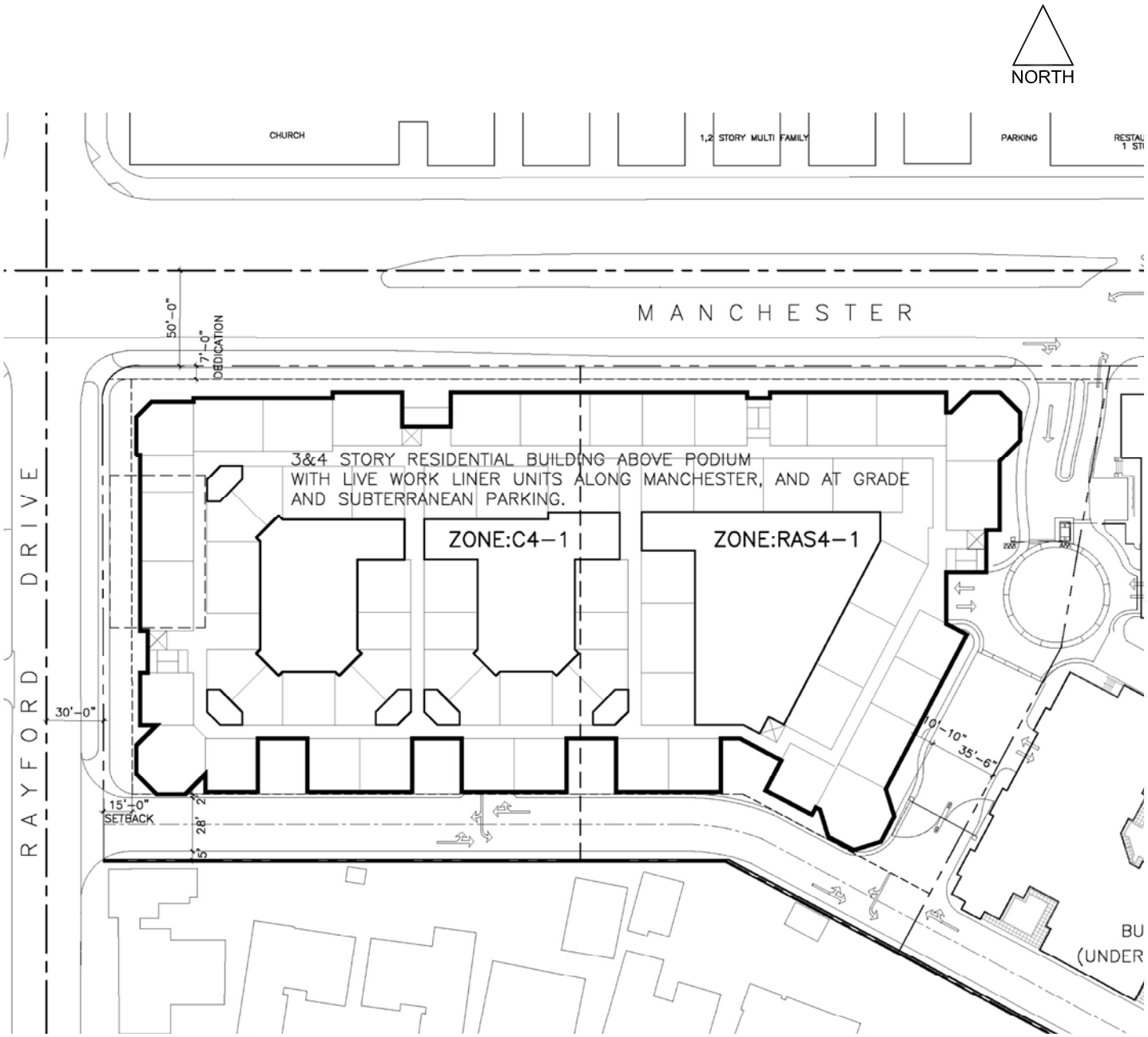


FIGURE 3

3/6/2008

Playa & Manchester\8-2008\SITEPLAN

PROJECT SITE PLAN

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ENVIRONMENTAL SETTING

The project site, located on the southeast corner of Manchester Avenue and Rayford Drive, is within the Westchester community of the City of Los Angeles. The site is located approximately 2 miles inland from the Pacific Ocean and is approximately midway between Marina del Rey to the north and the Los Angeles International Airport (LAX) to the south. The surrounding area is developed with a mixture of commercial, residential, governmental, recreational and educational uses. The streets and highways in this area serve many high activity uses, including LAX, Marina del Rey, Loyola Marymount University, the Playa Vista development and the beach, resulting in high traffic volumes within and throughout the area. Project access is primarily expected via the San Diego Freeway, Century Freeway and the surface streets and highways discussed below.

Freeways

The San Diego Freeway (Interstate 405) is approximately 3 miles east of the site. It extends from the northern part of the San Fernando Valley, through Los Angeles County and into Orange County. It generally provides four lanes in each direction, as well as high-occupancy vehicle (HOV) lanes along much of its route. In the study area, the San Diego Freeway generally runs north-south and interchanges with the Glenn M Anderson and Marina Freeways. It has full or partial ramp connections with arterials Jefferson Boulevard, Sepulveda Boulevard, Howard Hughes Parkway, La Tijera Boulevard, Florence Avenue, Manchester Avenue, Century Boulevard and Imperial Highway east of the project site.

According to the most current (2007) data available through the Caltrans Website, traffic volumes on the San Diego Freeway, between Manchester Boulevard and La Tijera Boulevard, are approximately 272,000 vehicles per day (VPD), with peak-hour volumes

of approximately 17,400 vehicles per hour (VPH). Between the Glen M Anderson Freeway and Century Boulevard traffic volumes are approximately 316,000 VPD, with peak-hour volumes of approximately 20,400 VPH.

The Glen M Anderson Freeway (Century Freeway - Interstate 105) is approximately 2.5 miles southeast of the site. This east-west facility begins at Imperial Highway near LAX and ends approximately 17 miles to the east at the San Gabriel River Freeway. The Glen M Anderson Freeway generally has four lanes and one HOV lane per direction. The Glen M Anderson Freeway interchanges with the San Diego Freeway, and has full or partial ramp connections at Imperial Highway, Sepulveda Boulevard, Nash Street and Atwood Way south of the project site.

According to the Caltrans website, traffic volumes on the Glen M Anderson Freeway, between the San Diego Freeway junction and the Douglass Street interchange, are approximately 122,000 VPD, with peak-hour volumes of approximately 9,200 VPH.

The Marina Freeway/Expressway (State Route 90) follows an east-west alignment of relatively short length (currently 1.8 miles as freeway and 1.5 miles as expressway). The freeway portion, between Culver Boulevard on the west and the Slauson Avenue terminus on the east, primarily provides two to three lanes in each direction, with additional lanes available at its interchange with the San Diego Freeway. The expressway portion has two lanes per direction between Lincoln Boulevard and the freeway segment. The Marina Freeway has full ramp connections at Culver Boulevard and Centinela Avenue.

According to the Caltrans website, traffic volumes on the Marina Freeway, between the San Diego Freeway junction and Centinela Avenue, are approximately 73,000 VPD, with peak-hour volumes of approximately 5,900 VPH. The Marina Freeway, carries

approximately 26,000 VPD, with peak-hour volumes of approximately 2,100 VPH between Mindanao Way and Lincoln Boulevard.

Streets and Highways

Pershing Drive, a dedicated Major Highway Class II near the coastline, has two traffic lanes per direction, and left-turn channelization between Manchester Avenue and Westchester Parkway. North of Manchester Avenue, Pershing Drive maintains one lane per direction. Pershing Drive serves single- and multi-family residential uses, plus some commercial uses in the Playa del Rey community.

Rayford Drive, a dedicated local street, forms the western boundary of the project site. Rayford Drive provides one traffic lane per direction and primarily serves single-family residential uses, plus some multi-family, commercial and religious uses near Manchester Avenue.

Lincoln Boulevard (State Route 1), a dedicated Major Highway Class I in the project area, is the primary north-south arterial in the coastal area between the City of Santa Monica and the Westchester community. It provides access to a wide variety of uses, including LAX (via Sepulveda Boulevard). Currently, Lincoln Boulevard has three traffic lanes in each direction, plus left-turn channelization in the study area. In the future, Lincoln Boulevard will be improved by adding one northbound through lane.

Loyola Boulevard is a dedicated Secondary Highway north of Manchester Avenue where it provides one traffic lane in each direction and accesses Loyola Marymount University (LMU), single- and multi- family residential uses, commercial uses, and the Westchester Municipal Facility. Also in the project vicinity, Loyola Boulevard extends as a Collector street between Lincoln Boulevard and Westchester Parkway. This segment has up to three traffic lanes, depending on the location and approach, and generally serves commercial, single- and multi-family residential uses.

83rd Street is a dedicated Collector Street serving the single-family residential communities in Westchester-Playa del Rey. Adjacent to Lincoln Boulevard 83rd Street also serves local commercial uses, providing one traffic lane per direction and left-turn channelization at its intersection with Lincoln Boulevard.

Manchester Avenue, the northern project boundary and a dedicated Secondary Highway between Vista Del Mar Lane and Pershing Drive, and a dedicated Major Highway Class II east of Pershing Drive, extends through the Westchester-Playa del Rey communities and into the City of Inglewood. Generally, Manchester Avenue provides three traffic lanes per direction, plus left-turn and raised median channelization in the Westchester-Playa del Rey area. It also has a bike lane in each direction from Lincoln Boulevard easterly. Manchester Avenue accesses commercial, residential, recreational and public uses, and has ramp connections to the San Diego Freeway.

Existing (2008) Traffic Volumes

Traffic volumes for the existing conditions at the seven study intersections were obtained from manual traffic counts conducted in March and April of 2008 when schools were in regular session. In accordance with LADOT Traffic Study Policies and Procedures, the traffic counts conducted for this study cover the weekday morning and afternoon peak commute periods.

Peak-hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute volumes for all vehicular movements at the intersection. Weekday peak-hour volumes at the study intersections are detailed on the pages that follow and are illustrated in Figures 4(a) and 4(b). The manual intersection traffic count data sheets are provided in Appendix A.

Information pertaining to intersection widths and geometrics, bus stop locations, on-street parking restrictions, and traffic signal operations were obtained from both field

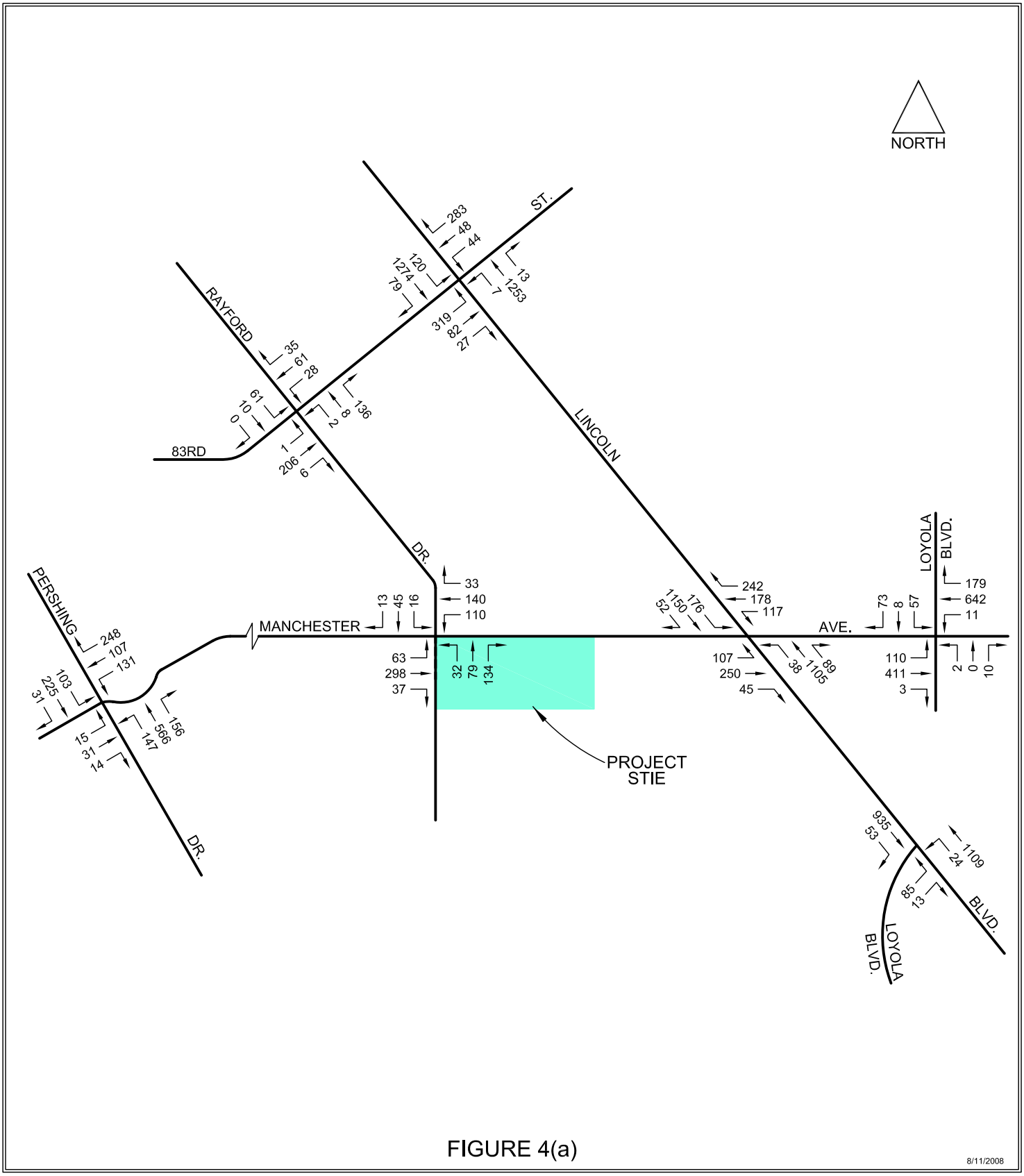


FIGURE 4(a)

8/11/2008

Playa Manchester\8-2008\AM2008

EXISTING (2008) TRAFFIC VOLUMES
AM PEAK HOUR

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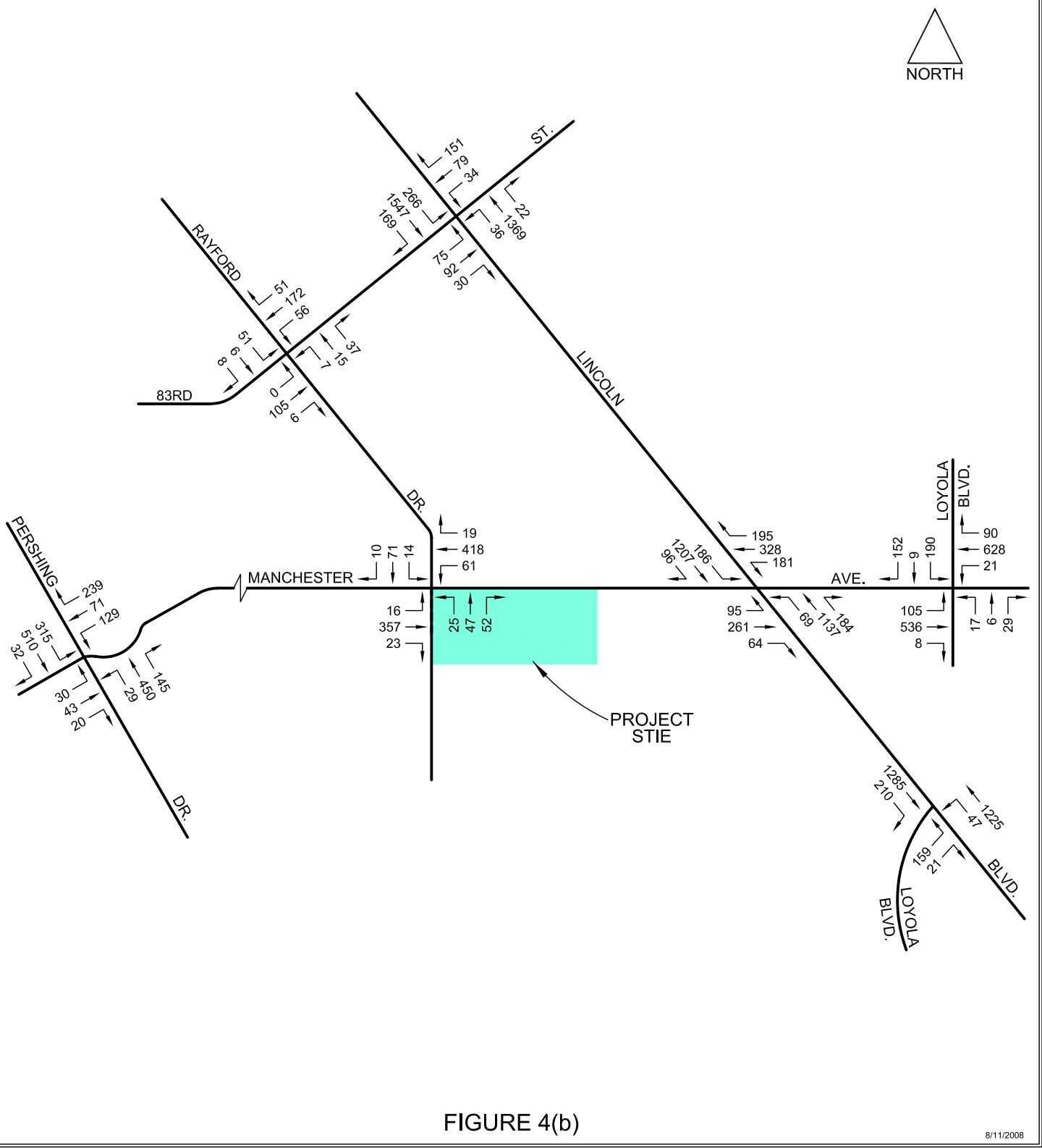


FIGURE 4(b)

8/11/2008

Playa Manchester\8-2008\PM2008

EXISTING (2008) TRAFFIC VOLUMES
PM PEAK HOUR

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checks and City engineering plans. The existing lane configuration and traffic control conditions for the six study intersections are illustrated in Appendix B.

Existing Public Transportation

Several bus routes traverse the Westchester, Playa del Rey, Marina del Rey and LAX areas. The two public transit operators providing service to the immediate project vicinity are the Los Angeles County Metropolitan Transportation Authority (Metro) and the Santa Monica Big Blue Bus Lines (BBB). The bus routes directly serving the project site are described below:

Metro Bus Service:

Metro Line 115/315 provides daily service between Playa del Rey and the City of Norwalk, generally traveling along Manchester Avenue and Firestone Boulevard. This line passes by the site on Manchester Avenue, and has an eastbound and a westbound bus stop just east of Lincoln Boulevard. Bus headways in the site vicinity are approximately 15 minutes during the weekday peak-hours. Frequent service is also available on weekends and holidays to serve the beach-going public.

Big Blue Bus Service:

Line 3 runs on a daily basis between UCLA and the MTA Green Line Station at Aviation Boulevard and Imperial Highway. It travels primarily along Lincoln Boulevard with portions travelling along Wilshire Boulevard, Montana Avenue, 4th Street, Manchester Avenue, Sepulveda Boulevard, 96th Street (including a stop at the LAX Transit Center), Airport Boulevard and Aviation Boulevard. It utilizes the same bus stops adjacent to the site as MTA Line 115. Line 3 has headways of approximately 15 minutes throughout most of a weekday, 30 minutes throughout most of Saturday and 30 minutes throughout most of Sunday.

Line R3 the Lincoln Boulevard Rapid line, is a part of the City of Santa Monica "Rapid Blue" Program. Line R3 travels from Wilshire Boulevard and 4th Street in the City of Santa Monica to the Metro Green Line Aviation Station near LAX. Line R3 travels along the densely populated 10-mile stretch of Lincoln Boulevard and has a stop on Lincoln Boulevard at Manchester Avenue. Headways are approximately 15 minutes during the weekday peak-hour. No service is provided on Saturday, Sundays and holidays.

In addition to these three lines, many more transit opportunities are available via transfers to other lines or transit providers. When these transfer opportunities are considered, all areas within the Los Angeles region are accessible using public transit. Thus, some of the persons going to and from the project could choose to utilize public transit. However, for purpose of a conservative analysis, none of the future project trips have been assigned to public transit.

Analysis of Existing (2008) Traffic Conditions

An analysis of existing weekday AM and PM peak-hour traffic conditions was performed at the following seven study intersections, which were determined in consultation with the City of Los Angeles Department of Transportation. Except as noted, these are all signalized intersections:

1. 83rd Street and Lincoln Boulevard**
2. 83rd Street and Rayford Drive *
3. Manchester Avenue and Pershing Drive
4. Manchester Avenue and Rayford Drive
5. Manchester Avenue and Lincoln Bouelvard**
6. Manchester Avenue and Loyola Bouelvard
7. Loyola Boulevard and Lincoln Boulevard**

* 4-Way STOP Controlled

** Due to on-going construction, analyzed as a 4-way STOP controlled intersection for existing conditions.

The methodology used for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in the Transportation Research Board Circular 212,[1] Interim Materials on Highway Capacity. In the discussion of the Critical Movement Analysis (CMA) for signalized intersections, procedures were developed for determining operating characteristics of an intersection in terms of the "Level of Service" (LOS) provided for different levels of traffic volume and other variables, such as the number of traffic signal phases. Level of Service describes the quality of traffic flow. Levels of Service A to C denote conditions in which traffic operations are proceeding quite well, with no interruptions in traffic flow due to traffic volumes. Level D, a more constrained condition, is the level for which a metropolitan area street system is typically designed. Level E represents volumes at or near roadway capacity, which will result in possible stoppages of momentary duration and occasional unstable flow. Level F is a forced-flow condition, occurring when a facility is overloaded and vehicles experience stop-and-go traffic with delays of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table 1 can be used to determine the applicable LOS.

[1] Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

Table 1
Critical Movement Volume Ranges*
For Determining Levels of Service

Maximum Sum of Critical Volumes (VPH)

Level of Service	Two Phase	Three Phase	Four or More Phases	4-Way STOP Sign Controlled
A	900	855	825	600
B	1050	1000	965	700
C	1200	1140	1100	800
D	1350	1275	1225	900
E	1500	1425	1375	1000
F	----------Not Applicable----------			

* For planning applications only, i.e., not appropriate for operations and design applications. Also, a computerized traffic signal coordination system, such as Automated Traffic Surveillance and Control (ATSAC), increases these values by approximately seven percent. With the addition of a further upgrade, such as Adaptive Traffic Control System (ATCS), an additional three percent increase in these values occurs.

Capacity is defined to represent the maximum total hourly movement volume which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table 2. The CMA indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. The Level of Service corresponding to a range of CMA values is shown in Table 2.

To be conservative and reflect the ongoing construction activity, the intersections along Lincoln Boulevard utilized the capacity of a 4-way STOP-sign controlled intersection.

Table 2
Level of Service
As a Function of CMA Values

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

By applying this analysis procedure to the study intersections, the CMA values and the corresponding Levels of Service for existing traffic conditions were determined. For analysis purposes consistent with the CMA methodology, the 4-Way Stop controlled intersection of 83rd Street/Rayford Drive was assumed to be signalized, but with a lower capacity of 1,000. A reduced capacity of 1,000 VPH was used to analyze the three Lincoln Boulevard intersections (with 83rd Street, Manchester Avenue, and Loyola Boulevard) where on-going construction has reduced the intersections capacity. This is a very conservative assumption which reflects the heaviest levels of construction activity.

The "Existing" condition results of the Critical Movement Analysis for the study intersections are included in Table 3. These results show that five of the study

intersections are within good Levels of Service, ranging from LOS A to C, during both peak hours. Two of the Lincoln Boulevard intersections currently under construction operate at LOS F during both peak hours. (The CMA worksheets for the Existing condition are provided in Appendix D).

Table 3
Critical Movement Analysis Summary
Existing (2008) Conditions

		AM Peak Hour		PM Peak Hour	
No.	**Intersection**	**CMA**	**LOS**	**CMA**	**LOS**
1.	83rd Street and Lincoln Boulevard	1.348	F	1.176	F
2.	83rd Street and Rayford Drive	0.448	A	0.389	A
3.	Manchester Avenue and Pershing Drive	0.318	A	0.374	A
4.	Manchester Avenue and Rayford Drive	0.287	A	0.207	A
5.	Manchester Avenue and Lincoln Boulevard	1.140	F	1.260	F
6.	Manchester Avenue and Loyola Boulevard	0.314	A	0.377	A
7.	Loyola Boulevard and Lincoln Boulevard	0.539	A	0.776	C

PROJECT TRAFFIC

The primary purpose of this study is to determine the impacts attributable to the additional traffic generated by the proposed project. The following sections describe the methodology used to determine the trip generation, distribution and assignment for the project. This methodology is consistent with standard LADOT traffic study policies and procedures.

Trip Generation

The vehicular trip generation of City of Los Angeles projects in the study area is analyzed according to two methodologies. These methodologies and the associated trip generation rates are contained or referenced in the Coastal Transportation Corridor Specific Plan (CTCSP) and the LADOT Traffic Study Policies and Procedures manual, and are described below.

1. Coastal Transportation Corridor Specific Plan (CTCSP)

   Pursuant to the CTCSP, LADOT requires a traffic assessment or analysis of projects in much of the coastal area of the City, including the Venice, Mar Vista, Del Rey, Playa del Rey, Westchester and LAX areas. The CTCSP sets forth the required methodology for the analysis of PM peak-hour trips. The CTCSP trip rates used in this analysis which were approved by LADOT are in Table 4.

2. Standard LADOT Methodology - Traffic Study Policies and Procedures Manual

   The standard LADOT methodology requires that traffic impacts be analyzed according to its Traffic Study Policies and Procedures Manual. This standard LADOT methodology requires the use of the most current Trip Generation handbook (7th Edition) published by the Institute of Transportation Engineers (ITE), unless the project is within a Transportation Specific Plan area. If such is the case, then the trip generation formulas and rates are to be applied according

to the Specific Plan procedures. If necessary, other trip generation formulas or rates may also be permitted pursuant to LADOT approval.

As noted above, the project is within the Coastal Transportation Corridor Specific Plan area. As the CTCSP contains only PM peak-hour trip rates, those rates were used to calculate the project's PM peak-hour trips. The AM peak-hour and daily project trip generations were calculated from ITE formulas and rates in accordance with the standard LADOT methodology. These formulas and rates were approved by LADOT and are also included in Table 4.

Table 4
Project Trip Generation Formulas and Rates

Project Uses:

Apartment (per dwelling unit) - LU 220

Daily:	T = 6.01 (D) + 150.35
AM Peak Hour:	T = 0.49 (D) + 3.73; I/B = 20%, O/B = 80%
PM Peak Hour *:	T = 0.70 (D); I/B = 65%, O/B = 35%

Existing Uses Being Removed:

Specialty Retail (per 1,000 sf) - LU 814

Daily:	T = 44.32 (A)
AM Peak Hour:**	T = 1.20 (A); I/B = 60%, O/B = 40%
PM Peak Hour *:	T = 5.00 (A); I/B = 44%, O/B = 56%

Where:

T = trip ends	A = building area in 1,000's of square feet
I/B = inbound	D = dwelling unit
O/B = outbound	

Source:
Trip Generation, 6th Edition, Institute of Transportation Engineers, 1997.
* Coastal Transportation Corridor Specific Plan.
** San Diego Traffic Generators, San Diego Association of Governments, 1998.

Applying these sets of trip generation formulas and rates to the new uses and the existing uses being removed and/or reduced, the project trip generation for the AM

peak-hour, PM peak-hour and daily periods were calculated. As shown in Table 5, the project will result in a net decrease in the site's daily generation, with an increase of 36 trips during the AM peak hour and a decrease in trips during the PM peak hour.

Table 5
Project Trip Generation

ITE Code	Land-Use		Daily Trips	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Currently Proposed Project Trips									
220	Apartments	126 du	908	13	52	65	57	31	88
Existing Site Trips									
820	Specialty Retail	24,000 sf	1,064	17	12	29	53	67	120
Area Intersection Trips			**(156)**	**(4)**	**40**	**36**	**4**	**(36)**	**(32)**

Trip Distribution

Project-generated traffic was assigned to the street system based on a trip distribution pattern agreed upon by Crain & Associates and LADOT. This trip distribution pattern was determined by considering the proposed land uses; existing traffic movements; characteristics of the surrounding street system; nearby regional employment centers; the geographic location of the project site and its proximity to freeways and major travel routes. Considering these factors, the regional trip distributions shown below were estimated for the project.

Table 6
Project Directional Trip Distribution

	North	South	East	West
Proposed Project	30%	25%	35%	10%

This distribution pattern was also assumed for the existing project uses; that is, the project's residential use distribution was assumed applicable to the existing retail uses.

Trip Assignment

The directional distribution percentages shown in Table 6 were then disaggregated and assigned to specific routes and intersections within the study area that are expected to be used to access the project. These project trip assignment percentages are presented in Figure 5.

Applying these inbound and outbound percentages to the project trip generation previously calculated in Table 5, net project traffic volumes at the six study intersections were determined for the AM and PM peak hours, as shown in Figures 6(a) and 6(b), respectively.

Project Parking and Vehicular Access

Project parking will be provided on-site in an amount equal to or greater than the number required by the City of Los Angeles Municipal Code (LAMC) for this development. All project parking spaces will be located within subterranean and above-grade parking structures located beneath the project building. Driveway access will be available via one main driveway on Manchester Avenue and one service driveway on alley way located south of the project site, which directly connects to Rayford Drive. The appropriate signs will be posted at the intersection of the alley and Rayford Drive to prohibit the project and other traffic from and using the alley to travel through the community south of the project site. Specifically, a "No left-turn" sign for westbound traffic will be installed along the alley at Rayford Drive and "No right-turn" sign for northbound traffic will be installed along Rayford Drive at the alley to prohibit cut-through traffic.

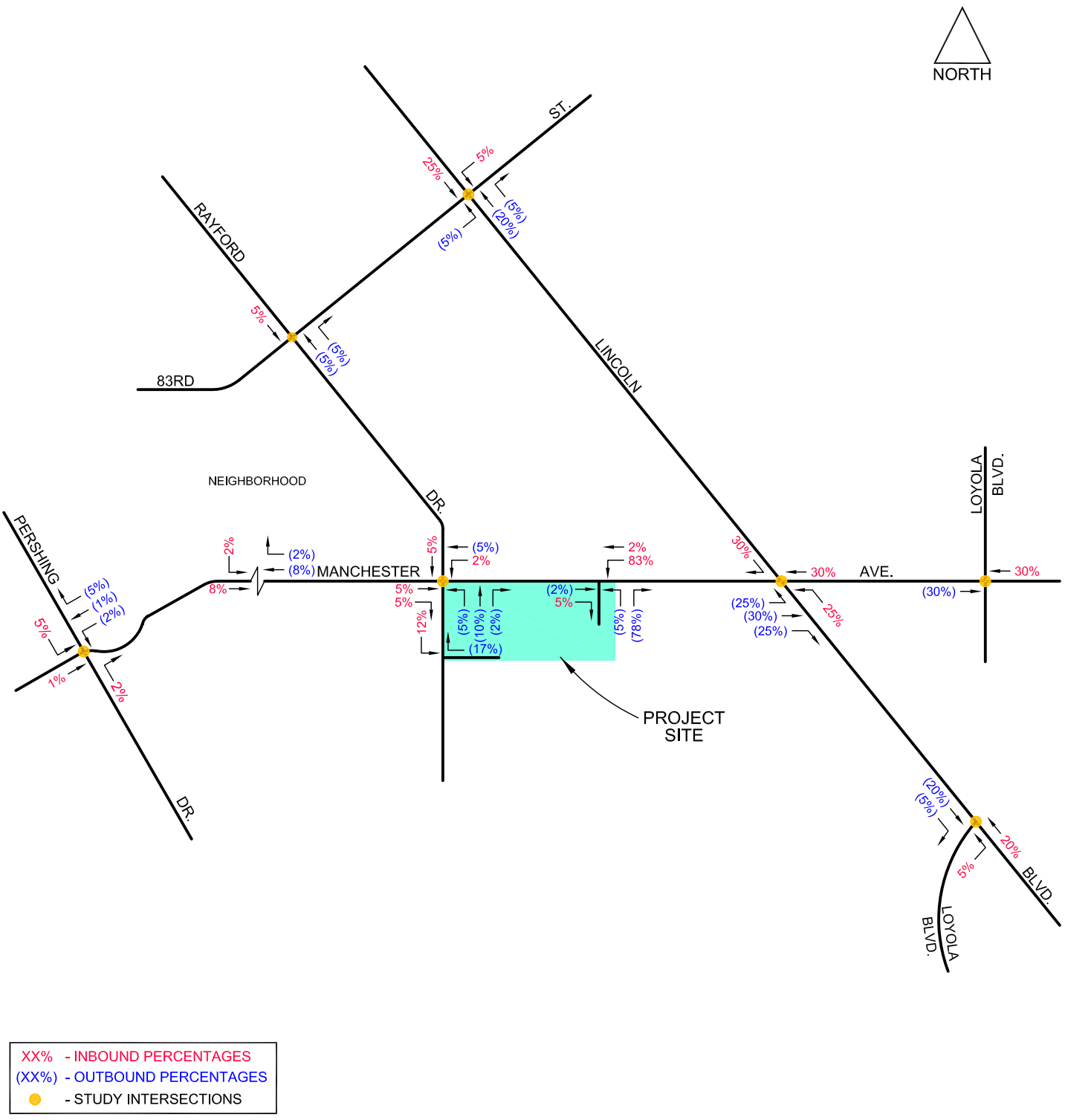


FIGURE 5

8/12/2008

Playa Manchester\8-2008\PROJ-DIST

PROJECT TRIP DISTRIBUTION

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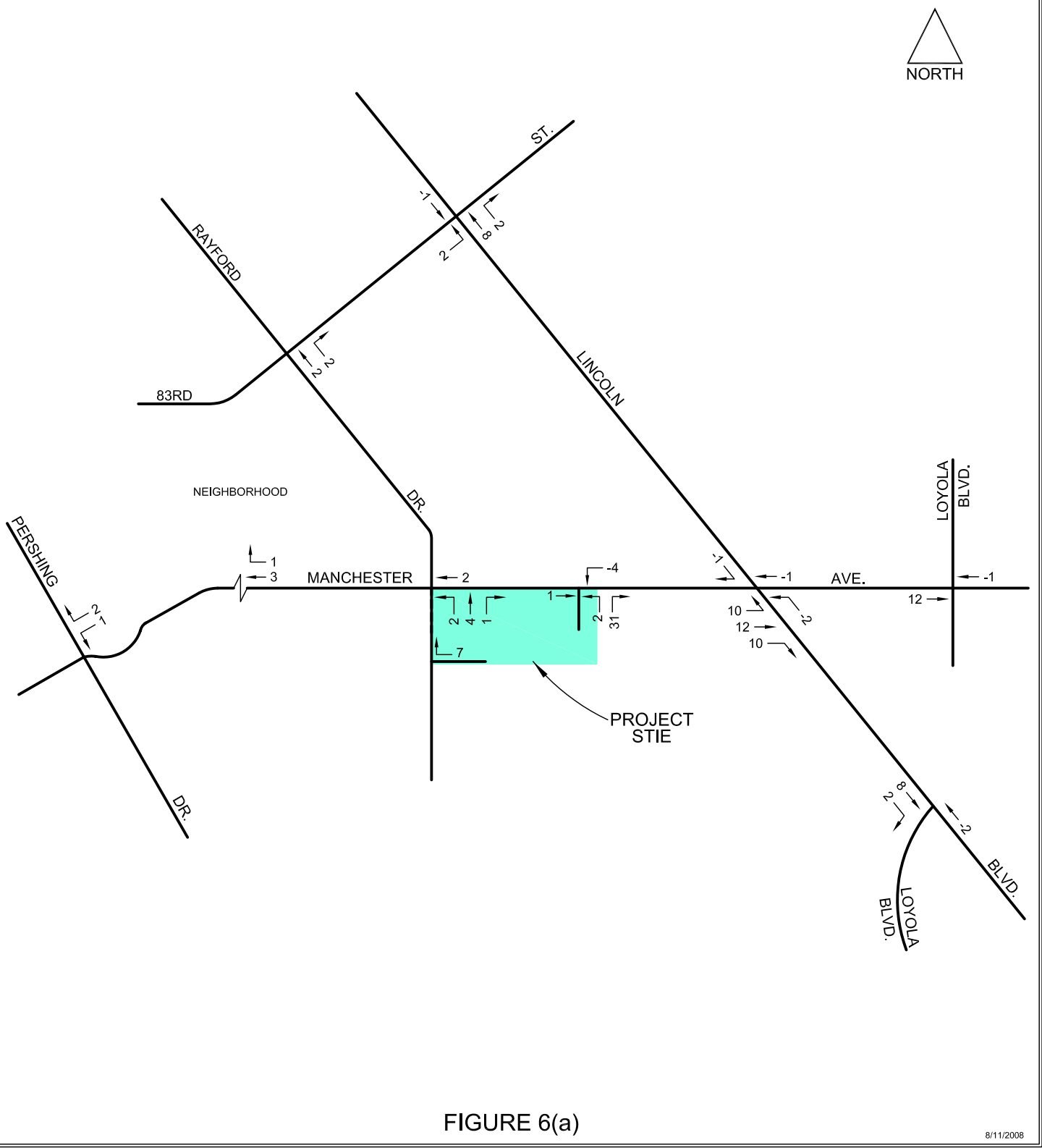


FIGURE 6(a)

8/11/2008

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PROJECT TRAFFIC VOLUMES (NET)
AM PEAK HOUR

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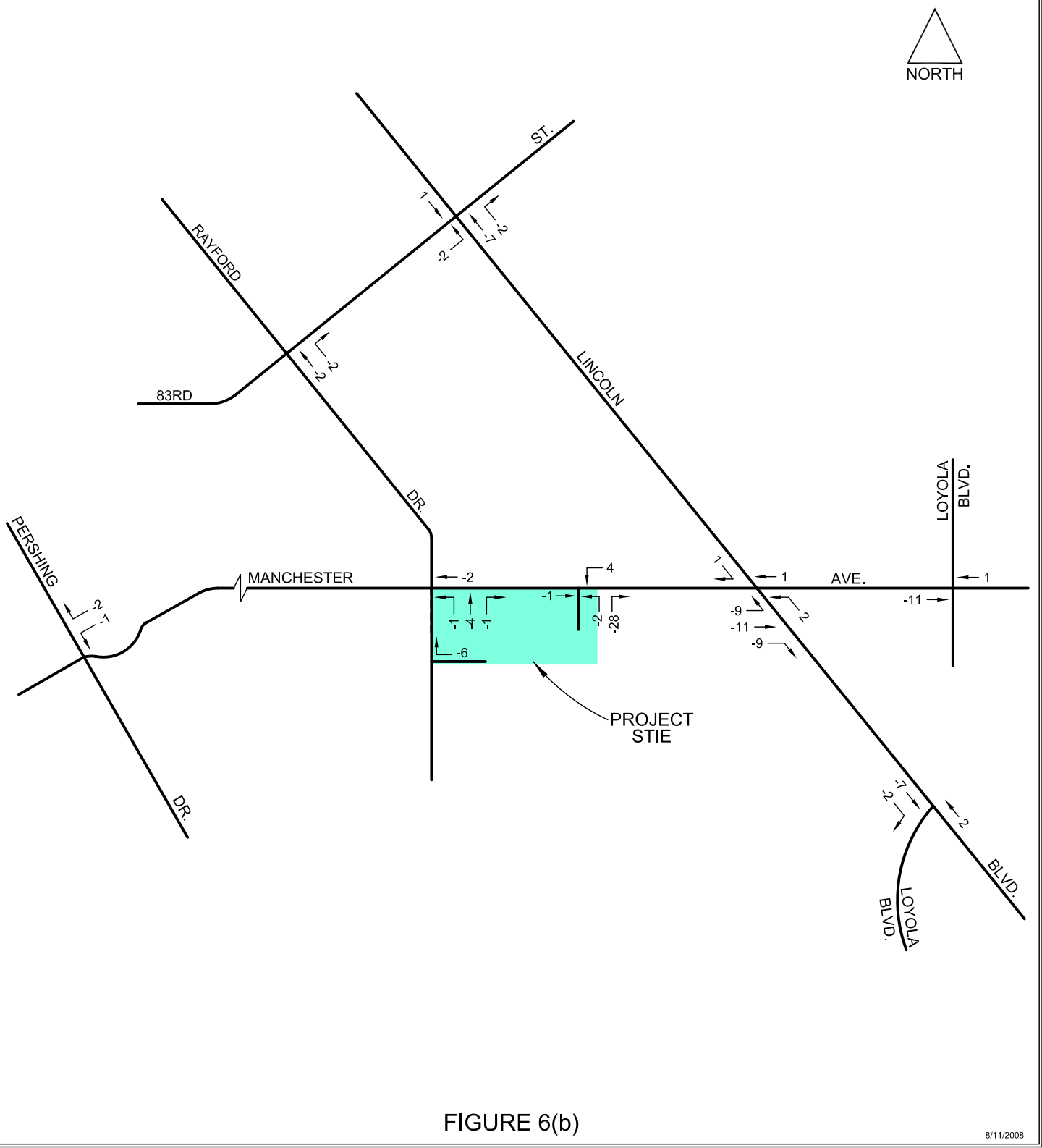


FIGURE 6(b)

Playa Manchester\8-2008\PMPRJ

PROJECT TRAFFIC VOLUMES (NET)
PM PEAK HOUR

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FUTURE TRAFFIC CONDITIONS

A number of projects are either under construction or planned for development in the project area that could contribute to traffic volumes within the study time frame. Thus, an analysis of the future traffic has been expanded to include traffic that may be generated by yet undeveloped or unoccupied projects. In order to evaluate future traffic conditions in the project area, an analysis of the existing (2008) traffic volumes was first conducted, as described previously. For the analysis of future conditions for the study year of 2012, an ambient growth factor of 2.0 percent per year, compounded annually, was applied to the existing volumes at four of the seven study intersections. For the remaining three intersections, located on Lincoln Boulevard, construction completion and a 30 percent increase in traffic along and turning onto/off of Lincoln Boulevard was assumed for the 2012 baseline condition, per LADOT request. The 2% annual ambient growth factor was applied as an alternative at these 3 intersections only to traffic crossing Lincoln Boulevard.

The result provides the “baseline” traffic volumes for the analysis of future (2012) conditions. Although the inclusion of the annual growth factor generally accounts for area-wide traffic increases, for the purposes of providing a conservative analysis of the potential cumulative effects, the traffic generated by related projects in the study area was also added to the future baseline traffic volumes. The total future volumes, including related projects, provide the basis for the “Without Project” condition. Finally, project traffic was analyzed as an incremental addition to the Future (2012) “Without Project” condition to determine the Future (2012) “With Project” condition.

Traffic Growth and Related Projects

Based on an analysis of trends in traffic growth in the area and as recommended by LADOT, an average traffic growth factor of 2.0 percent per year was used. This growth

factor accounts for increases in traffic resulting from small-sized projects and ambient traffic growth from outside the study area. This growth factor was applied to four of the study intersections existing (2008) traffic volumes to develop an estimation of 2012 baseline volumes. For the three study intersections on Lincoln Boulevard, the 2012 baseline volumes were developed by increasing the existing (2008) traffic volumes by 30 percent to account for the current decrease in traffic on Lincoln Boulevard due to its construction. Also included in the future year analysis are area projects proposed or under construction or proposed (referred to as "related projects"). Information regarding potential related projects within an approximate 2-mile radius of the project site was obtained from LADOT and the County of Los Angeles; and from recent traffic studies in the vicinity.

It was determined that 19 related projects in the surrounding communities and jurisdictions could potentially contribute significant traffic to the study intersections. A summary description of these related projects are provided in Table 7. The locations of these projects are shown in relationship to the project site in Figure 7.

The trips generated by these related projects were estimated from previous traffic studies when available, or by using the trip generation formulas and rates in Appendix C. The estimated trip generations of the related projects are also included in Table 7. These trips were distributed and assigned using similar assumptions and rationale applied to the proposed project. For purposes of a conservative analysis, it was assumed that all of these related projects would be completed by 2012. The traffic volumes for the related projects during the AM peak hour and PM peak hour are shown in Figure 8(a) and 8(b) respectively.

