# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT

**City Planning Commission**

**Date:** Thursday, January 13, 2022
**Time:** After 8:30 a.m.*
**Place:** In conformance with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting cpc@lacity.org

**Public Hearing:** September 13, 2021
**Appeal Status:** Density Bonus Off-menu incentives and waivers are not further appealable. Conditional Uses and Site Plan Review re appealable to City Council
**Expiration Date:** January 13, 2022
**Multiple Approval:** Yes

**Case No.:** CPC-2021-2035-CU-CUB-DB-SPR-HCA
**CEQA No.:** ENV-2021-2036-CE
**Incidental Cases:** N/A
**Related Cases:** N/A
**Council No.:** 13-O'Farrell
**Plan Area:** Silver Lake-Echo Park-Elysian Valley
**Specific Plan:** N/A
**Certified NC:** Silver Lake
**Zone:** [Q]C2-1VL

**Applicant:** Sunset Twins-HH, LLC

**Representative:** Timothy Moran, Irvine & Associates, Inc.

**PROJECT LOCATION:** **3209-3227 West Sunset Boulevard**

**PROPOSED PROJECT:** The project involves the demolition of an existing one- and two-story auto shop with an adjoining surface level parking lot and the construction, use, and maintenance of a new 84,662 square-foot, seven-story mixed-use residential development consisting of 86 residential units (with 10 units reserved for Very Low-Income Households). The project will include a total 69 parking spaces within an at-grade parking garage.

**REQUESTED ACTIONS:**

1) Pursuant to CEQA Guidelines, Section 15332, Class 32 Exemption from CEQA and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24-U,26, a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is 15% greater than the 35% otherwise permitted by LAMC Section 12.22-A,25 for a total 50% Density Bonus;

3) Pursuant to LAMC Section 12.22-A,25, a Density Bonus Compliance Review to permit a housing development project consisting of 86 dwelling units, of which 10 will be set aside for Very Low Income households, requesting the following Off-Menu Incentives and Waivers of Development Standards:

   a. An Off-Menu Incentive to permit a 100% decrease in residential parking for the project site;

   b. An Off-Menu Incentive to permit a 100% decrease in required commercial parking for the project site;

   c. An Off-Menu Incentive to permit an increase of Floor Area Ratio (FAR) from 1.5:1 to 3.76:1;

   d. A Waiver of Development Standards to permit an increase in stories from three (3) stories to seven (7) stories;

   e. A Waiver of Development Standards to permit a reduction in side yard setbacks from 10 feet to 0 feet;

   f. A Waiver of Development Standards to permit a reduction in rear yard setbacks from 20 feet to 0 feet;

   g. A Waiver of Development Standards to permit a 24% reduction in required Open Space; and

   h. A Waiver of Development Standards to permit a height increase from 45 feet to 83 feet and 10 inches;

4) Pursuant to LAMC Section 12.24-W.1, a Conditional Use permit for the sale and dispensing of a full-line of alcoholic beverages for on and off-site consumption for two (2) establishments; and

5) Pursuant to LAMC Section 16.05, a Site Plan Review for a project that results in an increase of 50 or more dwelling units.

**RECOMMENDED ACTIONS:**

1) **Determine,** pursuant to CEQA Guidelines, Section 15332, Class 32, that the project is exempt from CEQA and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2) **Approve,** a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22-A,25;

3) **Approve,** a Density Bonus Compliance Review to permit a housing development project consisting of 86 dwelling units, of which 10 units will be set aside for Very Low Income households and with the following Incentives and Waivers of Development Standards:

   a. An Off-Menu Incentive to permit a 100% decrease in residential parking for the project site;

   b. An Off-Menu Incentive to permit a 100% decrease in required commercial parking for the project site;

   c. An Off-Menu Incentive to permit an increase of Floor Area Ratio (FAR) from 1.5:1 to 3.76:1;

   d. A Waiver of Development Standards to permit an increase in stories from three (3) stories to seven (7) stories;

   e. A Waiver of Development Standards to permit a reduction in side yard setbacks from 10 feet to 0 feet;

   f. A Waiver of Development Standards to permit a reduction in rear yard setbacks from 20 feet to 0 feet;

   g. A Waiver of Development Standards to permit a 24% reduction in required Open Space; and

   h. A Waiver of Development Standards to permit a height increase from 45 feet to 83 feet and 10 inches;

4) **Approve**, a Conditional Use permit for the sale and dispensing of a full-line of alcoholic beverages for on and off-site consumption for two (2) establishments; and

5) **Approve**, a Site Plan Review for a project that results in an increase of 50 or more dwelling units.

6) **Adopt,** the attached Conditions of Approval;

7) **Adopt,** the attached Findings; and

8) **Advise,** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

VINCENT P. BERTONI, AICP
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Senior City Planner

Oliver Netburn
City Planner

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**ADVICE TO PUBLIC:** *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

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## PROJECT ANALYSIS

### PROJECT SUMMARY

The project involves the demolition of an existing one- and two-story auto shop with an adjoining surface level parking lot and the construction, use, and maintenance of a new 84,662 square-foot, seven-story mixed-use residential development consisting of 86 residential units (with 10 units reserved for Very Low Income Households). The proposed project will include 2,446 square feet of retail uses and 2,168 square feet of restaurant uses. The project will provide a total 69 parking spaces within an at-grade parking garage.



*Rendering of proposed project*

The proposed building totals 84,662 square feet of floor area, for a maximum floor area ratio (FAR) of 3.76:1. The ground floor includes a 720 square-foot lobby, an electric room, a 1,431 square-foot restaurant and three (3) retail uses totaling 2,446 square feet. The ground floor also serves as a parking garage totaling 14,342 square feet for a total 69 parking spaces, as well as a residential and retail and recycle trash rooms.

The second level of the building consists ofapproximately 4,000 square feet of office space, leasing office space, two (2) recreational rooms, a maintenance room, a 737 square-foot restaurant and 1,020 square-foot bicycle parking area for 71 long-term bicycle spaces. The third level of the project consists of a 939 square foot coworking room, a 1,238 square-foot fitness room, a 1,261 square-foot lounge area, a 1,625 square-foot deck, and 14 residential dwelling units. Levels four (4) through six (6) consist of residential dwelling units. Level seven (7) consists of residential dwelling units, a 939 square-foot coworking room, and 12,100 square feet of roof deck.

The 86 residential units consist of 14 studios, 49 one-bedroom units, and 23 two-bedroom units. Out of the 86 residential units, 10 will be set aside for Very Low Income households.

The project will also provide approximately 7,020 square feet of open space, including 3,930 square feet of roof terraces, 1,740 square feet of amenities (lounge and fitness room), 1,350 of private balconies and decks. All of the outdoor open space areas will be landscaped with 983 square feet of planters, shrubs, and a minimum of 22 new trees total.

The project will provide 69 automobile parking spaces including three (3) ADA parking spaces within one at-grade parking level. Of the 69 automobile parking spaces, 57 will utilize a semi-automated parking system. The parking provided will be utilized by both the residential and commercial uses. Vehicular access is provided via a two-way driveway connected to Sunset Boulevard. The project will also provide 12 and 71 long-term bicycle parking spaces. Bicycle parking will be provided along the exterior frontage of the project along Sunset Boulevard and a 1,020 square foot bicycle parking area for 71 long-term bicycle spaces on the second level of the building.