To determine the 2012 Without Project traffic volumes, the related projects traffic was combined with the existing traffic volumes that were increased by either 2.0 percent per

Table 7
Related Projects Location, Description and Trip Generation

Map No.	Location (Address)	Size	Unit	Description	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1.	7215 W. Manchester Ave. [1]	4,850	sf	Walk-In Bank	607	8	8	16	33	32	65
2.	6225 W. Century Blvd.	180	du	Hotel	1,471	59	42	101	62	64	126
3.	7900 S. Loyola Blvd.	16	st	Daycare Center	72	7	6	13	6	7	13
4.	7831 Sepulveda Blvd.	600	st	School Expansion	774	139	113	252	76	92	168
5.	5401 Beethoven St.	420	st	Private School	3,171	208	170	378	120	136	256
6.	8632 Sepulveda Blvd.	3,621	sf	Walk-In Bank	567	8	7	15	30	30	60
7.	5550 Grosvenor Blvd.	208	du	Condominium	1,219	16	76	92	98	48	146
8.	4500 Via Marina	120	du	Apartment (expansion)	806	12	49	61	25	14	39
9.	Southern terminus of Fiji Wy. (Parcel 64) [2]	478	du	Multi-family Residential	1,106	17	76	93	58	30	88
		500	sf	Restaurant							
		34	slip	Boat							
		(224)	*du*	*Apartment (to be removed)*							
10.	W/o Fiji Wy. Near Terminus	132	rm	Hotel	2,375	41	57	98	114	95	209
	Fisherman's Village [3]	1,230	seat	Restaurant							
	(Parcels 55/56/W)	24,250	sf	Retail							
		5,200	sf	Office							
		26	*slip*	*Boat*							
		(12,984)	*sf*	*Retail/Commercial (to be removed)*							
		(16,149)	*sf*	*Restaurant (to be removed)*							
		(17)	*slip*	*Boat (to be removed)*							
11.	W/o Lincoln Blvd., N/o Fiji Wy. (Parcels 50&83)	4,700	sf	Specialty Retail	208	4	2	6	9	12	21
12.	12700 Braddock Dr.	134,557	sf	Warehouse	667	50	11	61	54	161	215
		1,357	sf	Office	15	2	0	2	1	3	4
		(58,323)	*sf*	*University of CA Laundry Building (to be removed)*	*(223)*	*(33)*	*(10)*	*(43)*	*(17)*	*(30)*	*(47)*
					459	19	1	20	38	134	172

Table 7 (Cont.)
Related Projects Location, Description and Trip Generation

Map No.	Location (Address)	Size	Unit	Description	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
13.	S/o Jefferson Blvd., E/o Lincoln Blvd.			Playa Vista Phase I	34,014	3,437	687	4,124	681	2,827	3,508
		3,246	du	Condominium							
		2,142,050	sf	Office							
		25,000	sf	Retail							
		1,129,900	sf	Production & Staging Support							
		65,000	sf	Community Serving Uses							
				Playa Vista Phase I - Completed and Occupied							
		(2,166)	*du*	Condominium							
		(221,000)	*sf*	Office							
		(12,500)	*sf*	Retail							
14.	S/o Jefferson Blvd./ Westlawn Ave. [4]			Playa Vista Phase II	24,220	577	1,049	1,626	1,275	1,027	2,302
		175,000	sf	Office							
		2,600	du	Apartment							
		150,000	sf	Shopping Center							
		40,000	sf	Community Serving Uses							
15.	N/s Fiji Wy., W/o Admiralty Wy.	345	Vessel	Dry Stack Storage Facility	995	15	28	43	17	30	47
	(Parcel 52/GG)	30	Vessel	Mast Up Storage Space	86	1	3	4	1	3	4
		1,500	sf	Sheriff Boatwright Facility	-	-	-	-	-	-	-
					1,081	16	31	47	18	33	51
16.	1 LMU Dr. [5]	7,800	st	Loyola Marymount University Master Plan	0	0	0	0	0	0	0
17.	SWC Lincoln Blvd./Manchester Ave.			Lincoln & Manchester	(204)	(155)	112	(43)	106	(14)	92
		539	du	Apartment							
		27,000	sf	Retail							
		(500)	*rm*	*Hotel (to be removed)*							
		(10,420)	*sf*	*Retail (to be removed)*							
		(10,590)	*sf*	*Office (to be removed)*							
		(4,800)	*sf*	*High-Turnover Restaurant (to be removed)*							

Table 7 (Cont.)
Related Projects Location, Description and Trip Generation

Map No.	Location (Address)	Size	Unit	Description	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
18.	6161 W Centinela Ave. [6]			Carlyle Radisson							
		342,409	sf	Office	3442	442	60	502	79	383	462
19.	9204 Airport Blvd. [7]			Airport Blvd Carwash	536	10	10	20	37	37	74
		1	site	Car Wash							
		(15,251)	*sf*	*Car Rental Facility (to be removed)*							

Sources:

[1] Traffic Impact Study for Bank of America Project at Lincoln Boulevard/Manchester Avenue, Crain & Associates, July 2008.

[2] Traffic Analysis for a Proposed 478-unit Residential Development on Parcel 64 in Marina del Rey, Crain & Associates, January 2007.

[3] Traffic Study for the Fisherman's Village Retail and Commercial Development Project, Hirsch Green Traffic Consultant, March 2007.

[4] Traffic Analysis for The Village at Playa Vista Project, Kaku Associates, Inc. and Raju Associates, Inc., July 2003.

[5] No net increase of number of students or expansion of campus square footage. Therefore, no net increase trip generation for the project.

[6] Traffic Impact Study Report for Proposed Entrada Office Project at 6161 W. Centinela Avenue, Culver City, Crain & Associates, November 16, 2007.

[7] Memorandum of Understanding (MOU) for the 9204 Airport Boulevard Carwash Project, Crain & Associates, March 19, 2008.

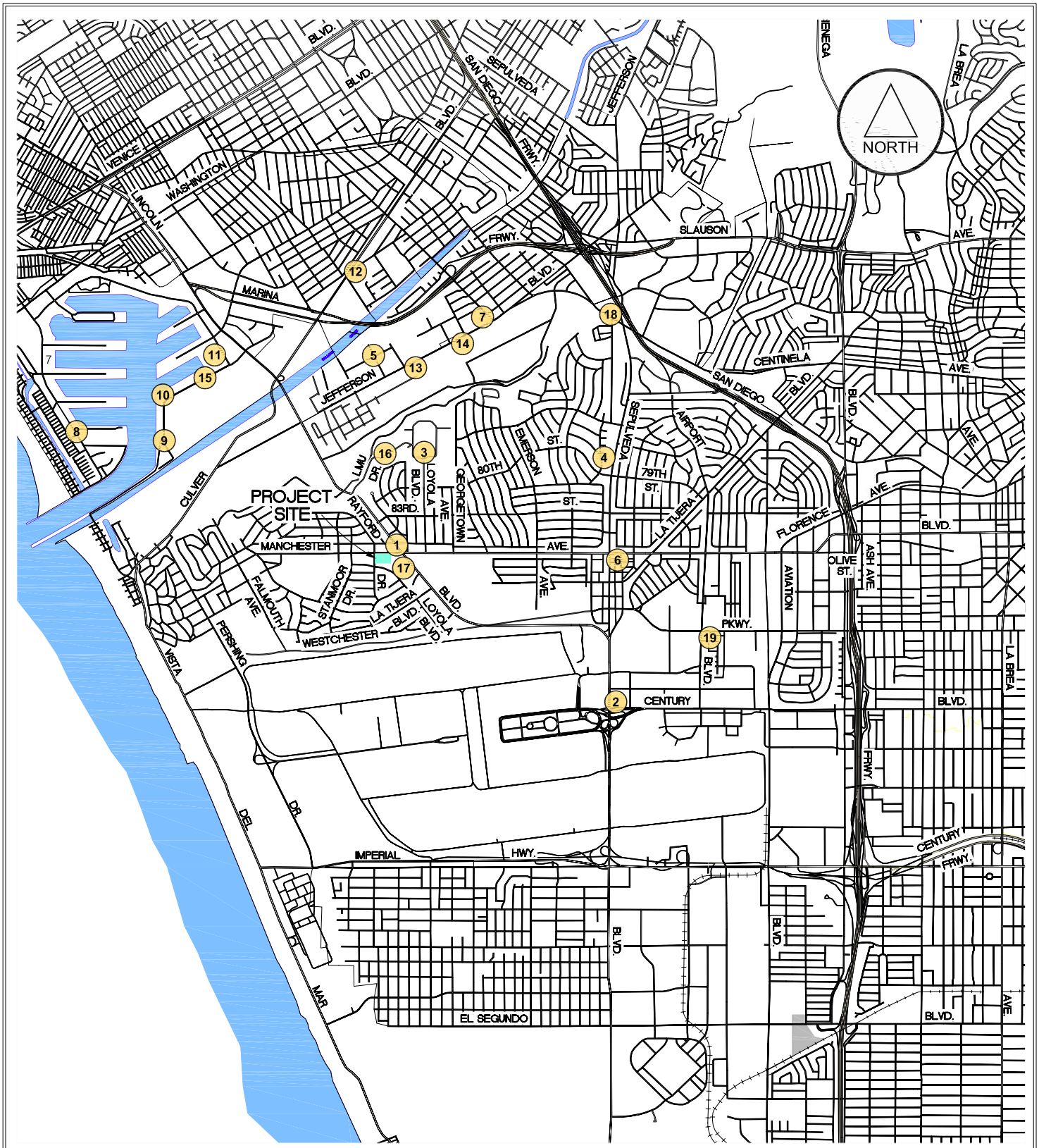


FIGURE 7

8/12/2008

Playa Manchester\8-2008\RELPROJS

RELATED PROJECTS LOCATION MAP

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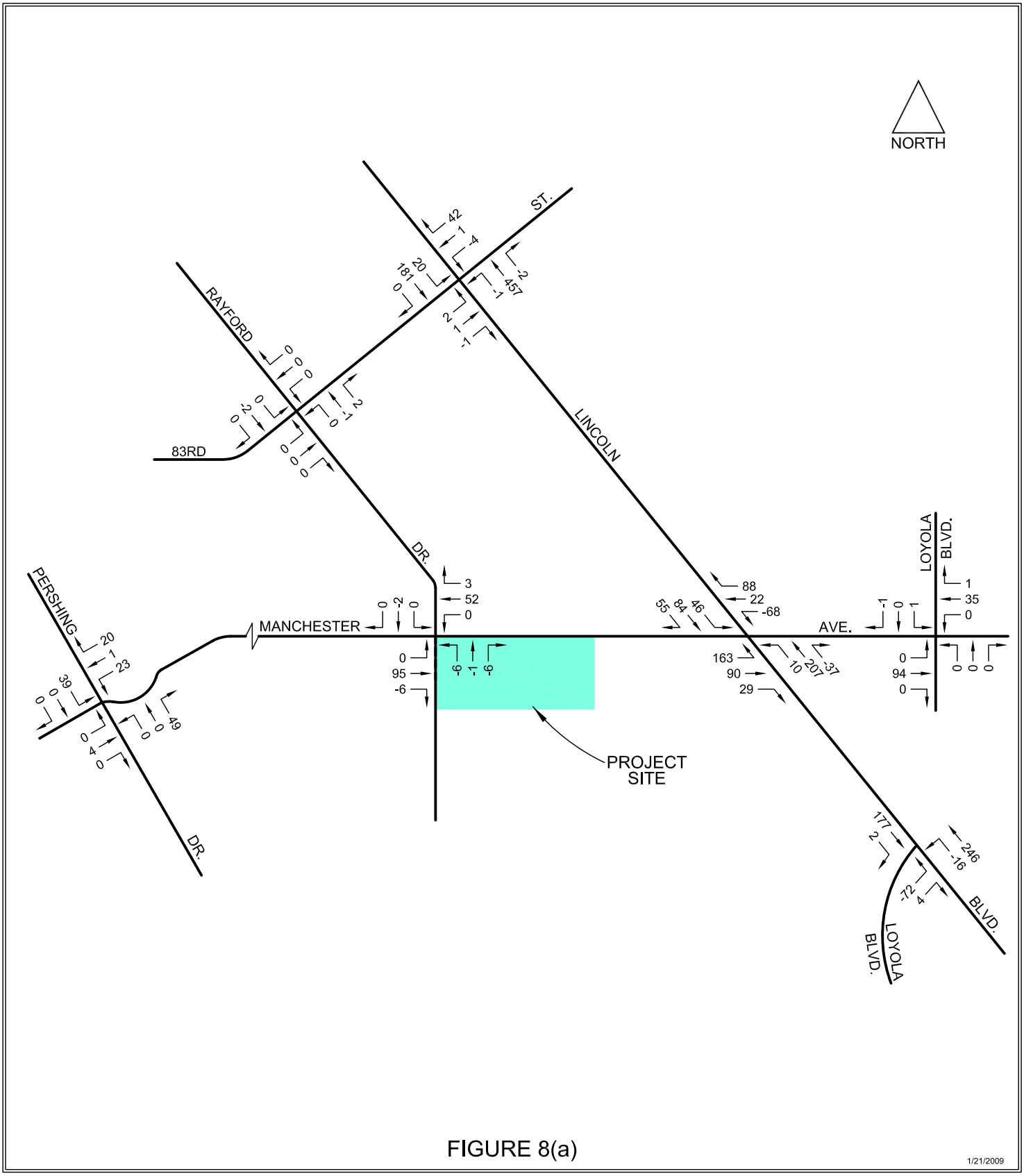


FIGURE 8(a)

1/21/2009

Playa Manchester\1-2009\AMREL

TOTAL RELATED PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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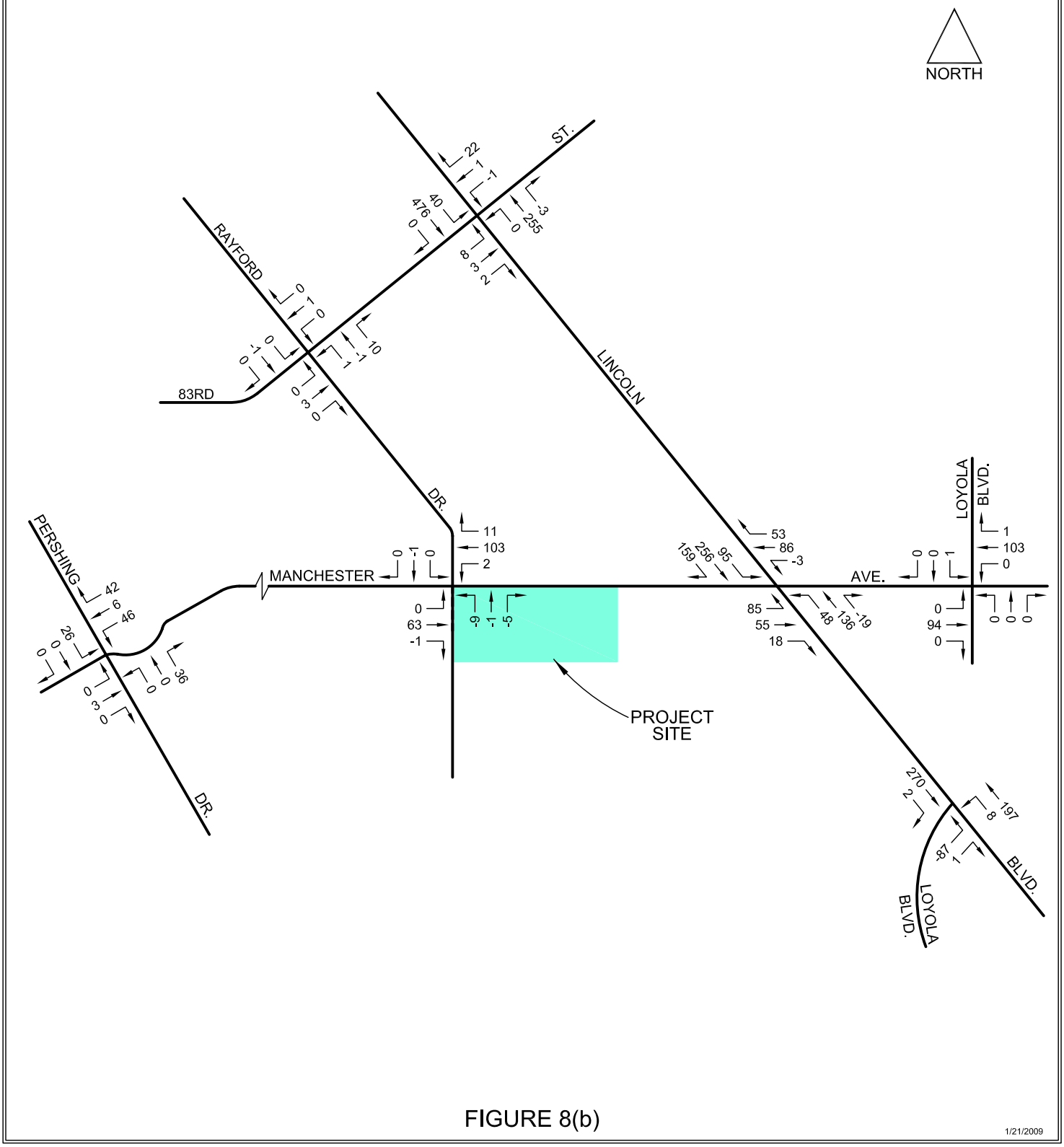


FIGURE 8(b)

1/21/2009

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TOTAL RELATED PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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year or 30 percent total, as appropriate. The resulting 2012 Without Project intersection peak-hour volumes are shown in Figures 9(a) and 9(b). These are the "benchmark" values used in analyzing project traffic impacts on the street system. They represent a conservative condition due to several factors, such as: some projects may implement traffic reduction programs; transit usage may increase; the effects of internal trip linkages and pass-by/diverted trips have not been credited for all projects; and some projects will likely be developed less than described or outside the study time frame. Thus, actual future traffic volumes in the study area could be less than analyzed.

Highway System Improvements

In the discussions with LADOT to scope this traffic impact study, LADOT recommended that several study intersections be revised for the future year analyses to reflect roadway improvements being implemented by others. These improvements are described below.

Caltrans

Caltrans is implementing a lengthy improvement on Lincoln Boulevard from Marina del Rey to La Tijera Boulevard. This improvement incorporates, and where feasible expands upon, the Play Vista Phase I mitigation plan for Lincoln Boulevard. In the project vicinity, Lincoln Boulevard is being widened and realigned from La Tijera Boulevard to LMU Drive to provide an additional northbound lane along with traffic signal modifications. It is anticipated that the improvement will be completed by Summer 2008.

Diagrams illustrating the future geometric and traffic control conditions, which include the improvements described above, are in Appendix B.

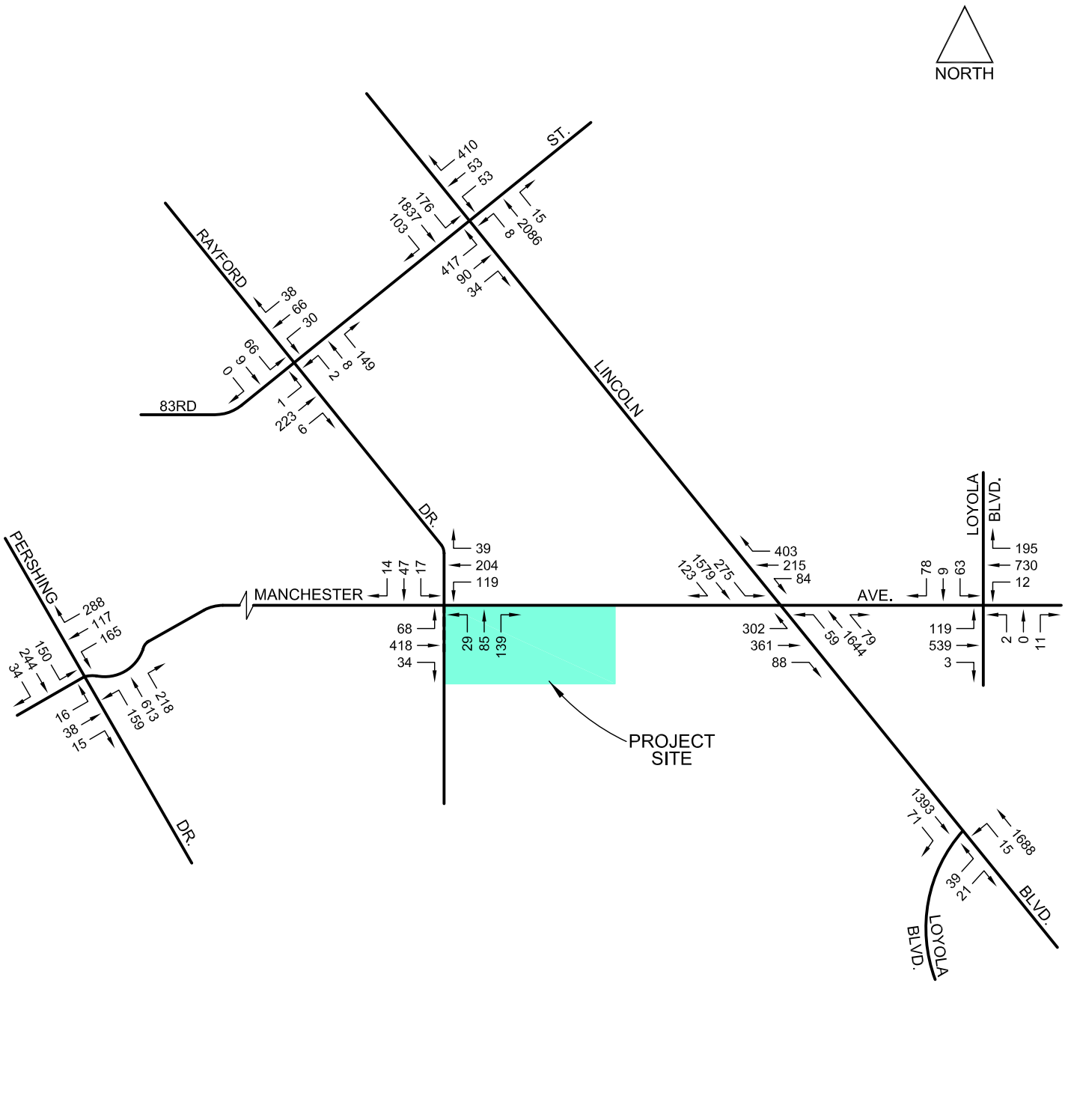


FIGURE 9(a)

1/21/2009

Playa Manchester\1-2009\AM2012WO

FUTURE (2012) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

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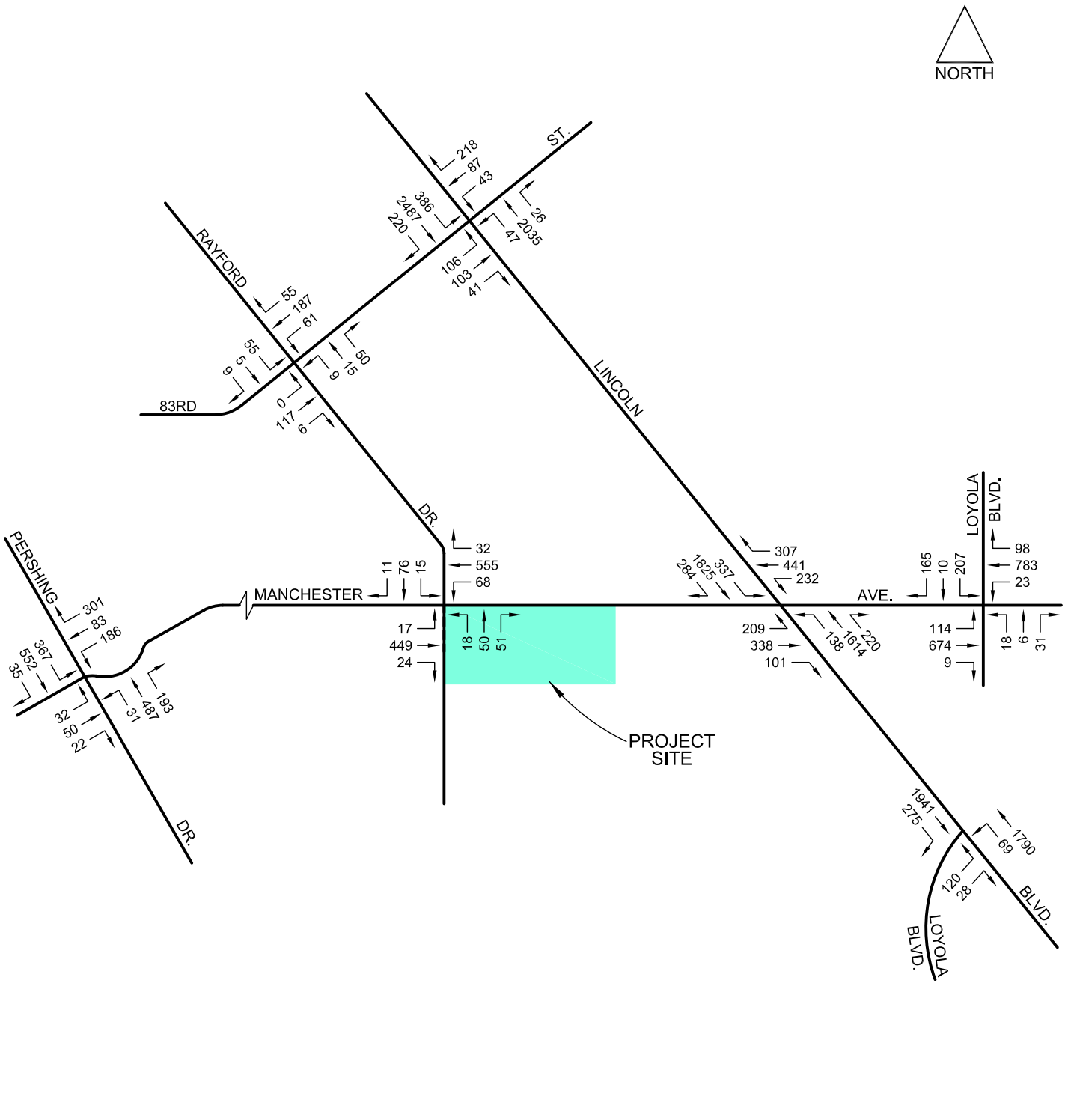


FIGURE 9(b)

1/21/2009

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FUTURE (2012) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

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Analysis of Future (2012) Traffic Conditions (Without and With Project)

The analysis of future traffic conditions at the study intersections was performed using the same Critical Movement Analysis procedures described previously in this report. The improvements noted in the preceding section have been accounted for in this analysis.

The future traffic volumes were developed as follows:

- As described earlier, future benchmark traffic volumes for the 2012 Without Project conditions were determined by combining area traffic growth with new traffic generated by related projects, as illustrated in Figures 9(a) and 9(b).
- Traffic volumes generated by the proposed project were then combined with the appropriate benchmark volumes to develop the 2012 With Project traffic volumes. These are shown in Figures 10(a) and 10(b), and were analyzed to determine the traffic impacts directly attributable to the project.

The results of the "Future" condition analyses are summarized in Table 8. Not considering project traffic (2012 Without Project), six of the seven study intersections would operate at acceptable levels of service, LOS D or better, during both peak hours. The remaining intersection of 83rd Street and Lincoln Boulevard would operate at LOS F during the morning peak hour. With the addition of project traffic, the LOS at one study intersection would change – Manchester Avenue and Lincoln Boulevard would worsen from LOS B to LOS C during the morning peak hour, but all other intersections LOS levels would remain the same.

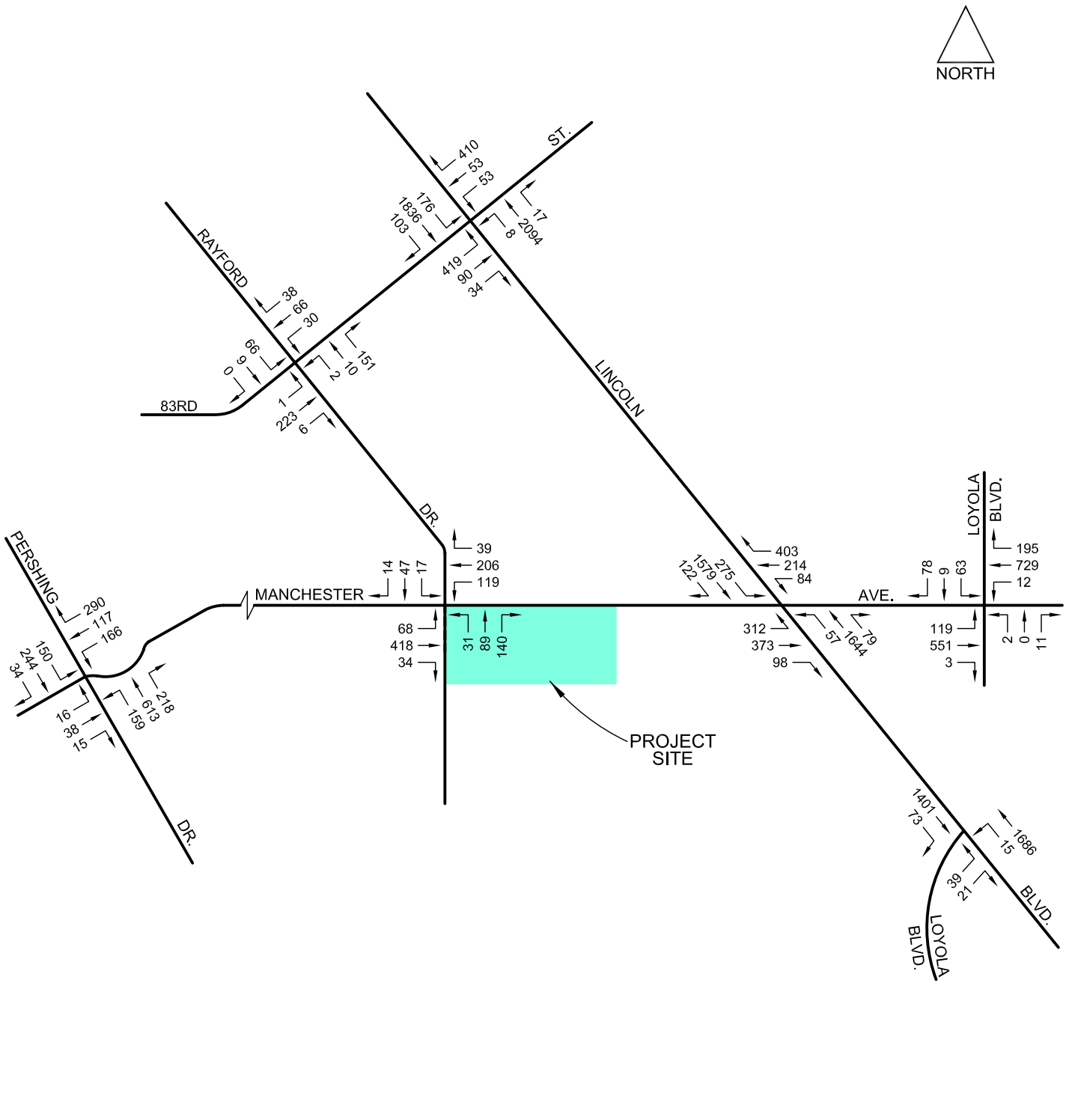


FIGURE 10(a)

1/21/2009

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FUTURE (2012) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

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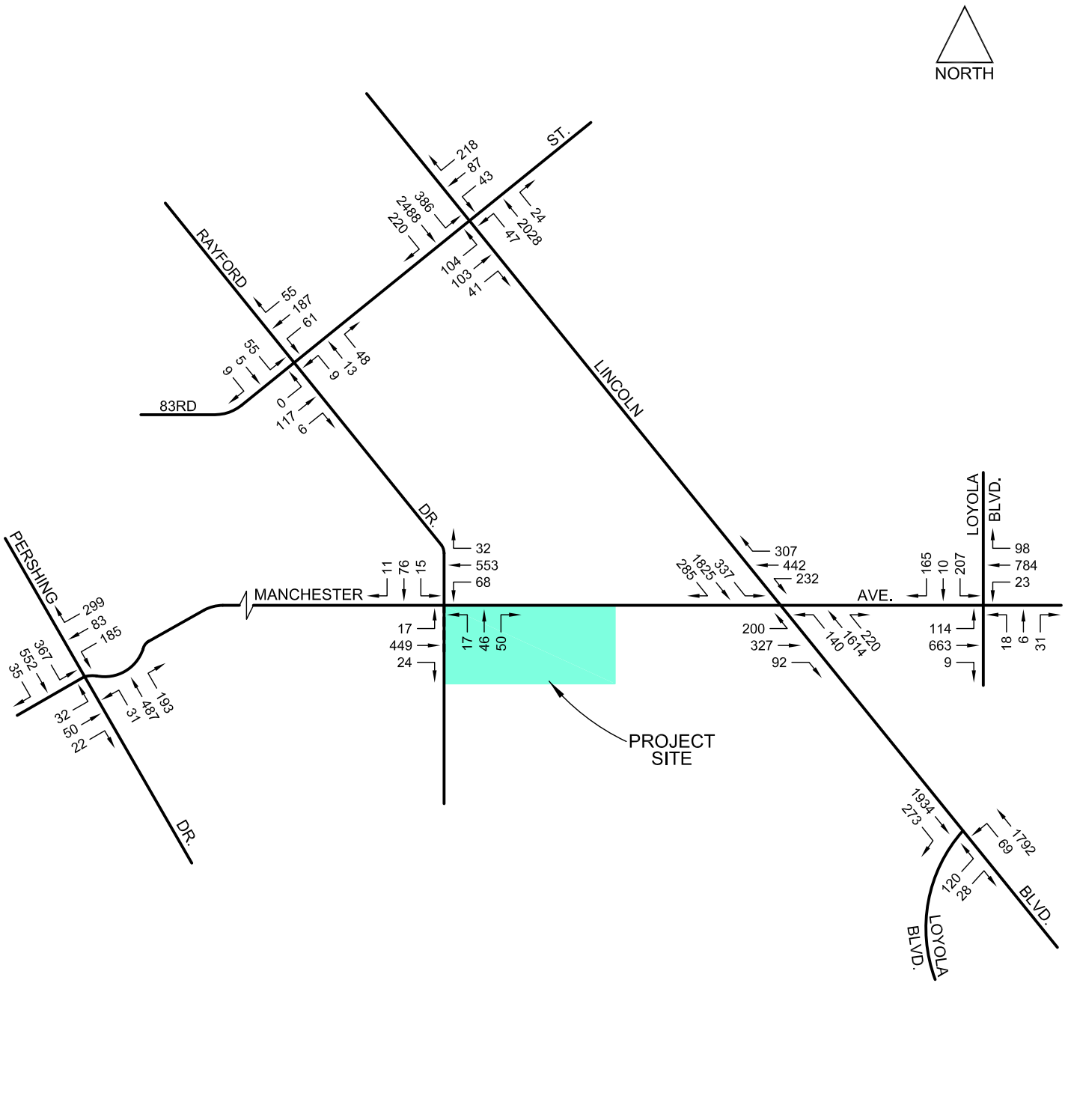


FIGURE 10(b)

1/21/2009

Playa Manchester\1-2009\PM2012WP

FUTURE (2012) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles California 90025
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Table 8
Critical Movement Analysis (CMA) Summary
Future (2012) Traffic Conditions – Without and With Project

No.	Intersection	Peak Hour	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	Impact
1.	83rd Street and	AM	1.011	F	1.015	F	0.004
	Lincoln Boulevard	PM	0.826	D	0.825	D	-0.001
2.	83rd Street and	AM	0.485	A	0.489	A	0.004
	Rayford Drive	PM	0.432	A	0.428	A	-0.004
3.	Manchester Avenue and	AM	0.365	A	0.366	A	0.001
	Pershing Drive	PM	0.455	A	0.455	A	0.000
4.	Manchester Avenue and	AM	0.328	A	0.332	A	0.004
	Rayford Drive	PM	0.237	A	0.233	A	-0.004
5.	Manchester Avenue and	AM	0.712	C	0.719	C	0.007
	Lincoln Boulevard	PM	0.824	D	0.819	D	-0.005
6.	Manchester Avenue and	AM	0.350	A	0.350	A	0.000
	Loyola Boulevard	PM	0.444	A	0.445	A	0.001
7.	Loyola Boulevard and	AM	0.279	A	0.281	A	0.002
	Lincoln Boulevard	PM	0.483	A	0.481	A	-0.002

According to LADOT policy, a project is deemed to significantly impact an intersection based on the following V/C (volume/capacity) or CMA results as shown in Table 9:

Table 9
Significant Project Traffic Impact

LOS	Final V/C Ratio	Project-Related Increase in V/C
C	>0.700 - 0.800	equal to or greater than 0.040
D	>0.800 - 0.900	equal to or greater than 0.020
E, F	>0.900	equal to or greater than 0.010

Based on these criteria, the project is not expected to significantly impact any of the study intersections. (The CMA worksheets for the Future conditions are in Appendix D).

Regional Traffic Impacts

To address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by the Metropolitan Transportation Authority, the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's Level of Service to implement the statutory requirements of the CMP. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

The local CMP requires that all CMP intersections be analyzed where a project would likely add 50 or more trips during the peak-hours. A review of the project trip distribution and net project traffic additions to the study vicinity shows that the AM and PM peak hour project-generated trips is below 50, therefore, no CMP arterial monitoring intersection analysis is warranted.

According to the local CMP, any freeway segment where a project is expected to add 150 or more trips in any direction during the peak hours is also to be analyzed. As shown in Table 5, the total weekday project-generated trips during both peak hours is less than 150, therefore, no significant project impacts to CMP freeway monitoring locations are forecast, and no additional freeway analysis is warranted.

Residential Street Traffic Impacts

A residential street traffic analysis was also conducted to determine the potential impact of project traffic on the residential street segment of Rayford Drive, south of 85th Street. This selected street segment is considered the most appropriate indicator of the greatest traffic impacts the project could have on the surrounding residential street system.

Per LADOT policy, the determination of a residential street traffic impact is based on daily traffic volumes traversing the study street segment. Daily traffic counts were conducted on this residential street segment on April 10, 2008. The traffic count data is provided in Appendix A. This daily traffic volume was used as the basis for the residential street impact analysis.

LADOT defines a significant traffic impact on local streets, attributable to a project, based on a variable scale according to the criteria shown in Table 10.

Table 10
LADOT Neighborhood Traffic Impact Criteria

Projected Future ADT (With Project)	Project-Related Increase in Final ADT
0 to 999	16 percent or more
1,000 to 1,999	12 percent or more
2,000 to 2,999	10 percent or more
3,000 or more	8 percent or more

Source: LADOT Traffic Study Policies and Procedures, Revised May 2001.

For the analysis of future traffic volume on the residential street segments, future traffic volume was estimated using the same procedures and assumptions described previously for the development of future peak-hour intersection volumes. The Future

Without Project daily traffic volume estimate were based on the ambient traffic growth and related projects volumes. The Future With Project daily traffic volume scenario includes the addition of project traffic. It is estimated that under the development of the proposed project, the resident street segment would not experience an increase of the traffic due to the net decrease of the daily trips of the project. The result of the residential street impact analysis for the proposed project is summarized in Table 11.

Table 11
Residential Street Impact Analysis

	Daily Volume				
Street Segment	**Existing (2008)**	**Without Project (2012)**	**Project Traffic**	**With Project (2012)**	**Percent Project Traffic**
Rayford Drive south of 85th Street	2,350	2,652	-12	2,640	-0.5%

Due to the concern of the cut through traffic in the communities south of the project site, the project site access is not allowed from the south through these communities. Therefore, little (if any) project traffic will travel along the residential streets in these communities. The appropriate signs will be posted at the intersection of the alley and Rayford Drive to prohibit the project traffic from traveling through the community south of the project site. “No left-turn” along the alley way to Rayford Drive and “No right-turn” along Rayford Drive to the alley will be installed at this intersection.

PROJECT MITIGATION

As indicated in the preceding intersection, CMP and street segment analyses, the proposed project is not expected to significantly impact any of the seven study intersections, the CMP network or the study residential street segment. Therefore, no traffic mitigation measures are recommended as part of this study.

APPENDICES

APPENDIX A

STUDY INTERSECTION MANUAL COUNTS AND STREET SEGMENT 24-HOUR COUNTS

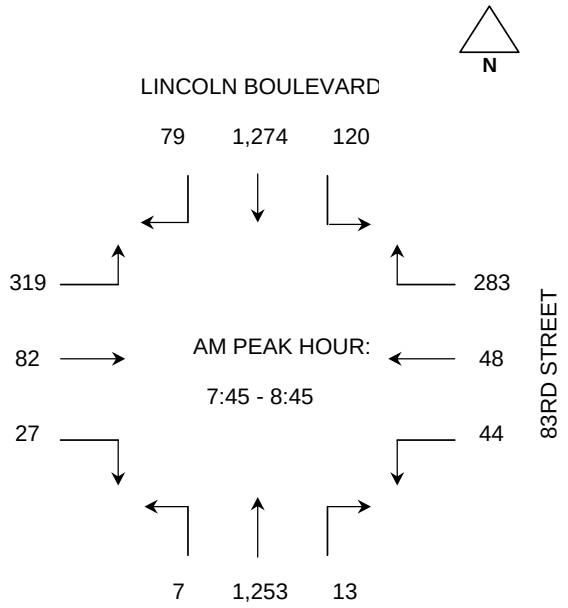
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Los Angeles, CA 90025
Tel: (310) 473-6508

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: LINCOLN BOULEVARD **E/W STREET:** 83RD STREET
PERIOD: AM PEAK HOUR **DATE:** THURSDAY March 20, 2008

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	2	4	24	45	5	3	0	370	3	3	166	7	632
7:15 - 7:30	4	9	41	60	11	7	2	389	4	7	211	9	754
7:30 - 7:45	4	18	62	65	16	11	1	323	2	15	232	11	760
7:45 - 8:00	11	10	72	86	16	9	4	348	4	30	291	21	902
8:00 - 8:15	10	11	66	91	28	6	2	279	2	29	292	23	839
8:15 - 8:30	12	12	70	77	21	5	1	301	4	32	333	20	888
8:30 - 8:45	11	15	75	65	17	7	0	325	3	29	358	15	920
8:45 - 9:00	8	18	62	73	27	6	2	299	6	28	347	13	889
9:00 - 9:15	9	17	59	43	25	6	3	317	7	23	329	12	850
9:15 - 9:30	12	9	51	45	20	5	4	299	4	19	288	19	775
9:30 - 9:45	8	10	50	41	21	6	2	297	5	30	245	15	730
9:45 - 10:00	4	12	54	38	24	8	1	309	7	31	227	16	731

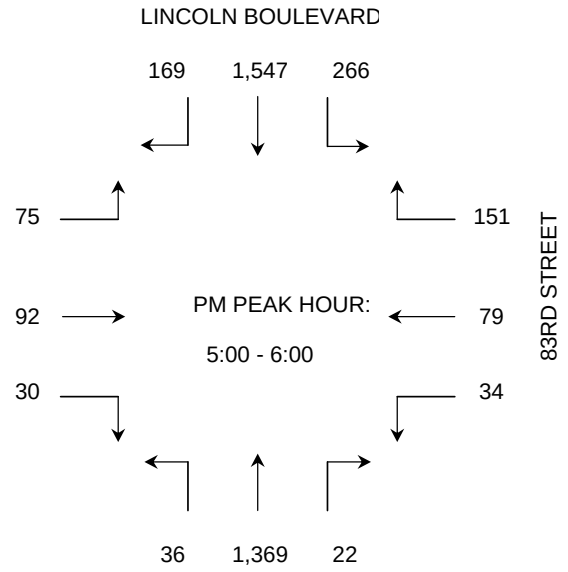
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	21	41	199	256	48	30	7	1,430	13	55	900	48	3,048
7:15 - 8:15	29	48	241	302	71	33	9	1,339	12	81	1,026	64	3,255
7:30 - 8:30	37	51	270	319	81	31	8	1,251	12	106	1,148	75	3,389
7:45 - 8:45	44	48	283	319	82	27	7	1,253	13	120	1,274	79	3,549 *
8:00 - 9:00	41	56	273	306	93	24	5	1,204	15	118	1,330	71	3,536
8:15 - 9:15	40	62	266	258	90	24	6	1,242	20	112	1,367	60	3,547
8:30 - 9:30	40	59	247	226	89	24	9	1,240	20	99	1,322	59	3,434
8:45 - 9:45	37	54	222	202	93	23	11	1,212	22	100	1,209	59	3,244
9:00 - 10:00	33	48	214	167	90	25	10	1,222	23	103	1,089	62	3,086



PERIOD: PM PEAK HOUR **DATE:** THURSDAY March 20, 2008

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	20	13	42	28	22	8	5	271	9	41	293	48	800
3:15 - 3:30	7	14	48	19	14	5	4	283	10	51	317	28	800
3:30 - 3:45	8	15	45	22	11	4	4	299	9	50	298	31	796
3:45 - 4:00	7	18	44	26	12	2	2	303	12	53	306	38	823
4:00 - 4:15	11	17	50	14	15	7	10	351	4	42	331	35	887
4:15 - 4:30	14	23	53	21	21	4	9	335	3	40	338	60	921
4:30 - 4:45	10	22	52	15	16	6	6	320	10	54	336	35	882
4:45 - 5:00	9	20	44	13	17	5	9	309	8	55	327	40	856
5:00 - 5:15	10	21	40	17	21	9	7	333	6	69	399	42	974
5:15 - 5:30	6	19	38	22	24	8	10	349	5	66	401	41	989
5:30 - 5:45	11	19	38	16	25	7	8	357	7	72	386	45	991
5:45 - 6:00	7	20	35	20	22	6	11	330	4	59	361	41	916

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	42	60	179	95	59	19	15	1,156	40	195	1,214	145	3,219
3:15 - 4:15	33	64	187	81	52	18	20	1,236	35	196	1,252	132	3,306
3:30 - 4:30	40	73	192	83	59	17	25	1,288	28	185	1,273	164	3,427
3:45 - 4:45	42	80	199	76	64	19	27	1,309	29	189	1,311	168	3,513
4:00 - 5:00	44	82	199	63	69	22	34	1,315	25	191	1,332	170	3,546
4:15 - 5:15	43	86	189	66	75	24	31	1,297	27	218	1,400	177	3,633
4:30 - 5:30	35	82	174	67	78	28	32	1,311	29	244	1,463	158	3,701
4:45 - 5:45	36	79	160	68	87	29	34	1,348	26	262	1,513	168	3,810
5:00 - 6:00	34	79	151	75	92	30	36	1,369	22	266	1,547	169	3,870 *



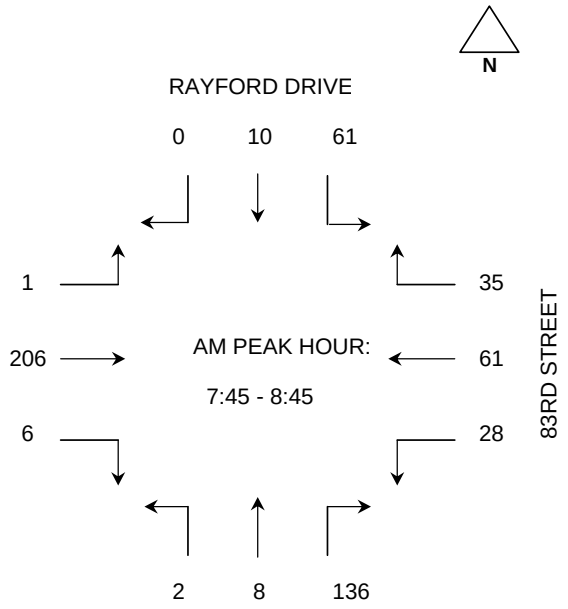
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Los Angeles, CA 90025
Tel: (310) 473-6508

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: RAYFORD DRIVE **E/W STREET:** 83RD STREET
PERIOD: AM PEAK HOUR **DATE:** WEDNESDAY March 19, 2008

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	2	10	2	0	27	2	1	0	14	13	2	0	73
7:15 - 7:30	1	9	7	0	40	1	0	1	27	15	2	0	103
7:30 - 7:45	5	15	8	0	45	2	0	2	33	12	1	0	123
7:45 - 8:00	5	12	13	0	51	0	1	0	40	13	2	0	137
8:00 - 8:15	9	15	10	1	59	1	1	3	41	20	4	0	164
8:15 - 8:30	8	13	5	0	52	3	0	0	20	21	2	0	124
8:30 - 8:45	6	21	7	0	44	2	0	5	35	7	2	0	129
8:45 - 9:00	9	11	11	1	42	3	0	2	39	12	3	0	133
9:00 - 9:15	3	12	14	0	40	2	2	3	17	9	2	0	104
9:15 - 9:30	2	13	13	0	40	1	1	2	12	14	1	0	99
9:30 - 9:45	5	11	6	0	33	0	0	0	14	16	0	0	85
9:45 - 10:00	5	15	9	0	36	0	2	2	15	14	1	0	99

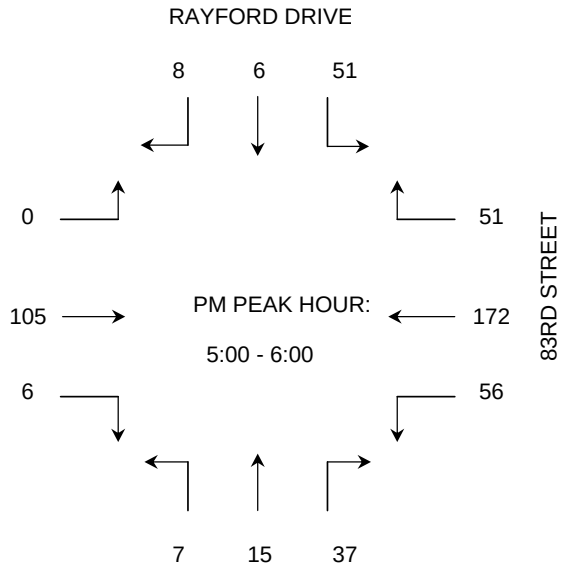
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	13	46	30	0	163	5	2	3	114	53	7	0	436
7:15 - 8:15	20	51	38	1	195	4	2	6	141	60	9	0	527
7:30 - 8:30	27	55	36	1	207	6	2	5	134	66	9	0	548
7:45 - 8:45	28	61	35	1	206	6	2	8	136	61	10	0	554 *
8:00 - 9:00	32	60	33	2	197	9	1	10	135	60	11	0	550
8:15 - 9:15	26	57	37	1	178	10	2	10	111	49	9	0	490
8:30 - 9:30	20	57	45	1	166	8	3	12	103	42	8	0	465
8:45 - 9:45	19	47	44	1	155	6	3	7	82	51	6	0	421
9:00 - 10:00	15	51	42	0	149	3	5	7	58	53	4	0	387



PERIOD: PM PEAK HOUR **DATE:** WEDNESDAY March 19, 2008

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	12	21	7	0	19	0	0	2	14	10	0	0	85
3:15 - 3:30	17	25	9	0	22	1	0	2	6	7	4	1	94
3:30 - 3:45	18	27	10	0	25	0	0	5	2	3	5	2	97
3:45 - 4:00	11	21	14	0	18	0	1	4	10	9	2	0	90
4:00 - 4:15	9	16	15	0	19	2	1	9	8	11	1	0	91
4:15 - 4:30	10	29	11	0	22	0	1	6	7	15	3	0	104
4:30 - 4:45	9	41	17	0	20	0	0	4	7	12	0	1	111
4:45 - 5:00	12	45	21	0	18	0	2	5	3	10	3	0	119
5:00 - 5:15	16	41	10	0	23	1	1	3	6	13	0	3	117
5:15 - 5:30	13	45	13	0	32	2	1	3	13	11	1	2	136
5:30 - 5:45	15	40	14	0	27	1	2	5	10	14	2	2	132
5:45 - 6:00	12	46	14	0	23	2	3	4	8	13	3	1	129

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	58	94	40	0	84	1	1	13	32	29	11	3	366
3:15 - 4:15	55	89	48	0	84	3	2	20	26	30	12	3	372
3:30 - 4:30	48	93	50	0	84	2	3	24	27	38	11	2	382
3:45 - 4:45	39	107	57	0	79	2	3	23	32	47	6	1	396
4:00 - 5:00	40	131	64	0	79	2	4	24	25	48	7	1	425
4:15 - 5:15	47	156	59	0	83	1	4	18	23	50	6	4	451
4:30 - 5:30	50	172	61	0	93	3	4	15	29	46	4	6	483
4:45 - 5:45	56	171	58	0	100	4	6	16	32	48	6	7	504
5:00 - 6:00	56	172	51	0	105	6	7	15	37	51	6	8	514 *



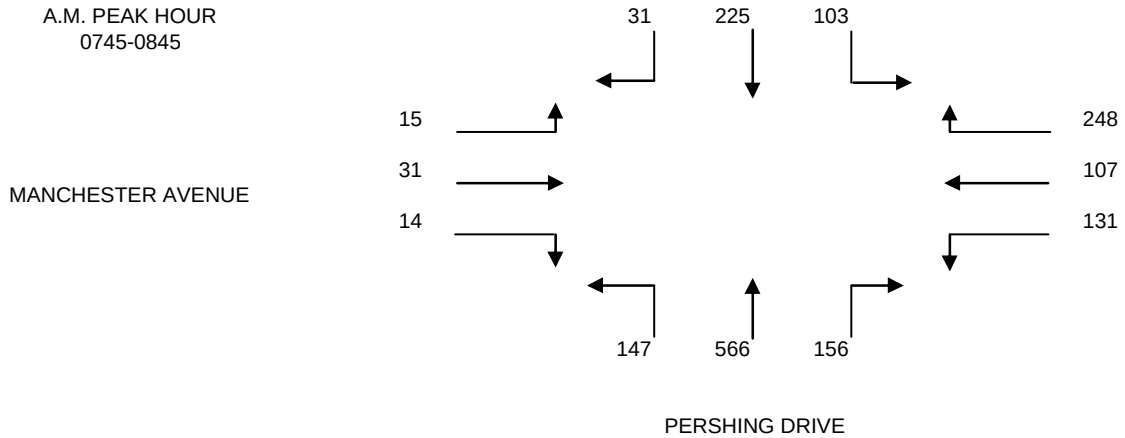
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
PROJECT: PLAYA MANCHESTER
DATE: TUESDAY, APRIL 15, 2008
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S PERSHING DRIVE
E/W MANCHESTER AVENUE
FILE NUMBER: 1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	1	31	8	40	3	10	19	169	10	1	2	5
0715-0730	2	45	19	69	6	16	29	194	18	3	4	9
0730-0745	4	44	21	62	12	21	43	161	28	6	5	6
0745-0800	5	59	24	76	21	22	58	154	38	4	7	3
0800-0815	5	64	25	75	29	30	32	144	35	2	7	3
0815-0830	7	48	30	50	23	40	36	138	39	4	7	3
0830-0845	14	54	24	47	34	39	30	130	35	4	10	6
0845-0900	13	42	30	45	29	26	43	150	26	7	7	3
0900-0915	9	35	42	63	20	21	30	140	22	3	11	5
0915-0930	5	33	30	71	12	18	20	151	14	6	6	8
0930-0945	3	31	39	56	12	26	25	175	15	4	10	13
0945-1000	2	47	29	62	15	22	35	156	10	3	13	15

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	12	179	72	247	42	69	149	678	94	14	18	23	1597
0715-0815	16	212	89	282	68	89	162	653	119	15	23	21	1749
0730-0830	21	215	100	263	85	113	169	597	140	16	26	15	1760
0745-0845	31	225	103	248	107	131	156	566	147	14	31	15	1774
0800-0900	39	208	109	217	115	135	141	562	135	17	31	15	1724
0815-0915	43	179	126	205	106	126	139	558	122	18	35	17	1674
0830-0930	41	164	126	226	95	104	123	571	97	20	34	22	1623
0845-0945	30	141	141	235	73	91	118	616	77	20	34	29	1605
0900-1000	19	146	140	252	59	87	110	622	61	16	40	41	1593

A.M. PEAK HOUR
0745-0845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

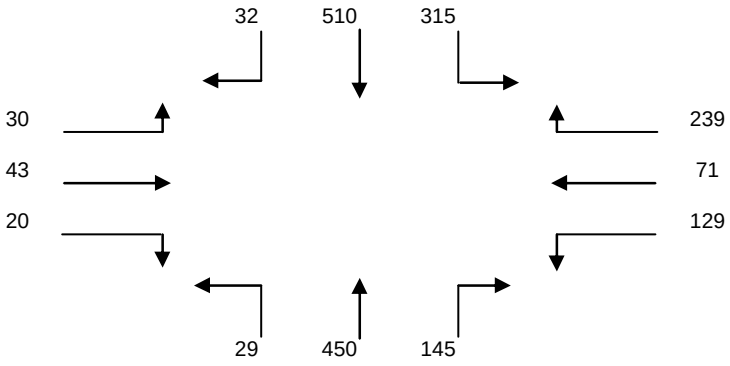
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
PROJECT: PLAYA MANCHESTER
DATE: TUESDAY, APRIL 15, 2008
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S PERSHING DRIVE
E/W MANCHESTER AVENUE
FILE NUMBER: 1-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	6	87	22	20	16	16	8	60	7	2	7	3
0315-0330	7	102	41	39	11	21	13	73	9	5	5	7
0330-0345	5	110	71	65	10	24	23	112	8	9	10	5
0345-0400	5	82	51	54	12	21	24	105	5	7	13	5
0400-0415	3	109	65	62	10	37	20	102	7	4	10	6
0415-0430	4	145	83	67	13	30	34	106	9	7	10	10
0430-0445	6	105	84	68	19	40	37	127	5	4	10	8
0445-0500	12	124	69	50	23	33	35	107	5	4	11	5
0500-0515	10	136	79	54	16	26	39	110	10	5	12	7
0515-0530	6	122	60	43	22	31	47	138	11	9	12	6
0530-0545	9	116	64	30	22	34	35	100	7	5	10	5
0545-0600	8	128	67	28	26	33	34	105	6	2	11	8

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	23	381	185	178	49	82	68	350	29	23	35	20	1423
0315-0415	20	403	228	220	43	103	80	392	29	25	38	23	1604
0330-0430	17	446	270	248	45	112	101	425	29	27	43	26	1789
0345-0445	18	441	283	251	54	128	115	440	26	22	43	29	1850
0400-0500	25	483	301	247	65	140	126	442	26	19	41	29	1944
0415-0515	32	510	315	239	71	129	145	450	29	20	43	30	2013
0430-0530	34	487	292	215	80	130	158	482	31	22	45	26	2002
0445-0545	37	498	272	177	83	124	156	455	33	23	45	23	1926
0500-0600	33	502	270	155	86	124	155	453	34	21	45	26	1904

P.M. PEAK HOUR
0415-0515



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

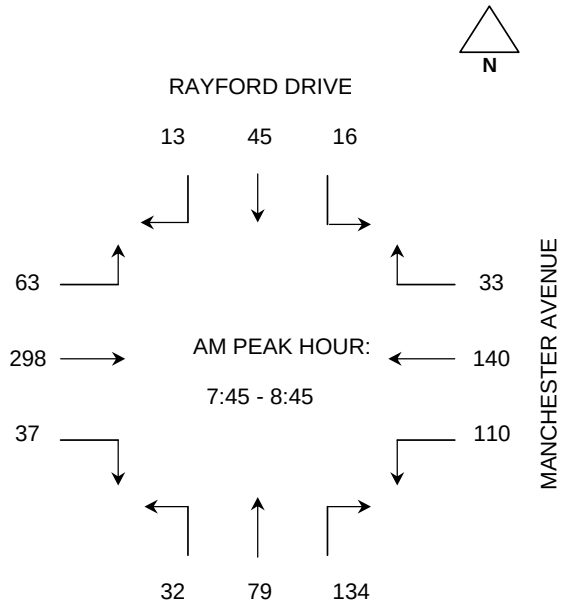
Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: RAYFORD DRIVE **E/W STREET:** MANCHESTER AVENUE
PERIOD: AM PEAK HOUR **DATE:** THURSDAY March 20, 2008

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	8	48	4	7	57	3	2	5	10	2	4	2	152
7:15 - 7:30	12	42	3	18	75	2	2	12	28	2	6	1	203
7:30 - 7:45	25	68	3	10	86	4	3	11	22	7	5	2	246
7:45 - 8:00	32	43	7	12	80	12	13	23	39	8	16	7	292
8:00 - 8:15	36	22	10	19	63	10	12	18	36	2	10	4	242
8:15 - 8:30	32	13	10	13	49	10	5	16	46	3	12	1	210
8:30 - 8:45	10	62	6	19	106	5	2	22	13	3	7	1	256
8:45 - 9:00	4	57	3	19	123	7	1	19	12	6	7	4	262
9:00 - 9:15	5	67	9	6	97	5	0	8	3	2	7	3	212
9:15 - 9:30	8	60	4	7	73	8	1	4	10	0	1	1	177
9:30 - 9:45	12	67	2	6	101	3	4	6	10	0	3	2	216
9:45 - 10:00	11	75	8	5	104	4	5	5	19	0	2	3	241

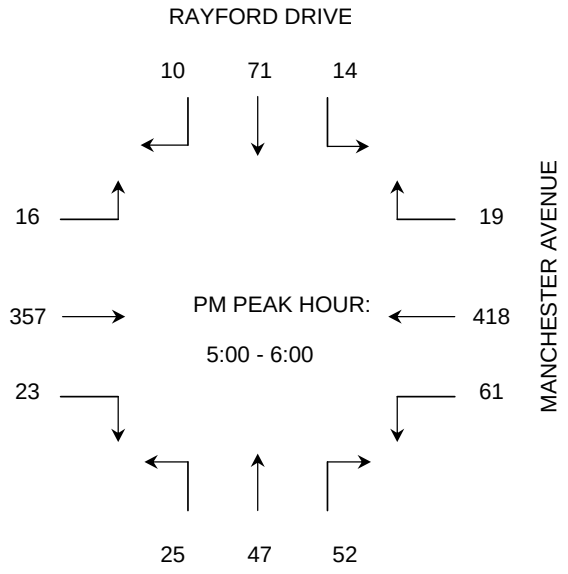
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	77	201	17	47	298	21	20	51	99	19	31	12	893
7:15 - 8:15	105	175	23	59	304	28	30	64	125	19	37	14	983
7:30 - 8:30	125	146	30	54	278	36	33	68	143	20	43	14	990
7:45 - 8:45	110	140	33	63	298	37	32	79	134	16	45	13	1,000 *
8:00 - 9:00	82	154	29	70	341	32	20	75	107	14	36	10	970
8:15 - 9:15	51	199	28	57	375	27	8	65	74	14	33	9	940
8:30 - 9:30	27	246	22	51	399	25	4	53	38	11	22	9	907
8:45 - 9:45	29	251	18	38	394	23	6	37	35	8	18	10	867
9:00 - 10:00	36	269	23	24	375	20	10	23	42	2	13	9	846



PERIOD: PM PEAK HOUR **DATE:** THURSDAY March 20, 2008

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	4	109	2	4	104	3	5	6	9	0	8	4	258
3:15 - 3:30	22	77	4	2	94	2	7	4	9	6	8	5	240
3:30 - 3:45	5	79	2	2	94	7	4	9	12	3	8	6	231
3:45 - 4:00	16	82	8	7	85	5	2	12	12	1	9	5	244
4:00 - 4:15	12	94	5	8	58	5	2	12	10	2	5	2	215
4:15 - 4:30	18	96	4	4	98	5	3	8	15	5	8	1	265
4:30 - 4:45	8	96	2	2	108	3	2	10	12	6	11	1	261
4:45 - 5:00	6	100	4	2	93	2	8	19	12	2	12	1	261
5:00 - 5:15	10	83	7	7	110	7	12	18	15	5	21	3	298
5:15 - 5:30	15	121	5	2	80	5	7	12	10	2	18	4	281
5:30 - 5:45	20	98	5	3	65	9	3	10	9	2	22	1	247
5:45 - 6:00	16	116	2	4	102	2	3	7	18	5	10	2	287

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	47	347	16	15	377	17	18	31	42	10	33	20	973
3:15 - 4:15	55	332	19	19	331	19	15	37	43	12	30	18	930
3:30 - 4:30	51	351	19	21	335	22	11	41	49	11	30	14	955
3:45 - 4:45	54	368	19	21	349	18	9	42	49	14	33	9	985
4:00 - 5:00	44	386	15	16	357	15	15	49	49	15	36	5	1,002
4:15 - 5:15	42	375	17	15	409	17	25	55	54	18	52	6	1,085
4:30 - 5:30	39	400	18	13	391	17	29	59	49	15	62	9	1,101
4:45 - 5:45	51	402	21	14	348	23	30	59	46	11	73	9	1,087
5:00 - 6:00	61	418	19	16	357	23	25	47	52	14	71	10	1,113 *



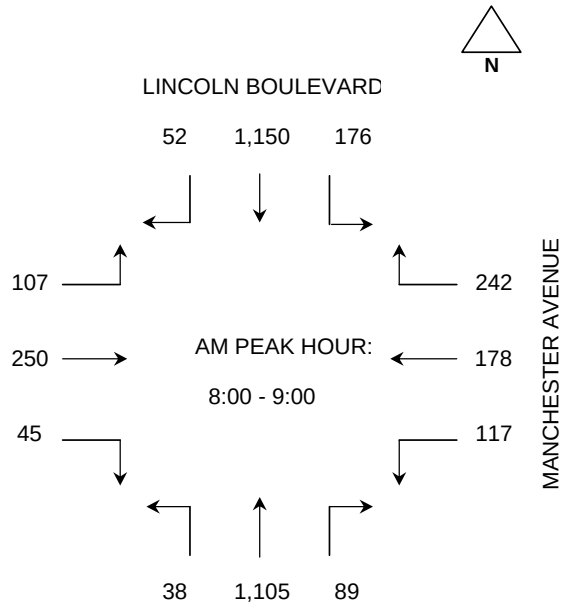
Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: LINCOLN BOULEVARD **E/W STREET:** MANCHESTER AVENUE
PERIOD: AM PEAK HOUR **DATE:** WEDNESDAY March 19, 2008

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	24	42	51	17	33	17	11	288	17	23	170	8	701
7:15 - 7:30	28	43	56	24	50	21	9	338	22	28	188	5	812
7:30 - 7:45	22	75	47	27	64	19	14	209	22	34	200	12	745
7:45 - 8:00	34	59	67	22	100	9	8	217	22	31	264	10	843
8:00 - 8:15	28	37	62	27	63	10	12	197	28	48	295	15	822
8:15 - 8:30	34	36	57	24	42	10	6	229	19	45	288	12	802
8:30 - 8:45	25	60	65	30	75	15	10	337	25	40	295	10	987
8:45 - 9:00	30	45	58	26	70	10	10	342	17	43	272	15	938
9:00 - 9:15	32	75	63	20	75	10	12	189	21	47	187	12	743
9:15 - 9:30	24	68	56	24	56	8	10	232	21	40	180	10	729
9:30 - 9:45	28	55	67	18	73	8	10	243	22	39	178	15	756
9:45 - 10:00	30	82	46	26	88	12	12	222	20	42	160	16	756

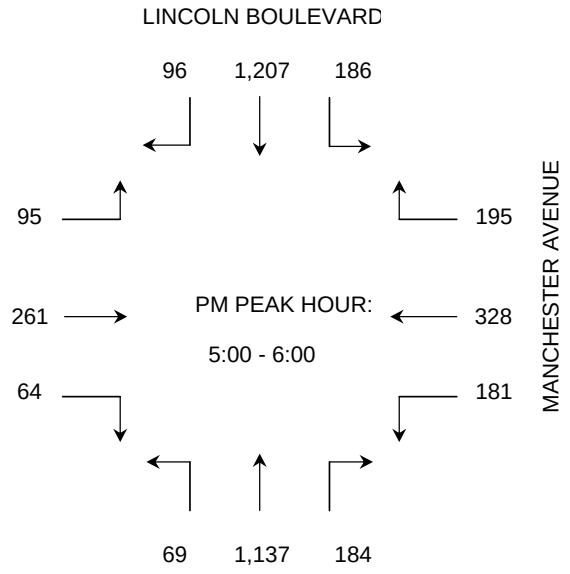
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	108	219	221	90	247	66	42	1,052	83	116	822	35	3,101
7:15 - 8:15	112	214	232	100	277	59	43	961	94	141	947	42	3,222
7:30 - 8:30	118	207	233	100	269	48	40	852	91	158	1,047	49	3,212
7:45 - 8:45	121	192	251	103	280	44	36	980	94	164	1,142	47	3,454
8:00 - 9:00	117	178	242	107	250	45	38	1,105	89	176	1,150	52	3,549 *
8:15 - 9:15	121	216	243	100	262	45	38	1,097	82	175	1,042	49	3,470
8:30 - 9:30	111	248	242	100	276	43	42	1,100	84	170	934	47	3,397
8:45 - 9:45	114	243	244	88	274	36	42	1,006	81	169	817	52	3,166
9:00 - 10:00	114	280	232	88	292	38	44	886	84	168	705	53	2,984



PERIOD: PM PEAK HOUR **DATE:** WEDNESDAY March 19, 2008

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	51	85	40	25	76	12	18	203	51	50	240	12	863
3:15 - 3:30	47	80	46	26	73	15	15	222	33	62	237	15	871
3:30 - 3:45	49	60	42	20	66	17	13	186	40	42	180	14	729
3:45 - 4:00	39	78	52	24	70	13	16	270	34	48	276	12	932
4:00 - 4:15	37	72	66	24	62	15	24	299	46	62	264	16	987
4:15 - 4:30	46	79	45	27	81	12	12	264	34	45	258	24	927
4:30 - 4:45	44	79	41	27	73	12	12	271	41	49	296	16	961
4:45 - 5:00	42	83	40	26	64	12	7	245	55	53	279	18	924
5:00 - 5:15	59	65	47	25	73	22	17	275	49	42	346	17	1,037
5:15 - 5:30	43	77	44	24	56	12	15	302	47	47	274	48	989
5:30 - 5:45	43	95	52	27	57	12	15	282	50	55	279	16	983
5:45 - 6:00	36	91	52	19	75	18	22	278	38	42	308	15	994

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	186	303	180	95	285	57	62	881	158	202	933	53	3,395
3:15 - 4:15	172	290	206	94	271	60	68	977	153	214	957	57	3,519
3:30 - 4:30	171	289	205	95	279	57	65	1,019	154	197	978	66	3,575
3:45 - 4:45	166	308	204	102	286	52	64	1,104	155	204	1,094	68	3,807
4:00 - 5:00	169	313	192	104	280	51	55	1,079	176	209	1,097	74	3,799
4:15 - 5:15	191	306	173	105	291	58	48	1,055	179	189	1,179	75	3,849
4:30 - 5:30	188	304	172	102	266	58	51	1,093	192	191	1,195	99	3,911
4:45 - 5:45	187	320	183	102	250	58	54	1,104	201	197	1,178	99	3,933
5:00 - 6:00	181	328	195	95	261	64	69	1,137	184	186	1,207	96	4,003 *



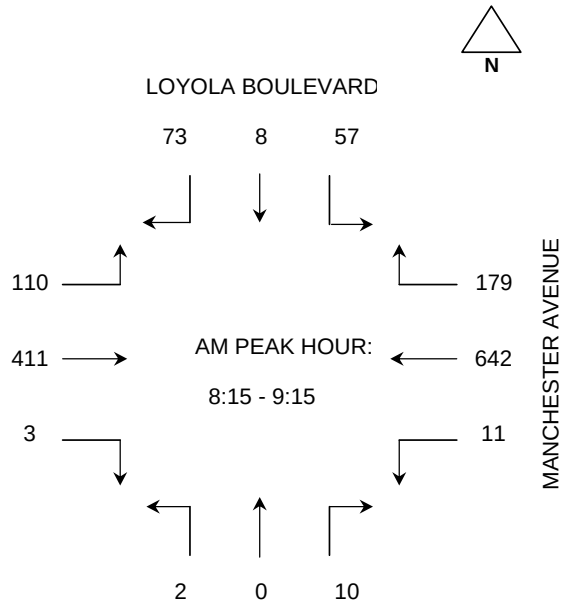
Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: LOYOLA BOULEVARD **E/W STREET:** MANCHESTER AVENUE
PERIOD: AM PEAK HOUR **DATE:** TUESDAY March 18, 2008

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	2	104	12	16	61	0	0	0	1	3	0	6	205
7:15 - 7:30	1	134	21	21	63	0	0	0	1	13	1	11	266
7:30 - 7:45	1	138	43	23	74	0	0	1	0	7	0	15	302
7:45 - 8:00	2	125	66	21	85	0	0	0	1	16	1	14	331
8:00 - 8:15	1	150	73	18	101	5	0	0	1	18	0	14	381
8:15 - 8:30	3	162	45	12	98	0	0	0	1	14	0	18	353
8:30 - 8:45	0	174	48	28	97	0	2	0	4	15	2	23	393
8:45 - 9:00	2	159	41	29	104	1	0	0	4	11	3	21	375
9:00 - 9:15	6	147	45	41	112	2	0	0	1	17	3	11	385
9:15 - 9:30	5	135	30	36	99	1	0	2	0	20	2	19	349
9:30 - 9:45	4	122	22	21	94	3	1	2	0	12	1	15	297
9:45 - 10:00	2	122	14	22	89	1	1	0	1	14	3	8	277

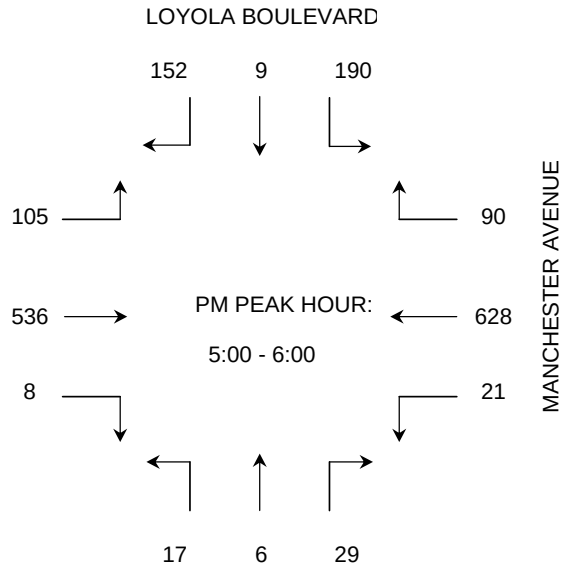
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	6	501	142	81	283	0	0	1	3	39	2	46	1,104
7:15 - 8:15	5	547	203	83	323	5	0	1	3	54	2	54	1,280
7:30 - 8:30	7	575	227	74	358	5	0	1	3	55	1	61	1,367
7:45 - 8:45	6	611	232	79	381	5	2	0	7	63	3	69	1,458
8:00 - 9:00	6	645	207	87	400	6	2	0	10	58	5	76	1,502
8:15 - 9:15	11	642	179	110	411	3	2	0	10	57	8	73	1,506 *
8:30 - 9:30	13	615	164	134	412	4	2	2	9	63	10	74	1,502
8:45 - 9:45	17	563	138	127	409	7	1	4	5	60	9	66	1,406
9:00 - 10:00	17	526	111	120	394	7	2	4	2	63	9	53	1,308



PERIOD: PM PEAK HOUR **DATE:** TUESDAY March 18, 2008

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	6	135	18	23	134	3	4	5	10	40	4	32	414
3:15 - 3:30	6	134	18	27	131	1	1	1	7	44	0	41	411
3:30 - 3:45	4	104	17	29	99	1	5	0	4	44	1	30	338
3:45 - 4:00	8	143	14	24	130	3	1	1	3	30	2	16	375
4:00 - 4:15	6	118	22	30	139	3	1	0	5	35	1	22	382
4:15 - 4:30	3	142	22	29	134	1	1	1	3	55	4	32	427
4:30 - 4:45	6	141	15	21	150	4	2	1	9	57	1	45	452
4:45 - 5:00	7	145	12	17	129	2	2	0	5	42	2	27	390
5:00 - 5:15	6	144	15	27	143	3	5	1	10	43	0	35	432
5:15 - 5:30	6	149	31	27	134	0	5	1	7	56	3	33	452
5:30 - 5:45	5	174	25	18	130	3	5	1	8	46	2	38	455
5:45 - 6:00	4	161	19	33	129	2	2	3	4	45	4	46	452

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	24	516	67	103	494	8	11	7	24	158	7	119	1,538
3:15 - 4:15	24	499	71	110	499	8	8	2	19	153	4	109	1,506
3:30 - 4:30	21	507	75	112	502	8	8	2	15	164	8	100	1,522
3:45 - 4:45	23	544	73	104	553	11	5	3	20	177	8	115	1,636
4:00 - 5:00	22	546	71	97	552	10	6	2	22	189	8	126	1,651
4:15 - 5:15	22	572	64	94	556	10	10	3	27	197	7	139	1,701
4:30 - 5:30	25	579	73	92	556	9	14	3	31	198	6	140	1,726
4:45 - 5:45	24	612	83	89	536	8	17	3	30	187	7	133	1,729
5:00 - 6:00	21	628	90	105	536	8	17	6	29	190	9	152	1,791 *



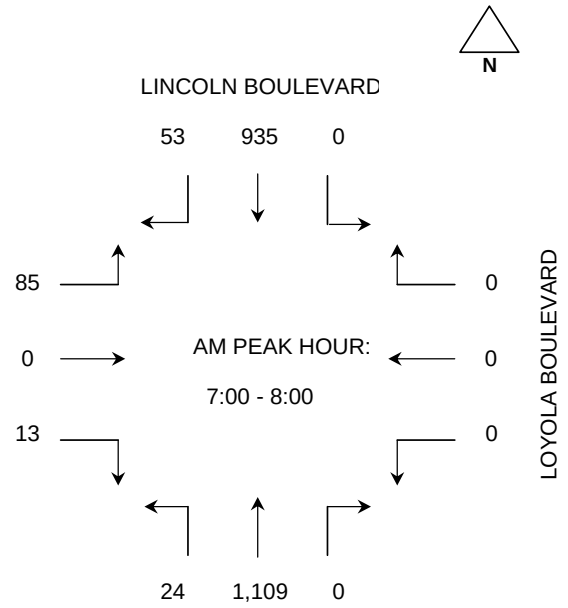
Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: LINCOLN BOULEVARD **E/W STREET:** LOYOLA BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** TUESDAY March 18, 2008

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	0	0	0	18	0	0	6	328	0	0	183	8	543
7:15 - 7:30	0	0	0	19	0	3	8	297	0	0	188	11	526
7:30 - 7:45	0	0	0	24	0	5	6	229	0	0	244	13	521
7:45 - 8:00	0	0	0	24	0	5	4	255	0	0	320	21	629
8:00 - 8:15	0	0	0	20	0	1	2	142	0	0	163	15	343
8:15 - 8:30	0	0	0	30	0	4	5	185	0	0	258	17	499
8:30 - 8:45	0	0	0	36	0	3	5	182	0	0	249	24	499
8:45 - 9:00	0	0	0	42	0	2	6	179	0	0	243	29	501
9:00 - 9:15	0	0	0	26	0	4	5	197	0	0	214	29	475
9:15 - 9:30	0	0	0	21	0	7	4	253	0	0	205	20	510
9:30 - 9:45	0	0	0	33	0	4	8	212	0	0	200	16	473
9:45 - 10:00	0	0	0	22	0	3	6	227	0	0	186	16	460

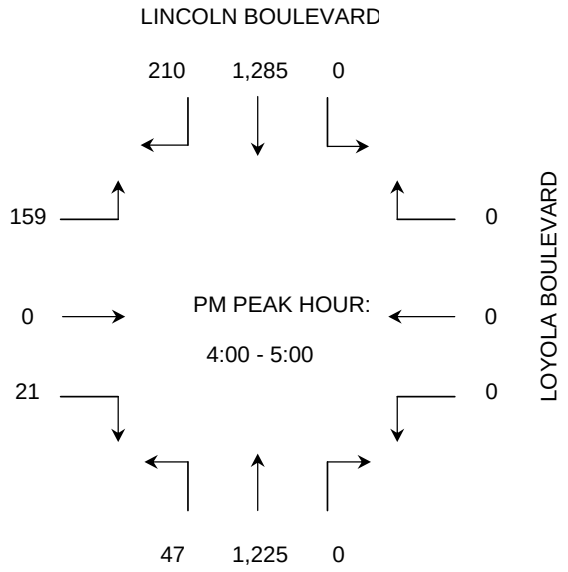
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	0	0	0	85	0	13	24	1,109	0	0	935	53	2,219 *
7:15 - 8:15	0	0	0	87	0	14	20	923	0	0	915	60	2,019
7:30 - 8:30	0	0	0	98	0	15	17	811	0	0	985	66	1,992
7:45 - 8:45	0	0	0	110	0	13	16	764	0	0	990	77	1,970
8:00 - 9:00	0	0	0	128	0	10	18	688	0	0	913	85	1,842
8:15 - 9:15	0	0	0	134	0	13	21	743	0	0	964	99	1,974
8:30 - 9:30	0	0	0	125	0	16	20	811	0	0	911	102	1,985
8:45 - 9:45	0	0	0	122	0	17	23	841	0	0	862	94	1,959
9:00 - 10:00	0	0	0	102	0	18	23	889	0	0	805	81	1,918



PERIOD: PM PEAK HOUR **DATE:** TUESDAY March 18, 2008

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	0	0	0	31	0	9	9	275	0	0	288	29	641
3:15 - 3:30	0	0	0	38	0	9	9	273	0	0	318	32	679
3:30 - 3:45	0	0	0	45	0	3	13	240	0	0	365	33	699
3:45 - 4:00	0	0	0	32	0	7	9	265	0	0	328	30	671
4:00 - 4:15	0	0	0	32	0	1	6	270	0	0	346	62	717
4:15 - 4:30	0	0	0	34	0	11	15	308	0	0	300	48	716
4:30 - 4:45	0	0	0	53	0	5	21	322	0	0	337	50	788
4:45 - 5:00	0	0	0	40	0	4	5	325	0	0	302	50	726
5:00 - 5:15	0	0	0	62	0	7	12	203	0	0	268	38	590
5:15 - 5:30	0	0	0	37	0	6	9	226	0	0	298	28	604
5:30 - 5:45	0	0	0	25	0	8	6	210	0	0	227	30	506
5:45 - 6:00	0	0	0	33	0	10	5	286	0	0	291	36	661

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	0	0	0	146	0	28	40	1,053	0	0	1,299	124	2,690
3:15 - 4:15	0	0	0	147	0	20	37	1,048	0	0	1,357	157	2,766
3:30 - 4:30	0	0	0	143	0	22	43	1,083	0	0	1,339	173	2,803
3:45 - 4:45	0	0	0	151	0	24	51	1,165	0	0	1,311	190	2,892
4:00 - 5:00	0	0	0	159	0	21	47	1,225	0	0	1,285	210	2,947 *
4:15 - 5:15	0	0	0	189	0	27	53	1,158	0	0	1,207	186	2,820
4:30 - 5:30	0	0	0	192	0	22	47	1,076	0	0	1,205	166	2,708
4:45 - 5:45	0	0	0	164	0	25	32	964	0	0	1,095	146	2,426
5:00 - 6:00	0	0	0	157	0	31	32	925	0	0	1,084	132	2,361



THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: CRAIN & ASSOCIATES
PROJECT: BANK OF AMERICA - LINCOLN & MANCHESTER PROJECT
LOCATION: RAYFORD DRIVE S/O 85TH STREET
DATE: THURSDAY, APRIL 10, 2008
FILE NO: A-1

DIRECTION:	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	2	2
01:00	1	0	0	1	2
02:00	0	0	2	1	3
03:00	0	0	0	0	0
04:00	0	1	0	0	1
05:00	0	0	1	6	7
06:00	4	5	8	17	34
07:00	7	27	20	44	98
08:00	27	44	30	40	141
09:00	30	14	20	12	76
10:00	14	13	14	13	54
11:00	6	13	15	13	47
12:00	7	7	21	17	52
13:00	17	11	16	15	59
14:00	18	6	15	28	67
15:00	48	35	21	19	123
16:00	19	15	33	30	97
17:00	26	35	33	23	117
18:00	33	26	26	30	115
19:00	25	15	17	15	72
20:00	17	10	4	7	38
21:00	13	8	5	7	33
22:00	2	4	4	2	12
23:00	0	1	2	3	6
				TOTAL	1256

AM PEAK HOUR	08:15-09:15
VOLUME	144
PM PEAK HOUR	14:45-15:45
VOLUME	132

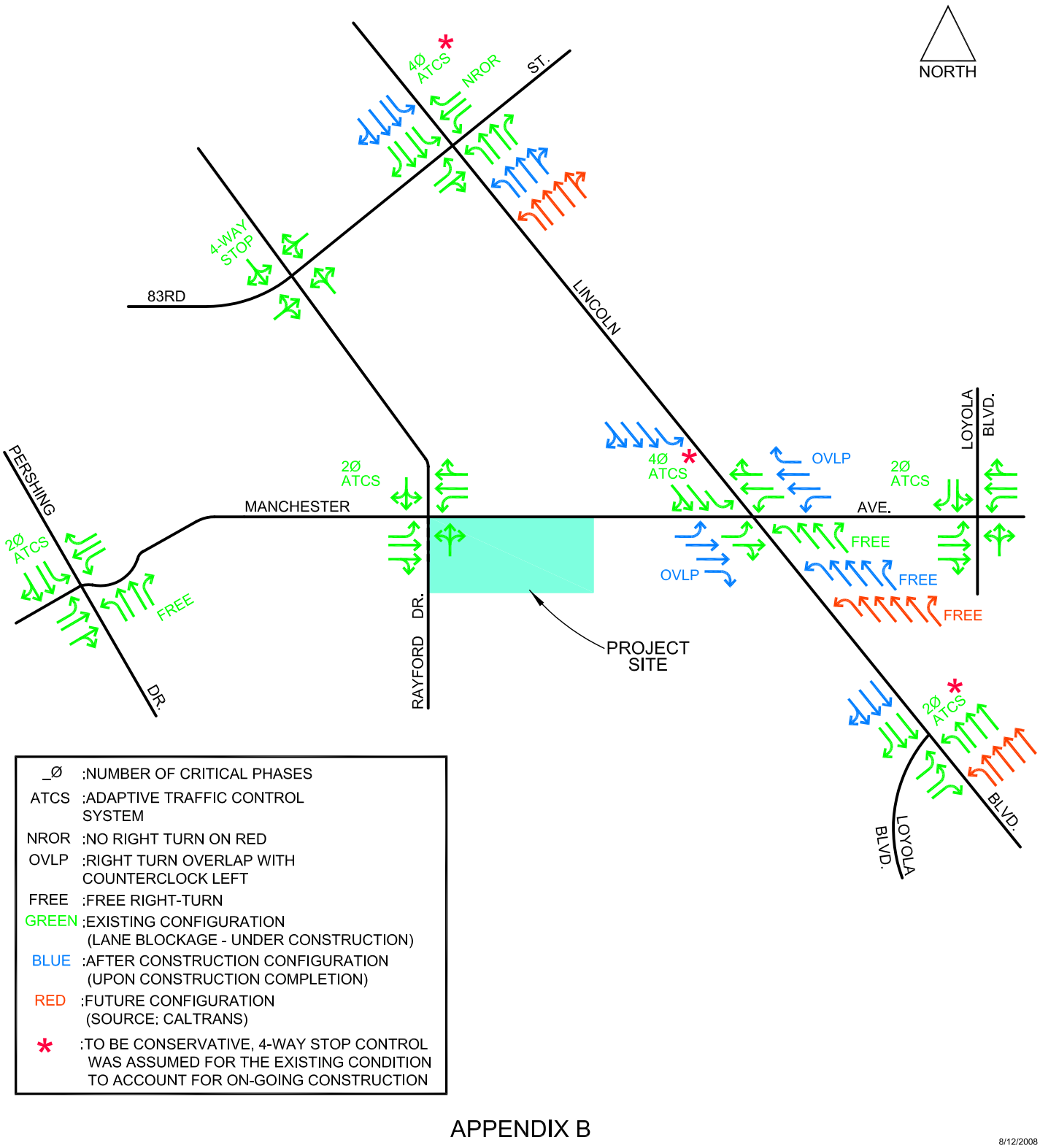
DIRECTION:	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	2	1	0	1	4
01:00	0	0	2	0	2
02:00	0	1	0	0	1
03:00	1	0	0	1	2
04:00	0	0	0	0	0
05:00	0	0	0	1	1
06:00	1	4	1	3	9
07:00	14	25	36	23	98
08:00	36	24	12	8	80
09:00	6	15	5	17	43
10:00	8	8	12	20	48
11:00	14	13	13	15	55
12:00	4	29	20	13	66
13:00	17	14	10	15	56
14:00	12	26	21	21	80
15:00	22	23	23	12	80
16:00	26	23	25	19	93
17:00	21	29	28	16	94
18:00	19	24	26	20	89
19:00	21	10	23	19	73
20:00	13	10	11	19	53
21:00	12	10	8	8	38
22:00	7	4	2	3	16
23:00	5	1	7	0	13
				TOTAL	1094

AM PEAK HOUR	07:15-08:15
VOLUME	120
PM PEAK HOUR	16:45-17:45
VOLUME	97

TOTAL BI-DIRECTIONAL VOLUME	2350

APPENDIX B

STUDY INTERSECTION GEOMETRIC AND TRAFFIC CONTROL CONDITION DIAGRAMS



_Ø	:NUMBER OF CRITICAL PHASES
ATCS	:ADAPTIVE TRAFFIC CONTROL SYSTEM
NROR	:NO RIGHT TURN ON RED
OVLP	:RIGHT TURN OVERLAP WITH COUNTERCLOCK LEFT
FREE	:FREE RIGHT-TURN
GREEN	:EXISTING CONFIGURATION (LANE BLOCKAGE - UNDER CONSTRUCTION)
BLUE	:AFTER CONSTRUCTION CONFIGURATION (UPON CONSTRUCTION COMPLETION)
RED	:FUTURE CONFIGURATION (SOURCE: CALTRANS)
*	:TO BE CONSERVATIVE, 4-WAY STOP CONTROL WAS ASSUMED FOR THE EXISTING CONDITION TO ACCOUNT FOR ON-GOING CONSTRUCTION

APPENDIX B

8/12/2008

Playa Manchester\LANE CONFIG

LANE CONFIGURATIONS

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles California 90025
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

APPENDIX C

RELATED PROJECTS TRIP GENERATION FORMULAS AND RATES

Table C
Related Project Trip Generation Rates

Manufacturing (per 1,000 square feet) – LU 140

Daily:	T = 3.82 (A)
AM Peak Hour:	T = 0.73 (A); I/B = 77%, O/B = 23%
PM Peak Hour: *	T = 0.80 (A); I/B = 36%, O/B = 64%

Warehousing (per 1,000 square feet) – LU 150

Daily:	T = 4.96 (A)
AM Peak Hour:	T = 0.45 (A); I/B = 82%, O/B = 18%
PM Peak Hour: *	T = 1.60 (A); I/B = 25%, O/B = 75%

Apartment (per dwelling unit) – LU 220

Daily:	T = 6.72 (D)
AM Peak Hour:	T = 0.51 (D); I/B = 20%, O/B = 80%
PM Peak Hour: **	T = 0.326 (D); I/B = 65%, O/B = 35%

Residential Condominium/Townhouse (per dwelling unit) – LU 230

Daily:	T = 5.86 (D)
AM Peak Hour:	T = 0.44 (D); I/B = 17%, O/B = 83%
PM Peak Hour: *	T = 0.70 (D); I/B = 67%, O/B = 33%

Hotel (per room) – LU 310

Daily:	T = 8.17 (R)
AM Peak Hour:	T = 0.56 (R); I/B = 61%, O/B = 39%
PM Peak Hour: *	T = 0.7 (R); I/B = 53%, O/B = 47%

Elementary School (per student) – LU 520

Daily:	T = 1.29 (S)
AM Peak Hour:	T = 0.42 (S); I/B = 55%, O/B = 45%
PM Peak Hour:	T = 0.28 (S); I/B = 45%, O/B = 55%

Private School (K-8) (per student) – LU 534

Daily: [1]	T = 7.55 (S)
AM Peak Hour:	T = 0.9 (S); I/B = 55%, O/B = 45%
PM Peak Hour:	T = 0.61 (S); I/B = 47%, O/B = 53%

Day Care (per student) – LU 565

Daily:	T = 4.48 (S)
AM Peak Hour:	T = 0.8 (S); I/B = 53%, O/B = 47%
PM Peak Hour:	T = 0.82 (S); I/B = 47%, O/B = 53%

Table C (continued)
Related Project Trip Generation Rates

General Office Building (per 1,000 square feet) – LU 710

Daily:	T = 11.01 (A)
AM Peak Hour:	T = 1.55 (A); I/B = 88%, O/B = 12%
PM Peak Hour: *	T = 2.80 (A); I/B = 17%, O/B = 83%

Specialty Retail Center (per 1,000 square feet) – LU 814

Daily:	T = 44.32 (A)
AM Peak Hour: ***	T = 1.20 (A); I/B = 60%, O/B = 40%
PM Peak Hour: **	T = 4.44 (A); I/B = 44%, O/B = 56%

Walk-In Bank (per 1,000 square feet) – LU 911

Daily:	T = 156.48 (A)
AM Peak Hour: [2]	T = 4.07 (A); I/B = 56%, O/B = 44%
PM Peak Hour: * [2]	T = 16.70 (A); I/B = 50%, O/B = 50%

Where:

T	= trip ends	A	= building area in 1,000's of square feet
I/B	= inbound	D	= dwelling unit
O/B	= outbound	R	= room
		S	= student

_____

Notes:

[1] Daily trip generation rate not provided; used AM plus PM multiplied by 5 to get the estimated rate.

[2] Directional split not provided; used LU 912 Drive-In Bank directional split.

Sources:

Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003.