## PROJECT BACKGROUND

### Project Site

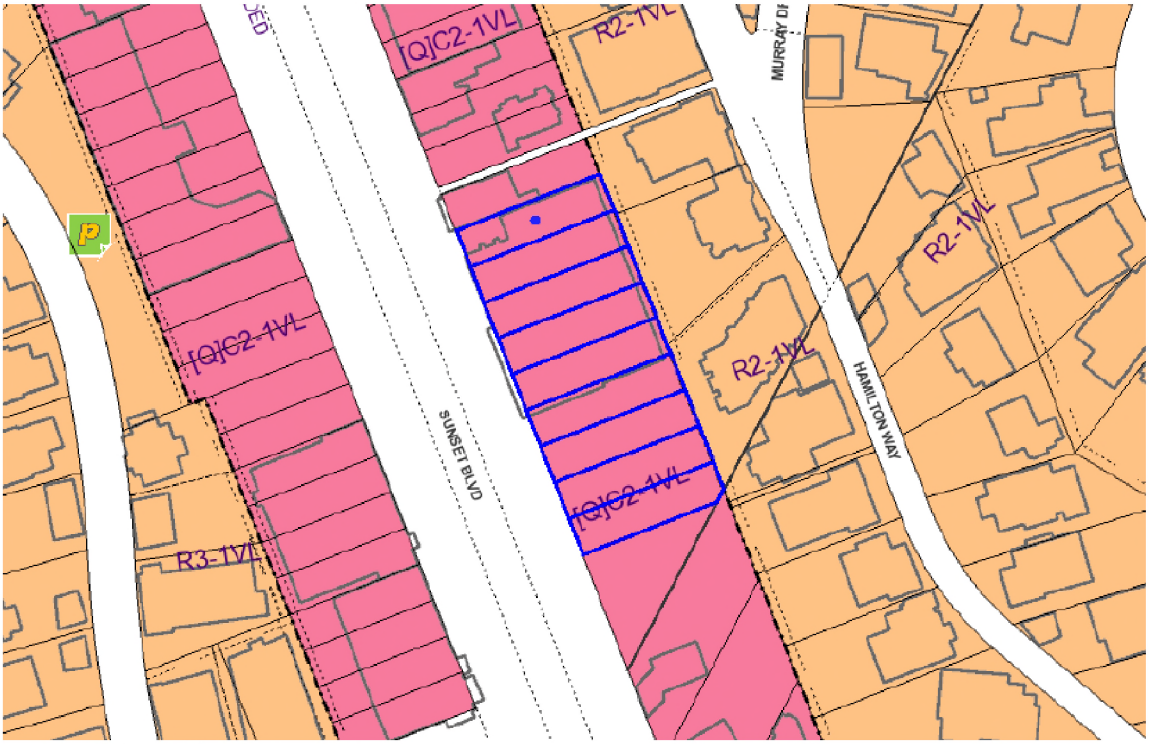
The property is located along Sunset Boulevard, with a street frontage of approximately 225 linear feet. The subject site is currently developed with a one- and two-story auto shop with adjoining surface level parking lot, as shown below, all of which are proposed to be demolished as part of the project.




*View on subject property from Sunset Boulevard*

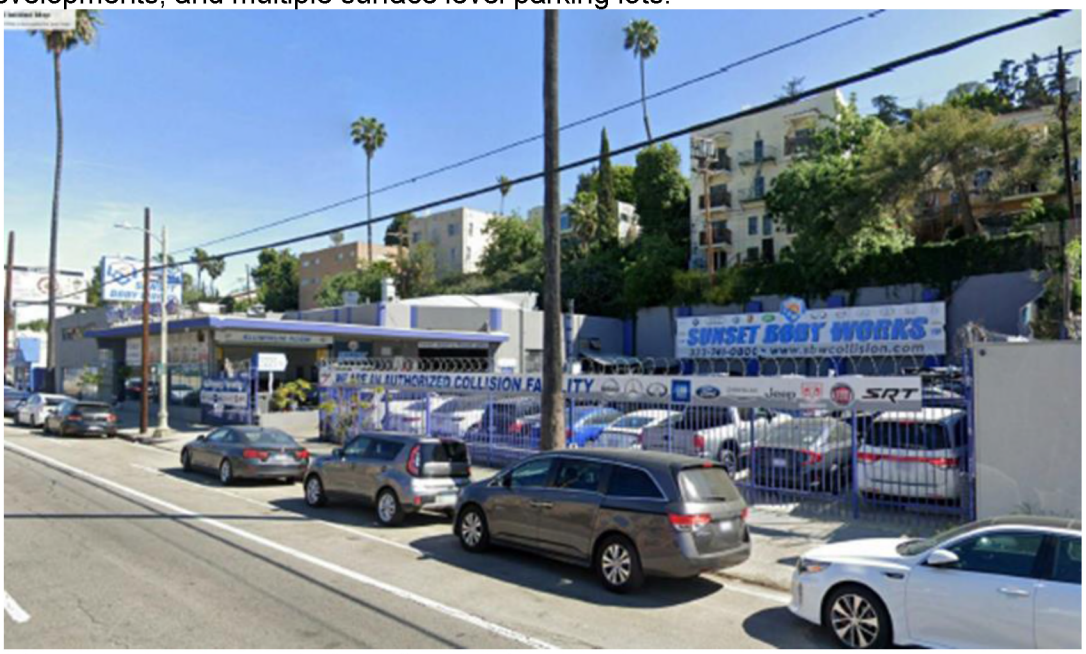
### General Plan Land Use Designation and Zoning