* Coastal Transportation Corridor Specific Plan, City of Los Angeles, Effective Date September 22, 1993, Modified April 1999.

** Marina del Rey Land Use Plan, County of Los Angeles, February 8, 1996.

*** San Diego Traffic Generators, San Diego Association of Governments (SANDAG), April 2002.

APPENDIX D

CRITICAL MOVEMENT ANALYSIS (CMA) CALCULATION WORKSHEETS

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, 83rd STREET & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	44	48	283	0
EASTBOUND	319	82	27	0
NORTHBOUND	7	1253	0	13
SOUTHBOUND	120	1274	0	79

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	44	N/A	48	N/A	283	N/A
EASTBOUND	319	N/A	N/A	109	N/A	N/A
NORTHBOUND	7	N/A	626	N/A	0	N/A
SOUTHBOUND	120	N/A	637	N/A	0	N/A

EAST-WEST CRITICAL VOLUMES 602
NORTH-SOUTH CRITICAL VOLUMES 746
THE SUM OF CRITICAL VOLUMES 1348

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.348

LEVEL OF SERVICE ..... F

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, 83rd STREET & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	53	53	410	0
EASTBOUND	417	90	34	0
NORTHBOUND	8	2086	15	0
SOUTHBOUND	176	1837	103	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	53	N/A	53	N/A	410	N/A
EASTBOUND	417	N/A	N/A	124	N/A	N/A
NORTHBOUND	8	N/A	525	525	N/A	N/A
SOUTHBOUND	176	N/A	647	647	N/A	N/A

EAST-WEST CRITICAL VOLUMES 827
NORTH-SOUTH CRITICAL VOLUMES 701

THE SUM OF CRITICAL VOLUMES 1528

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.011

LEVEL OF SERVICE ..... F

---

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, 83rd STREET & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	53	53	410	0
EASTBOUND	419	90	34	0
NORTHBOUND	8	2094	17	0
SOUTHBOUND	176	1836	103	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	53	N/A	53	N/A	410	N/A
EASTBOUND	419	N/A	N/A	124	N/A	N/A
NORTHBOUND	8	N/A	528	528	N/A	N/A
SOUTHBOUND	176	N/A	646	646	N/A	N/A

EAST-WEST CRITICAL VOLUMES 829
NORTH-SOUTH CRITICAL VOLUMES 704
THE SUM OF CRITICAL VOLUMES 1533

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 1.015

LEVEL OF SERVICE ..... F

---

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, 83rd STREET & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	34	79	151	0
EASTBOUND	75	92	30	0
NORTHBOUND	36	1369	0	22
SOUTHBOUND	266	1547	131	38

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	2	0	1	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	34	N/A	79	N/A	151	N/A
EASTBOUND	75	N/A	N/A	122	N/A	N/A
NORTHBOUND	36	N/A	684	N/A	0	N/A
SOUTHBOUND	266	N/A	774	N/A	131	N/A

EAST-WEST CRITICAL VOLUMES	226
NORTH-SOUTH CRITICAL VOLUMES	950
THE SUM OF CRITICAL VOLUMES	1176
NUMBER OF CRITICAL CLEARANCE INTERVALS	0
CMA VALUE	1.176
LEVEL OF SERVICE	F

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, 83rd STREET & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	43	87	218	0
EASTBOUND	106	103	41	0
NORTHBOUND	47	2035	26	0
SOUTHBOUND	386	2487	220	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	43	N/A	87	N/A	218	N/A
EASTBOUND	106	N/A	N/A	144	N/A	N/A
NORTHBOUND	47	N/A	515	515	N/A	N/A
SOUTHBOUND	386	N/A	902	902	N/A	N/A

EAST-WEST CRITICAL VOLUMES 324
NORTH-SOUTH CRITICAL VOLUMES 949

THE SUM OF CRITICAL VOLUMES 1273

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.826

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, 83rd STREET & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	43	87	218	0
EASTBOUND	104	103	41	0
NORTHBOUND	47	2028	24	0
SOUTHBOUND	386	2488	220	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	3	1	0	0	5
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	43	N/A	87	N/A	218	N/A
EASTBOUND	104	N/A	N/A	144	N/A	N/A
NORTHBOUND	47	N/A	513	513	N/A	N/A
SOUTHBOUND	386	N/A	903	903	N/A	N/A

EAST-WEST CRITICAL VOLUMES 322
NORTH-SOUTH CRITICAL VOLUMES 950

THE SUM OF CRITICAL VOLUMES 1272

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.825

LEVEL OF SERVICE ..... D

---

* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, 83rd STREET & RAYFORD DRIVE
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	28	61	35	0
EASTBOUND	1	206	6	0
NORTHBOUND	2	8	136	0
SOUTHBOUND	61	10	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	124
EASTBOUND	N/A	N/A	N/A	N/A	N/A	213
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	146
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	71

EAST-WEST CRITICAL VOLUMES 241
NORTH-SOUTH CRITICAL VOLUMES 207

THE SUM OF CRITICAL VOLUMES 448

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.448

LEVEL OF SERVICE ..... A

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, 83rd STREET & RAYFORD DRIVE
DATE: 1/21/2009 INITIALS: KL PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	30	66	38	0
EASTBOUND	1	223	6	0
NORTHBOUND	2	8	149	0
SOUTHBOUND	66	9	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	134
EASTBOUND	N/A	N/A	N/A	N/A	N/A	230
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	159
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	75

EAST-WEST CRITICAL VOLUMES 260
NORTH-SOUTH CRITICAL VOLUMES 225

THE SUM OF CRITICAL VOLUMES 485

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.485

LEVEL OF SERVICE ..... A

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, 83rd STREET & RAYFORD DRIVE
DATE: 1/21/2009 INITIALS: KL PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	30	66	38	0
EASTBOUND	1	223	6	0
NORTHBOUND	2	10	151	0
SOUTHBOUND	66	9	0	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	134
EASTBOUND	N/A	N/A	N/A	N/A	N/A	230
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	163
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	75

EAST-WEST CRITICAL VOLUMES 260
NORTH-SOUTH CRITICAL VOLUMES 229

THE SUM OF CRITICAL VOLUMES 489

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.489

LEVEL OF SERVICE ..... A

Capacity used = 1000.

File: I:\Crain Projects\Active Projects\Lincoln & Manchester Phase II - Playa Manchester\Data\Icap 7\Playa Manchester Total 8-08 30% 4-way STOP 1-09.xls, Worksheet: Total, Row: 10
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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, 83rd STREET & RAYFORD DRIVE
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	56	172	51	0
EASTBOUND	0	105	6	0
NORTHBOUND	7	15	37	0
SOUTHBOUND	51	6	8	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	279
EASTBOUND	N/A	N/A	N/A	N/A	N/A	111
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	59
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	65

EAST-WEST CRITICAL VOLUMES 279
NORTH-SOUTH CRITICAL VOLUMES 110

THE SUM OF CRITICAL VOLUMES 389

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.389

LEVEL OF SERVICE ..... A

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, 83rd STREET & RAYFORD DRIVE
DATE: 1/21/2009 INITIALS: KL PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	61	187	55	0
EASTBOUND	0	117	6	0
NORTHBOUND	9	15	50	0
SOUTHBOUND	55	5	9	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	303
EASTBOUND	N/A	N/A	N/A	N/A	N/A	123
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	74
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	69

EAST-WEST CRITICAL VOLUMES 303
NORTH-SOUTH CRITICAL VOLUMES 129

THE SUM OF CRITICAL VOLUMES 432

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.432

LEVEL OF SERVICE ..... A

Capacity used = 1000.

File: I:\Crain Projects\Active Projects\Lincoln & Manchester Phase II - Playa Manchester\Data\Icap 7\Playa Manchester Total 8-08 30% 4-way STOP 1-09.xls, Worksheet: Total, Row: 12
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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, 83rd STREET & RAYFORD DRIVE
DATE: 1/21/2009 INITIALS: KL PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	61	187	55	0
EASTBOUND	0	117	6	0
NORTHBOUND	9	13	48	0
SOUTHBOUND	55	5	9	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	1	1
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	303
EASTBOUND	N/A	N/A	N/A	N/A	N/A	123
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	70
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	69

EAST-WEST CRITICAL VOLUMES 303
NORTH-SOUTH CRITICAL VOLUMES 125

THE SUM OF CRITICAL VOLUMES 428

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.428

LEVEL OF SERVICE ..... A

Capacity used = 1000.

File: I:\Crain Projects\Active Projects\Lincoln & Manchester Phase II - Playa Manchester\Data\Icap 7\Playa Manchester Total 8-08 30% 4-way STOP 1-09.xls, Worksheet: Total, Row: 13
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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, MANCHESTER AVENUE & PERSHING DRIVE
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	131	107	196	52
EASTBOUND	15	31	14	0
NORTHBOUND	147	566	0	156
SOUTHBOUND	103	225	31	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	131	N/A	107	N/A	196	N/A
EASTBOUND	15	N/A	22	22	N/A	N/A
NORTHBOUND	147	N/A	283	N/A	0	N/A
SOUTHBOUND	103	N/A	128	128	N/A	N/A

EAST-WEST CRITICAL VOLUMES 211
NORTH-SOUTH CRITICAL VOLUMES 386

THE SUM OF CRITICAL VOLUMES 597

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.318

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, MANCHESTER AVENUE & PERSHING DRIVE
DATE: 1/21/2009 INITIALS: KL PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	165	117	213	75
EASTBOUND	16	38	15	0
NORTHBOUND	159	613	0	218
SOUTHBOUND	150	244	34	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	165	N/A	117	N/A	213	N/A
EASTBOUND	16	N/A	26	26	N/A	N/A
NORTHBOUND	159	N/A	306	N/A	0	N/A
SOUTHBOUND	150	N/A	139	139	N/A	N/A

EAST-WEST CRITICAL VOLUMES 229
NORTH-SOUTH CRITICAL VOLUMES 456

THE SUM OF CRITICAL VOLUMES 685

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.365

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, MANCHESTER AVENUE & PERSHING DRIVE
DATE: 1/21/2009 INITIALS: KL PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	166	117	215	75
EASTBOUND	16	38	15	0
NORTHBOUND	159	613	0	218
SOUTHBOUND	150	244	34	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	166	N/A	117	N/A	215	N/A
EASTBOUND	16	N/A	26	26	N/A	N/A
NORTHBOUND	159	N/A	306	N/A	0	N/A
SOUTHBOUND	150	N/A	139	139	N/A	N/A

EAST-WEST CRITICAL VOLUMES 231
NORTH-SOUTH CRITICAL VOLUMES 456

THE SUM OF CRITICAL VOLUMES 687

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.366

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, MANCHESTER AVENUE & PERSHING DRIVE
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	129	71	81	158
EASTBOUND	30	43	20	0
NORTHBOUND	29	450	0	145
SOUTHBOUND	315	510	32	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	129	N/A	71	N/A	81	N/A
EASTBOUND	30	N/A	32	32	N/A	N/A
NORTHBOUND	29	N/A	225	N/A	0	N/A
SOUTHBOUND	315	N/A	271	271	N/A	N/A

EAST-WEST CRITICAL VOLUMES 161
NORTH-SOUTH CRITICAL VOLUMES 540

THE SUM OF CRITICAL VOLUMES 701

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.374

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, MANCHESTER AVENUE & PERSHING DRIVE
DATE: 1/21/2009 INITIALS: KL PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	186	83	117	184
EASTBOUND	32	50	22	0
NORTHBOUND	31	487	0	193
SOUTHBOUND	367	552	35	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	186	N/A	83	N/A	117	N/A
EASTBOUND	32	N/A	36	36	N/A	N/A
NORTHBOUND	31	N/A	244	N/A	0	N/A
SOUTHBOUND	367	N/A	294	294	N/A	N/A

EAST-WEST CRITICAL VOLUMES 222
NORTH-SOUTH CRITICAL VOLUMES 611

THE SUM OF CRITICAL VOLUMES 833

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.455

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, MANCHESTER AVENUE & PERSHING DRIVE
DATE: 1/21/2009 INITIALS: KL PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	185	83	115	184
EASTBOUND	32	50	22	0
NORTHBOUND	31	487	0	193
SOUTHBOUND	367	552	35	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	0	1	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	185	N/A	83	N/A	115	N/A
EASTBOUND	32	N/A	36	36	N/A	N/A
NORTHBOUND	31	N/A	244	N/A	0	N/A
SOUTHBOUND	367	N/A	294	294	N/A	N/A

EAST-WEST CRITICAL VOLUMES 221
NORTH-SOUTH CRITICAL VOLUMES 611

THE SUM OF CRITICAL VOLUMES 832

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.455

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, MANCHESTER AVENUE & RAYFORD DRIVE
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	110	140	33	0
EASTBOUND	63	298	37	0
NORTHBOUND	32	79	134	0
SOUTHBOUND	16	45	13	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	110	N/A	86	86	N/A	N/A
EASTBOUND	63	N/A	168	168	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	245
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	74

EAST-WEST CRITICAL VOLUMES 278
NORTH-SOUTH CRITICAL VOLUMES 261
THE SUM OF CRITICAL VOLUMES 539

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.287

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, MANCHESTER AVENUE & RAYFORD DRIVE
DATE: 1/21/2009 INITIALS: KL PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	119	204	39	0
EASTBOUND	68	418	34	0
NORTHBOUND	29	85	139	0
SOUTHBOUND	17	47	14	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	119	N/A	122	122	N/A	N/A
EASTBOUND	68	N/A	226	226	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	253
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	78

EAST-WEST CRITICAL VOLUMES 345
NORTH-SOUTH CRITICAL VOLUMES 270

THE SUM OF CRITICAL VOLUMES 615

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.328

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, MANCHESTER AVENUE & RAYFORD DRIVE
DATE: 1/21/2009 INITIALS: KL PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	119	206	39	0
EASTBOUND	68	418	34	0
NORTHBOUND	31	89	140	0
SOUTHBOUND	17	47	14	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	119	N/A	122	122	N/A	N/A
EASTBOUND	68	N/A	226	226	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	260
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	78

EAST-WEST CRITICAL VOLUMES 345
NORTH-SOUTH CRITICAL VOLUMES 277

THE SUM OF CRITICAL VOLUMES 622

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.332

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, MANCHESTER AVENUE & RAYFORD DRIVE
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	61	418	19	0
EASTBOUND	16	357	23	0
NORTHBOUND	25	47	52	0
SOUTHBOUND	14	71	10	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	61	N/A	218	218	N/A	N/A
EASTBOUND	16	N/A	190	190	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	124
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	95

EAST-WEST CRITICAL VOLUMES 251
NORTH-SOUTH CRITICAL VOLUMES 138

THE SUM OF CRITICAL VOLUMES 389

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.207

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, MANCHESTER AVENUE & RAYFORD DRIVE
DATE: 1/21/2009 INITIALS: KL PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	68	555	32	0
EASTBOUND	17	449	24	0
NORTHBOUND	18	50	51	0
SOUTHBOUND	15	76	11	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	68	N/A	294	294	N/A	N/A
EASTBOUND	17	N/A	236	236	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	119
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	102

EAST-WEST CRITICAL VOLUMES 311
NORTH-SOUTH CRITICAL VOLUMES 134

THE SUM OF CRITICAL VOLUMES 445

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.237

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:4, MANCHESTER AVENUE & RAYFORD DRIVE
DATE: 1/21/2009 INITIALS: KL PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	68	553	32	0
EASTBOUND	17	449	24	0
NORTHBOUND	17	46	50	0
SOUTHBOUND	15	76	11	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	68	N/A	292	292	N/A	N/A
EASTBOUND	17	N/A	236	236	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	113
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	102

EAST-WEST CRITICAL VOLUMES 309
NORTH-SOUTH CRITICAL VOLUMES 128
THE SUM OF CRITICAL VOLUMES 437

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.233

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, MANCHESTER AVENUE & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	117	178	242	0
EASTBOUND	107	250	45	0
NORTHBOUND	38	1105	89	0
SOUTHBOUND	176	1150	52	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	117	N/A	178	N/A	242	N/A
EASTBOUND	107	N/A	N/A	295	N/A	N/A
NORTHBOUND	38	N/A	552	N/A	89	N/A
SOUTHBOUND	176	N/A	601	601	N/A	N/A

EAST-WEST CRITICAL VOLUMES 412
NORTH-SOUTH CRITICAL VOLUMES 728

THE SUM OF CRITICAL VOLUMES 1140

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.140

LEVEL OF SERVICE ..... F

Capacity used = 1000.

File: I:\Crain Projects\Active Projects\Lincoln & Manchester Phase II - Playa Manchester\Data\Icap 7\Playa Manchester Total 8-08 30% 4-way STOP 1-09.xls, Worksheet: Total, Row: 26
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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, MANCHESTER AVENUE & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	84	215	128	275
EASTBOUND	302	361	29	59
NORTHBOUND	59	1644	0	79
SOUTHBOUND	275	1579	123	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	4	0	1	0	6
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	84	N/A	108	N/A	128	N/A
EASTBOUND	302	N/A	180	N/A	29	N/A
NORTHBOUND	59	N/A	411	N/A	0	N/A
SOUTHBOUND	275	N/A	567	567	N/A	N/A

EAST-WEST CRITICAL VOLUMES 430
NORTH-SOUTH CRITICAL VOLUMES 686

THE SUM OF CRITICAL VOLUMES 1116

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.712

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, MANCHESTER AVENUE & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	84	214	128	275
EASTBOUND	312	373	41	57
NORTHBOUND	57	1644	0	79
SOUTHBOUND	275	1579	122	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	4	0	1	0	6
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	84	N/A	107	N/A	128	N/A
EASTBOUND	312	N/A	186	N/A	41	N/A
NORTHBOUND	57	N/A	411	N/A	0	N/A
SOUTHBOUND	275	N/A	567	567	N/A	N/A

EAST-WEST CRITICAL VOLUMES 440
NORTH-SOUTH CRITICAL VOLUMES 686

THE SUM OF CRITICAL VOLUMES 1126

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.719

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, MANCHESTER AVENUE & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	181	328	195	0
EASTBOUND	95	261	64	0
NORTHBOUND	69	1137	0	184
SOUTHBOUND	186	1207	96	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	0	1	0	0	2
NORTHBOUND	1	0	2	0	1	0	4
SOUTHBOUND	1	0	1	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	181	N/A	262	262	N/A	N/A
EASTBOUND	95	N/A	N/A	325	N/A	N/A
NORTHBOUND	69	N/A	568	N/A	0	N/A
SOUTHBOUND	186	N/A	652	652	N/A	N/A

EAST-WEST CRITICAL VOLUMES 506
NORTH-SOUTH CRITICAL VOLUMES 754

THE SUM OF CRITICAL VOLUMES 1260

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 1.260

LEVEL OF SERVICE ..... F

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, MANCHESTER AVENUE & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	232	441	0	307
EASTBOUND	209	338	0	101
NORTHBOUND	138	1614	0	220
SOUTHBOUND	337	1825	284	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	4	0	1	0	6
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	232	N/A	220	N/A	0	N/A
EASTBOUND	209	N/A	169	N/A	0	N/A
NORTHBOUND	138	N/A	404	N/A	0	N/A
SOUTHBOUND	337	N/A	703	703	N/A	N/A

EAST-WEST CRITICAL VOLUMES 429
NORTH-SOUTH CRITICAL VOLUMES 841

THE SUM OF CRITICAL VOLUMES 1270

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.824

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:5, MANCHESTER AVENUE & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	232	442	0	307
EASTBOUND	200	327	0	92
NORTHBOUND	140	1614	0	220
SOUTHBOUND	337	1825	285	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	2	0	1	0	4
EASTBOUND	1	0	2	0	1	0	4
NORTHBOUND	1	0	4	0	1	0	6
SOUTHBOUND	1	0	2	1	0	0	4

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	232	N/A	221	N/A	0	N/A
EASTBOUND	200	N/A	164	N/A	0	N/A
NORTHBOUND	140	N/A	404	N/A	0	N/A
SOUTHBOUND	337	N/A	703	703	N/A	N/A

EAST-WEST CRITICAL VOLUMES 421
NORTH-SOUTH CRITICAL VOLUMES 843

THE SUM OF CRITICAL VOLUMES 1264

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.819

LEVEL OF SERVICE ..... D

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, MANCHESTER AVENUE & LOYOLA BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	11	642	179	0
EASTBOUND	110	411	3	0
NORTHBOUND	2	0	10	0
SOUTHBOUND	57	8	18	55

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	11	N/A	410	410	N/A	N/A
EASTBOUND	110	N/A	207	207	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	12
SOUTHBOUND	N/A	65	N/A	N/A	18	N/A

EAST-WEST CRITICAL VOLUMES 520
NORTH-SOUTH CRITICAL VOLUMES 69

THE SUM OF CRITICAL VOLUMES 589

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.314

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, MANCHESTER AVENUE & LOYOLA BOULEVARD
DATE: 1/21/2009 INITIALS: KL PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	12	730	195	0
EASTBOUND	119	539	3	0
NORTHBOUND	2	0	11	0
SOUTHBOUND	63	9	18	60

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	12	N/A	462	462	N/A	N/A
EASTBOUND	119	N/A	271	271	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	13
SOUTHBOUND	N/A	72	N/A	N/A	18	N/A

EAST-WEST CRITICAL VOLUMES 581
NORTH-SOUTH CRITICAL VOLUMES 76

THE SUM OF CRITICAL VOLUMES 657

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.350

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, MANCHESTER AVENUE & LOYOLA BOULEVARD
DATE: 1/21/2009 INITIALS: KL PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	12	729	195	0
EASTBOUND	119	551	3	0
NORTHBOUND	2	0	11	0
SOUTHBOUND	63	9	18	60

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	12	N/A	462	462	N/A	N/A
EASTBOUND	119	N/A	277	277	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	13
SOUTHBOUND	N/A	72	N/A	N/A	18	N/A

EAST-WEST CRITICAL VOLUMES 581
NORTH-SOUTH CRITICAL VOLUMES 76

THE SUM OF CRITICAL VOLUMES 657

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.350

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, MANCHESTER AVENUE & LOYOLA BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	21	628	90	0
EASTBOUND	105	536	8	0
NORTHBOUND	17	6	29	0
SOUTHBOUND	190	9	100	52

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	21	N/A	359	359	N/A	N/A
EASTBOUND	105	N/A	272	272	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	52
SOUTHBOUND	N/A	199	N/A	N/A	100	N/A

EAST-WEST CRITICAL VOLUMES 464
NORTH-SOUTH CRITICAL VOLUMES 242

THE SUM OF CRITICAL VOLUMES 706

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.377

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, MANCHESTER AVENUE & LOYOLA BOULEVARD
DATE: 1/21/2009 INITIALS: KL PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	23	783	98	0
EASTBOUND	114	674	9	0
NORTHBOUND	18	6	31	0
SOUTHBOUND	207	10	108	57

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	23	N/A	440	440	N/A	N/A
EASTBOUND	114	N/A	342	342	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	55
SOUTHBOUND	N/A	217	N/A	N/A	108	N/A

EAST-WEST CRITICAL VOLUMES 554
NORTH-SOUTH CRITICAL VOLUMES 262

THE SUM OF CRITICAL VOLUMES 816

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.444

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:6, MANCHESTER AVENUE & LOYOLA BOULEVARD
DATE: 1/21/2009 INITIALS: KL PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	23	784	98	0
EASTBOUND	114	663	9	0
NORTHBOUND	18	6	31	0
SOUTHBOUND	207	10	108	57

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	0	1	0	0	1	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	23	N/A	441	441	N/A	N/A
EASTBOUND	114	N/A	336	336	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	55
SOUTHBOUND	N/A	217	N/A	N/A	108	N/A

EAST-WEST CRITICAL VOLUMES 555
NORTH-SOUTH CRITICAL VOLUMES 262

THE SUM OF CRITICAL VOLUMES 817

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.445

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, LOYOLA BOULEVARD & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	0	0	0
EASTBOUND	85	0	1	12
NORTHBOUND	24	1109	0	0
SOUTHBOUND	0	935	29	24

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	2	0	0	0	1	0	3
NORTHBOUND	1	0	3	0	0	0	4
SOUTHBOUND	0	0	2	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	47	N/A	N/A	N/A	1	N/A
NORTHBOUND	24	N/A	370	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	468	N/A	29	N/A

EAST-WEST CRITICAL VOLUMES 47
NORTH-SOUTH CRITICAL VOLUMES 492
THE SUM OF CRITICAL VOLUMES 539

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.539

LEVEL OF SERVICE ..... A

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, LOYOLA BOULEVARD & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	39	0	13	8
NORTHBOUND	15	1688	0	0
SOUTHBOUND	0	1393	71	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	2	0	0	0	1	0	3
NORTHBOUND	1	0	4	0	0	0	5
SOUTHBOUND	0	0	2	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	21	N/A	N/A	N/A	13	N/A
NORTHBOUND	15	N/A	422	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	488	488	N/A	N/A

EAST-WEST CRITICAL VOLUMES 21
NORTH-SOUTH CRITICAL VOLUMES 503
THE SUM OF CRITICAL VOLUMES 524

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.279

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, LOYOLA BOULEVARD & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: AM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	39	0	13	8
NORTHBOUND	15	1686	0	0
SOUTHBOUND	0	1401	73	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	2	0	0	0	1	0	3
NORTHBOUND	1	0	4	0	0	0	5
SOUTHBOUND	0	0	2	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	21	N/A	N/A	N/A	13	N/A
NORTHBOUND	15	N/A	422	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	491	491	N/A	N/A

EAST-WEST CRITICAL VOLUMES 21
NORTH-SOUTH CRITICAL VOLUMES 506

THE SUM OF CRITICAL VOLUMES 527

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.281

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, LOYOLA BOULEVARD & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: EXISTING (2008)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	0	0	0
EASTBOUND	159	0	0	21
NORTHBOUND	47	1225	0	0
SOUTHBOUND	0	1285	166	44

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	2	0	0	0	1	0	3
NORTHBOUND	1	0	3	0	0	0	4
SOUTHBOUND	0	0	2	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	87	N/A	N/A	N/A	0	N/A
NORTHBOUND	47	N/A	408	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	642	N/A	166	N/A

EAST-WEST CRITICAL VOLUMES 87
NORTH-SOUTH CRITICAL VOLUMES 689

THE SUM OF CRITICAL VOLUMES 776

NUMBER OF CRITICAL CLEARANCE INTERVALS 0

CMA VALUE 0.776

LEVEL OF SERVICE C

Capacity used = 1000.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, LOYOLA BOULEVARD & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	RIGHT TURNS MIN ON GREEN	RIGHT TURNS MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	120	0	0	28
NORTHBOUND	69	1790	0	0
SOUTHBOUND	0	1941	275	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	2	0	0	0	1	0	3
NORTHBOUND	1	0	4	0	0	0	5
SOUTHBOUND	0	0	2	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	66	N/A	N/A	N/A	0	N/A
NORTHBOUND	69	N/A	448	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	739	739	N/A	N/A

EAST-WEST CRITICAL VOLUMES 66
NORTH-SOUTH CRITICAL VOLUMES 808

THE SUM OF CRITICAL VOLUMES 874

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.483

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:7, LOYOLA BOULEVARD & LINCOLN BOULEVARD
DATE: 1/21/2009 INITIALS: CB PERIOD: PM PEAK HOUR
CASE: FUTURE (2012) WITH PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	120	0	0	28
NORTHBOUND	69	1792	0	0
SOUTHBOUND	0	1934	273	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	2	0	0	0	1	0	3
NORTHBOUND	1	0	4	0	0	0	5
SOUTHBOUND	0	0	2	1	0	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	66	N/A	N/A	N/A	0	N/A
NORTHBOUND	69	N/A	448	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	736	736	N/A	N/A

EAST-WEST CRITICAL VOLUMES 66
NORTH-SOUTH CRITICAL VOLUMES 805
THE SUM OF CRITICAL VOLUMES 871

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.481

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

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APPENDIX I
LADOT Traffic Assessment

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

7280-7298 W. Manchester Ave.
LADOT Case No. CTC08-046

Date: March 27, 2009

To: Hadar Plafkin, City Planner
Department of City Planning

From: Edward Guerrero Jr., Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED 260 UNIT APARTMENT LOCATED AT 7280-7298 W. MANCHESTER AVENUE**

Pursuant to the Coastal Transportation Corridor Specific Plan (CTCSP) Ordinance No. 168,999, the Department of Transportation (LADOT) has completed the traffic impact assessment of the proposed 260 unit apartment at 7280-7298 W. Manchester Avenue. This traffic assessment is based on a traffic study prepared by Crain & Associates received by LADOT in September 2008 with subsequent revisions and determinations received through March 2009. After a careful review of the pertinent data, LADOT has determined that the traffic study adequately describes the project-related impacts of the proposed development.

PROJECT DESCRIPTION

The proposed project site is located at 7280-7298 W. Manchester Avenue, on the south-east corner of Rayford Drive and Manchester Avenue, and will provide 126 apartment units. Although the project design layout does include a portion of the previously considered and approved Decron development project (DOT Case No. CTC 03-105; Planning EAF Case No. ENV-2002-7628), including access from Manchester Avenue and Lincoln Boulevard, the environmental impact review is limited to the development of the additional 126 apartment units only because the property rights for the subject project where secured subsequent to the entitlement proceedings for the Decron project.

The project is anticipated to be completed and fully occupied in the year 2012.

DISCUSSION AND FINDINGS

Trip Generation

The project is expected to create an increase of 36 a.m. peak hour trips, but will result in a reduction of 156 daily trips and 32 p.m. peak hour trips. The trip generation estimates are based on rates and formulas published by the Institute of Transportation Engineers

(ITE) Trip Generation, 7th Edition, 2003, and Appendix "A" of the CTCSP. Attachment 1 provides a summary of the trip generation calculations.

Significant Traffic Impact

Per LADOT Traffic Study Policies and Procedures Revised March 2002, a significant impact for intersections is identified as an increase in the Critical Movement Analysis (CMA) Vehicle-to-Capacity (V/C) ratio due to project related traffic, under the thresholds given in Attachment 2. Similarly, a significant impact for neighborhood street segments is identified as an increase in the average daily traffic (ADT), due to project related traffic, under the thresholds also given in Attachment 2. Based on this analysis, the project is not expected to result in significant traffic impacts at any of the seven analyzed intersections, or the one neighborhood street segment that was studied.

A summary description of the volume-to-capacity (V/C) ratios and levels of service (LOS) at the study intersections is presented in Attachment 3.

PROJECT REQUIREMENTS

A. Traffic Study Review Fee

Pursuant to Section 5.C of the CTCSP, the applicant is required to submit $500.00 for the application/traffic study review fee. The applicant submitted this fee fully on September 17, 2008.

B. Highway Dedication and Physical Street Improvements

Manchester Avenue is classified as a Major Highway Class II, which requires a 40-foot half-roadway within a 52-foot half-right-of-way. Therefore, pursuant to Section 5.D.2 of the CTCSP, there may be a highway dedication and widening requirement for the proposed project. The developer shall consult the Bureau of Engineering for the highway dedication and widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering, Department of Public Works. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of LADOT and the Bureau of Engineering.

C. Construction Impacts

LADOT recommends that a construction worksite traffic control plan be submitted to LADOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and

access to abutting properties. LADOT also recommends that all construction related traffic be restricted to off-peak hours.

D. Site Access and Internal Circulation

The review of this study does not constitute approval of the project's driveway access and circulation scheme. A separate driveway access and circulation plan should be submitted to LADOT's Citywide Planning Coordination Section (201 N. Figueroa St., 4th Floor, Station 3; 213-482-7024) for review and approval.

Pursuant to Section 9.A of the CTCSP, an applicant or any other interested person adversely affected by the proposed project who disputes any determination made by DOT pursuant to this Ordinance may appeal to the General Manager of DOT. This appeal must be filed within a 15 day period following the date of mailing of this letter of determination. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified.

If you have any questions, please contact Shozo Yoshikawa of my staff or me at (213) 485-1062.

EG:sy

Attachments

cc: Grieg Asher, Eleventh Council District
George Rhyner, Crain & Associates
Mike Young, DCP
Mike Patonai, BOE
Jay Kim, Sean Haeri, Mo Blorfroshan, DOT

ATTACHMENT 1

PROPOSED 260 UNIT APARTMENT PROJECT
7280 WEST MANCHESTER AVENUE

PROJECT TRIP GENERATION ESTIMATES

			AM PEAK			PM PEAK		
LAND USE	SIZE	**DAILY**	In	Out	**TOTAL**	In	Out	**TOTAL**
PROPOSED								
- Apartments	126 Units	**908**	13	52	**65**	57	31	**88**
Subtotal Proposed Trips		**908**	13	52	**65**	57	31	**88**
EXISTING/PREVIOUSLY APPROVED								
- Specialty Retail	24,000 Sq. Ft.	1,064	17	12	29	53	67	120
Subtotal Existing Trips		1,064	17	12	29	53	67	120
NET OVERALL INCREASE		**(156)**	(4)	40	**36**	4	(36)	**(32)**

ATTACHMENT 2

PROPOSED 260 UNIT APARTMENT PROJECT
7280 WEST MANCHESTER AVENUE

Intersection and Neighborhood Street Segment Significant Impact Thresholds

Intersection Analysis Significant Impact Thresholds		
Final V/C	Level of Service (LOS)	V/C increase considered significant if…
Between 0.700-0.799	C	Equal to or greater than 0.040
Between 0.800-0.899	D	Equal to or greater than 0.020
Greater than 0.900	E,F	Equal to or greater than 0.010

Neighborhood Street Segment Significant Impact Thresholds	
ADT With Project	Maximum Project Increase in ADT
0 to 999	16%
1,000 or more	12%
2,000 or more	10%
3,000 or more	8%

ATTACHMENT 3

PROPOSED 260 UNIT APARTMENT PROJECT
7280 WEST MANCHESTER AVENUE

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

	Intersection	Peak Hour	Year 2008 Existing		Year 2012 w/o Project		Year 2012 w/ Project		Project Impact
			V/C	LOS	V/C	LOS	V/C	LOS	
1	Lincoln Bl. &	AM	1.348	F	1.011	F	1.015	F	0.004
	83rd St.	PM	1.176	F	0.826	D	0.825	D	-0.001
2	Rayford Dr. &	AM	0.448	A	0.485	A	0.489	A	0.004
	83rd St.	PM	0.389	A	0.432	A	0.428	A	-0.004
3	Pershing Dr. &	AM	0.318	A	0.365	A	0.366	A	0.001
	Manchester Av.	PM	0.374	A	0.455	A	0.455	A	0.000
4	Rayford Dr. &	AM	0.287	A	0.328	A	0.332	A	0.004
	Manchester Av.	PM	0.207	A	0.237	A	0.233	A	-0.004
5	Lincoln Bl. &	AM	1.140	F	0.712	C	0.719	C	0.007
	Manchester Av.	PM	1.260	F	0.824	D	0.819	D	-0.005
6	Loyola Bl. &	AM	0.314	A	0.350	A	0.350	A	0.000
	Manchester Av.	PM	0.377	A	0.444	A	0.445	A	0.001
7	Lincoln Bl. &	AM	0.539	A	0.279	A	0.281	A	0.002
	Loyola Bl.	PM	0.776	C	0.483	A	0.481	A	-0.002

ATTACHMENT 3

PROPOSED 260 UNIT APARTMENT PROJECT
7280 WEST MANCHESTER AVENUE

Summary of Residential Street Impact Analysis

Street Segment	Year 2008 Existing	Year 2012 w/o Project	Project Traffic	Year 2010 w/ Project	% Project Traffic
Rayford Dr. s/o 85th St.	2,350	2,652	-12	2,640	-0.5%

APPENDIX J
Tree Report

TREE REPORT

PLAYA MANCHESTER PROJECT

Submitted to:

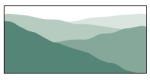
OWNER/APPLICANT:

Decron Properties Corporation

6222 Wilshire Boulevard, Suite 400

Los Angeles, CA 90048

Submitted by:



CHRISTOPHER A. JOSEPH & ASSOCIATES

Environmental Planning and Research

August 2009

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Tree Report 1

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Table 2: Summary of Observed Tree Species..... 4

Attachments

Attachment A: Tree Location Map

Tree Report
for
Playa Manchester Project

Included with this Report is the following document: one (1) tree location map

Project Description

The project site is within the Westchester-Playa Del Rey Community Plan Area, located at 7270 through 7298 West Manchester Avenue and 8624 Rayford Drive, encompassing the southeast corner of the intersection of West Manchester Avenue and Rayford Drive. The project site area is comprised of approximately 3.03 gross acres (approximately 131,854 square feet), or 2.76 net acres (approximately 120,150 square feet). The project site is bounded by the mixed-use Playa del Oro development on the east, single family residences on the south and multi-family residences and institutional (church) uses to the west and north. The western portion of the site is currently occupied by three one-story structures, which contain eight separate retail uses; the eastern portion of the site (adjacent to the Playa del Oro project) is vacant. The Proposed Project would fully develop the entire site, replacing the vacant lot, existing one-story structures and associated surface parking with a four- to six-story mixed-use project containing a total of 260 dwelling units, including 16 ground floor joint live/work units, all located above three levels of parking, of which one level would be subterranean.

The mixed-use building would be approximately 266,456 square feet and would include approximately 1,400 square feet of multi-purpose room/gym area, as well as a pool and landscaped common areas. The Proposed Project would include a landscaped buffer and pedestrian access along Manchester Avenue and would also require a roadway dedication along its Manchester Avenue frontage.

As currently proposed by the Project Applicant, a landscaped environment would be developed to include an appropriate mix of plant materials suitable to the building and neighboring project area. There would be a total of approximately 58,437 square feet of common open area, including 35,159 square feet of landscape area.

It is anticipated that the Proposed Project would be completed in one phase and occupied no later than 2012.

Tree Survey

The tree survey was conducted on August 4, 2009. The survey was conducted by a California licensed landscape architect. The purpose of this survey was to determine whether any protected species trees as defined under Los Angeles Municipal Ordinance 177,404, i.e., Oaks (*Quercus sp.*) indigenous to California (but excluding the Scrub Oak (*Quercus dumosa*)[1]), Southern California Black Walnut (*Juglans californica var. californica*), Western

[1] *It should be noted that the current edition of the Jepson Manual states that the scrub oak is identified as Quercus berberidifolia and that the species name Q. dumosa is frequently misapplied. Further, the 1996 edition of Shrubs and Trees of the Southern California Coastal Region and Mountains states that the most common scrub oak, Q.*

Sycamore (*Platanus racemosa*) and California Bay (*Umbellularia californica*) are present on the subject site and to locate all other (ornamental) trees in the potential impact area with a 12 inch diameter (caliper) or more at four and one half (4.5) feet above natural grade (Diameter at Breast Height – DBH). The tree map presented utilized site plans provided by Van Tilburg, Banvard & Soderbergh, AIA as a base map.

The following are general field observations made during visits to the project site. Vegetation typical of an urbanized setting is present throughout the project site, including ornamental-exotic trees and shrubs, as well as non-native perennial and annual plants. The majority of the existing plant material is in good to fair health and aesthetic condition. Two protected trees, as defined under Los Angeles Municipal Ordinance 177,404 are present on the subject site, two small Coast Live Oaks (*Quercus agrifolia*). These trees are in two separate, small raised planting beds which also contain some non-native, ornamental shrubs and groundcover, located behind the existing retail development. Given their size and location, it seems highly likely that these trees were planted from nursery containers as part of the original landscape development; that is they were not in-situ natives preserved and built around at the time the buildings were originally constructed. Due to the current cultural conditions/practices and recent pruning these trees show signs of extreme stress and are only in 'Fair' health condition and are rated 'Poor' aesthetically, as opposed to 'Excellent' or 'Good'.

In total, 14 trees which meet the City of Los Angeles trunk diameter criterion were recorded on the project site. As previously stated, the City of Los Angeles Planning Department trunk diameter criterion used was twelve (12) inches or more DBH for ornamental trees and four inches (cumulatively) for protected species trees. Only one other native tree species was found on the project site: nine recently planted[2] Mexican Fan Palms (*Washingtonia robusta*). As shown in the Table 1, the following species were observed:

berberidifolia, was until recently mistakenly called Q. dumosa (Nuttal's scrub oak), but that this species is actually quite rare and only occurs on sandy soils along the coast.

2 *All nine of the Mexican fan palms observed on the Proposed Project site were recently planted as evidenced by the fact that as of the date of the site visit their foliage was 'tied-up', a common nursery practice to enhance the establishment and survival of transplanted palm trees. Further, it is clear that the trees act as a continuation of the street trees planted to the east of the project site along Manchester Avenue as part of the Playa del Oro development.*

Table 1
Detail of Observed Tree Species

Tree Number	Common Name	Scientific Name (*Genus species*)	Caliper (in inches)
1	Indian Laurel Fig	*Ficus microcarpa nitida*	36.0
2	**Coast Live Oak**	***Quercus agrifolia***	**6.0**
3	**Coast Live Oak**	***Quercus agrifolia***	**10.5**
4	Indian Laurel Fig	*Ficus microcarpa nitida*	12.0
5	Indian Laurel Fig	*Ficus microcarpa nitida*	14.0
6	Mexican Fan Palm	*Washingtonia robusta*	12.0
7	Mexican Fan Palm	*Washingtonia robusta*	12.0
8	Mexican Fan Palm	*Washingtonia robusta*	12.0
9	Mexican Fan Palm	*Washingtonia robusta*	12.0
10	Mexican Fan Palm	*Washingtonia robusta*	12.0
11	Mexican Fan Palm	*Washingtonia robusta*	12.0
12	Mexican Fan Palm	*Washingtonia robusta*	12.0
13	Mexican Fan Palm	*Washingtonia robusta*	12.0
14	Mexican Fan Palm	*Washingtonia robusta*	12.0

Source: Christopher A. Joseph & Associates, August 2009.

Table 2
Summary of Observed Tree Species

Common Name	Scientific Name (Genus Species)	Number Observed	% of Total Observed
Indian Laurel Fig	*Ficus microcarpa nitida*	3	21.4
Coast Live Oak	***Quercus agrifolia***	**2**	**14.3**
Mexican Fan Palm	*Washingtonia robusta*	9	64.3
	Total	***14***	***100.0***
Source: Christopher A. Joseph & Associates, August 2009.			

In summary, the following impacts would occur to the project site's 14 trees, including the two Coast Live Oaks, by implementing the proposed project:

Total Number of Trees Retained = 9
Total Number of Trees Removed = 5

Pursuant to the preliminary designs for the proposed project, the five existing trees on the western portion of the site would be removed as part of the site redevelopment, while the nine newly planted Mexican fan palms on the eastern portion of the site would remain. Given the plans for immediate redevelopment of the site following demolition of the existing retail buildings, the removal of these trees would not result in undesirable, irreversible soil erosion through diversion or increased flow of surface waters which cannon be mitigated to the satisfaction of the City. Further, it is necessary to remove the trees (including the two Coast Live Oaks) because their continued existence at said location would prevent the reasonable development of the subject property.

Determination of Minimum Replacement Standards

City of Los Angeles Protected Tree Ordinance No. 177,404 provides that a protected species tree cannot be removed or relocated without first obtaining a permit from the Board of Public Works. Further, the Ordinance requires that for each protected species tree removed, a minimum of two trees of the same species (minimum 15 gallon size) shall be planted and that the size and number of the replacement trees shall approximate the value of the trees to be replaced. In addition, a bond must be posted to guarantee the survival of trees which would be maintained, replaced or relocated to assure the existence of continuously living trees for a minimum of three years from the date the bond was posted or the trees were replaced or relocated.

While the transplanting of mature, naturalized Coast live oaks has been successful in limited instances, relocation of oak trees is generally fraught with problems and low success rates.[3] In addition, the Coast Live Oaks at the project site are in a highly stressed, degraded condition and would therefore be even more unlikely to survive the further stress of transplantation. For this reason, it is not believed that the transplantation of these trees is a viable means of mitigating project impacts.

Given the generally lamentable condition of the existing Coast Live Oaks and their current lack of any actual canopy, replacing these trees with four, healthy 24-inch box specimens, which would provide approximately 316 square feet of canopy within a ten year horizon[4], would be adequate and appropriate mitigation for the removal of these trees.

In addition, the City Planning guidelines require that desirable mature ornamental trees (i.e., those with a DBH of 12" and over) be replaced at a 1:1 ratio.

Proposed Mitigation

The Project Applicant shall replace all mature trees at the project site which are removed for the Proposed Project.

The specific implementation program is as follows:

1. Prior to the issuance of a grading permit, the Project Applicant shall provide a Mitigation Planting Plan to compensate for the loss of two Coast Live Oaks, and three mature ornamental trees. The Mitigation Planting Plan shall include a 2:1 replacement of Coast Live Oaks with a minimum 24-inch box size (i.e. a minimum of four new 24-inch box Coast Live Oaks), and a 1:1 replacement of mature non-protected species with a minimum 24-inch box size (i.e. a minimum of three new 24-inch box ornamental trees). The plantings may occur at project entry points, common areas, or along the Manchester Avenue right-of-way.

   It is understood that this Mitigation Planting Plan would be only a part of the overall project landscape plans, which should also include additional trees and understory plantings of climate-adapted plant material.

   All planting plans shall be to the satisfaction of the City of Los Angeles Urban Forestry Division of the Bureau of Street Services, the Department of Planning and the Advisory Agency. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

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[3] *Dagit, Rosi and Jim Downer. 1998. "Transplanted Coast Live Oaks (Quercus agrifolia) in Southern California." Western Arborist. Vol. 24, No. 4. Pages 36-41.*

[4] *Based on the estimates of the growth of Coast Live Oak container stock in Southern California provided by Tom Larson, a Registered Consulting Arborist with over 30 years experience in the Southern California tree industry.*

2. When planted in or adjacent to vehicular use areas the genus or genera of the tree(s) shall provide a minimum crown of 30'-50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No. 170,978), Guidelines K - Vehicular Use Areas.

3. Removal of all trees in the public right-of-way shall require the approval of the Board of Public Works.

4. The project applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the Advisory Agency guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three (3) years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new tree bond to the satisfaction of the Bureau of Engineering. Subsequently the original owner's bond may be exonerated.

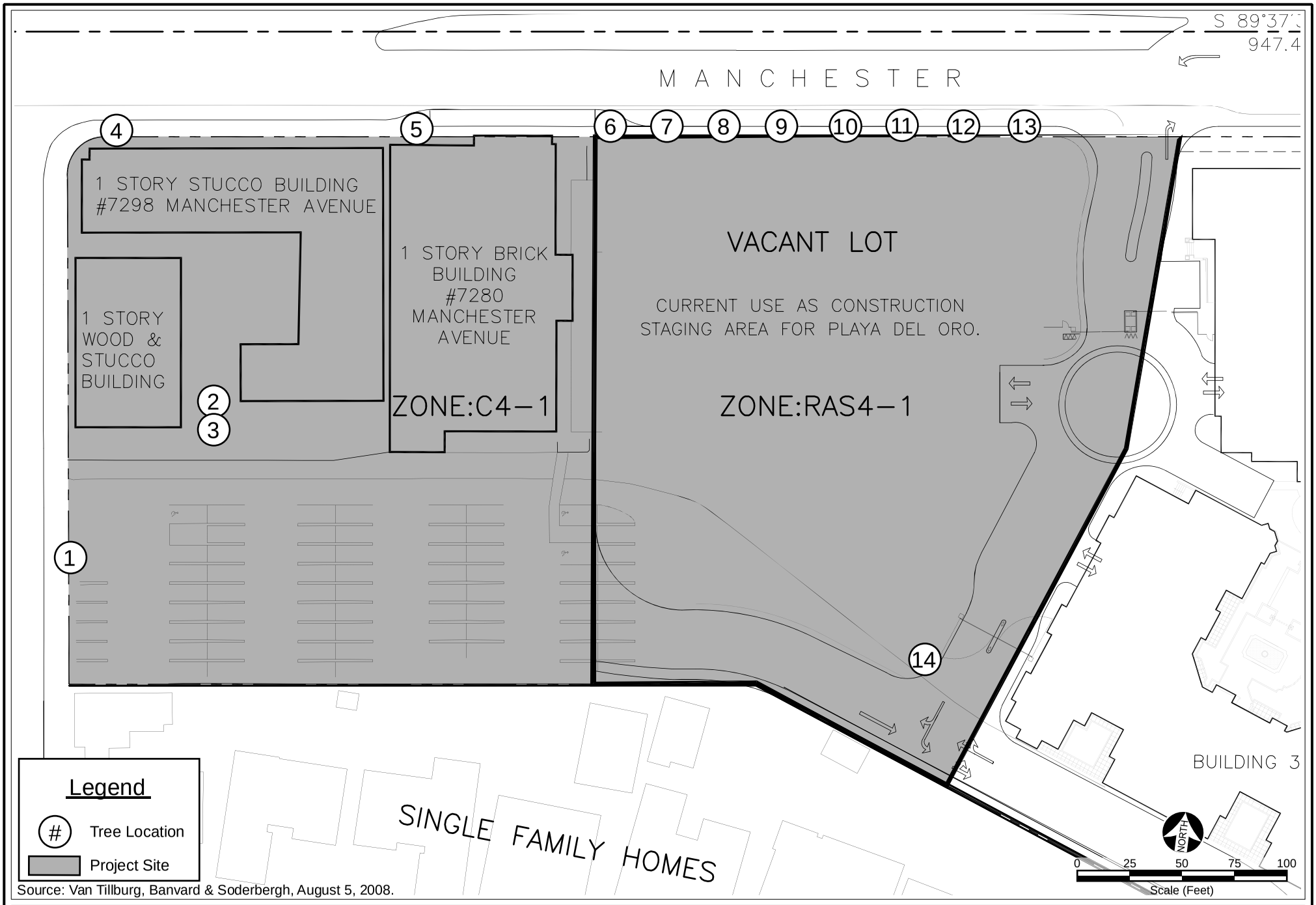
5. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Any bond required shall be in a sum estimated by the City Engineer to be equal to the dollar value of the replacement tree or of the tree which is to be relocated. In determining value for these purposes, the City Engineer shall consult with the Advisory Agency and shall also consult the evaluation of trees guidelines approved and adopted for professional plantsmen by the International Society of Arboriculture, the American Society of Consulting Arborists, the National Arborists Association and the American Association of Nurserymen, and other available, local information, or guidelines.

6. Prior to the exoneration of the bond, the owner of the project site shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

Respectfully submitted
for
Christopher A. Joseph & Associates

S. Lynn Kaufman
Landscape Architect
CA License # 2975
August 5, 2009

***NOTICE OF DISCLAIMER*: Opinions given in this report are those of Christopher A. Joseph & Associates and are derived from current professional standards based on visual observations at the time the field surveys were conducted. The trees discussed herein were generally reviewed for physical and biological function and aesthetic conditions. This examination was conducted in accordance with presently accepted industry procedures, which are ground plane macro-visual observation only. This visual record does not include aerial or subterranean inspections, microbiological or soil-root excavations, upper crown examinations or internal tree investigation (i.e. core sampling), and therefore may not reveal existing hidden conditions or hazards. Records are only represented as accurate as of the dates of the surveys due to variable environmental factors, including but not limited to the reasonably foreseeable deterioration and/or growth of existing plant material. No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. CAJA shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems. It is assumed that statements of fact regarding property ownership, property boundaries, exact structure and proposed utility locations are "as represented" by the client, in all verbal, written or drawn communications. CAJA assumes no responsibility for verification of ownership or locations of property or utility lines, or for results of any actions or recommendations based on inaccurate information.* **The Advisory Agency or City to whom this report is submitted has the final word regarding any recommendation(s).**



Source: Van Tillburg, Banvard & Soderbergh, August 5, 2008.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Tree Map

APPENDIX K
Geotech Report

GEOTECHNICAL

ENGINEERING

INVESTIGATION

FILE NO. 18725

October 11, 2004

Geotechnologies, Inc.
Consulting Geotechnical Engineers

439 Western Avenue
Glendale, California 91201-2837
818.240.9600 • Fax 818.240.9675

October 11, 2004
File Number 18725

Decron Properties
15350 Van Nuys Boulevard, Suite 410
Van Nuys, California 91406

Attention: Ilana Stein

Subject: Geotechnical Engineering Investigation
Proposed Apartment Building, 7250 - 7270 West Manchester Avenue
Playa Del Rey, California

Ladies and Gentlemen:

This letter transmits the Geotechnical Engineering Investigation for the subject property prepared by Geotechnologies, Inc. This report provides geotechnical recommendations for the development of the site, including earthwork, seismic design, retaining walls, and foundations. Engineering for the proposed project should not begin until approval of the geotechnical investigation is granted by the local building official. Significant changes in the geotechnical recommendations may result due to the building department review process.

The validity of the recommendations presented herein is dependant upon review of the geotechnical aspects of the project during construction by this firm. The subsurface conditions described herein have been projected from limited subsurface exploration and laboratory testing. The exploration and testing presented in this report should in no way be construed to reflect any variations which may occur between the exploration locations or which may result from changes in subsurface conditions.

Should you have any questions please contact this office.

Respectfully submitted,
GEOTECHNOLOGIES, INC.

EDWARD F. HILL
G.E. 2126

Distribution: (6) Addressee
(2) Group M Engineering, Attn: Jitu Mehta
(2) Van Tilburg, Banvard, & Soderbergh Architects, Attn: Jerome Scott

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GEOTECHNICAL ENGINEERING INVESTIGATION

PROPOSED APARTMENT BUILDING

7250 - 7270 WEST MANCHESTER AVENUE

PLAYA DEL REY, CALIFORNIA

INTRODUCTION

This report presents the results of the geotechnical engineering investigation performed on the subject property. The purpose of this investigation was to identify the distribution and engineering properties of the earth materials underlying the site, and to provide recommendations for the proposed development of the site.

This investigation included excavation of fourteen exploratory excavations, collection of representative samples, laboratory testing, engineering analysis, review of published geologic data, review of available geotechnical engineering information and the preparation of this report. The exploratory excavation locations are shown on the enclosed Plot Plan. The results of the exploration and the laboratory testing are presented in the Appendix of this report.

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PROPOSED DEVELOPMENT

Information concerning the proposed development was furnished by VTBS Architects. The project consists of a four to six story apartment building over two to three subterranean parking levels. Column loads are estimated to be between 500 and 1,000 kips. Wall loads are estimated to be between 6 and 9 kips per lineal foot. Grading will consist of excavations between 20 and 30 feet for the proposed subterranean levels.

Any changes in the design of the project or location of any structure, as outlined in this report, should be reviewed by this office. The recommendations contained in this report should not be considered valid until reviewed and modified or reaffirmed, in writing, subsequent to such review.

SITE CONDITIONS

The property is located at the Southwest Corner Lincoln Boulevard and Manchester Avenue, in the Playa Del Rey area City of Los Angeles, California. The site is relatively level with approximately 30 feet of elevation change across the site with the direction of drainage to the east. The site is currently developed with a 12 story residential structure, a two story hotel, restaurants, a bowling alley, auto shop and appurtenant paved parking. The vegetation on the site consists of trees, shrubs

and grasses in planters here and there across the site. The neighboring development consists of residential structures on most nearby properties.

GEOTECHNICAL EXPLORATION

FIELD EXPLORATION

The site was explored on September 29, 30 and October 1, 2004 by excavating fourteen exploratory excavations. The exploratory excavations varied in depth from 40 to 60 feet. The borings were excavated with the aid of a truck-mounted drilling rig using 8-inch diameter hollowstem augers. The exploration locations are shown on the Plot Plan and the geologic materials encountered are logged on Plates A-1 through A-14.

The location of exploratory excavation was determined by property line data furnished by the client. Elevations of the exploratory excavations were determined by hand level or interpolation from data provided. The location and elevation of the exploratory excavations should be considered accurate only to the degree implied by the method used.

Geologic Materials

Fill materials were encountered in each of the borings to depths ranging from 2 to 4 feet in depth. The fill consists of silty sands and sands which are yellowish brown to grey, slightly moist, loose to medium dense, and fine to medium grained. The native soils underlying the site consist of silty sands and sands which are medium brown to yellowish brown, slightly moist, fine to medium grained and dense to very dense. Occasional interbedded clayey sand lenses were encountered. The clayey sands were found to be grey and brown, moist and very dense.

The geologic materials consist of detrital sediments deposited by river and stream action typical to this area of Los Angeles County. More detailed descriptions of the earth materials encountered may be obtained from individual logs of the subsurface exploration points.

GROUNDWATER AND CAVING

Groundwater was not encountered during exploration. Caving could not be directly observed during exploration due to the type of drilling equipment utilized however, due to the highly granular nature of the native soils, caving of excavations should be anticipated.

The historic high groundwater level was established by review of California Division of Mines and Geology Open File Report 98-27 Plate 1.2 entitled "Historically Highest Ground Water Contours". Review of this plate indicates that the historically highest groundwater level is on the order of 40 feet below grade.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can result in changed conditions.

SEISMIC EVALUATION

REGIONAL GEOLOGIC SETTING

The subject property is located in the northern portion of the Peninsular Ranges Geomorphic Province. The Peninsular Ranges are characterized by northwest-trending blocks of mountain ridges and sediment-floored valleys. The dominant geologic structural features are northwest trending fault zones that either die out to the northwest or terminate at east-trending reverse faults that form the southern margin of the Transverse Ranges.

The Los Angeles Basin is located at the northern end of the Peninsular Ranges Geomorphic Province. The basin is bounded by the east and southeast by the Santa Ana Mountains and San Joaquin Hills, to the northwest by the Santa Monica Mountains. Over 22 million years ago the Los Angeles basin was a deep marine basin formed by tectonic forces between the North American and Pacific plates. Since that time, over 5 miles of marine and non-marine sedimentary rock as well as, intrusive and extrusive igneous rocks have filled the basin. During the last 2 million years, defined by the Pleistocene and Holocene epochs, the Los Angeles basin and surrounding mountain ranges have been uplifted to form the present day landscape. Erosion of the surrounding mountains, has resulted in deposition of unconsolidated sediments in low-lying areas by rivers such as the Los Angeles River. Areas that have experienced subtle uplift have been eroded with gullies.

The site is underlain by unconsolidated alluvial sediments deposited by river and stream action, that are deeper than 200 feet.

REGIONAL FAULTING

Based on criteria established by the California Division of Mines and Geology (CDMG) now called California Geologic Survey(CGS), faults may be categorized as active, potentially active, or inactive. Active faults are those which show evidence of surface displacement within the last 11,000 years (Holocene-age). Potentially-active faults are those that show evidence of most recent surface

displacement within the last 1.6 million years (Quaternary-age). Faults showing no evidence of surface displacement within the last 1.6 million years are considered inactive for most purposes, with the exception of design of some critical structures.

Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature of these thrust faults, their existence is usually not known until they produce an earthquake. The risk for surface rupture potential of these buried thrust faults is inferred to be low (Leighton, 1990). However, the seismic risk of these buried structures in terms of recurrence and maximum potential magnitude, is not well established. Therefore, the potential for surface rupture on these surface-verging splays at magnitudes higher than 6.0 cannot be precluded.

Using the computer program EQFAULT significant faults within a 60 mile radius of the site and their distances to the site is presented in Table I in the Appendix. The program EQFAULT, measures the shortest distance to faults in a three dimensional system. Some of the attenuation relationships utilized in the program returns a distance of 0.0 miles where the depth to a dipping fault plane is less than 10 km. For depths greater than 10 km, these attenuation relationships cause the program to return the inferred depth to the fault plane minus 10 km.

HISTORIC SEISMICITY

The epicenters of earthquakes with magnitudes of 5.0 or greater, and located within a radius of 60 miles of the site are listed on Table II, Historical Earthquake Epicenters, in the Appendix. The location of the earthquake epicenters is shown on Figure II, Earthquake Epicenters Map. Other pertinent information regarding these earthquakes is also provided on Table II.

SEISMIC HAZARDS

The primary geologic hazard at the site is moderate to strong ground motion (acceleration) caused by an earthquake on any of the local or regional faults. The potential for other earthquake-induced hazards was also evaluated including surface rupture, liquefaction, dynamic settlement, inundation and landsliding.

GROUND MOTION

The seismic exposure of the site may be investigated in two ways. The deterministic method calculates an estimated maximum earthquake magnitude for a fault based on formulas which correlate the fault trace to the theoretical maximum magnitude earthquake. The probabalistic method considers the probability of exceedance of various levels of ground motion (acceleration) and is calculated by

consideration of risk contributions from all possible earthquake scenarios on all faults within a prescribed search radius. The CGS database of faults and historical earthquakes is used for both methods.

Deterministic Method

The deterministic method is used to predict a unique outcome for a given earthquake scenario. All known faults within the defined search radius are assigned an estimated maximum earthquake magnitude based on their length. Then, the resulting ground acceleration that the earthquake is capable of producing is calculated based on an appropriate attenuation relationship. The selected ground motion is simply the highest attenuated ground motion.

Table I in the Appendix shows known faults within a 60-mile radius of the site based on the current understanding of regional seismo-tectonics. For this investigation, the attenuation relationship of Campbell and Bozorgnia (1997) was selected. The resulting peak site accelerations at the site from the maximum-earthquake for each fault are shown on Table I.

Using this methodology, the maximum earthquake resulting in the largest estimated maximum earthquake site acceleration at the site would be a magnitude 7.1 event on the Palos Verdes Fault. Such an event would be expected to generate peak horizontal accelerations at the site of 0.634g.

Probabilistic Method

The probabilistic method uses earthquake activity rates, maximum earthquake magnitude distributions, and other parameters for all faults that have an effect on the earthquake hazard for the site. For each identified fault, the range of potential earthquake magnitudes and activity rates are assigned probabilities of occurrence. Then, a distance to each potential earthquake hypocenter is measured and the ground motion is reduced by the appropriate attenuation relationship. This exercise is repeated for each fault in the selected radius from the site, typically 60 miles.

Based on a summation of all the possible earthquake probabilities and their corresponding ground accelerations, a series of curves are developed that provide the probability of exceedance of various levels of ground motion. This type of model is commonly used throughout the world for seismic hazard analysis of important facilities.

For this study 41 regional faults were used in the probabilistic calculations. Figure IV, Probability of Exceedence, indicates the return periods of various levels of mean peak horizontal acceleration. Typical earthquakes used for design are often taken as those with 10 percent and 50 percent probability of exceedance in a 50 year structural life. The 50 percent probability earthquake has a corresponding return period of 72 years. The 10 percent probability earthquake has a return period of 475 years.

The 10 percent and 50 percent probability (for 50 year structure life) earthquakes are expected to generate mean accelerations of motions of 0.47g and 0.24g, respectively, at the site based on the current understanding of regional seismo-tectonics.

The data used for performing the probabilistic seismic hazard analysis includes recorded and measured quantities such as slip-rate and fault rupture length. The analysis does not take into account the potential hazards from unknown buried thrust faults, many of which may still be identified.

Surface Rupture

In 1972, the Alquist-Priolo Special Studies Zones Act (now known as the Alquist-Priolo Earthquake Fault Zoning Act) was passed into law. The Act defines "active" and "potentially active" faults utilizing the same aging criteria as that used by California Geological Survey (CGS). However, established state policy has been to zone only those faults which have direct evidence of movement within the last 11,000 years. It is this recency of fault movement that the CGS considers as a characteristic for faults that have a relatively high potential for ground rupture in the future.

CGS policy is to delineate a boundary from 200 to 500 feet wide on each side of the known fault trace based on the location precision, the complexity, or the regional significance of the fault. If a site lies within an Earthquake Fault Zone, a geologic fault rupture investigation must be performed

that demonstrates that the proposed building site is not threatened by surface displacement from the fault before development permits may be issued.

Ground rupture is defined as surface displacement which occurs along the surface trace of the causative fault during an earthquake. Based on research of available literature and results of site reconnaissance, no known active or potentially active faults underlie the subject site. In addition, the subject site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on these considerations, the potential for surface ground rupture at the subject site is considered low.

Liquefaction

Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

The historic high groundwater level was obtained from review of CDMG Open File Report 98-27. Review of this report indicates that the historically highest groundwater level is on the order of 40 feet below grade. A copy of this map is included in the Appendix.

Liquefaction analysis of the soils underlying the site was performed using the spreadsheet template LIQ2_30.WQ1 developed by Thomas F. Blake (1996). This program utilizes the 1996 NCEER method of analysis. The liquefaction potential evaluation was performed by assuming a magnitude 7.5 earthquake and a peak horizontal acceleration of 1.0g (the 10 percent probability for 50 year life earthquake expected to effect the site). This semi-empirical method is based on a correlation between measured values of Standard Penetration Test (SPT) resistance and field performance data. The enclosed liquefaction analysis included in the Appendix, indicates that site soils would not be prone to liquefaction during 475 year return period ground motion.

Dynamic Dry Settlement

Seismically-induced settlement or compaction of dry or moist, cohesionless soils can be an effect related to earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures.

Some seismically-induced settlement of the proposed structures should be expected as a result of strong ground-shaking, however, due to the uniform nature of the underlying earth materials, excessive differential settlements are not expected to occur.

Tsunamis, Seiches and Flooding

Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide, or volcanic eruption. Review of the County of Los Angeles Flood and Inundation Hazards Map, Leighton (1990), indicates the site does not lie within the mapped tsunami inundation boundaries.

Seiches are oscillations generated in enclosed bodies of water which can be caused by ground shaking associated with an earthquake. Review of the County of Los Angeles Flood and Inundation Hazards Map, Leighton (1990), indicates the site does not lie within mapped inundation boundaries due to a seiche or a breached upgradient reservoir.

Landsliding

The probability of seismically-induced landslides occurring on the site is considered to be low due to the general lack of elevation difference slope geometry across or adjacent to the site.

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CONCLUSIONS AND RECOMMENDATIONS

Based upon the exploration, laboratory testing, and research, it is the finding of this firm that construction of apartment building is considered feasible from a geotechnical engineering standpoint provided the advice and recommendations presented herein is followed and implemented during construction.

The existing fill materials and upper native soils are not suitable for support of the proposed foundations, floor slabs or additional fill. Excavation of the proposed subterranean levels will remove the unsuitable materials in the building area. All foundations may bear in native earth materials found at the level of the proposed excavation.

Excavation of the proposed subterranean levels will require shoring measures to provide a stable excavation due to the proposed depth and the nature of the onsite soils.

Foundations for small outlying structures, such as property line walls, which will not be tied-in to the proposed apartment building may be supported on conventional foundations bearing in native earth materials.

UNIFORM BUILDING CODE SEISMIC DESIGN CONSIDERATIONS

The closest fault is the Palos Verdes Fault which is on the order of 8km from the site. This fault is classified as a Type B fault by Table 1 of Maps of Known Active Fault Near-Source Zones by ICBO. Based on the 1997 Uniform Building Code, the site should be classified as S_D based on Table 16-J. Using Tables 16-S and 16-T, N_a would correspond to 1.0 and N_v would correspond to 1.1.

FILL SOILS

The maximum depth of fill encountered on the site was four feet. This material and any fill generated during demolition should be removed during the excavation of the subterranean levels and wasted from the site.

EXPANSIVE SOILS

The onsite earth materials are in the very low expansion range. The Expansion Index was found to be between 1 and 3 for bulk samples remolded to 90 percent of the laboratory maximum density. Special considerations are not required.

WATER-SOLUBLE SULFATES

The portland cement portion of concrete is subject to attack when exposed to water-soluble sulfates. Usually the two most common sources of exposure are from soil and marine environments.

The source of natural sulfate minerals in soils include the sulfates of calcium, magnesium, sodium, and potassium. When these minerals interact and dissolve in subsurface water, a sulfate concentration is created, which will react with the exposed concrete. Over time sulfate attack will destroy improperly proportioned concrete well before the end of its intended service life.

The water-soluble sulfate content of the onsite earth materials was tested by California Test 417. The water-soluble sulfate content was determined to be less than 0.1% percentage by weight for the soils tested. Based on the 1997 Uniform Building Code, Table 19-A-4, the sulfate exposure is considered to be negligible for earth materials with less than 0.1% and Type I cement may be utilized for concrete foundations in contact with the site soils.

GRADING

The following guidelines may be used in preparation of the grading plan and job specifications. The opportunity of reviewing the contract documents prior to the solicitation of bids to see that the intent of the recommendations is conveyed to the contractor is appreciated.

A. All vegetation, existing fill, and soft or disturbed earth materials should be removed from the area to receive controlled fill. The excavated areas shall be observed by the geotechnical engineer prior to placing compacted fill.

B. Subsequent to the indicated removals, the exposed grade shall be scarified to a depth of six inches, moistened to optimum moisture content, and recompacted to 90 percent of the maximum density. The City of Los Angles Department of Building and Safety requires a minimum compaction of 95 percent of the laboratory maximum density where the soils to be utilized in the fill have less than 15 percent finer than 0.005 millimeters. The soils tested by this firm would require the 95 percent compaction requirement.

C. Fill, consisting of soil approved by the geotechnical engineer, shall be placed in compacted layers with suitable compaction equipment. The excavated onsite materials are considered satisfactory for reuse in the controlled fills. Any imported fill shall be observed by the geotechnical engineer prior to use in fill areas. Fill materials shall be moisture conditioned to within 3 percent of optimum moisture content and sufficiently blended prior to placement as controlled fill. Rocks larger than six inches in diameter shall not be used in the fill.

D. The fill shall be compacted to at least 95 percent of the maximum laboratory density for the materials used. The maximum density shall be determined by ASTM D 1557-00 or equivalent.

E. Field observation and testing shall be performed by the geotechnical engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until 95 percent compaction is obtained.

F. Utility trenches should be properly backfilled with controlled fill. The pipe should be bedded with clean sands at least one foot over the crown. The remainder of the backfill may be onsite soil compacted to 95 percent and tested in accordance with ASTM D-1557-00.

G. Any vegetation or associated root system located within the footprint of the proposed structures should be removed during grading. Any existing or abandoned utilities located within the footprint of the proposed structures should be removed or relocated as appropriate. All fill materials and disturbed earth materials resulting from grading operations should be removed and properly recompacted prior to foundation excavation.

Abandoned Seepage Pits

Options to permanently abandon seepage pits include complete removal and backfill of the excavation with compacted fill, drilling out the loose materials and backfilling to within a few feet of grade with slurry, followed by a compacted fill cap, or placing a structural cap over the seepage pit, and then capping with compacted fill.

If the subsurface structures are to be removed by grading, the entire structure should be demolished. The resulting void may be refilled with compacted soil. Concrete and brick generated during the seepage pit removal may be reused in the fill as long as all fragments are less than 6 inches in longest dimension and the debris comprises less than 15 percent of the fill by volume. All grading should comply with the recommendations of this referenced report.

Where the seepage pit structure is to be left in place, the seepage pits should cleaned of all soil and debris. This may be accomplished by drilling. The pits should be filled with minimum 1-1/2 sack concrete slurry to within 5 feet of the bottom of the proposed foundations. In order to provide a more uniform foundation condition, the remainder of the void should be filled with controlled fill.

The structural cap method involves placing a structural concrete cap over the abandoned pit, thereby spanning the pit and loose fill below to allow the placement of compacted fill and site improvements above. The structural cap consists of a 12-inch thick mat of concrete which is reinforced with two layers of #4 steel bars on 12-inch centers each way. There should be 3-inches of concrete cover over the steel at the top, bottom and sides of the mat, and the concrete should have a strength of 2000 psi. The concrete cap should extend a minimum of 2 feet beyond the edge of the seepage pit, which in this case would result in roughly an 8 to 8-1/2 foot square cap centered on the pit. The top of the concrete cap should be a minimum of 3 feet below the bottom of future foundations. Compacted fill would then be placed on top of the concrete cap to bring the area up to the future subgrade level. Prior to pouring the concrete cap, at least the surface of the fill in the pit should be tamped to create a firm surface on which to pour concrete.

Shrinkage

Shrinkage results when a volume of soil removed at one density is compacted to a higher density. A shrinkage factor between 5 and 15 percent should be anticipated when excavating and recompacting the existing fill and underlying native earth materials on the site to an average comparitive compaction of 92 percent.

Weather Related Grading Considerations

When rain is forecast, all fill that has been spread and awaits compaction shall be compacted prior to stopping work for the day or prior to stopping because of inclement weather. These fills, once compacted, shall have the surface sloped to drain to an area where water can be removed.

Work may start again, after a period of rainfall, once the site has been reviewed by a representative of this office. Any soils saturated by the rain shall be removed and aerated so that the moisture content of these soils will be within three percent of the optimum moisture content.

Surface materials previously compacted before the rain shall be scarified, brought to the proper moisture content and recompacted prior to placing additional fill, if considered necessary by the soils engineer.

FOUNDATION DESIGN

Conventional

Conventional foundations may bear in native soils found at the level of the proposed garage. Wall foundations may be designed for a bearing value of 2,500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

Column foundations may be designed for a bearing value of 3,000 pounds per square foot, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

The bearing value increase for each additional foot of width is 200 pounds per square foot. The bearing value increase for each additional foot of depth is 400 pounds per square foot. The maximum recommended bearing value is 5,000 pounds per square foot. If depth increases are utilized for the exterior wall foundations, this office should be provided a copy of the final construction plans so that the excavation recommendations presented herein could be properly reviewed and revised if necessary.

Conventional foundations for structures not rigidly connected to the proposed apartment may bear in native soils. Wall footings may be designed for a bearing value of 1500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material. No bearing value increases are recommended.

The bearing values indicated above are for the total of dead and frequently applied live loads, and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces.

Since the recommended bearing value is a net value, the weight of concrete in the foundations may be taken as 50 pounds per cubic foot and the weight of the soil backfill may be neglected when determining the downward load on the foundations.

All foundations should be reinforced with a minimum of four #4 steel bars. Two should be placed near the top of the foundation, and two should be placed near the bottom.

Lateral Design

Resistance to lateral loading may be provided by friction acting at the base of foundations and by passive earth pressure. An allowable coefficient of friction of 0.4 may be used with the dead load forces.

Passive earth pressure for the sides of foundations poured against undisturbed or recompacted soil may be computed as an equivalent fluid having a density of 300 pounds per cubic foot with a maximum earth pressure of 3,000 pounds per square foot. When combining passive and friction for lateral resistance, the passive component should be reduced by one third. A one-third increase in the passive value may be used for wind or seismic loads.

Foundation Settlement

Settlement of the foundation system is expected to occur on initial application of loading. The maximum settlement is expected to be 3/4 inch and occur below the heaviest loaded columns. Differential settlement is not expected to exceed 1/4 inch.

Foundation Observations

It is critical that all foundation excavations are observed by a representative of this firm to verify penetration into the recommended bearing materials. The observation should be performed prior to the placement of reinforcement. Foundations should be deepened to extend into satisfactory earth materials, if necessary.

Foundation excavations should be cleaned of all loose soils prior to placing steel and concrete. Any required foundation backfill should be mechanically compacted, flooding is not permitted.

RETAINING WALL DESIGN

Cantilever Retaining Walls

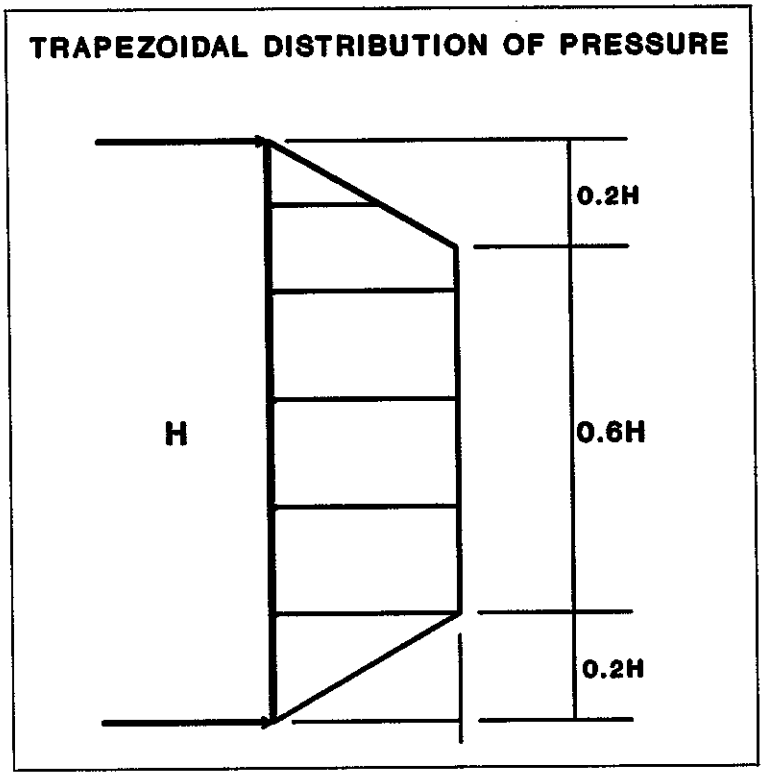
Retaining walls supporting a level backslope may be designed utilizing a triangular distribution of pressure. Retaining walls may be designed utilizing the following table:

HEIGHT OF WALL (feet)	EQUIVALENT FLUID PRESSURE (pounds per cubic foot)
Up to 20	48
21 to 30	50.5

For this these equivalent fluid pressures to be valid, walls which are to be restrained at the top should be backfilled prior to the upper connection being made. Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures.

Restrained Retaining Walls

Restrained retaining walls may be designed to resist a trapezoidal pressure distribution of lateral earth pressure as indicated in the diagram below. Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures.



Design restrained walls as follows:

HEIGHT OF WALL "H" (feet)	DESIGN WALL FOR (Where H is the height of the wall)
Up to 20	30H
21 to 30	32H

In addition to the recommended earth pressure, the upper ten feet of the retaining wall adjacent to streets, driveways or parking areas should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind

the walls due to normal street traffic. If the traffic is kept back at least ten feet from the retaining walls, the traffic surcharge may be neglected.

Also, where necessary, the retaining walls should be designed to accomodate any surcharge pressures that may be imposed by existing buildings on the adjacent property.

Waterproofing

Moisture effecting retaining walls is one of the most common post- construction complaints. Poorly applied or omitted waterproofing can lead to efflorescense or standing water inside the building. Efflorescence is a process in which a powdery substance is produced on the surface of the concrete by the evaporation of water. The white powder usually consists of soluble salts such as gypsum, calcite, or common salt. Efflorescence is common to retaining walls and does not effect their strength or integrity.

It is recommended that retaining walls be waterproofed. Waterproofing design and inspection of its installation is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method which would provide protection to below grade walls.

Retaining Wall Drainage

Retaining walls should be provided with a subdrain covered with a minimum of 12 inches of gravel, and a compacted fill blanket or other seal at the surface. Retaining walls may be backfilled with gravel adjacent to the wall to within 2 feet of the ground surface. The onsite earth materials are acceptable for use as retaining wall backfill as long as they are compacted to a minimum of 90 percent of the maximum density as determined by ASTM D 1557-00 or equivalent.

Certain types of subdrain pipe are not acceptable to the various municipal agencies, it is recommended that prior to purchasing subdrainage pipe, the type and brand is cleared with the proper municipal agencies. Subdrainage pipes should outlet to an acceptable location.

Where retaining walls are to be constructed adjacent to property lines there is usually not enough space for emplacement of a standard pipe and gravel drainage system. Under these circumstances, the use of a flat drainage produce is acceptable. Some municipalities do not approve the use of flat-drainage products. The use of such a product should be researched with the building official. As an alternative, omission of one-half of a block at the back of the wall on eight foot centers is an acceptable method of draining the walls. The resulting void would be filled with gravel. A collector is placed within the gravel which directs collected waters through the wall to a sump or standard pipe and gravel system constructed under the slab.

The lateral earth pressures recommended above for retaining walls assume that a permanent drainage system will be installed so that external water pressure will not be developed against the walls. If a drainage system is not provided, the walls should be designed to resist an external hydrostatic pressure due to water in addition to the lateral earth pressure. In any event, it is recommended that retaining walls be waterproofed.

The entire below grade portion of the wall would have to be designed for full hydrostatic pressure based on a water level at the earth's surface. Also the floor slabs would have to be waterproofed and designed for the resulting upward pressure.

Retaining Wall Backfill

Any required backfill should be mechanically compacted in layers not more than 8 inches thick, to at least 90 percent of the maximum density obtainable by the ASTM Designation D 1557-00 method of compaction. Flooding should not be permitted. Proper compaction of the backfill will be necessary to reduce settlement of overlying walks and paving. Some settlement of required backfill should be anticipated, and any utilities supported therein should be designed to accept differential settlement, particularly at the points of entry to the structure.

Sump Pump Design

The purpose of the recommended retaining wall backdrainage system is to relieve hydrostatic pressure. Groundwater was not encountered during exploration to a depth of 60 feet which corresponds to 30 to 40 feet below the base of the proposed structure. Therefore the only water which could effect the proposed retaining walls would be irrigation waters and precipitation. Additionally the proposed site grading is such that all drainage is directed to the street and the structure has been designed with adequate non-erosive drainage devices.

Based on these considerations the retaining wall backdrainage system is not expected to experience an appreciable flow of water, and in particular, no groundwater will effect it. However, for the purposes of design, a flow of 5 gallons per minute may be assumed.

TEMPORARY EXCAVATIONS

Excavations on the order of 20 to 30 feet in vertical height will be required for the subterranean levels. The excavations are expected to expose fill and dense native soils, which are unsuitable for vertical excavations. Excavations which will be surcharged by adjacent traffic or structures should be shored.

Where sufficient space is available, temporary unsurcharged embankments could be cut at a uniform 1:1 slope gradient. A uniform sloped excavation does not have a vertical component.

Where sloped embankments are utilized, the tops of the slopes should be barricaded to prevent vehicles and storage loads near the top of slope within a horizontal distance equal to the depth of the excavation. If the temporary construction embankments are to be maintained during the rainy season, berms are strongly recommended along the tops of the slopes to prevent runoff water from entering the excavation and eroding the slope faces. Water should not be allowed to pond on top of the excavation nor to flow towards it.

Excavation Observations

It is critical that the soils exposed in the cut slopes are observed by a representative of this office during excavation so that modifications of the slopes can be made if variations in the earth material conditions occur. Many building officials require that temporary excavations should be made during the continuous observations of the geotechnical engineer. All excavations should be stabilized within 30 days of initial excavation.

Shoring

The following information on the design and installation of the shoring is as complete as possible at this time. It is suggested that a review of the final shoring plans and specifications be made by this office prior to bidding or negotiating with a shoring contractor be made.

One method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. The soldier piles may be designed as cantilevers or laterally braced utilizing drilled tie-back anchors or raker braces.

Soldier Piles

Drilled cast-in-place soldier piles should be placed no closer than 2 diameters on center. The minimum diameter of the piles is 18 inches. Structural concrete should be used for the soldier piles below the excavation; lean-mix concrete may be employed above that level. As an alternative, lean-mix concrete may be used throughout the pile where the reinforcing consists of a wideflange section. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wideflange section to the earth materials. For design purposes, an allowable passive value for the earth materials below the bottom plane of excavation, may be assumed to be 600 pounds per square

foot per foot. To develop the full lateral value, provisions should be implemented to assure firm contact between the soldier piles and the undisturbed earth materials.

Casing may be required should caving be experienced in the granular earth materials. If casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than 5 feet.

The frictional resistance between the soldier piles and retained earth material may be used to resist the vertical component of the anchor load. The coefficient of friction may be taken as 0.4 based on uniform contact between the steel beam and lean-mix concrete and retained earth. The portion of soldier piles below the plane of excavation may also be employed to resist the downward loads. The downward capacity may be determined using a frictional resistance of 500 pounds per square foot. The minimum depth of embedment for shoring piles is 5 feet below the bottom of the footing excavation or 7 feet below the bottom of excavated plane whichever is deeper.

Lagging

If the clear spacing between soldier piles does not exceed four feet, lagging between soldier piles could be omitted within the cohesive earth materials. In the less cohesive earth materials, such as the

sands and gravels, lagging would be necessary. It is recommended that the exposed earth materials be observed by the geotechnical engineer to verify the cohesive nature of the earth materials and the area where lagging may be omitted. At this time, it is expected that most of the excavation will require continuous lagging.

Soldier piles and anchors should be designed for the full anticipated pressures. Due to arching in the earth materials, the pressure on the lagging will be less. It is recommended that the lagging be designed for the full design pressure but be limited to a maximum of 400 pounds per square foot.

Tied-Back Anchors

Tied-back anchors may be used to resist lateral loads. Friction anchors are recommended. For design purposes, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn 35 degrees with the vertical through the bottom plane of the excavation. Friction anchors should extend a minimum of 20 feet beyond the potentially active wedge.

Drilled friction anchors may be designed for a skin friction of 400 pounds per square foot. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. This skin friction is based on 15 foot high shoring, a tied back anchor elevation 6 feet below grade and a minimum twenty foot embedment beyond the potentially active wedge yielding an overburden

of 12½ feet below ground surface. Where belled anchors are utilized, the capacity of belled anchors may be designed by applying the skin friction over the surface area of the bonded anchor shaft. The diameter of the bell may be utilized as the diameter of the bonded anchor shaft when determining the surface area. This implies that in order for the belled anchor to fail, the entire parallel soil column must also fail.

Depending on the techniques utilized, and the experience of the contractor performing the installation, it is anticipated that a skin friction of 1,200 pounds per square foot could be utilized for post-grouted anchors. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads.

Anchors should be placed at least 6 feet on center to be considered isolated. It is recommended that at least 3 of the initial anchors have their capacities tested to 200 percent of their design capacities for a 24-hour period to verify their design capacity.

The total deflection during this test should not exceed 12 inches. The anchor deflection should not exceed 0.75 inches during the 24 hour period, measured after the 200 percent load has been applied. All anchors should be tested to at least 150 percent of design load. The total deflection during this test should not exceed 12 inches.

The rate of creep under the 150 percent test load should not exceed 0.1 inch over a 15 minute period in order for the anchor to be approved for the design loading. After a satisfactory test, each anchor should be locked-off at the design load. This should be verified by rechecking the load in the anchor. The load should be within 10 percent of the design load. Where satisfactory tests are not attained, the anchor diameter and/or length should be increased or additional anchors installed until satisfactory test results are obtained. The installation and testing of the anchors should be observed by the geotechnical engineer. Minor caving during drilling of the anchors should be anticipated.

Anchor Installation

Tied-back anchors may be installed between 20 and 40 degrees below the horizontal. Caving of the anchor shafts, particularly within sand deposits, should be anticipated and the following provisions should be implemented in order to minimize such caving. The anchor shafts should be filled with concrete by pumping from the tip out, and the concrete should extend from the tip of the anchor to the active wedge. In order to minimize the chances of caving, it is recommended that the portion of the anchor shaft within the active wedge be backfilled with sand before testing the anchor. This portion of the shaft should be filled tightly and flush with the with the face of the excavation. The sand backfill should be placed by pumping; the sand may contain a small amount of cement to facilitate pumping.

Lateral Pressures

Cantilevered shoring supporting a level backslope may be designed utilizing a triangular distribution of pressure as indicated in the following table:

HEIGHT OF SHORING "H" (feet)	EQUIVALENT FLUID PRESSURE (pounds per cubic foot)
Up to 20	40
21 to 30	42.5

A trapezoidal distribution of lateral earth pressure would be appropriate where shoring is to be restrained at the top by bracing or tie backs, with the trapezoidal distribution as shown in the diagram in the 'Restrained Retaining Walls' section of this report. Restrained shoring supporting a level backslope may be designed utilizing a trapezoidal distribution of pressure as indicated in the following table:

HEIGHT OF SHORING "H" (feet)	DESIGN SHORING FOR (Where H is the height of the wall)
Up to 20	25H
21 to 30	27H

Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressure should be applied where the

shoring will be surcharged by adjacent traffic or structures. Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination.

Deflection

It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized that some deflection will occur. It is estimated that the deflection could be on the order of one inch at the top of the shored embankment. If greater deflection occurs during construction, additional bracing may be necessary to minimize settlement of adjacent buildings and utilities in adjacent street and alleys. If desired to reduce the deflection, a greater active pressure could be used in the shoring design. Where internal bracing is used, the rakers should be tightly wedged to minimize deflection. The proper installation of the raker braces and the wedging will be critical to the performance of the shoring.

Monitoring

Because of the depth of the excavation, some mean of monitoring the performance of the shoring system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected

soldier piles. Also, some means of periodically checking the load on selected anchors will be necessary, where applicable.

Some movement of the shored embankments should be anticipated as a result of the relatively deep excavation. It is recommended that photographs of the existing buildings on the adjacent properties be made during construction to record any movements for use in the event of a dispute.

Shoring Observations

It is critical that the installation of shoring is observed by a representative of this office. Many building officials require that shoring installation should be performed during the continuous observations of the geotechnical engineer. The observations are made so that modifications of the recommendations can be made if variations in the earth material or groundwater conditions occur. Also the observations will allow for a report to be prepared on the installation of shoring for the use of the local building official.

SLABS ON GRADE

Concrete Slabs-on Grade

Structural concrete floor slabs should be a minimum of 5 inches in thickness. Slabs-on-grade should be cast over undisturbed natural earth materials or properly controlled fill materials. Any earth materials loosened or over-excavated should be wasted from the site or properly compacted to 90 percent of the maximum dry density. The lower floor slab may be supported directly on the exposed grade, provided the lower floor would not be adversely affected by moisture.

Outdoor concrete flatwork should be a minimum of 4 inches in thickness. Outdoor concrete flatwork should be cast over undisturbed natural earth materials or properly controlled fill materials. Any earth materials loosened or over-excavated should be wasted from the site or properly compacted to 90 percent of the maximum dry density.

Design Of Slabs That Receive Moisture-Sensitive Floor Coverings

In any areas where dampness would be objectionable, it is recommended that the floor slab should be supported on vapor retarder. The design of the slab and the installation of the vapor retarder should comply with ASTM E 1643-98. Where a vapor retarder is used, a low-slump concrete should

be used to minimize possible curling of the slabs. The barrier should be covered with a thin layer of sand, to prevent punctures and aid in the concrete cure.

Concrete Crack Control

The recommendations presented in this report are intended to reduce the potential for cracking of concrete slabs-on-grade due to settlement. However even where these recommendations have been implemented, foundations, stucco walls and concrete slabs-on-grade may display some cracking sue to minor soil movement and/or concrete shrinkage. The occurrence of concrete cracking may be reduced and/or controlled by limiting the slump of the concrete used, proper concrete placement and curing, and by placement of crack control joints at reasonable intervals, in particular, where re-entrant slab corners occur.

For standard crack control maximum expansion joint spacing of 15 feet should not be exceeded. Lesser spacings would provide greater crack control. Joints at curves and angle points are recommended. The crack control joints should be installed as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. Construction joints should be designed by a structural engineer.

Complete removal of the existing fill soils beneath outdoor flatwork such as walkways or patio areas, is not required, however, due to the rigid nature of concrete, some cracking, a shorter design life and increased maintenance costs should be anticipated. In order to provide uniform support beneath the flatwork it is recommended that a minimum of 12 inches of the exposed subgrade beneath the flatwork be scarified and recompacted to 90 percent relative compaction.

Slab Reinforcing

Concrete slabs-on-grade should be reinforced with a minimum of #4 steel bars on 16-inch centers each way.

PAVEMENTS

Prior to placing paving, the existing grade should be scarified to a depth of 12 inches, moistened as required to obtain optimum moisture content, and recompacted to 90 percent of the maximum density as determined by ASTM D 1557-00. The client should be aware that removal of all existing fill in the area of new paving is not required, however, pavement constructed in this manner will most likely have a shorter design life and increased maintenance costs. The following pavement sections are recommended:

Service	Asphalt Pavement Thickness Inches	Base Course Inches
Passenger Cars	3	4
Moderate Trucks	4	6

Aggregate base should be compacted to a minimum of 95 percent of the ASTM D 1557-00 laboratory maximum dry density. Base materials should conform with Sections 200-2.2 or 200-2.4 of the "Standard Specifications for Public Works Construction", (Green Book), 1991 Edition.

The performance of pavement is highly dependant upon providing positive surface drainage away from the edges. Ponding of water on or adjacent to pavement can result in saturation of the subgrade materials and subsequent pavement distress. If planter islands are planned, the perimeter curb should extend a minimum of 12 inches below the bottom of the aggregate base.

SITE DRAINAGE

Proper surface drainage is critical to the future performance of the project. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the designed engineering properties. Proper site drainage should be maintained at all times.

All site drainage should be collected and transferred to the street in non-erosive drainage devices. The proposed structure should be provided with roof drainage. Discharge from downspouts, roof drains and scuppers should not be permitted on unprotected soils within five feet of the building perimeter. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope. Planters which are located within retaining wall backfill should be sealed to prevent moisture intrusion into the backfill.

DESIGN REVIEW

Engineering of the proposed project should not begin until approval of the geotechnical report by the Building Official is obtained in writing. Significant changes in the geotechnical recommendations may result during the building department review process.

It is recommended that the geotechnical aspects of the project be reviewed by this firm during the design process. This review provides assistance to the design team by providing specific recommendations for particular cases, as well as review of the proposed construction to evaluate whether the intent of the recommendations presented herein are satisfied.

CONSTRUCTION MONITORING

Geotechncial observations and testing during construction is considered to be a continuation of the geotechnical investigation. Therefore, it is critical that the geotechnical aspects of the project be reviewed by this firm during the construction process. Compliance with the design concepts, specifications or recommendations during construction requires review by this firm during the course of construction. All foundations should be observed by a representative of this firm prior to placing concrete or steel. Any fill which is placed should be observed, tested, and verified if used for engineered purposes. Please advise this office at least twenty-four hours prior to any required site visit.

If conditions encountered during construction appear to differ from those disclosed herein, notify this office immediately so the need for modifications may be considered in a timely manner.

The City of Los Angeles requires that the entire length of subdrain behind retaining walls be observed by a representative of this firm. In addition the pipe must be checked by a representative of this firm that it is an approved grade. All gravel backfill above the subdrain must be observed by a representative of this firm prior to placing a minimum of two feet of controlled fill as a cap. Where the area between the wall and the excavation exceeds 18 inches, the gravel must be vibrated or wheel-rolled, and must be tested.

It is the responsibility of the contractor to ensure that all excavations and trenches are properly sloped or shored. All temporary excavations should be cut and maintained in accordance with applicable OSHA rules and regulations.

CLOSURE AND LIMITATIONS

The purpose of this report is to aid in the design and completion of the described project. Implementation of the advice presented in this report is intended to reduce certain risks associated with construction projects. The professional opinions and geotechnical advice contained in this report are sought because of special skill in engineering and geology. Geotechnologies, Inc. has a duty to exercise the ordinary skill and competence of members of the engineering profession. Those who hire Geotechnologies, Inc. are not justified in expecting infallibility, but can expect reasonable professional care and competence.

The City of Los Angeles Does not require corrosion testing. However, if corrosion sensitive improvements are planned, it is recommended that a comprehensive corrosion study should be commissioned. The study will develop recommendations to avoid premature corrosion of buried pipes and concrete structures in direct contact with the soils.

GEOTECHNICAL TESTING

Classification and Sampling

The soil is continuously logged by a representative of this firm and classified by visual examination in accordance with the Unified Soil Classification system. The field classification is verified in the laboratory, also in accordance with the Unified Soil Classification System. Laboratory classification may include visual examination, Atterberg Limit Tests and grain size distribution. The final classification is shown on the boring logs.

Samples of the earth materials encountered in the exploration points were collected and transported to the laboratory. Undisturbed samples of soil are obtained at frequent intervals. Unless noted on the boring logs as an SPT sample, samples acquired while utilizing a hollow-stem auger drill rig are obtained by driving a thin-walled, California Modified Sampler with successive 30-inch drops of a 140-pound hammer. Samples from bucket-auger drilling are obtained utilizing a California Modified Sampler with successive 12-inch drops of a kelly bar, whose weight is noted on the boring logs. The soil is retained in brass rings of 2.50 inches inside diameter and 1.00 inches in height. The central portion of the samples are stored in close fitting, waterproof containers for transportation to the laboratory. Samples noted on the boring logs as SPT samples are obtained in accordance with ASTM D 1586-99. Samples are retained for 30 days after the date of the geotechnical report.

Grain Size Distribution

These tests cover the quantitative determination of the distribution of particle sizes in soils. Sieve analysis is used to determine the grain size distribution of the soil larger than the Number 200 sieve.

ASTM D 422-98 is used to determine particle sizes smaller than the Number 200 sieve. A hydrometer is used to determine the distribution of particle sizes by a sedimentation process.

The grain size distributions are plotted on the E-Plates presented in the Appendix of this report.

Moisture and Density Relationships

The field moisture content and dry unit weight are determined for each of the undisturbed soil samples, and the moisture content is determined for SPT samples by ASTM D 4959-00 or ASTM D 4643-00. This information is useful in providing a gross picture of the soil consistency between exploration locations and any local variations. The dry unit weight is determined in pounds per cubic foot and shown on the "Boring Logs", A-Plates. The field moisture content is determined as a percentage of the dry unit weight.

Direct Shear Testing

Shear tests are performed by ASTM D 3080-98 with a strain controlled, direct shear machine manufactured by Soil Test, Inc. or a Direct Shear Apparatus manufactured by Geomatic, Inc. The rate of deformation is approximately 0.025 inches per minute. Each sample is sheared under varying confining pressures in order to determine the Mohr-Coulomb shear strength parameters of the cohesion intercept and the angle of internal friction. Samples are generally tested in an artificially saturated condition. Depending upon the sample location and future site conditions, samples may be tested at field moisture content. The results are plotted on the "Shear Test Diagram," B-Plates.

Consolidation Testing

Settlement predictions of the soil's behavior under load are made on the basis of the consolidation tests ASTM D 2435-96. The consolidation apparatus is designed to receive a single one-inch high ring. Loads are applied in several increments in a geometric progression, and the resulting deformations are recorded at selected time intervals. Porous stones are placed in contact with the top and bottom of each specimen to permit addition and release of pore fluid. Samples are generally tested at increased moisture content to determine the effects of water on the bearing soil. The normal pressure at which the water is added is noted on the drawing. Results are plotted on the "Consolidation Test," C-Plates.

Expansion Index Testing

The expansion tests performed on the remolded samples are in accordance with the Expansion Index testing procedures, as described in the ASTM D4829-03. The soil sample is compacted into a metal ring at a saturation degree of 50 percent. The ring sample is then placed in a consolidometer, under a vertical confining pressure of 1 lbf/square inch and inundated with distilled water. The deformation of the specimen is recorded for a period of 24 hour or until the rate of deformation becomes less than 0.0002 inches/hour, whichever occurs first. The expansion index, EI, is determined by dividing the difference between final and initial height of the ring sample by the initial height, and multiplied by 1000.

Laboratory Compaction Characteristics

The maximum dry unit weight and optimum moisture content of a soil are determined by use of ASTM D 1557-00. A soil at a selected moisture content is placed in five layers into as mold of given dimensions, with each layer compacted by 25 blows of a 10 pound hammer dropped from a distance of 18 inches subjecting the soil to a total compactive effort of about 56,000 pounds per cubic foot. The resulting dry unit weight is determined. The procedure is repeated for a sufficient number of moisture contents to establish a relationship between the dry unit weight and the water content of the soil. The data when plotted, represent a curvilinear relationship know as the compaction curve. The

values of optimum moisture content and modified maximum dry unit weight are determined from the compaction curve.

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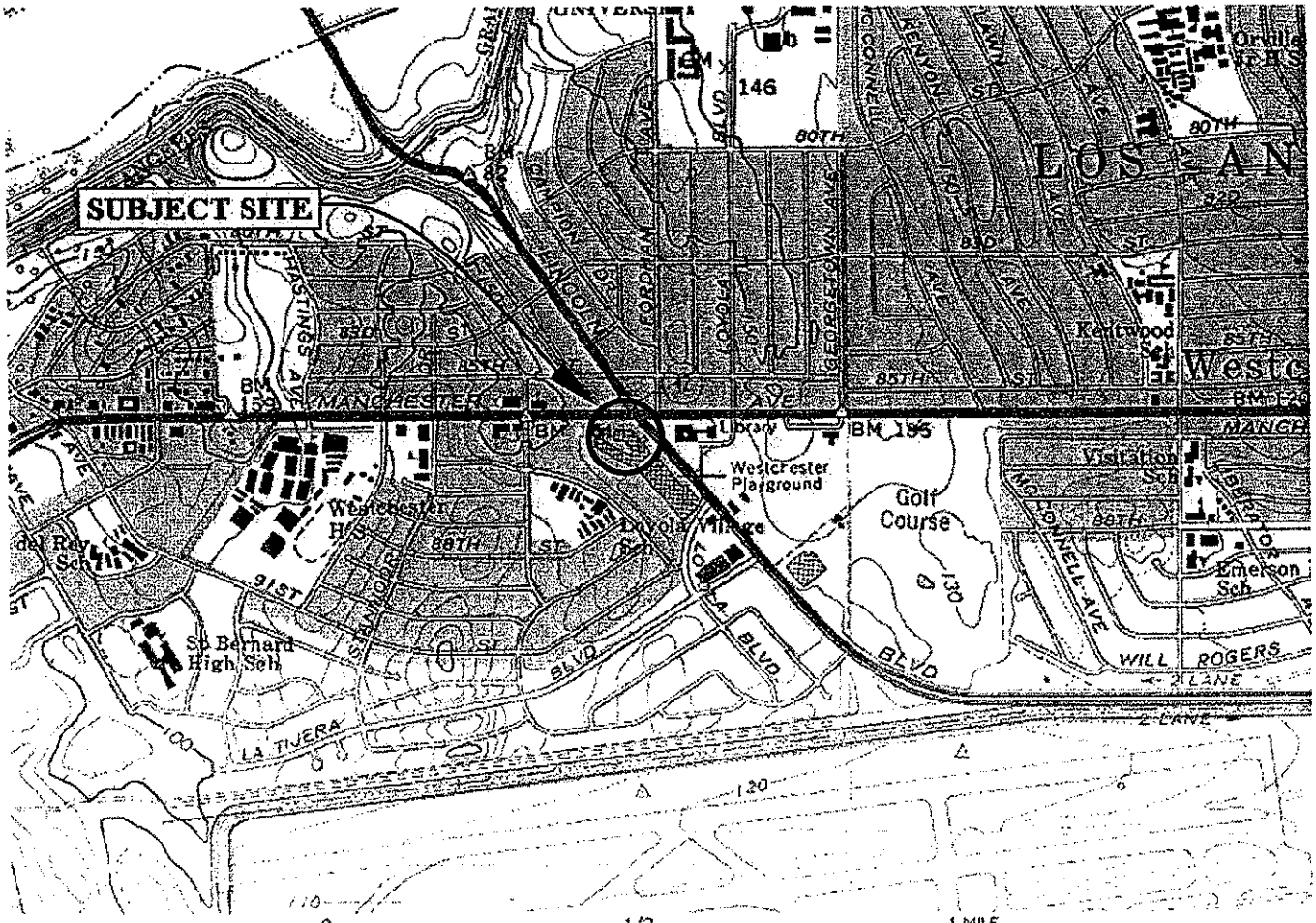
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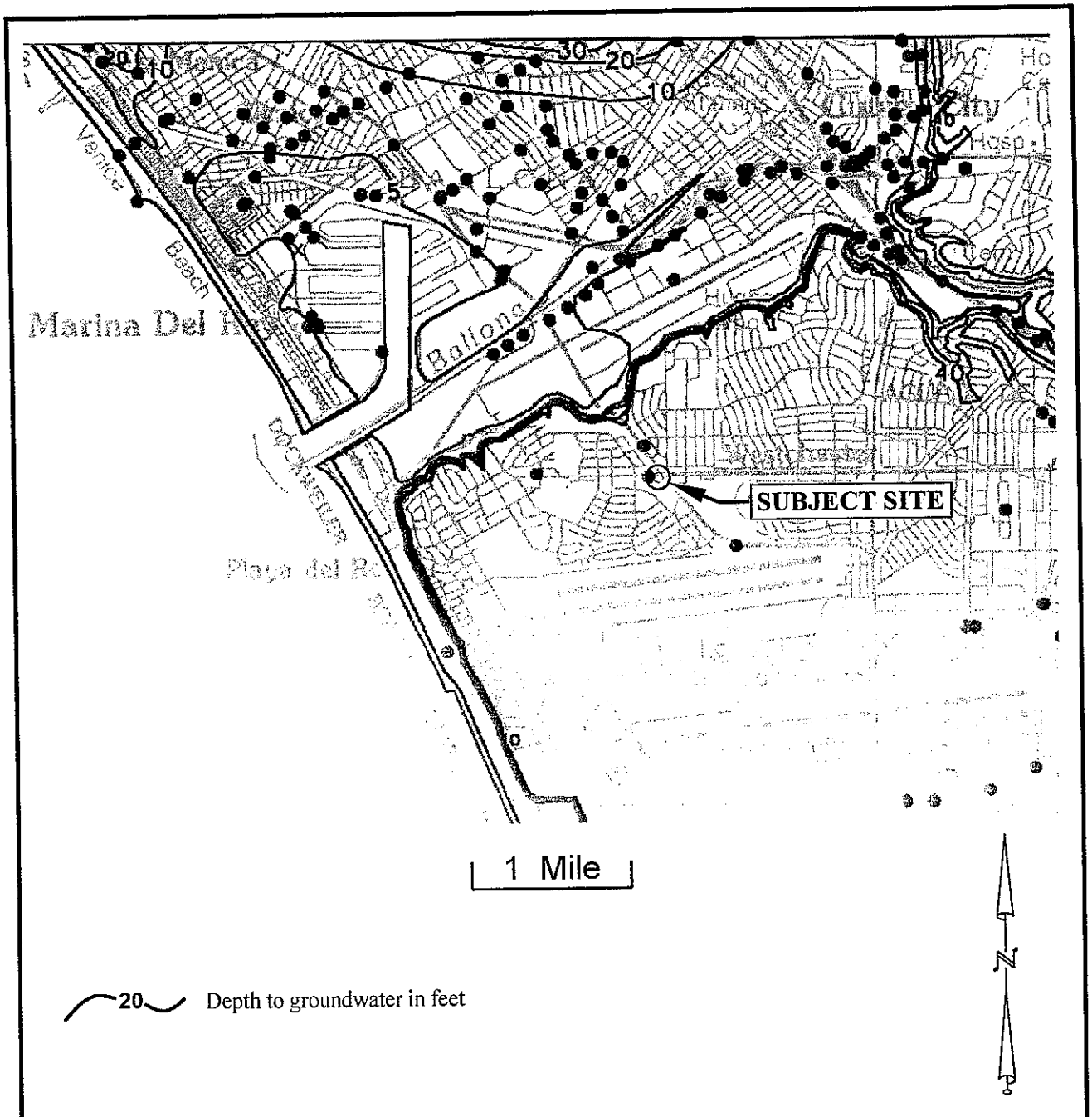
REFERENCE: U.S.G.S. TOPOGRAPHIC MAPS, 7.5 MINUTE SERIES,
VENICE, CA QUADRANGLE

VICINITY MAP

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DECRON PROPERTIES

FILE NO. 18725



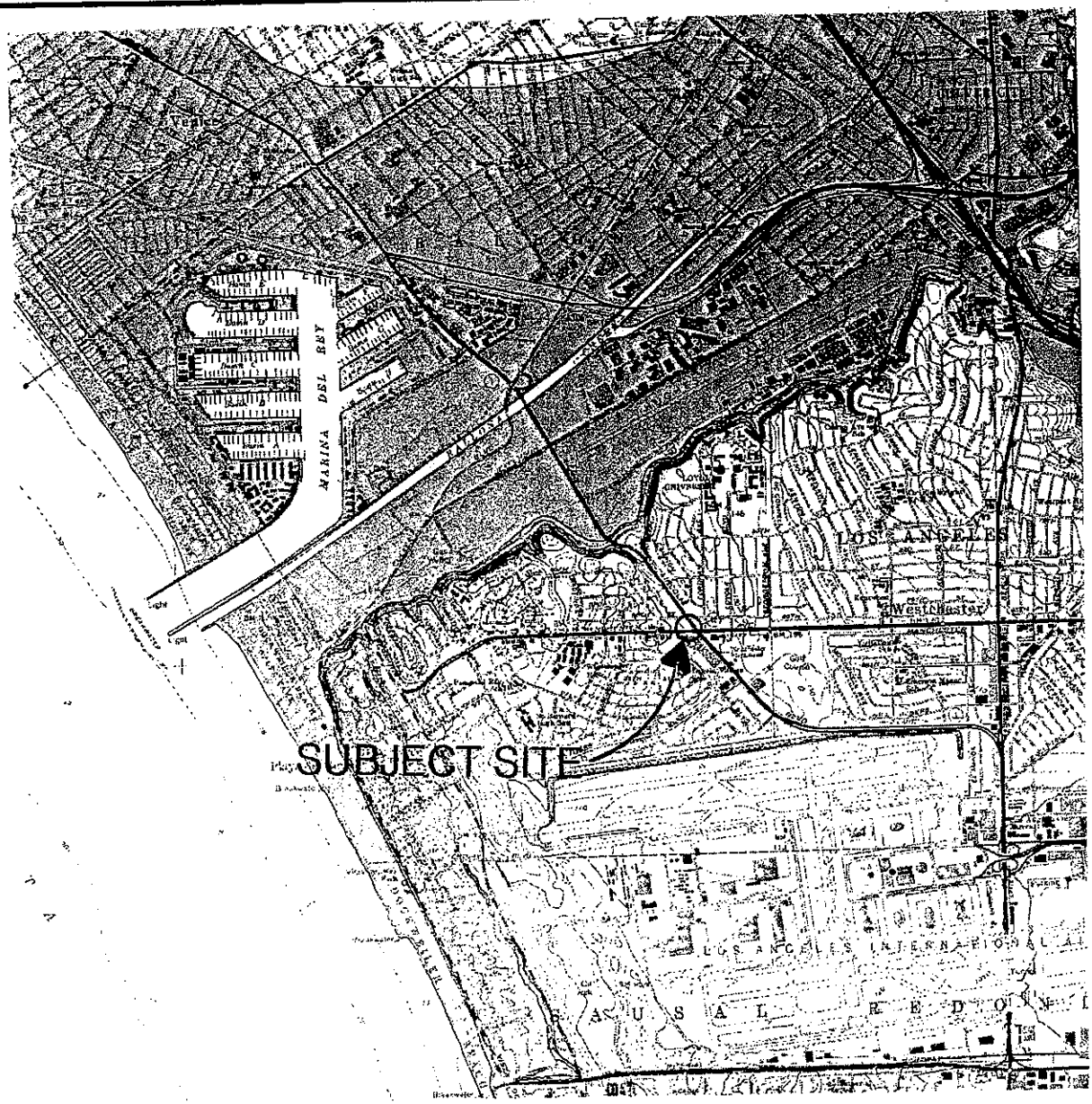
REFERENCE: GROUNDWATER MAPS, SEISMIC HAZARD EVALUATION REPORTS, OPEN FILE REPORT 98-27
7.5 MINUTE QUADRANGLES, VENICE, CA QUADRANGLE

HISTORICALLY HIGHEST GROUNDWATER LEVELS

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DECRON PROPERTIES

FILE NO. 18725



Liquefaction
Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

SCALE 1:24,000

N

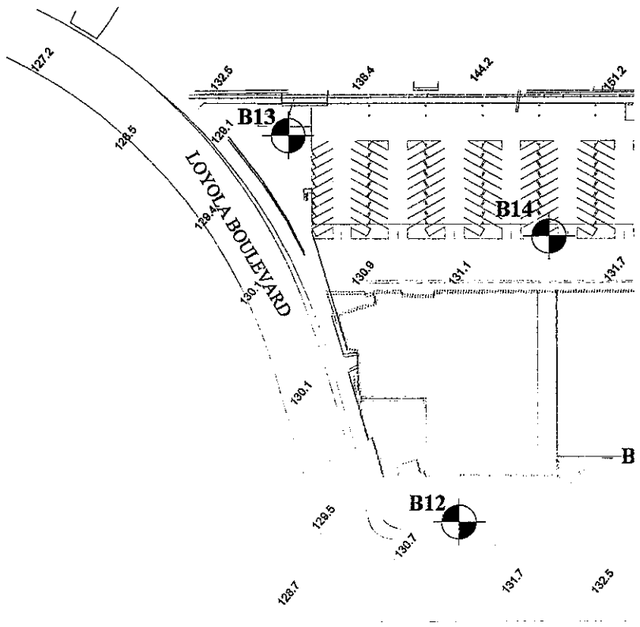
REFERENCE: SEISMIC HAZARD ZONE MAP, VENICE QUADRANGLE, MARCH 25,1999, DIVISION OF MINES AND GEOLOGY

SEISMIC HAZARD ZONE MAP

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Consulting Geotechnical Engineers

DECRON PROPERTIES

FILE No. 18725



REFERENCE: TOPOGRAPHIC SURVEY PROVIDED BY VAN, TILBURG, BANV
NOT DATED

BORING LOG NUMBER 1

Drilling Date: 09/29/04

Project: File No. 18725

Decron Properties

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 4-inch Asphalt, 4-inch Base
				0 --		FILL: Silty Sand, yellowish-brown, moist, medium dense, fine grained
				1 --		
				2 --		
3	64	2.0	113.3	3 --	SM	Silty Sand, medium brown, slightly moist, dense, fine grained
				4 --		
				5 --		
				6 --		
7	36	3.0	108.2	7 --		
				8 --		
				9 --		
10	61	3.7	100.8	10 --		medium brown, moist, very dense, fine grained
				11 --		
				12 --		
12½	71	3.8	113.3	13 --		
				14 --		
15	23 50/3"	3.7	110.6	15 --		
				16 --		
				17 --		
				18 --		
				19 --		
20	23 50/3"	3.4	110.5	20 --	SP	Sand, medium brown, slightly moist, very dense, fine grained
				21 --		
				22 --		
				23 --		
				24 --		
25	67	3.4	107.6	25 --		
				26 --		
				27 --		
				28 --		
				29 --		
30	25 50/5"	2.3	108.3	30 --		

BORING LOG NUMBER 1

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31 --		
				32 --		
				33 --		
				34 --		
35	31 50/4"	2.2	110.1	35 --		
				36 --		
				37 --		
				38 --		
				39 --		
40	76	4.1	99.4	40 --		
				41 --		
				42 --		
				43 --		
				44 --		
45	29 50/4"	10.4	109.8	45 --		
				46 --		
				47 --		
				48 --		
				49 --		
					SC	Clayey Sand, olive brown, moist, very dense
50	29 50/3"	20.9	108.7	50 --		Total depth: 50 feet No Water Fill to 3 feet
				51 --		
				52 --		
				53 --		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual
				54 --		
				55 --		Used 8-inch diameter Hollow-Stem Auger 140-lb. Slide Hammer, 30-inch drop Modified California Sampler used unless otherwise noted
				56 --		
				57 --		SPT=Standard Penetration Test
				58 --		
				59 --		
				60 --		

BORING LOG NUMBER 2

Drilling Date: 09/29/04

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 4-inch Asphalt, No Base
				0 --		FILL: Silty Sand, medium brown, moist, medium dense, fine grained
				1 --		
				2 --		
2½	14	6.1	102.8	3 --	SM	Silty Sand, dark to medium brown, moist, medium dense, fine grained
				4 --		
5	29	6.3	107.7	5 --		
				6 --		
				7 --		
				8 --		
				9 --		
10	44	6.8	117.3	10 --	SM/SP	Silty Sand to Sand, medium to yellowish-brown, moist, medium dense, fine grained
				11 --		
				12 --		
				13 --		
				14 --		
15	68	5.7	103.6	15 --	SP	Sand, medium and yellowish-brown mottling, moist, very dense, fine grained
				16 --		
				17 --		
				18 --		
				19 --		
20	69	6.9	100.5	20 --		
				21 --		
				22 --		
				23 --		
				24 --		
25	71	3.7	104.3	25 --		Sand, yellow, moist, very dense, fine grained
				26 --		
				27 --		
				28 --		
				29 --		
30	78	4.5	106.4	30 --		

BORING LOG NUMBER 2

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31 --		
				32 --		
				33 --		
				34 --		
35	30 50/4"	4.3	103.1	35 --		
				36 --		
				37 --		
				38 --		
				39 --		
40	70	3.9	98.4	40 --		Total depth: 40 feet No Water Fill to 2 feet
				41 --		
				42 --		
				43 --		
				44 --		
				45 --		
				46 --		
				47 --		
				48 --		
				49 --		
				50 --		
				51 --		
				52 --		
				53 --		
				54 --		
				55 --		
				56 --		
				57 --		
				58 --		
				59 --		
				60 --		

BORING LOG NUMBER 3

Drilling Date: 10/01/04

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 5-inch Asphalt, No Base
				0 --		FILL: Silty Sand, yellowish-brown, moist, medium dense, fine grained
				1 --		
				2 --		
				3 --		
4	70	3.6	113.4	4 --	SM/SP	Silty Sand to Sand, yellowish-brown, moist, dense, fine grained
				5 --		
				6 --		
7	90	6.8	112.8	7 --	SP	Sand, orange brown, moist, dense, fine grained
				8 --		
				9 --		
10	81	7.1	109.4	10 --		Sand, orange brown and yellowish-brown mottling, moist, very dense, fine grained
				11 --		
				12 --		
				13 --		
				14 --		
15	25 50/5"	4.9	102.7	15 --		
				16 --		
				17 --		
				18 --		
				19 --		
20	55 50/4"	4.0	101.8	20 --		Sand, light yellow to brown, moist, very dense, fine grained
				21 --		
				22 --		
				23 --		
				24 --		
25	85	1.9	100.8	25 --		
				26 --		
				27 --		
				28 --		
				29 --		
30	75	4.0	103.6	30 --		

BORING LOG NUMBER 3

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31		
				32		
				33		
				34		
35	80	28.4	96.6	35	SC	Clayey Sand, gray and brown, moist, very dense
				36		
				37		
				38		
				39		
					SP	Sand, light brown, moist, very dense, fine grained
40	60/6"	4.5	103.2	40		Total depth: 40 feet No Water Fill to 4 feet
				41		
				42		
				43		
				44		
				45		
				46		
				47		
				48		
				49		
				50		
				51		
				52		
				53		
				54		
				55		
				56		
				57		
				58		
				59		
				60		

BORING LOG NUMBER 4

Drilling Date: 10/01/04

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 5-inch Asphalt, No Base
				0 --		FILL: Sand, yellowish-brown, moist, medium dense, fine grained
				1 --		
				2 --		
3	43	2.1	108.5	3 --	SP	Sand, yellowish-brown, moist, medium dense, fine grained
				4 --		
				5 --		
6	65	9.5	115.2	6 --	SM	Silty Sand, reddish-brown, moist, dense, fine grained
				7 --		
				8 --		
				9 --		
10	70	4.6	106.1	10 --	SP	Sand, yellowish-brown, moist, dense, fine grained
				11 --		
				12 --		
				13 --		
				14 --		
15	75	7.2	106.0	15 --		
				16 --		
				17 --		
				18 --		
				19 --		
20	76	18.7	114.9	20 --	SM	Silty Sand, brown and dark brown, very moist, dense, fine grained
				21 --		
				22 --		
				23 --		
				24 --		
25	91	5.4	101.9	25 --	SP	Sand, yellowish-brown, moist, very dense, fine grained
				26 --		
				27 --		
				28 --		
				29 --		
30	30 50/5"	8.6	103.5	30 --		

BORING LOG NUMBER 4

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31		
				32		
				33		
				34		
35	100/7"	15.9	99.6	35		
				36		
				37		
				38		
				39		
40	65/6"	4.0	100.6	40		Total depth: 40 feet No Water Fill to 3 feet
				41		
				42		
				43		
				44		
				45		
				46		
				47		
				48		
				49		
				50		
				51		
				52		
				53		
				54		
				55		
				56		
				57		
				58		
				59		
				60		

BORING LOG NUMBER 5

Drilling Date: 09/30/04

Project: File No. 18725

Decron Properties

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 4-inch Asphalt, No Base
				0		FILL: Silty Sand, dark brown, moist, loose to medium dense, fine grained
				1		
2	30 50/5"	6.0	133.8	2		
				3		Silty Sand, dark brown, moist, medium dense, fine grained
				4		
5	16	6.9	125.0	5		
				6		Silty Sand, dark brown and red mottling, moist, medium dense, fine grained
7	24 50/5"	7.1	129.4	7		
				8	SM	Silty Sand, red to dark brown, moist, very dense, fine grained
				9		
10	72	6.1	121.6	10		
				11		Silty Sand, brownish-red, moist, very dense, fine grained
12½	66	5.5	118.3	12		
				13		
				14		
15	23 50/4"	7.9	107.9	15		
				16		
				17		
				18		
				19		
20	25 50/3"	7.9	104.0	20		
				21	SP	Sand, yellowish-brown to reddish-brown, moist, very dense, fine grained
				22		
				23		
				24		
25	22 50/3"	23.6	106.4	25		
				26	SC	Clayey Sand, grayish-brown mottling, moist, very dense
				27		
				28		
				29		
30	19 50/5"	6.6	103.4	30	SP	Sand, yellowish-brown, moist, very dense, fine grained

BORING LOG NUMBER 5

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31		
				32		
				33		
				34		
35	23 50/3"	6.2	100.3	35		
				36		
				37		
				38		
				39		
40	70	7.7	101.3	40		Total depth: 40 feet No Water Fill to 7 feet
				41		
				42		
				43		
				44		
				45		
				46		
				47		
				48		
				49		
				50		
				51		
				52		
				53		
				54		
				55		
				56		
				57		
				58		
				59		
				60		

BORING LOG NUMBER 6

Drilling Date: 10/01/04

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 5-inch Asphalt, No Base
				0 --		FILL: Silty Sand, brown, moist, medium dense, fine grained
				1 --		
				2 --		
3	40	5.9	110.1	3 --	SP/SM	Sand to Silty Sand, yellow and brown mottling, moist, medium dense, fine grained
				4 --		
				5 --		
6	85	8.8	123.0	6 --	SM	Silty Sand, yellow and brown mottling, moist, dense, fine grained
				7 --		
				8 --		
				9 --		
10	75	8.6	111.6	10 --		Silty Sand, yellow and medium brown mottling, moist, very dense, fine grained
				11 --		
				12 --		
				13 --		
				14 --		
15	69 50/5"	6.2	105.6	15 --	SP	Sand, yellow and brown mottling, moist, very dense, fine grained
				16 --		
				17 --		
				18 --		
				19 --		
20	77	5.9	100.2	20 --	SM	Silty Sand, medium brown, moist, very dense, fine grained
				21 --		
				22 --		
				23 --		
				24 --		
25	80	6.1	108.0	25 --	SP	Sand, yellowish-brown, moist, very dense, fine grained
				26 --		
				27 --		
				28 --		
				29 --		
30	36 50/5"	5.2	102.3	30 --		Sand, yellow to light brown, moist, very dense, fine grained

BORING LOG NUMBER 6

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31		
				32		
				33		
				34		
35	70/6	6.8	99.8	35		
				36		
				37		
				38		
				39		
40	60/6	10.3	95.1	40		Total depth: 40 feet No Water Fill to 3 feet
				41		
				42		
				43		
				44		
				45		
				46		
				47		
				48		
				49		
				50		
				51		
				52		
				53		
				54		
				55		
				56		
				57		
				58		
				59		
				60		

BORING LOG NUMBER 7

Drilling Date: 09/30/04

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 5-inch Asphalt, No Base
				0		FILL: Silty Sand, brown, moist, medium dense, fine grained
				1		
2	18 50/4"	3.5	116.8	2		
				3	SM	Silty Sand, yellowish-brown to brown mottling, moist, very dense, fine grained
				4		
5	17 50/4"	3.6	111.8	5		
				6	SM/SP	Silty Sand to Sand, yellowish-brown mottling, moist, very dense, fine grained
				7		
				8		
				9		
10	74	3.0	104.8	10		
				11	SP	Sand, yellowish-brown, moist, very dense, fine grained
				12		
				13		
				14		
15	70	6.8	113.0	15		
				16	SP	Sand, reddish-brown, moist, very dense, fine grained
				17		
				18		
				19		
20	73	3.0	102.4	20		
				21		Sand, light yellowish-brown, moist, very dense, fine grained
				22		
				23		
				24		
25	25 50/4"	2.5	Disturbed	25		
				26		
				27		
				28		
				29		
30	25 50/3"	3.1	104.7	30		

BORING LOG NUMBER 7

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31		
				32		
				33		
				34		
35	28 50/5"	5.4	98.4	35		
				36		
				37		
				38		
				39		
40	30 50/3"	6.1	102.9	40		Total depth: 40 feet No Water Fill to 2 feet
				41		
				42		
				43		
				44		
				45		
				46		
				47		
				48		
				49		
				50		
				51		
				52		
				53		
				54		
				55		
				56		
				57		
				58		
				59		
				60		

BORING LOG NUMBER 8

Drilling Date: 10/01/04

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 4-inch Asphalt, 1-inch Base
				0 --		FILL: Silty Sand and Sand, brown to dark brown, slightly moist, loose to medium dense, fine grained
				1 --		
				2 --		
				3 --		
4	54	3.2	111.6	4 --	SM	Silty Sand, orange brown, moist, medium dense, fine grained
				5 --		
				6 --		
7	79	5.0	110.7	7 --	SM/SP	Silty Sand to Sand, yellowish-brown and orange, moist, very dense, fine grained
				8 --		
				9 --		
10	83	2.2	104.5	10 --	SP	Sand, yellowish-brown, moist, very dense, fine grained
				11 --		
				12 --		
				13 --		
				14 --		
15	73	3.2	99.2	15 --		
				16 --		
				17 --		
				18 --		
				19 --		
20	31 50/5"	8.3	122.7	20 --	SM	Silty Sand, brown to dark brown, moist, very dense, fine grained
				21 --		
				22 --		
				23 --		
				24 --		
25	66 50/5"	7.1	107.2	25 --	SP	Sand, brown, moist, very dense, fine grained
				26 --		
				27 --		
				28 --		
				29 --		
30	81	6.5	102.1	30 --		

BORING LOG NUMBER 8

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31		
				32		
				33		
				34		
35	60/6"	12.6	65.8	35		
				36		
				37		
				38		
				39		
40	35 50/3"	3.6	100.8	40		Sand, light yellowish-brown, moist, very dense, fine to medium grained
				41		Total depth: 40 feet
				42		No Water
				43		Fill to 4 feet
				44		
				45		
				46		
				47		
				48		
				49		
				50		
				51		
				52		
				53		
				54		
				55		
				56		
				57		
				58		
				59		
				60		

BORING LOG NUMBER 9

Drilling Date: 09/30/04

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 5-inch Asphalt, No Base
				0 --		FILL: Silty Sand, brown, moist, loose to medium dense, fine grained
				1 --		
2	40	6.8	123.4	2 --	SM	Silty Sand, brown, moist, medium dense, fine grained
				3 --		
				4 --		
5	42	7.6	110.7	5 --		Silty Sand, orange brown, moist, medium dense, fine grained
				6 --		
				7 --		
				8 --		
				9 --		
10	35	8.0	107.5	10 --	SM/SP	Silty Sand to Sand, yellow and brown mottling, moist, medium dense, fine grained
				11 --		
				12 --		
				13 --		
				14 --		
15	35	27.3	100.6	15 --	SC	Clayey Sand, gray and brown mottling, moist, very dense
				16 --		
				17 --		
				18 --		
				19 --		
20	51	8.1	106.1	20 --	SP	Sand, yellowish-brown, moist, medium dense, fine grained
				21 --		
				22 --		
				23 --		
				24 --		
25	22 50/5"	5.3	98.8	25 --		Sand, yellowish-brown, moist, very dense, fine to medium grained
				26 --		
				27 --		
				28 --		
				29 --		
30	76	3.3	99.9	30 --		Sand, light yellowish-brown, moist, very dense, fine to medium grained

BORING LOG NUMBER 9

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31 --		
				32 --		
				33 --		
				34 --		
35	17 50/4"	8.4	95.5	35 --		Sand, light yellowish-brown, moist, very dense, fine grained
				36 --		
				37 --		
				38 --		
				39 --		
40	26 50/5"	7.9	98.8	40 --		Total depth: 40 feet No Water Fill to 2 feet
				41 --		
				42 --		
				43 --		
				44 --		
				45 --		
				46 --		
				47 --		
				48 --		
				49 --		
				50 --		
				51 --		
				52 --		
				53 --		
				54 --		
				55 --		
				56 --		
				57 --		
				58 --		
				59 --		
				60 --		

BORING LOG NUMBER 10

Drilling Date: 10/01/04

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 5-inch Asphalt, No Base
				0 --		FILL: Silty Sand, brown, moist, medium dense
				1 --		
				2 --		
3	59	3.2	110.1	3 --	SM	Silty Sand, brown to light brown, moist, medium dense, fine grained
				4 --		
				5 --		
6	75	6.3	111.3	6 --	SM/SP	Silty Sand to Sand, orange brown and light brown mottling, moist, dense, fine grained
				7 --		
				8 --		
				9 --		
10	63	11.8	120.5	10 --	SM	Silty Sand, orange brown, moist, dense, fine grained
				11 --		
				12 --		
				13 --		
				14 --		
15	80	6.8	109.0	15 --	SP	Sand, orange brown, moist, dense, fine grained
				16 --		
				17 --		
				18 --		
				19 --		
20	95	7.2	103.0	20 --		Sand, yellowish-brown, moist, very dense, fine grained
				21 --		
				22 --		
				23 --		
				24 --		
25	40 50/5"	6.1	100.9	25 --		Sand, light brown, moist, very dense, fine grained
				26 --		
				27 --		
				28 --		
				29 --		
30	65/6"	13.3	101.4	30 --		

BORING LOG NUMBER 10

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31 --		
				32 --		
				33 --		
				34 --		
35	100/10"	4.5	97.2	35 --		
				36 --		
				37 --		
				38 --		
				39 --		
40	80/6"	6.8	99.4	40 --		Total depth: 40 feet No Water Fill to 3 feet
				41 --		
				42 --		
				43 --		
				44 --		
				45 --		
				46 --		
				47 --		
				48 --		
				49 --		
				50 --		
				51 --		
				52 --		
				53 --		
				54 --		
				55 --		
				56 --		
				57 --		
				58 --		
				59 --		
				60 --		

BORING LOG NUMBER 11

Drilling Date: 09/29/04

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 4-inch Asphalt, 4-inch Base
				0 --		FILL: Silty Sand, dark brown, moist, medium dense, fine grained
				1 --		
2	59	No Recovery		2 --		
				3 --	SM	Silty Sand, medium brown, moist, dense, fine grained
				4 --		
5	34	6.5	113.8	5 --		
				6 --	SM/SP	Silty Sand to Sand, medium brown, moist, medium dense, fine grained
				7 --		
				8 --		
				9 --		
10	48	4.3	113.7	10 --		
				11 --	SP	Sand, orange to yellowish-brown, moist, medium dense, fine grained
				12 --		
				13 --		
				14 --		
15	68	5.3	115.0	15 --		
				16 --	SM	Silty Sand, medium brown, moist, very dense, fine grained
				17 --		
				18 --		
				19 --		
20	69	16.6	100.1	20 --		
				21 --	SP	Sand, medium to yellowish-brown, moist, very dense, fine grained
				22 --		
				23 --		
				24 --		
25	28	18.0	100.5	25 --		
	50/3"			26 --		Sand, yellowish-brown, moist, very dense, fine grained
				27 --		
				28 --		
				29 --		
30	34	3.3	101.4	30 --		
	50/3"					

BORING LOG NUMBER 11

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31 --		
				32 --		
				33 --		
				34 --		
35	35 50/3"	10.7	104.4	35 --		
				36 --		
				37 --		
				38 --		
				39 --		
40	25 50/4"	3.7	101.4	40 --		Total depth: 40 feet No Water Fill to 2 feet
				41 --		
				42 --		
				43 --		
				44 --		
				45 --		
				46 --		
				47 --		
				48 --		
				49 --		
				50 --		
				51 --		
				52 --		
				53 --		
				54 --		
				55 --		
				56 --		
				57 --		
				58 --		
				59 --		
				60 --		

BORING LOG NUMBER 12

Drilling Date: 10/01/04

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 5-inch Asphalt, No Base
				0 --		FILL: Silty Sand, light brown, moist, dense, fine grained
				1 --		
2	66	2.8	115.9	2 --		
				3 --	SM	Silty Sand, light brown, moist, very dense, fine grained
				4 --		
5	90	4.6	110.3	5 --		
				6 --		Silty Sand, yellowish-brown and light brown mottling, moist, dense to very dense, fine grained
				7 --		
				8 --		
				9 --		
10	90	3.5	105.7	10 --		
				11 --	SM/SP	Silty Sand to Sand, yellowish-brown and brown mottling, moist, dense to very dense, fine grained
				12 --		
				13 --		
				14 --		
15	70	3.4	101.0	15 --		
				16 --		Sand, yellowish-brown to orangish-brown mottling, moist, very dense, fine grained
				17 --		
				18 --		
				19 --		
20	27 50/5"	3.0	103.0	20 --		
				21 --		Sand, light brown and yellow, moist, very dense, fine grained
				22 --		
				23 --		
				24 --		
25	31 50/5"	4.1	102.0	25 --		
				26 --		Sand, yellowish-brown to brown mottling, moist, very dense, fine grained
				27 --		
				28 --		
				29 --		
30	40 50/4"	4.2	98.5	30 --		
						Sand, light brown, moist, very dense, fine grained

BORING LOG NUMBER 12

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31		
				32		
				33		
				34		
35	92	4.8	95.9	35		
				36		
				37		
				38		
				39		
40	70/6"	4.1	96.0	40		Total depth: 40 feet No Water Fill to 2 feet
				41		
				42		
				43		
				44		
				45		
				46		
				47		
				48		
				49		
				50		
				51		
				52		
				53		
				54		
				55		
				56		
				57		
				58		
				59		
				60		

BORING LOG NUMBER 13

Drilling Date: 09/24/04

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 4-inch Asphalt, 3-inch Base
				0 --		FILL: Silty Sand, dark brown, moist, medium dense, fine grained
				1 --		
2	47	6.1	112.3	2 --	SM	Silty Sand, dark brown, moist, medium dense, fine grained
				3 --	SP	Sand, yellowish-brown, moist, medium dense to dense, fine grained
				4 --		
5	19	5.5	SPT	5 --	SM	Silty Sand, dark brown, moist, medium dense, fine grained
				6 --		
				7 --		
7½	36	14.7	126.6	8 --	SM/SP	Silty Sand to Sand, dark to medium brown, moist, medium dense, fine grained
				9 --		
10	16	3.9	SPT	10 --		
				11 --		
				12 --		
12½	26	4.1	102.8	13 --	SP	Sand, medium brown, moist, medium dense, fine grained
				14 --		
15	27	4.5	SPT	15 --	SP/SM	Sandy to Silty Sand, yellow to medium brown, moist, medium dense, fine grained
				16 --		
				17 --		
17½	47	4.2	99.3	18 --	SP	Sand, orange brown, moist, medium dense, fine grained
				19 --		
20	48	6.0	SPT	20 --	SM	Silty Sand, yellowish-brown, moist, dense, fine grained
				21 --		
				22 --		
22½	18 50/5"	7.3	103.4	23 --	SP	Sand, yellowish-brown, moist, very dense, fine grained
				24 --		
25	43	4.2	SPT	25 --		
				26 --		
				27 --		
27½	65	5.4	99.1	28 --		
				29 --		
30	31	4.0	SPT	30 --		Sand, yellowish-brown, moist, medium dense to dense, fine grained

BORING LOG NUMBER 13

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31 --		
				32 --		
32½	41	3.5	102.9	33 --		
				34 --		
35	42	3.3	SPT	35 --		Sand, yellowish-brown, moist, dense, fine grained
				36 --		
				37 --		
37½	48	4.0	97.7	38 --		Sand, yellowish-brown, moist, dense, fine grained
				39 --		
40	43	3.9	SPT	40 --		Sand, yellowish-brown, moist, dense, fine grained
				41 --		
				42 --		
42½	34 50/3"	3.9	100.6	43 --		Sand, yellowish-brown, moist, very dense, fine grained
				44 --		
45	68	4.0	SPT	45 --		Sand, yellowish-brown, moist, dense, fine grained
				46 --		
				47 --		
47½	26 50/3"	4.1	96.5	48 --		Sand, yellowish-brown, moist, very dense, fine grained
				49 --		
50	57	4.3	SPT	50 --		Sand, yellowish-brown, moist, dense, fine grained
				51 --		
				52 --		
52½	27 50/5"	5.0	96.0	53 --		Sand, yellowish-brown, moist, very dense, fine grained
				54 --		
55	72	4.7	SPT	55 --		
				56 --		
				57 --		
57½	29 50/4"	4.7	96.0	58 --		
				59 --		
60	22 50/5"	4.3	SPT	60 --		Total depth: 60 feet; No Water; Fill to 2 feet

BORING LOG NUMBER 14

Drilling Date: 09/29/04

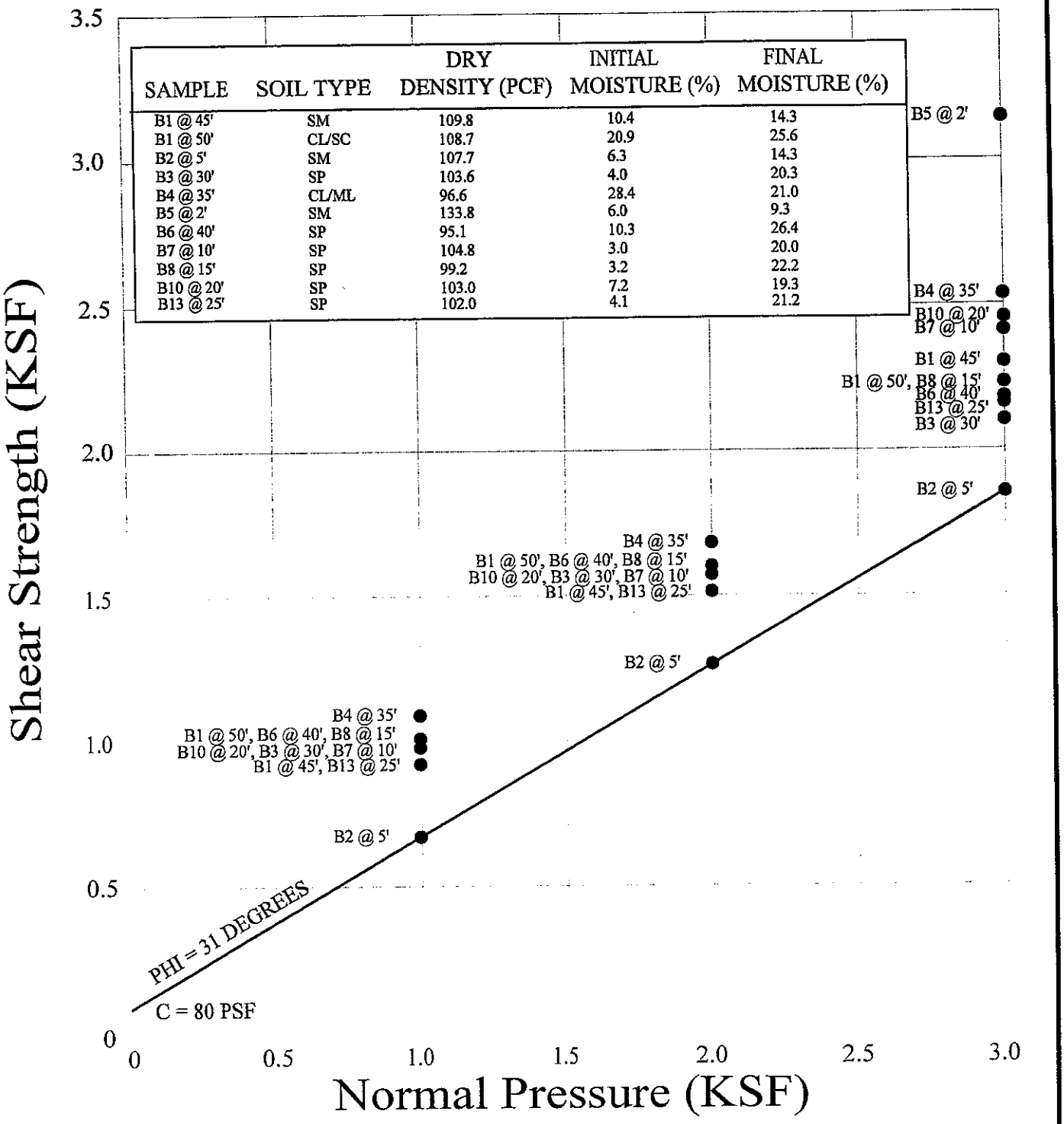
Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: 6-inch Asphalt, 6-inch Base
				0 --		FILL: Silty Sand, dark and yellowish-brown, moist, medium dense, fine grained
				1 --		
				2 --		
				3 --	SM	Silty Sand, medium brown, moist, dense, fine grained
4	60	7.5	106.2	4 --	SP	Sand, yellowish-brown, moist, dense, fine grained
				5 --		
6	71	4.2	104.2	6 --		Sand, yellowish-brown, moist, very dense, fine grained
				7 --		
				8 --		
				9 --		
10	94	4.7	104.2	10 --		
				11 --		
				12 --		
				13 --		
				14 --		
15	75	4.6	103.8	15 --		
				16 --		
				17 --		
				18 --		
				19 --		
20	67	26.6	99.5	20 --	SC	Clayey Sand, yellowish-brown, moist, very dense
				21 --		
				22 --		
				23 --		
				24 --		
25	26 50/4"	22.9	98.5	25 --		
				26 --	SP	Sand, yellowish-brown, moist, very dense, fine grained
				27 --		
				28 --		
				29 --		
30	31 50/4"	3.4	92.7	30 --		

BORING LOG NUMBER 14

Project: File No. 18725 **Decron Properties**

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				31 --		
				32 --		
				33 --		
				34 --		
35	29 50/4"	2.5	101.2	35 --		
				36 --		
				37 --		
				38 --		
				39 --		
40	33 50/5"	2.4	96.7	40 --		Total depth: 40 feet No Water Fill to 3 feet
				41 --		
				42 --		
				43 --		
				44 --		
				45 --		
				46 --		
				47 --		
				48 --		
				49 --		
				50 --		
				51 --		
				52 --		
				53 --		
				54 --		
				55 --		
				56 --		
				57 --		
				58 --		
				59 --		
				60 --		



SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B1 @ 45'	SM	109.8	10.4	14.3
B1 @ 50'	CL/SC	108.7	20.9	25.6
B2 @ 5'	SM	107.7	6.3	14.3
B3 @ 30'	SP	103.6	4.0	20.3
B4 @ 35'	CL/ML	96.6	28.4	21.0
B5 @ 2'	SM	133.8	6.0	9.3
B6 @ 40'	SP	95.1	10.3	26.4
B7 @ 10'	SP	104.8	3.0	20.0
B8 @ 15'	SP	99.2	3.2	22.2
B10 @ 20'	SP	103.0	7.2	19.3
B13 @ 25'	SP	102.0	4.1	21.2

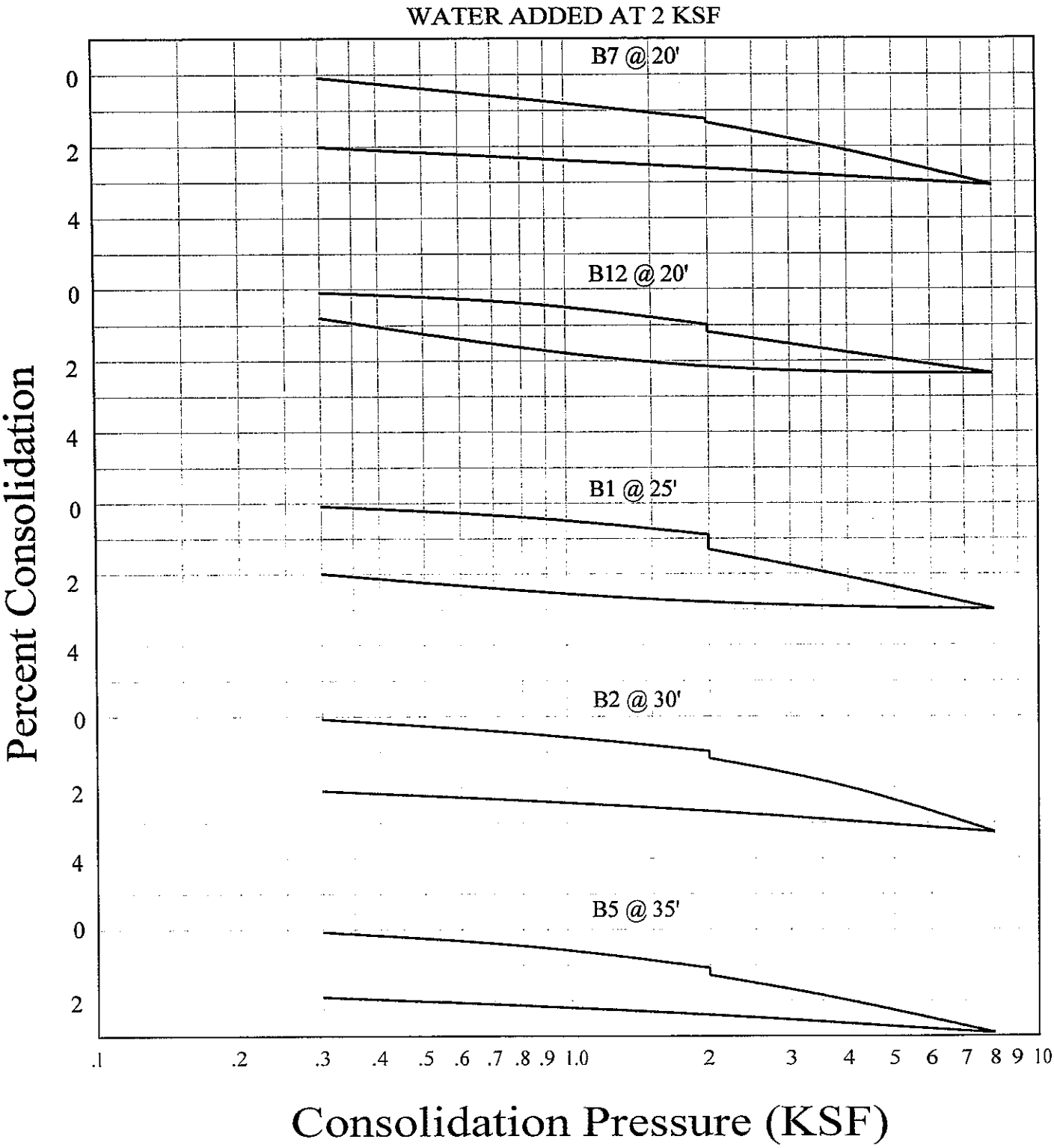
● Direct Shear, Saturated

SHEAR TEST DIAGRAM

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DECRON PROPERTIES

FILE NO. 18725 PLATE: B

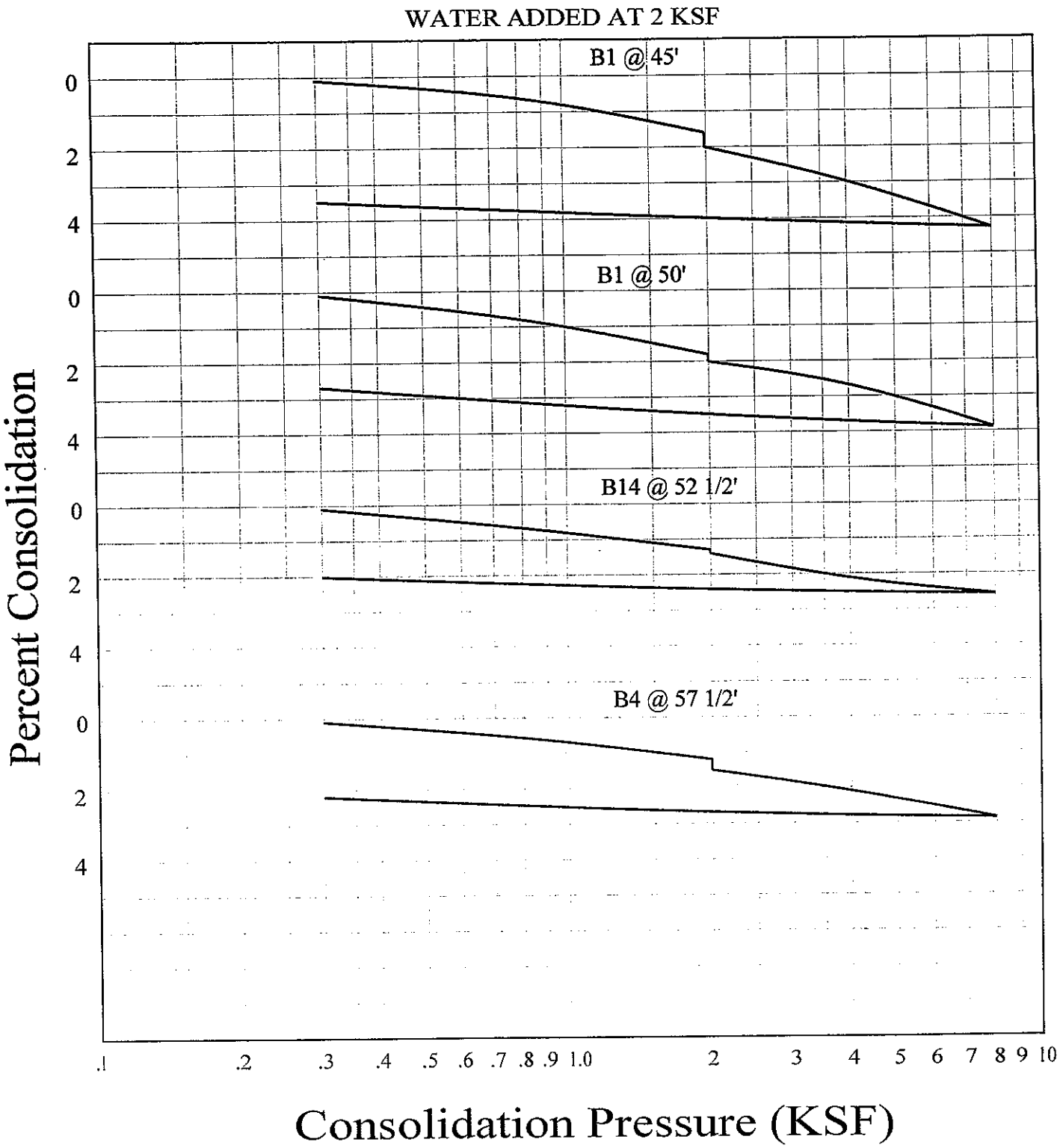


CONSOLIDATION TEST

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DECRON PROPERTIES

FILE NO. 18725 PLATE: C-1



CONSOLIDATION TEST

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DECRON PROPERTIES

FILE NO. 18725 PLATE: C-2

ASTM D-1557

SAMPLE	B1 @ 1-5'	B5 @ 1-5'	B9 @ 1-5'	B14 @ 1-5'
SOIL TYPE:	SM	SM	SM	SM
MAXIMUM DENSITY pcf.	133.0	136.0	131.0	135.0
OPTIMUM MOISTURE %	8.5	8.0	8.5	7.5

SWELL-60 POUNDS PER SQUARE FOOT

SAMPLE	B1 @ 1-5'	B5 @ 1-5'	B9 @ 1-5'	B14 @ 1-5'
SOIL TYPE:	SM	SM	SM	SM
AIR DRY%	0.4	0.3	0.1	0.2
SATURATION%	0.5	0.3	0.1	0.2
TOTAL%	0.9	0.6	0.2	0.4
EXPANSION INDEX UBC STANDARD 18-2	3	2	1	2
EXPANSION CHARACTER	VERY LOW	VERY LOW	VERY LOW	VERY LOW

SULFATE CONTENT

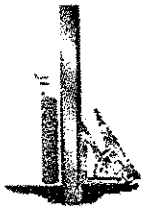
SAMPLE	B1 @ 1-5'	B5 @ 1-5'	B9 @ 1-5'	B14 @ 1-5'
SULFATE CONTENT (ppm):	< 0.1	< 0.1	< 0.1	< 0.1

COMPACTION/EXPANSION/SULFATE DATA SHEET

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DECRON PROPERTIES

FILE NO. 18725 PLATE: D



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*                    *
*    E Q F A U L T   *
*                    *
*    Version 3.00    *
*                    *
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DETERMINISTIC ESTIMATION OF
PEAK ACCELERATION FROM DIGITIZED FAULTS

JOB NUMBER: 18725

DATE: 10-06-2004

JOB NAME: DECRON PROPERTIES

CALCULATION NAME: DECRON PROPERTIES

FAULT-DATA-FILE NAME: CDMGFLTE.DAT

SITE COORDINATES:
SITE LATITUDE: 33.9599
SITE LONGITUDE: 118.4197

SEARCH RADIUS: 60 mi

ATTENUATION RELATION: 14) Campbell & Bozorgnia (1997 Rev.) - Alluvium
UNCERTAINTY (M=Median, S=Sigma): S Number of Sigmas: 1.0
DISTANCE MEASURE: cdist
SCOND: 0
Basement Depth: 5.00 km Campbell SSR: 0 Campbell SHR: 0
COMPUTE PEAK HORIZONTAL ACCELERATION

FAULT-DATA FILE USED: CDMGFLTE.DAT

MINIMUM DEPTH VALUE (km): 3.0



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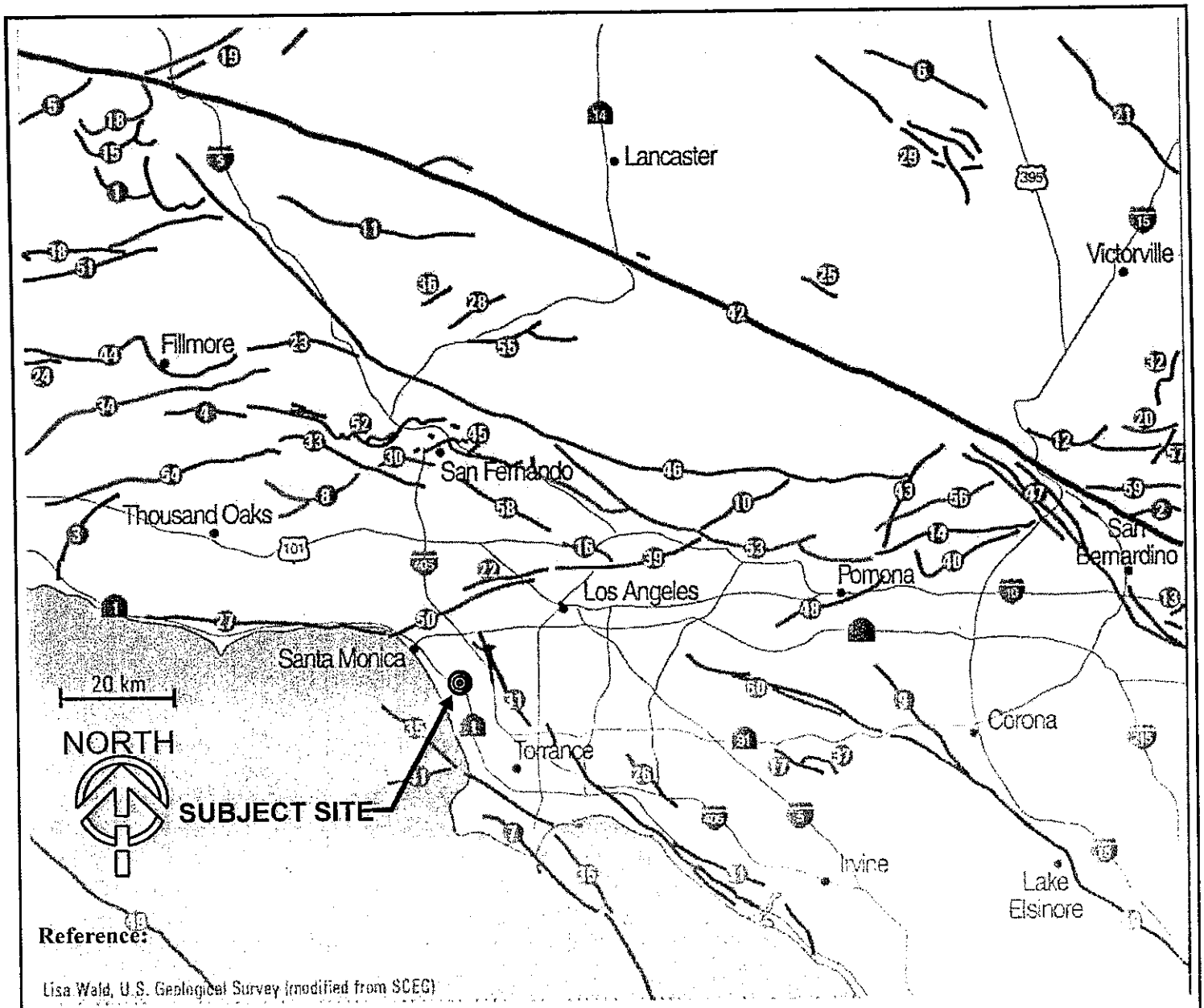
TABLE I – FAULTS IN THE VICINITY OF THE SITE

ABBREVIATED FAULT NAME	APPROXIMATE DISTANCE mi (km)	ESTIMATED MAX. EARTHQUAKE EVENT: MAXIMUM EARTHQUAKE MAG. (Mw)	ESTIMATED MAX. EARTHQUAKE EVENT: PEAK SITE ACCEL. g	ESTIMATED MAX. EARTHQUAKE EVENT: EST. SITE INTENSITY MOD.MERC.
PALOS VERDES	5.1(8.2)	7.1	0.634	X
NEWPORT-INGLEWOOD (L.A.Basin)	5.5(8.8)	6.9	0.584	X
COMPTON THRUST	5.6(9.0)	6.8	0.703	XI
SANTA MONICA	7.7(12.4)	6.6	0.520	X
MALIBU COAST	8.6(13.8)	6.7	0.494	X
HOLLYWOOD	9.3(14.9)	6.4	0.393	X
ELYSIAN PARK THRUST	13.2(21.3)	6.7	0.316	IX
RAYMOND	16.3(26.3)	6.5	0.226	IX
ANACAPA-DUME	16.9(27.2)	7.3	0.344	IX
NORTHRIDGE (E. Oak Ridge)	18.3(29.4)	6.9	0.254	IX
VERDUGO	19.3(31.1)	6.7	0.212	VIII
SIERRA MADRE	23.1(37.1)	7.0	0.210	VIII
WHITTIER	23.2(37.3)	6.8	0.174	VIII
SIERRA MADRE (San Fernando)	24.4(39.3)	6.7	0.163	VIII
SAN GABRIEL	26.0(41.9)	7.0	0.177	VIII
SANTA SUSANA	26.2(42.1)	6.6	0.141	VIII
CLAMSHELL-SAWPIT	28.5(45.8)	6.5	0.120	VII
HOLSER	30.6(49.2)	6.5	0.109	VII
SAN JOSE	31.3(50.4)	6.5	0.105	VII
SIMI-SANTA ROSA	32.2(51.8)	6.7	0.118	VII
OAK RIDGE (Onshore)	33.1(53.2)	6.9	0.130	VIII
CHINO-CENTRAL AVE. (Elsinore)	36.4(58.5)	6.7	0.100	VII
NEWPORT-INGLEWOOD (Offshore)	38.6(62.1)	6.9	0.107	VII
SAN CAYETANO	39.5(63.5)	6.8	0.096	VII
CUCAMONGA	40.9(65.9)	7.0	0.107	VII
SAN ANDREAS - 1857 Rupture	44.6(71.7)	7.8	0.179	VIII
SAN ANDREAS - Mojave	44.6(71.7)	7.1	0.106	VII
ELSINORE-GLEN IVY	45.5(73.2)	6.8	0.079	VII
OAK RIDGE(Blind Thrust Offshore)	47.2(75.9)	6.9	0.081	VII
CHANNEL IS. THRUST (Eastern)	48.6(78.2)	7.4	0.115	VII
VENTURA - PITAS POINT	49.5(79.7)	6.8	0.070	VI
SANTA YNEZ (East)	50.8(81.7)	7.0	0.082	VII
SAN ANDREAS - Carrizo	51.4(82.8)	7.2	0.096	VII
MONTALVO-OAK RIDGE TREND	53.1(85.5)	6.6	0.054	VI
CORONADO BANK	55.5(89.3)	7.4	0.104	VII
SAN JACINTO-SAN BERNARDINO	55.9(89.9)	6.7	0.056	VI
M.RIDGE-ARROYO PARIDA-SANTA ANA	56.4(90.7)	6.7	0.054	VI
SAN ANDREAS - San Bernardino	56.5(91.0)	7.3	0.093	VII
SAN ANDREAS - Southern	56.5(91.0)	7.4	0.101	VII
RED MOUNTAIN	59.1(95.1)	6.8	0.054	VI
CLEGHORN	59.9(96.4)	6.5	0.042	VI

-END OF SEARCH- 41 FAULTS FOUND WITHIN THE SPECIFIED SEARCH RADIUS.

THE PALOS VERDES FAULT IS CLOSEST TO THE SITE.
IT IS ABOUT 5.1 MILES (8.2 km) AWAY.

LARGEST MAXIMUM-EARTHQUAKE SITE ACCELERATION: 0.7033 g



1 Alamo thrust
2 Arrowhead fault
3 Bailey fault
4 Big Mountain fault
5 Big Pine fault
6 Blake Ranch fault
7 Cabrillo fault
8 Chatsworth fault
9 Chino fault
10 Clamshell-Sawpit fault
11 Clearwater fault
12 Cleghorn fault
13 Crafton Hills fault zone
14 Cucamonga fault zone
15 Dry Creek fault
16 Eagle Rock fault
17 El Modeno fault
18 Frazier Mountain thrust
19 Garlock fault zone
20 Grass Valley fault
21 Helendale fault
22 Hollywood fault
23 Holser fault
24 Lion Canyon fault
25 Llano fault
26 Los Alamitos fault
27 Malibu Coast fault
28 Mint Canyon fault
29 Mirage Valley fault zone
30 Mission Hills fault
31 Newport Inglewood fault zone
32 North Frontal fault zone
33 Northridge Hills fault
34 Oak Ridge fault
35 Palos Verdes fault zone
36 Pelona fault
37 Peralta Hills fault
38 Pine Mountain fault
39 Raymond fault
40 Red Hill (Etiwanda Ave) fault
41 Redondo Canyon fault
42 San Andreas Fault
43 San Antonio fault
44 San Cayetano fault
45 San Fernando fault zone
46 San Gabriel fault zone
47 San Jacinto fault
48 San Jose fault
49 Santa Cruz-Santa Catalina Ridge f.z.
50 Santa Monica fault
51 Santa Ynez fault
52 Santa Susana fault zone
53 Sierra Madre fault zone
54 Simi fault
55 Soledad Canyon fault
56 Stoddard Canyon fault
57 Tunnel Ridge fault
58 Verdugo fault
59 Waterman Canyon fault
60 Whittier fault

SOUTHERN CALIFORNIA FAULT MAP

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DECRON PROPERTIES

FILE NO. 18725 FIGURE 1



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*                        *
*    E Q S E A R C H     *
*                        *
*      Version 3.00      *
*                        *
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ESTIMATION OF
PEAK ACCELERATION FROM
CALIFORNIA EARTHQUAKE CATALOGS

JOB NUMBER: 18725

DATE: 10-06-2004

JOB NAME: DECRON PROPERTIES

EARTHQUAKE-CATALOG-FILE NAME: ALLQUAKE.DAT

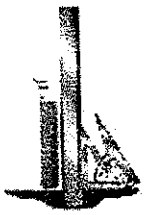
SITE COORDINATES:
SITE LATITUDE: 33.9599
SITE LONGITUDE: 118.4197

SEARCH DATES:
START DATE: 1800
END DATE: 2004

SEARCH RADIUS:
60.0 mi
96.6 km

ATTENUATION RELATION: 14) Campbell & Bozorgnia (1997 Rev.) - Alluvium
UNCERTAINTY (M=Median, S=Sigma): S Number of Sigmas: 1.0
ASSUMED SOURCE TYPE: DS [SS=Strike-slip, DS=Reverse-slip, BT=Blind-thrust]
SCOND: 0 Depth Source: A
Basement Depth: 5.00 km Campbell SSR: 0 Campbell SHR: 0
COMPUTE PEAK HORIZONTAL ACCELERATION

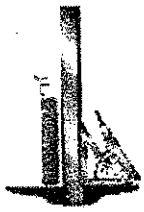
MINIMUM DEPTH VALUE (km): 3.0



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TABLE II – HISTORICAL EARTHQUAKE EPICENTER

FILE CODE	LAT. NORTH	LONG. WEST	DATE	TIME (UTC) H M Sec	DEPTH (km)	QUAKE MAG.	SITE ACC. g	SITE MM INT.	APPROX. DISTANCE mi [km]
DMG	34.0000	118.5000	08/04/1927	1224 0.0	0.0	5.00	0.230	IX	5.4(8.6)
MGI	34.0000	118.5000	11/19/1918	2018 0.0	0.0	5.00	0.230	IX	5.4(8.6)
MGI	34.0000	118.3000	09/03/1905	540 0.0	0.0	5.30	0.226	IX	7.4(11.9)
T-A	34.0000	118.2500	09/23/1827	0 0 0.0	0.0	5.00	0.136	VIII	10.1(16.3)
T-A	34.0000	118.2500	01/10/1856	0 0 0.0	0.0	5.00	0.136	VIII	10.1(16.3)
T-A	34.0000	118.2500	03/26/1860	0 0 0.0	0.0	5.00	0.136	VIII	10.1(16.3)
DMG	33.8500	118.2670	03/11/1933	1425 0.0	0.0	5.00	0.118	VII	11.6(18.6)
DMG	33.9500	118.6320	08/31/1930	04036.0	0.0	5.20	0.130	VIII	12.2(19.6)
PAS	33.9190	118.6270	01/19/1989	65328.8	11.9	5.00	0.111	VII	12.2(19.6)
MGI	34.0800	118.2600	07/16/1920	18 8 0.0	0.0	5.00	0.110	VII	12.3(19.9)
PAS	33.9440	118.6810	01/01/1979	231438.9	11.3	5.00	0.086	VII	15.0(24.1)
DMG	33.7830	118.2500	11/14/1941	84136.3	0.0	5.40	0.113	VII	15.6(25.1)
GSP	34.2130	118.5370	01/17/1994	123055.4	18.0	6.70	0.219	IX	18.7(30.1)
GSP	34.2310	118.4750	03/20/1994	212012.3	13.0	5.30	0.080	VII	19.0(30.5)
PAS	34.0730	118.0980	10/04/1987	105938.2	8.2	5.30	0.075	VII	20.0(32.2)
DMG	33.7830	118.1330	10/02/1933	91017.6	0.0	5.40	0.079	VII	20.5(32.9)
MGI	34.1000	118.1000	07/11/1855	415 0.0	0.0	6.30	0.152	VIII	20.7(33.3)
PAS	34.0610	118.0790	10/01/1987	144220.0	9.5	5.90	0.116	VII	20.7(33.3)
DMG	34.3080	118.4540	02/09/1971	144346.7	6.2	5.20	0.053	VI	24.1(38.8)
DMG	33.7500	118.0830	03/13/1933	131828.0	0.0	5.30	0.058	VI	24.1(38.8)
DMG	33.7500	118.0830	03/11/1933	323 0.0	0.0	5.00	0.045	VI	24.1(38.8)
DMG	33.7500	118.0830	03/11/1933	230 0.0	0.0	5.10	0.049	VI	24.1(38.8)
DMG	33.7500	118.0830	03/11/1933	910 0.0	0.0	5.10	0.049	VI	24.1(38.8)
DMG	33.7500	118.0830	03/11/1933	2 9 0.0	0.0	5.00	0.045	VI	24.1(38.8)
MGI	34.0000	118.0000	12/25/1903	1745 0.0	0.0	5.00	0.045	VI	24.2(38.9)
GSB	34.3010	118.5650	01/17/1994	204602.4	9.0	5.20	0.051	VI	25.0(40.2)
GSP	34.3050	118.5790	01/29/1994	112036.0	1.0	5.10	0.045	VI	25.5(41.0)
DMG	34.3000	118.6000	04/04/1893	1940 0.0	0.0	6.00	0.094	VII	25.6(41.3)
DMG	33.7000	118.0670	03/11/1933	51022.0	0.0	5.10	0.042	VI	27.0(43.5)
DMG	33.7000	118.0670	03/11/1933	85457.0	0.0	5.10	0.042	VI	27.0(43.5)
DMG	33.6830	118.0500	03/11/1933	658 3.0	0.0	5.50	0.054	VI	28.5(45.9)
GSP	34.3260	118.6980	01/17/1994	233330.7	9.0	5.60	0.055	VI	29.9(48.1)
GSP	34.3780	118.6180	01/19/1994	211144.9	11.0	5.10	0.035	V	31.0(49.9)
DMG	34.4110	118.4010	02/09/1971	14 041.8	8.4	6.40	0.098	VII	31.2(50.1)
DMG	34.4110	118.4010	02/09/1971	14 244.0	8.0	5.80	0.061	VI	31.2(50.1)
DMG	34.4110	118.4010	02/09/1971	141028.0	8.0	5.30	0.040	V	31.2(50.1)
DMG	34.4110	118.4010	02/09/1971	14 1 8.0	8.0	5.80	0.061	VI	31.2(50.1)
GSP	34.2620	118.0020	06/28/1991	144354.5	11.0	5.40	0.043	VI	31.7(51.0)
GSP	34.3690	118.6720	04/26/1997	103730.7	16.0	5.10	0.034	V	31.7(51.0)
GSP	34.3770	118.6980	01/18/1994	004308.9	11.0	5.20	0.035	V	32.9(52.9)
DMG	33.6170	118.0170	03/14/1933	19 150.0	0.0	5.10	0.032	V	33.1(53.2)
GSP	34.3940	118.6690	06/26/1995	084028.9	13.0	5.00	0.029	V	33.2(53.4)
MGI	34.0000	119.0000	12/14/1912	0 0 0.0	0.0	5.70	0.051	VI	33.3(53.6)
DMG	34.0000	119.0000	09/24/1827	4 0 0.0	0.0	7.00	0.138	VIII	33.3(53.6)
GSB	34.3790	118.7110	01/19/1994	210928.6	14.0	5.50	0.043	VI	33.4(53.7)
DMG	34.2000	117.9000	08/28/1889	215 0.0	0.0	5.50	0.042	VI	34.0(54.8)
DMG	33.6170	117.9670	03/11/1933	154 7.8	0.0	6.30	0.076	VII	35.1(56.6)
DMG	34.0650	119.0350	02/21/1973	144557.3	8.0	5.90	0.054	VI	36.0(57.9)



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DMG	33.5750	117.9830	03/11/1933	518 4.0	0.0	5.20	0.030	V	36.5(58.8)
DMG	34.5190	118.1980	08/23/1952	10 9 7.1	13.1	5.00	0.022	IV	40.6(65.4)
GSP	34.1400	117.7000	02/28/1990	234336.6	5.0	5.20	0.024	IV	43.0(69.2)
PAS	33.6710	119.1110	09/04/1981	155050.3	5.0	5.30	0.025	V	44.4(71.4)
MGI	33.8000	117.6000	04/22/1918	2115 0.0	0.0	5.00	0.017	IV	48.3(77.7)
DMG	34.3700	117.6500	12/08/1812	15 0 0.0	0.0	7.00	0.076	VII	52.3(84.2)
DMG	34.3000	117.6000	07/30/1894	512 0.0	0.0	6.00	0.034	V	52.4(84.3)
MGI	34.0000	117.5000	12/16/1858	10 0 0.0	0.0	7.00	0.075	VII	52.7(84.8)
DMG	34.2700	117.5400	09/12/1970	143053.0	8.0	5.40	0.020	IV	54.7(87.9)
DMG	33.6990	117.5110	05/31/1938	83455.4	10.0	5.50	0.021	IV	55.1(88.7)
DMG	34.1000	119.4000	05/19/1893	035 0.0	0.0	5.50	0.020	IV	56.9(91.6)
DMG	34.3000	117.5000	07/22/1899	2032 0.0	0.0	6.50	0.044	VI	57.6(92.6)

****

-END OF SEARCH- 60 EARTHQUAKES FOUND WITHIN THE SPECIFIED SEARCH AREA.

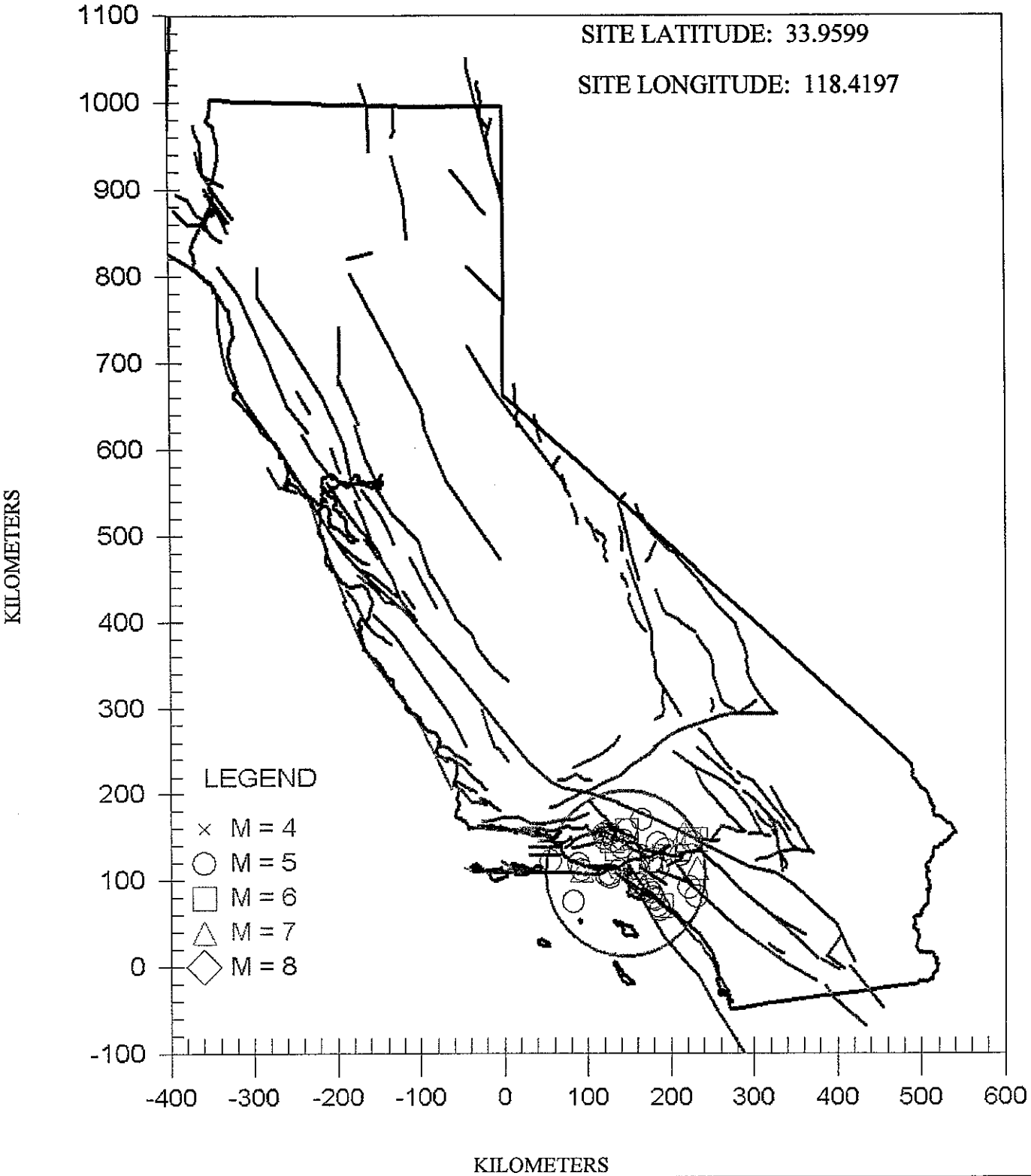
TIME PERIOD OF SEARCH: 1800 TO 2004

LENGTH OF SEARCH TIME: 205 years

THE EARTHQUAKE CLOSEST TO THE SITE IS ABOUT 5.4 MILES (8.6 km) AWAY.

LARGEST EARTHQUAKE MAGNITUDE FOUND IN THE SEARCH RADIUS: 7.0

LARGEST EARTHQUAKE SITE ACCELERATION FROM THIS SEARCH: 0.230 g



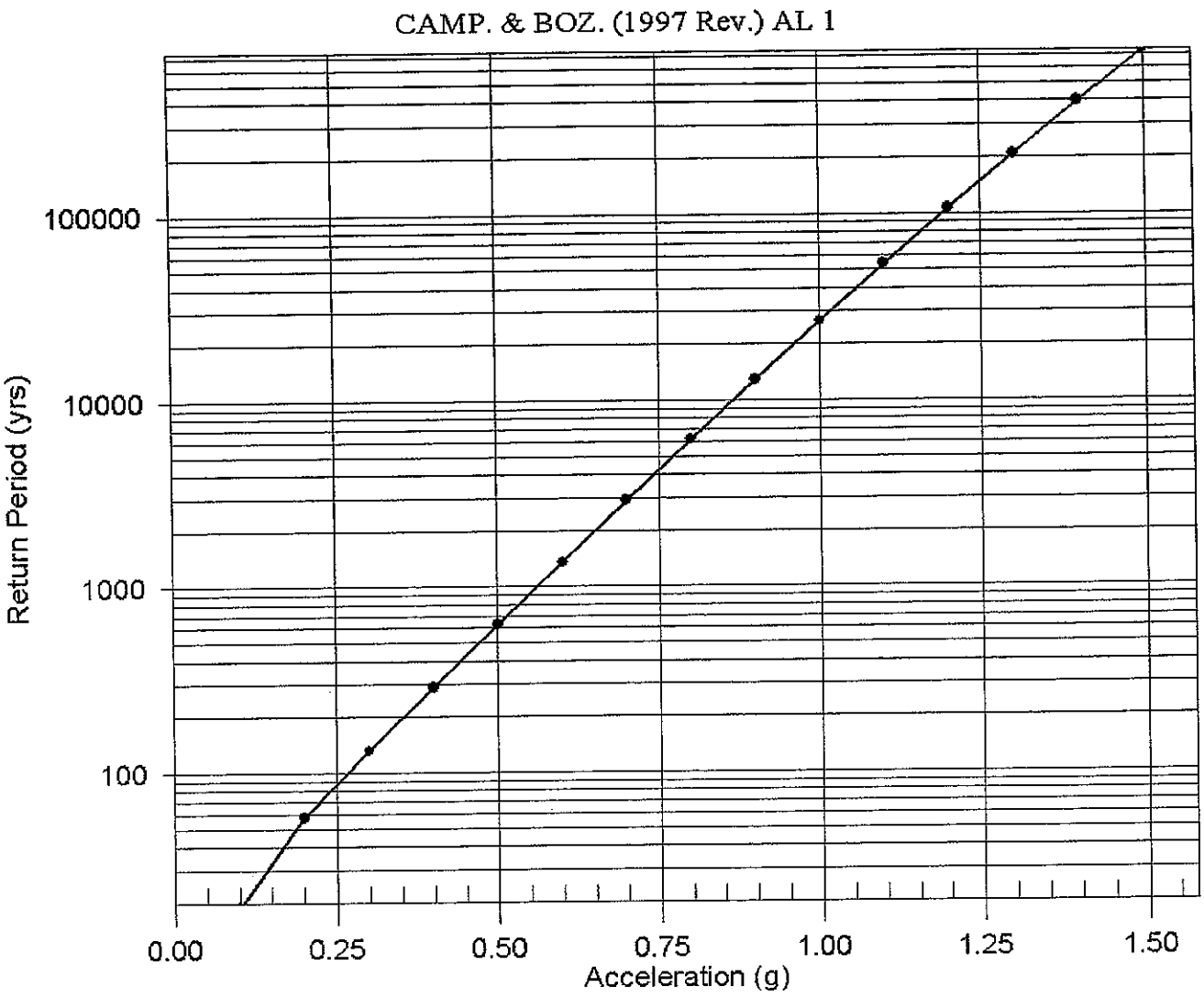
EARTHQUAKE EPICENTERS MAP

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DECRON PROPERTIES

FILE NO. 18725

FIGURE II

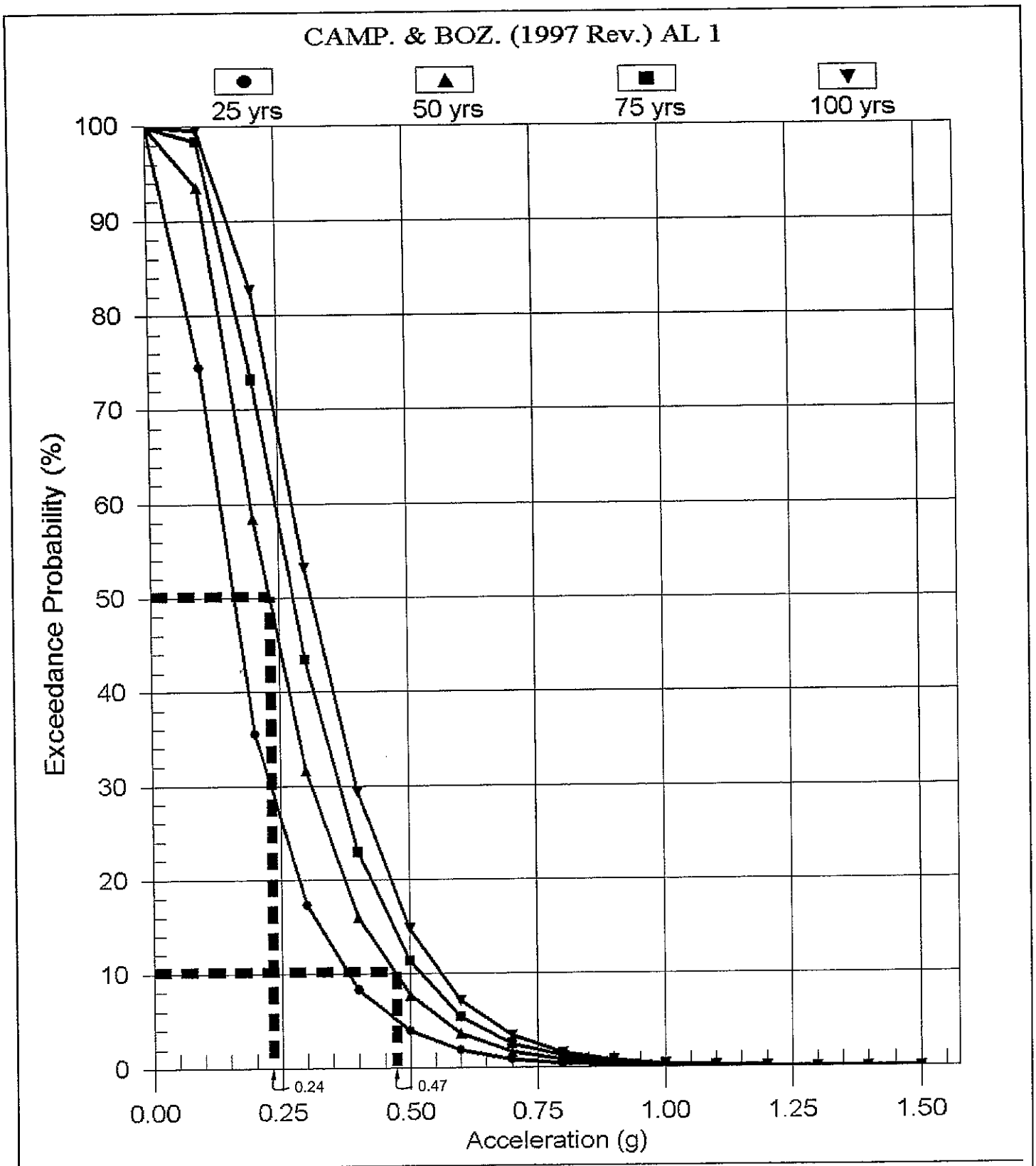


RETURN PERIOD vs. ACCELERATION

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DECRON PROPERTIES

FILE NO. 18725 FIGURE III



PROBABILITY OF EXCEEDANCE

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DECRON PROPERTIES

FILE NO. 18725 | FIGURE IV

Geotechnologies, Inc.

Project: DECRON PROPERTIES
File No.: 18725
Description: Liquefaction Analysis
Boring Number: 14
Groundwater (ft): 40 (Historic Highest Groundwater Level based on California Geological Survey Seismic Hazard Evaluation Reports)

EMPIRICAL ESTIMATION OF LIQUEFACTION POTENTIAL

NCEER (1996) METHOD By Thomas F. Blake (1994-1996) LIQ2_30.WQ1

EARTHQUAKE INFORMATION:

Earthquake Magnitude:	7.5
Peak Horiz. Acceleration (g):	1.00
Calculated Mag.Wtg.Factor:	1.005

ENERGY & ROD CORRECTIONS:

Energy Correction (CE) for N60:	1.00
Rod Len.Corr.(CR)(0-no or 1-yes):	1.0
Bore Dia. Corr. (CB):	1.00
Sampler Corr. (CS):	1.20
Use Ksigma (0 or 1):	1.0

LIQUEFACTION CALCULATIONS:

Unit Wt. Water (pcf): 62.4

Depth to Base (ft)	Total Unit Wt. (pcf)	Water (0 or 1)	FIELD SPT (N)	Depth of SPT (ft)	Liq.Sus. (0 or 1)	-200 (%)	Est. Dr (%)	CN Factor	Corrected (N1)60	Resist. CRR	rd Factor	Induced CSR	Liquefac. Safe.Fact.
1.0	119.1	0	NA	NA	0	0.0		#VALUE!	#VALUE!	~	0.998	0.652	~
2.0	119.1	0	NA	NA	0	0.0		#VALUE!	#VALUE!	~	0.993	0.649	~
3.0	119.1	0	NA	NA	0	0.0		#VALUE!	#VALUE!	~	0.989	0.646	~
4.0	119.1	0	NA	NA	0	0.0		#VALUE!	#VALUE!	~	0.984	0.643	~
5.0	119.1	0	NA	NA	0	0.0		#VALUE!	#VALUE!	~	0.979	0.640	~
6.0	119.1	0	19.0	5.0	0	0.0		1.987	34.0	~	0.975	0.637	~
7.0	119.1	0	19.0	5.0	0	0.0		1.987	34.0	~	0.970	0.634	~
8.0	132.5	0	16.0	10.0	0	0.0		1.348	19.4	~	0.966	0.631	~
9.0	132.5	0	16.0	10.0	0	0.0		1.348	19.4	~	0.961	0.628	~
10.0	132.5	0	16.0	10.0	0	0.0		1.348	19.4	~	0.957	0.625	~
11.0	132.5	0	16.0	10.0	0	0.0		1.348	19.4	~	0.952	0.622	~
12.0	132.5	0	16.0	10.0	0	0.0		1.348	19.4	~	0.947	0.619	~
13.0	107.0	0	16.0	10.0	0	0.0		1.348	19.4	~	0.943	0.616	~
14.0	107.0	0	16.0	10.0	0	0.0		1.348	19.4	~	0.938	0.613	~
15.0	107.0	0	16.0	10.0	0	0.0		1.348	19.4	~	0.934	0.610	~
16.0	107.0	0	27.0	15.0	0	0.0		1.095	28.6	~	0.929	0.607	~
17.0	107.0	0	27.0	15.0	0	0.0		1.095	28.6	~	0.925	0.604	~
18.0	103.5	0	27.0	15.0	0	0.0		1.095	28.6	~	0.920	0.601	~
19.0	103.5	0	27.0	15.0	0	0.0		1.095	28.6	~	0.915	0.598	~
20.0	103.5	0	27.0	15.0	0	0.0		1.095	28.6	~	0.911	0.595	~
21.0	103.5	0	48.0	20.0	0	0.0		0.961	49.6	~	0.906	0.592	~
22.0	103.5	0	48.0	20.0	0	0.0		0.961	49.6	~	0.902	0.589	~
23.0	111.0	0	43.0	25.0	0	0.0		0.865	42.7	~	0.897	0.586	~
24.0	111.0	0	43.0	25.0	0	0.0		0.865	42.7	~	0.893	0.583	~
25.0	111.0	0	43.0	25.0	0	0.0		0.865	42.7	~	0.888	0.580	~
26.0	111.0	0	43.0	25.0	0	0.0		0.865	42.7	~	0.883	0.577	~
27.0	111.0	0	43.0	25.0	0	0.0		0.865	42.7	~	0.879	0.574	~
28.0	104.5	0	43.0	25.0	0	0.0		0.865	42.7	~	0.874	0.571	~
29.0	104.5	0	43.0	25.0	0	0.0		0.865	42.7	~	0.870	0.568	~
30.0	104.5	0	43.0	25.0	0	0.0		0.865	42.7	~	0.865	0.565	~
31.0	104.5	0	31.0	30.0	0	0.0		0.793	29.5	~	0.861	0.562	~
32.0	104.5	0	31.0	30.0	0	0.0		0.793	29.5	~	0.856	0.559	~
33.0	106.5	0	31.0	30.0	0	0.0		0.793	29.5	~	0.851	0.556	~
34.0	106.5	0	31.0	30.0	0	0.0		0.793	29.5	~	0.847	0.553	~
35.0	106.5	0	31.0	30.0	0	0.0		0.793	29.5	~	0.842	0.550	~
36.0	106.5	0	42.0	35.0	0	0.0		0.737	37.2	~	0.838	0.547	~
37.0	106.5	0	42.0	35.0	0	0.0		0.737	37.2	~	0.833	0.544	~
38.0	101.7	0	42.0	35.0	0	0.0		0.737	37.2	~	0.829	0.541	~
39.0	101.7	0	42.0	35.0	0	0.0		0.737	37.2	~	0.824	0.538	~
40.0	101.7	0	42.0	35.0	0	0.0		0.737	37.2	~	0.819	0.535	~
41.0	101.7	1	43.0	40.0	1	0.0	81	0.692	35.7	Infin.	0.815	0.536	Non-Liq.
42.0	101.7	1	43.0	40.0	1	0.0	81	0.692	35.7	Infin.	0.810	0.540	Non-Liq.
43.0	104.5	1	43.0	40.0	1	0.0	81	0.692	35.7	Infin.	0.806	0.544	Non-Liq.
44.0	104.5	1	43.0	40.0	1	0.0	81	0.692	35.7	Infin.	0.801	0.548	Non-Liq.
45.0	104.5	1	43.0	40.0	1	0.0	81	0.692	35.7	Infin.	0.797	0.552	Non-Liq.
46.0	104.5	1	68.0	45.0	1	0.0	99	0.675	55.1	Infin.	0.792	0.555	Non-Liq.
47.0	104.5	1	68.0	45.0	1	0.0	99	0.675	55.1	Infin.	0.787	0.558	Non-Liq.
48.0	100.5	1	68.0	45.0	1	0.0	99	0.675	55.1	Infin.	0.783	0.561	Non-Liq.
49.0	100.5	1	68.0	45.0	1	0.0	99	0.675	55.1	Infin.	0.778	0.564	Non-Liq.
50.0	100.5	1	68.0	45.0	1	0.0	99	0.675	55.1	Infin.	0.774	0.567	Non-Liq.
51.0	100.5	1	57.0	50.0	1	0.0	90	0.661	45.2	Infin.	0.769	0.570	Non-Liq.
52.0	100.5	1	57.0	50.0	1	0.0	90	0.661	45.2	Infin.	0.765	0.572	Non-Liq.
53.0	100.8	1	57.0	50.0	1	0.0	90	0.661	45.2	Infin.	0.760	0.574	Non-Liq.
54.0	100.8	1	57.0	50.0	1	0.0	90	0.661	45.2	Infin.	0.755	0.577	Non-Liq.
55.0	100.8	1	57.0	50.0	1	0.0	90	0.661	45.2	Infin.	0.751	0.578	Non-Liq.
56.0	100.8	1	72.0	55.0	1	0.0	99	0.648	56.0	Infin.	0.746	0.580	Non-Liq.
57.0	100.8	1	72.0	55.0	1	0.0	99	0.648	56.0	Infin.	0.742	0.582	Non-Liq.
58.0	100.5	1	72.0	55.0	1	0.0	99	0.648	56.0	Infin.	0.737	0.583	Non-Liq.
59.0	100.5	1	72.0	55.0	1	0.0	99	0.648	56.0	Infin.	0.733	0.585	Non-Liq.
60.0	100.5	1	120.0	60.0	1	0.0	127	0.636	91.6	Infin.	0.728	0.586	Non-Liq.

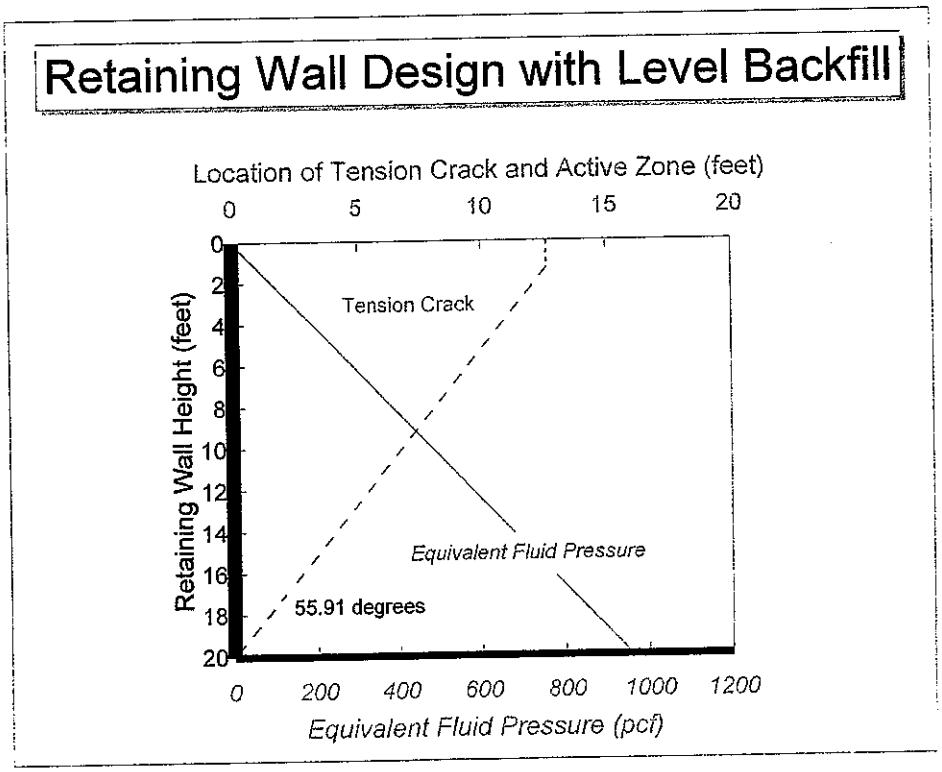
GEOTECHNOLOGIES, INC.

Project: DECRON
File #: 18725
Description: Retaining Wall Design

Retaining Wall Design with Level Backfill

Input:			
Retaining Wall Height (feet)	(H)	20.00	feet
Unit Weight of Retained Soils	(W)	120.00	pcf
Friction Angle of Retained Soils	(P)	31.00	degrees
Cohesion of Retained Soils	(C)	80.00	psf
Factor of Safety	(FS)	1.50	
Factored Parameters	*(P/FS) =*	*21.83*	*degrees*
	(C/FS) =	*53.33*	*psf*

Tension Crack =	1.31	feet
Height of Active Zone =	18.69	feet
Pressure at Base of Wall =	1026.75	psf
Maximum Horizontal Thrust =	9593.09	lbs
Location of Thrust (measured from base of wall) =	6.67	feet
Critical Failure Angle from Horizontal =	55.91	degrees
Equivalent Fluid Pressure =	47.97	pcf
Design Equivalent Fluid Pressure =	48.00	pcf



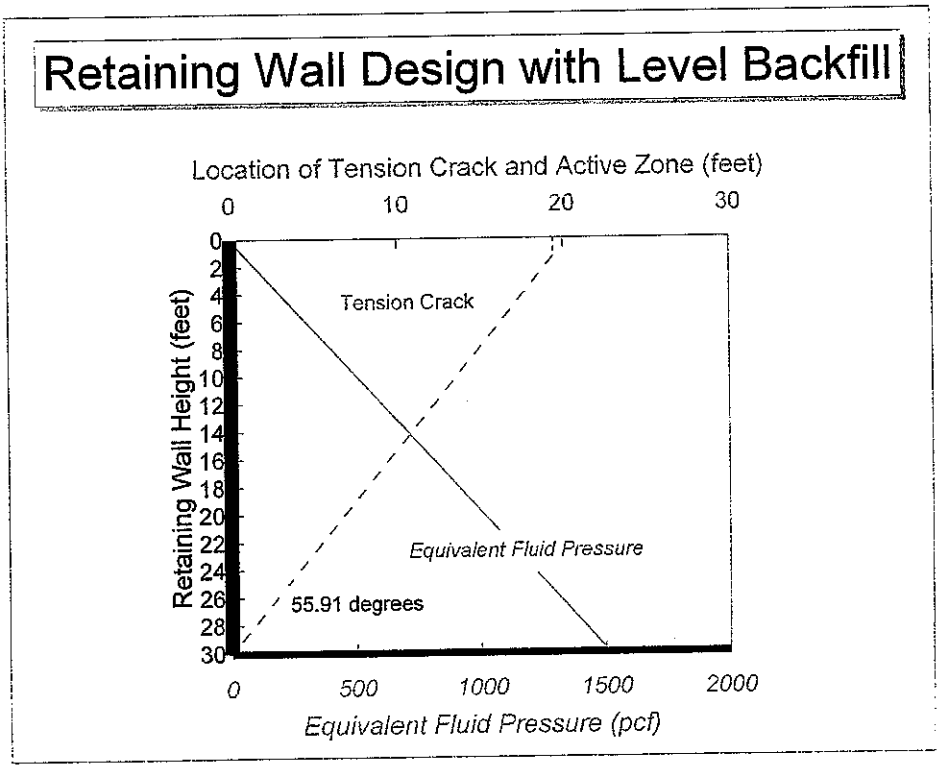
GEOTECHNOLOGIES, INC.

Project: DECRON
File #: 18725
Description: Retaining Wall Design

Retaining Wall Design with Level Backfill

Input:			
Retaining Wall Height (feet)	(H)	30.00	feet
Unit Weight of Retained Soils	(W)	120.00	pcf
Friction Angle of Retained Soils	(P)	31.00	degrees
Cohesion of Retained Soils	(C)	80.00	psf
Factor of Safety	(FS)	1.50	
Factored Parameters	*(P/FS) =*	*21.83*	*degrees*
	(C/FS) =	*53.33*	*psf*

Tension Crack =	1.31	feet
Height of Active Zone =	28.69	feet
Pressure at Base of Wall =	1576.21	psf
Maximum Horizontal Thrust =	22607.88	lbs
Location of Thrust (measured from base of wall) =	10.00	feet
Critical Failure Angle from Horizontal =	55.91	degrees
Equivalent Fluid Pressure =	50.24	pcf
Design Equivalent Fluid Pressure =	50.50	pcf



GEOTECHNOLOGIES, INC.

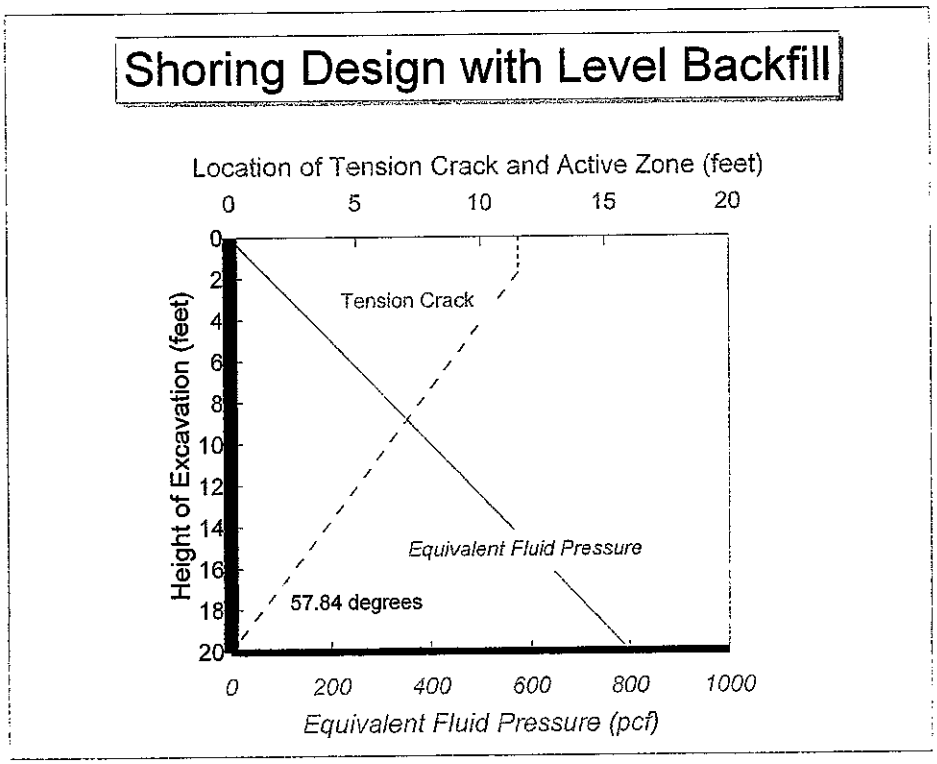
Project: DECRON
File #: 18725
Description: Shoring Design

Shoring Design with Level Backfill

Input:

Height of Excavation (feet)	(H)	20.00	feet
Unit Weight of Retained Soils	(W)	120.00	pcf
Friction Angle of Retained Soils	(P)	31.00	degrees
Cohesion of Retained Soils	(C)	80.00	psf
Factor of Safety	(FS)	1.25	
Factored Parameters	*(P/FS) =*	*25.67*	*degrees*
	(C/FS) =	*64.00*	*psf*

Tension Crack =	1.70	feet
Height of Active Zone =	18.30	feet
Pressure at Base of Excavation =	868.57	psf
Maximum Horizontal Thrust =	7949.09	lbs
Location of Thrust (measured from base of excavation) =	6.67	feet
Critical Failure Angle from Horizontal =	57.84	degrees
Equivalent Fluid Pressure =	39.75	pcf
Design Equivalent Fluid Pressure =	40.00	pcf



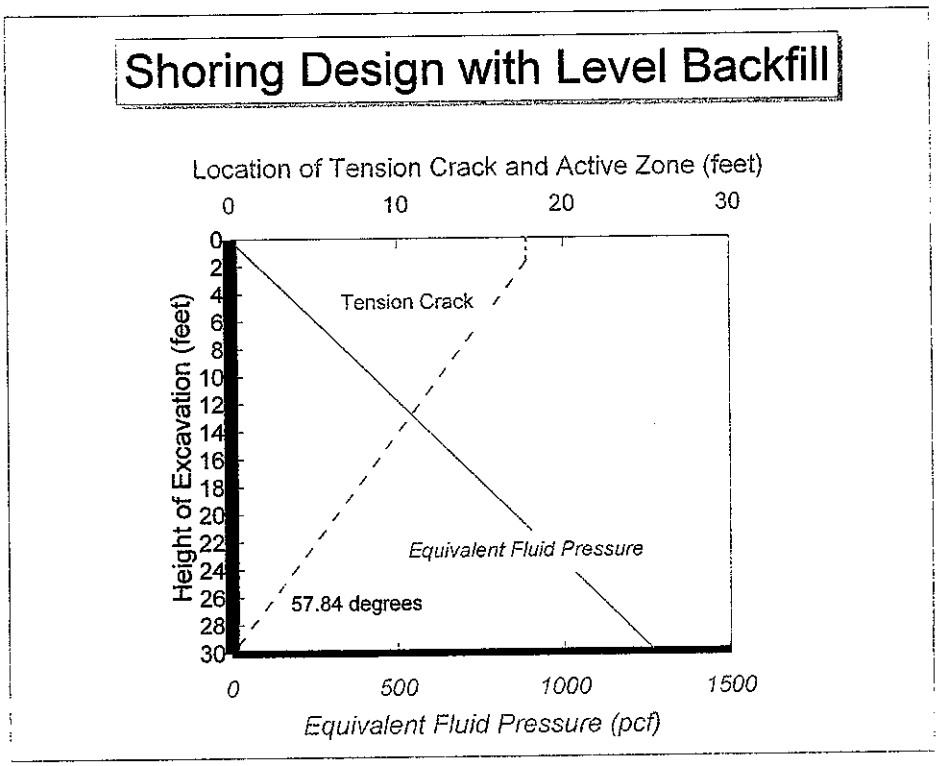
GEOTECHNOLOGIES, INC.

Project: DECRON
File #: 18725
Description: Shoring Design

Shoring Design with Level Backfill

Input:			
Height of Excavation (feet)	(H)	30.00	feet
Unit Weight of Retained Soils	(W)	120.00	pcf
Friction Angle of Retained Soils	(P)	31.00	degrees
Cohesion of Retained Soils	(C)	80.00	psf
Factor of Safety	(FS)	1.25	
Factored Parameters	*(P/FS) =*	*25.67*	*degrees*
	(C/FS) =	*64.00*	*psf*

Tension Crack =	1.70	feet
Height of Active Zone =	28.30	feet
Pressure at Base of Excavation =	1343.11	psf
Maximum Horizontal Thrust =	19007.50	lbs
Location of Thrust (measured from base of excavation) =	10.00	feet
Critical Failure Angle from Horizontal =	57.84	degrees
Equivalent Fluid Pressure =	42.24	pcf
Design Equivalent Fluid Pressure =	42.50	pcf



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LOS ANGELES, CA 90012

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RAYMOND CHAN
EXECUTIVE OFFICER

SOIL REPORT CORRECTION LETTER

January 14, 2005

LOG # 46410
SOILS FILE - 2

Decron Properties
6222 Wilshire Blvd.
Los Angeles, CA 90048

TRACT: PM 72
LOT: FR C (ARB 1) - D(ARB 1) & A (ARB1) - B (ARB1)
LOCATION: 7210-7250 W. Manchester Ave & 8601-8731 Lincoln Blvd.

CURRENT REFERENCE REPORT/LETTER(S)	REPORT NO.	DATE(S) OF DOCUMENT	PREPARED BY
Soil Report	18725	10/11/2004	Geotechnologies, Inc.

The referenced report providing recommendations for the proposed apartment building has been reviewed by the Grading Division of the Department of Building and Safety. According to the report, the project will consist of a four to six-story structure constructed over two to three -level subterranean parking garage. Excavations will be required for the subterranean garage. The excavations will be approximately 20 to 30 feet in vertical height. Shoring will be required for the safe excavation. The proposed foundation will be in natural soil.

The liquefaction study included as a part of the report demonstrates that the site does not possess liquefaction potential. This satisfies the requirement of the State of California Public Resources Code, Section 2690 et seq. (Seismic Hazard Mapping Act).

The location of the proposed structures is not clearly shown on the plot plan. The field investigation is spread from 7250 Manchester Blvd - Boring 1, to Loyola Blvd (8731 Lincoln Blvd) - Boring 13. The borings are located adjacent to the existing structures. It is not clear if the existing structures are subject to demolition. In addition, it appears that the address of 7270 Manchester does not exist.

The review will be continued upon submittal of an addendum to the reports which includes, but need not be limited to, the following:

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1. Provide correct address/legal description for the project site only.

2. Label proposed structures on the plot plan.

ANDRZEJ T. SZPIKOWSKI
Geotechnical Engineer II

ATS/ats
46410

(213) 482-0480

cc: Geotechnologies, Inc.
Applicant
WLA District Office

Geotechnologies, Inc.
Consulting Geotechnical Engineers

439 Western Avenue
Glendale, California 91201-2837
818.240.9600 • Fax 818.240.9675

February 1, 2005
File No. 18725

Decron Properties
15350 Van Nuys Boulevard, Suite 410
Van Nuys, California 91406

Attention: Ilana Stein

Subject: Addendum to Geotechnical Engineering Investigation
Proposed Apartment Building, 7210 - 7250 West Manchester Avenue and
8601 - 8731 Lincoln Boulevard, Playa Del Rey, California

Reference: *Report by Geotechnologies, Inc.:*
Geotechnical Engineering Investigation, dated October 11, 2004.

City of Los Angeles Correspondence:
Letter, dated January 14, 2005.

Ladies and Gentlemen:

This letter has been prepared in response to the City of Los Angeles correspondence referenced above. That letter notes that the report by this office dated October 11, 2004 could not be approved until the correct address of the property was provided and the proposed structures are more clearly label ed on the plot plan.

It is the understanding of this firm that the correct address of the project is 7210 - 7250 West Manchester Avenue and 8601 - 8731 Lincoln Boulevard, Playa Del Rey, California.

On the labeling of the proposed structures, a Plot Plan prepared by Van Tilburg, Banvard, & Soderbergh Architects, in order to address the labeling issue is included herein.

Should you have any questions please contact this office.

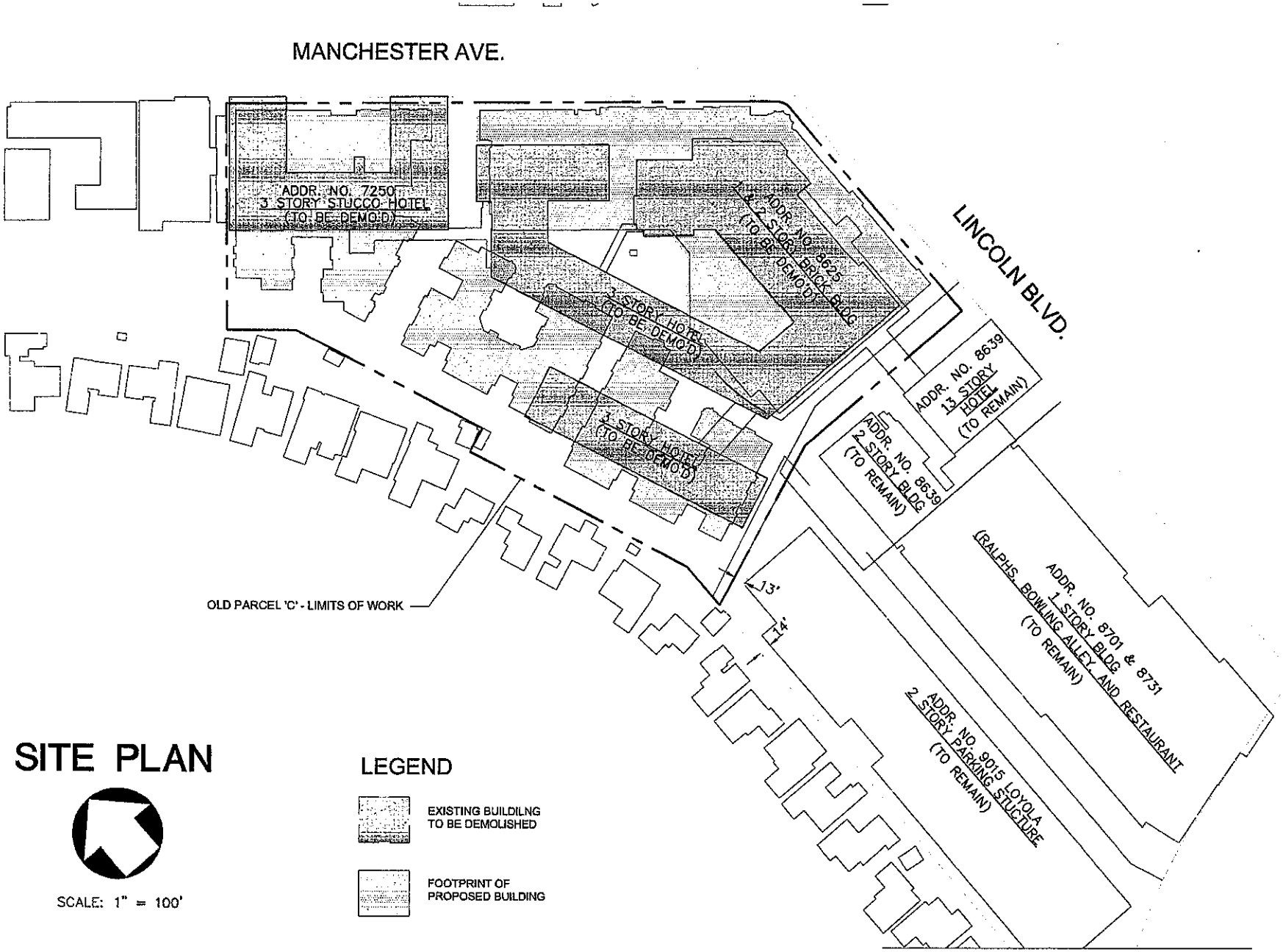
Respectfully submitted,
GEOTECHNOLOGIES, INC.

REGISTERED PROFESSIONAL ENGINEER
EDWARD F. HILL
No. 2126
Exp. 6/30/2006
GEOTECHNICAL
STATE OF CALIFORNIA

EDWARD F. HILL
G.E. 2126

Enclosures: Plot Plan
City of Los Angeles Letter dated January 14, 2005

Distribution: (3) Addressee
(3) City of Los Angeles Department of Building and Safety
(2) Group M Engineering, Attn: Jitu Mehta
(2) Van Tilburg, Banvard, & Soderbergh Architects, Attn: Jerome Scott



SITE PLAN

SCALE: 1" = 100'

LEGEND

EXISTING BUILDILNG TO BE DEMOLISHED

FOOTPRINT OF PROPOSED BUILDING

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JAMES K. HAHN
MAYOR

DEPARTMENT OF
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201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

ANDREW A. ADELMAN, P.E.
GENERAL MANAGER

RAYMOND CHAN
EXECUTIVE OFFICER

SOIL REPORT APPROVAL LETTER

May 9, 2005

LOG # 46410-01
SOILS FILE - 2

Decron Properties
6222 Wilshire Blvd.
Los Angeles, CA 90048

TRACT: PM 72
LOT: FR C (ARB 1) - D(ARB 1) & A (ARB1) - B (ARB1)
LOCATION: 7210-7250 W. Manchester Ave & 8601-8731 Lincoln Blvd.

CURRENT REFERENCE REPORT/LETTER(S)	REPORT NO.	DATE(S) OF DOCUMENT	PREPARED BY
Soil Report	18725	02/01/2005	Geotechnologies, Inc.

PREVIOUS REFERENCE REPORT/LETTER(S)	REPORT NO.	DATE(S) OF DOCUMENT	PREPARED BY
Dept. Correction Letter	46410	01/14/2005	LADBS
Soil Report	18725	10/11/2004	Geotechnologies, Inc.

The current referenced report responding to the Department Correction Letter dated 01/14/2005 has been reviewed by the Grading Division of the Department of Building and Safety.

The referenced reports provide recommendations for the proposed apartment building. According to the report dated 10/11/2004, the project will consist of a four to six-story structure constructed over two to three -level subterranean parking garage. Excavations will be required for the subterranean garage. The excavations will be approximately 20 to 30 feet in vertical height. Shoring will be required for the safe excavation. The proposed foundation will be in natural soil.

The liquefaction study included as a part of the report demonstrates that the site does not possess liquefaction potential. This satisfies the requirement of the State of California Public Resources Code, Section 2690 et seq. (Seismic Hazard Mapping Act).

The reports are acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2002 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans which clearly indicates that the soils engineer

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has reviewed the plans prepared by the design engineer and that the plans included the recommendations contained in his report.

2. All recommendations of the reports which are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

3. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)

4. A grading permit shall be obtained. (106.1.2)

5. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section 91.7011.3 of the Code.(7011.3)

6. Adequate temporary erosion control devices acceptable to the Department, and if applicable the Department of Public Works, shall be provided and maintained during the rainy season. (7013.12)
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7. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Inspection Section of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cu yd. (7007.1)
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8. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)

9. The soil engineer shall inspect all excavations to determine that conditions are as anticipated and shall make recommendations for correction of hazards found during grading. (7008.2)

10. A structure shall be considered surcharging an excavation if the structure is located within a horizontal distance from the top of the excavation equal to the depth of the excavation. (3301.2.3.2)

11. Prior to the issuance of any permit which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation. (3301.2.1)

12. The applicant is advised that recommendations contained herein for excavated banks may also be subject to the regulations of the Department of Public Works, Bureau of Engineering. B-Permit Section. (3301)
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13. Unsurcharged temporary excavation shall be trimmed back from the base of the excavation at a gradient not exceeding 1 :1 (horizontal to vertical), or shored, as recommended.

14. Shoring shall be designed for a minimum active earth pressure as specified on pages 38 and 39 of the report dated 10/11/2004; all surcharge loads shall be included into the design, as recommended.

15. Shoring shall be designed for a maximum lateral deflection of an one inch, as recommended.

16. The soils engineer shall review and approve the shoring plans prior to issuance of the permit.

17. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

18. Footings shall derive entire support from natural soils beneath any fill.

19. Slabs placed on approved compacted fill shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced maximum of 16 inches on center each way. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced maximum of 16 inches on center each way.

20. The LABC Soil Type underlying the site is S_D. The minimum horizontal distance to known seismic sources shall be in accordance with the "Maps of Known Active Fault Near Source Zones" published by ICBO. (1636A)

21. Retaining walls up to 30 feet in the height and with a level backfill shall be designed for a minimum active earth pressure, as specified on pages 25 -28 of the report dated 10/11/2004.

22. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device. (7013.11)

23. All retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soil report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record.(7015.5 & 108.9)

24. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector. (7015.5 & 108.9)

25. Basement walls and slab shall be waterproofed with an L.A. City approved "Below-grade waterproofing" material with a research report number.

26. Prefabricated drainage composites (Miradrain) (Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.

27. The dwelling shall be connected to the public sewer system. (P.BC 2001-27).

28. All roof and pad drainage shall be conducted to the street in an acceptable manner. (7013.10)

29. Soil engineer shall inspect the excavations for the footings to determine that they are founded in the recommended strata before calling the Grading Division of the Department for footing inspection. (Code Section 91.7008)

30. All friction pile or caisson drilling and installation shall be performed under the continuous inspection and approval of the soils engineer. (1807.1)

31. Basement excavations shall be performed under the continuous inspection and approval of the soils engineer.

32. Prior to the pouring of concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. He shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

33. Installation of shoring shall be performed under the continuous inspection and approval of the soils engineer. A registered grading deputy inspector approved by and responsible to the geotechnical engineer shall be required to provide continuous inspection for the proposed shoring. (1701.5.13)

34. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of shoring, protection fences and dust and traffic control will be scheduled.

35. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whatever is more restrictive. (Research Report #23835)

36. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. He shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the permit shall be included. (7011.3)

37. If compacted fill is to support the slab-on-grade, no slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

ANDRZEJ T. SZPIKOWSKI
Geotechnical Engineer II

ATS/ats
46410-01

(213) 482-0480

cc: Geotechnologies, Inc.
Applicant
WLA District Office

APPENDIX L
Alternatives Traffic Analysis

DRAFT

CRAIN & ASSOCIATES

EMAIL TRANSMITTED

January 14, 2009

Ms. Jennifer K. Johnson
Project Manager
Christopher A. Joseph & Associates
523 West 6th Street, Suite 1134
Los Angeles, California 90014

RE: Proposed Residential Development on the Manchester Avenue, West of Lincoln Boulevard - Alternatives Traffic Analysis

Dear Jennifer,

A traffic impact analysis has been conducted to assess potential traffic impacts of 3 alternatives to the proposed residential project to be developed on the south side of Manchester Avenue, half block west of Lincoln Boulevard. The study methodology of this analysis is consistent with the traffic impact analysis of the proposed project which was prepared in September 2008 by our firm. The procedures, assumptions and results of this analysis of the alternatives are detailed below.

Alternatives Trip Generation

The traffic-generating characteristics of numerous land uses are identified in ITE's Trip Generation, 7th Edition published in 2003. As needed, information from San Diego Traffic Generators by SANDAG is also utilized. These manuals are recognized as the industry standard for trip generation documentation and provide information on the trip-making profiles for many land uses. These uses include the apartment and specialty retail uses being considered as alternatives for the site. Pursuant to the Coastal Transportation Corridor Specific Plan (CTCSP), LADOT requires a traffic assessment or analysis of projects in much of the coastal area of the City, including the Venice, Mar Vista, Del Rey, Playa del Rey, Westchester and LAX areas.

2007 Sawtelle Blvd., Suite #4
Los Angeles, CA 90025
310 473 6508 (main)
310 444 9771 (fax)

www.crainandassociates.com

The CTCSP sets forth the required methodology for the analysis of PM peak-hour trips. The site generation rates shown in Table 1 were selected in accordance with the procedures set forth in the CTCSP for the PM peak-hour. Trip Generation was used for the AM peak-hour and daily time periods when rates were available and San Diego Trip Generators used in the remaining cases.

Table 1
Project Component Trip Generation Rates

Apartment (per dwelling unit) – LU 220	
Daily:	T = 6.01 (D) + 150.35
AM Peak Hour:	T = 0.49 (D) + 3.73; I/B = 20%, O/B = 80%
PM Peak Hour:*	T = 0.70 (D); I/B = 65%, O/B = 35%
Specialty Retail (per 1,000 sf) – LU 814	
Daily:	T = 44.32 (A)
AM Peak Hour:**	T = 1.2 (A); I/B = 60%, O/B = 40%
PM Peak Hour:*	T = 5 (A); I/B = 44%, O/B = 56%

Where:

T = trip ends A = area D = dwelling unit
I/B = inbound percentages O/B = outbound percentages

Source:

Trip Generation Manual, 7th Edition, Institute of Transportation Engineers, Washington DC, 2003.
* Coastal Transportation Corridor Specific Plan (CTCSP).
** San Diego Traffic Generators, San Diego Association of Governments (SANDAG), April 2002.

Using the above rates, the trip generations for the 3 alternatives were estimated and are illustrated in Table 2 below.

Table 2
Alternatives Trip Generation

ITE Code	Land-Use		Daily Trips	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Currently Proposed Project Trips									
220	Apartments	126 du	908	13	52	65	57	31	88
820	Existing Specialty Retail to be removed	(24,000) sf	(1,064)	(17)	(12)	(29)	(53)	(67)	(120)
	Area Intersection Trips		**(156)**	**(4)**	**40**	**36**	**4**	**(36)**	**(32)**
Alternative A									
220	Apartments	61 du	517	7	27	34	28	15	43
820	Existing Specialty Retail to be removed	(24,000) sf	(1,064)	(17)	(12)	(29)	(53)	(67)	(120)
	Area Intersection Trips		**(547)**	**(10)**	**15**	**5**	**(25)**	**(52)**	**(77)**
Alternative B									
220	Apartments	88 du	679	9	38	47	40	22	62
820	Specialty Retail	27,380 sf	1,213	20	13	33	60	77	137
820	Existing Specialty Retail to be removed	(24,000) sf	(1,064)	(17)	(12)	(29)	(53)	(67)	(120)
	Area Intersection Trips		**828**	**12**	**39**	**51**	**47**	**32**	**79**
Alternative C									
220	Apartments	0 du	0	0	0	0	0	0	0
820	Specialty Retail	94,860 sf	4,204	68	46	114	209	265	474
820	Existing Specialty Retail to be removed	(24,000) sf	(1,064)	(17)	(12)	(29)	(53)	(67)	(120)
	Area Intersection Trips		**3,140**	**51**	**34**	**85**	**156**	**198**	**354**

As shown in Table 2, Alternative A will generate less traffic than the proposed project while Alternative B and C will generate more traffic than the proposed project. Alternative C will generate the most traffic compare to the proposed project and other 2 alternatives.

Intersection Traffic Impacts

The traffic impacts of the 3 alternatives at all study intersections were analyzed using the same existing traffic count volumes, cumulative traffic growth assumptions and utilizing the same methodology used in the traffic impact report (e.g. trip distribution and the procedures outlined in Circular Number 212 of the Transportation Research Board[1]). The 3 alternatives assumed the same trip distribution as the proposed project trip distribution. Based on the CMA methodology, the project's impacts of the 3 alternatives on the future conditions were calculated and are summarized in Table 3.

Table 3
Critical Movement Analysis (CMA) Summary
Existing (2008) and Future (2012) Without and With Project Alternatives Trips

			Existing (2008)		Future (2012) Without Project		Future (2012) With Project								
		Peak					Alternative A			Alternative B			Alternative C		
No.	Intersection	Hour	CMA	LOS	CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact
1.	83rd St. &	AM	1.348	F	1.011	F	1.013	F	0.002	1.015	F	0.004	1.015	F	0.004
	Lincoln Bl.	PM	1.176	F	0.826	D	0.822	D	-0.004	0.830	D	0.004	0.843	D	0.017
2.	83rd St. &	AM	0.448	A	0.486	A	0.488	A	0.002	0.490	A	0.004	0.490	A	0.004
	Rayford Dr.	PM	0.389	A	0.433	A	0.427	A	-0.006	0.437	A	0.004	0.453	A	0.020
3.	Manchester Av. &	AM	0.318	A	0.365	A	0.366	A	0.001	0.366	A	0.001	0.367	A	0.002
	Pershing Dr.	PM	0.374	A	0.455	A	0.454	A	-0.001	0.457	A	0.002	0.464	A	0.009
4.	Manchester Av. &	AM	0.287	A	0.334	A	0.335	A	0.001	0.339	A	0.005	0.340	A	0.006
	Rayford Dr.	PM	0.207	A	0.243	A	0.237	A	-0.006	0.247	A	0.004	0.266	A	0.023
5.	Manchester Av. &	AM	1.140	F	0.700	B	0.703	C	0.003	0.707	C	0.007	0.707	C	0.007
	Lincoln Bl.	PM	1.260	F	0.813	D	0.794	C	-0.019	0.836	D	0.023 *	0.907	E	0.094 *
6.	Manchester Av. &	AM	0.314	A	0.350	A	0.350	A	0.000	0.351	A	0.001	0.355	A	0.005
	Loyola Bl.	PM	0.377	A	0.444	A	0.441	A	-0.003	0.449	A	0.005	0.460	A	0.016
7.	Loyola Bl. &	AM	0.539	A	0.293	A	0.293	A	0.000	0.294	A	0.001	0.295	A	0.002
	Lincoln Bl.	PM	0.776	C	0.490	A	0.487	A	-0.003	0.493	A	0.003	0.504	A	0.014

* Indicates a significant impact (LADOT Revised Scale) before mitigation.

[1] Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980

As shown above, base upon a CMA analysis, similar to the project, Alternative A will not cause a significant traffic impact at any study intersections. Otherwise, Alternative B and C are estimated to have significant traffic impacts at the study intersection of Manchester Avenue and Lincoln Boulevard.

Residential Street Impact

A residential street traffic analysis was also conducted to determine the potential traffic impacts of the 3 alternatives on the residential street segment of Rayford Drive, south of 85th Street. This selected street segment is considered the most appropriate indicator of the greatest traffic impacts the project site development could have on the surrounding residential street system.

Per LADOT policy, the determination of a residential street traffic impact is based on daily traffic volumes traversing the study street segment. LADOT defines a significant traffic impact on local streets, attributable to a project, based on a variable scale according to the criteria shown in Table 4.

Table 4
LADOT Neighborhood Traffic Impact Criteria

Projected Future ADT (With Project)	Project-Related Increase in Final ADT
0 to 999	16 percent or more
1,000 to 1,999	12 percent or more
2,000 to 2,999	10 percent or more
3,000 or more	8 percent or more

Source: LADOT Traffic Study Policies and Procedures, Revised May 2001.

The traffic impacts of the 3 alternatives at the residential street segment were analyzed using the same existing traffic count volumes, cumulative traffic growth assumptions, project trip distribution and utilizing the same methodology used in the traffic impact report. The results of the residential street impact of the 3 alternatives are summarized in Table 5.

Table 5
Residential Street Impact Analysis

Street Segment	Daily Volume: Existing (2008)	Without Project (2012)	Project Traffic	With Project (2012)	Percent Project Traffic
Alternative A					
Rayford Dr. south of 85th St.	2,350	2,630	-41	2,589	-1.58%
Alternative B					
Rayford Dr. south of 85th St.	2,350	2,630	62	2,692	2.30%
Alternative C					
Rayford Dr. south of 85th St.	2,350	2,630	236	2,866	8.23%

As shown in Table 5, none of the alternatives will trigger a significant residential street traffic impact.

Mitigation

As indicated in the preceding analyses, it is anticipated that prior to mitigation, Alternative B and Alternative C would have significant traffic impacts at the intersection of Manchester Avenue and Lincoln Boulevard. In order to address these significant impacts, it is recommended that the project implements the following mitigation measures:

- Manchester Avenue and Lincoln Boulevard – Restripe Manchester Avenue east and west of Lincoln Boulevard and modify the signal to provide dual left-turn lanes at the eastbound and westbound directions. This mitigation measure would reduce the traffic impacts for both Alternative B and Alternative C to a less than significant level.

The results of the "With Mitigation" analysis are summarized in Table 6. As shown, implementation of the mitigation measures would reduce the significant traffic impacts of Alternative B and Alternative C to a less than significant level.

Table 6
Critical Movement Analysis (CMA) Summary
Future (2012) Without and With Mitigation Measures
(Alternative B and Alternative C)

No.	Intersection	Peak Hour	Future (2012) Without Project CMA	LOS	Future (2012) With Project CMA	LOS	Impact	Future (2012) With Project + Mitigation CMA	LOS	Impact
Alternative B										
5.	Manchester Av. &	AM	0.700	B	0.707	C	0.007	0.613	B	-0.087
	Lincoln Bl.	PM	0.813	D	0.836	D	0.023 *	0.768	C	-0.045
Alternative C										
5.	Manchester Av. &	AM	0.700	B	0.707	C	0.007	0.612	B	-0.088
	Lincoln Bl.	PM	0.813	D	0.907	E	0.094 *	0.825	D	0.012

* Indicates a significant impact (LADOT Revised Scale) before mitigation.

If you have any questions, please feel free to contact me with any questions.

Sincerely,

DRAFT

George Rhyner
Senior Transportation Engineer

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