The project site is located within the Silver Lake-Echo Park-Elysian Valley Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for General Commercial land uses corresponding to the C1.5, C2, CR, C4 and RAS3 Zones. The project site is zoned [Q]C2-1VL and is thus consistent with the existing land use designation, as shown in the following zoning map of the property. The subject site is located within a Hillside Area, Very High Fire Hazard Severity Zone, and Special Grading Area.




*ZIMAS zoning map of subject property*

The subject property is located in an established neighborhood in the Silver Lake neighborhood long Sunset Boulevard. The surrounding area consists of a variety of medium housing types including multi-story apartment buildings and mixed-use residential buildings. Additionally, along Sunset Boulevard are various commercial uses including restaurants, bars, retail uses, mixed-use developments, and multiple surface level parking lots.




*View of subject property from Sunset Boulevard*

Properties to the north are zoned [Q]C2-1VL and R2-1VL with land use designations of General Commercial and Low Medium I Residential and are developed with one-story commercial uses, surface level parking lots and multi-story residential buildings not exceeding five-stories. Properties to the east are zoned R2-1VL with a land use designation of Low Medium I Residential and are developed with multi-story residential buildings not exceeding five-stories. Properties to the south are zoned [Q]C2-1VL with a land use designation of General Commercial and are developed with one- and two-story commercial uses, surface level parking lots and multi-story residential buildings. Properties to the west are zoned [Q]C2-1VL and R3-1VL with land use designations of General Commercial and Medium Residential and are developed with multi-story residential buildings not exceeding five (5) stories, one- to three-story commercial uses, surface level parking lots, and a three-story commercial residential mixed-use building. The project site is located approximately 2 miles from Dodger Stadium, approximately 4 miles from Elysian Park, and approximately 1.4 miles from Echo Park.

**Streets**

Sunset Boulevard, adjoining the subject property to the south, is an Avenue II with a dedicated right-of-way width of 100 feet and improved with curb, gutter, and sidewalk.

**Relevant Cases**

Subject Property: N/A

Surrounding Properties:

Case No. ZA-2011-876-CUB: On October 3, 2011, the Zoning Administrator approved the sale and dispensing of a full-line of alcoholic beverages for on-site consumption located at 2939 West Sunset Boulevard.

Case No. ZA-2015-0341-CUB-CU: On January 7, 2016, the Zoning Administrator approved the continued sale and dispensing of beer and wine for on-site consumption in conjunction with an existing restaurant and addition/legalization of existing restaurant space located at 3319 West Sunset Boulevard.

Case No. ZA-2015-610-CUB: On June 5, 2015, the Zoning Administrator approved the sale and dispensing of beer and wine for on-site consumption in conjunction with an existing restaurant located at 3112 West Sunset Boulevard.

Case No. ZA-2016-3392-CUB: On April 3, 2017, the Zoning Administrator approved the sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with an existing 3,103 square-foot restaurant located at 3129 West Sunset Boulevard.

Case No. ZA-2018-973-CUB: On August 16, 2018, the Zoning Administrator approved the sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with a restaurant located at 3200 West Sunset Boulevard.

**REQUESTED ENTITLEMENTS**

The applicant has requested a Density Bonus Compliance Review to permit a housing development project consisting of 86 dwelling units, of which 10 will be set aside for Very Low Income households, requesting the following Off-Menu Incentives and Waivers of Development Standards:

a. An Off-Menu Incentive to permit a 100% decrease in residential parking for the project site;

b. An Off-Menu Incentive to permit a 100% decrease in required commercial parking for the project site;

c. An Off-Menu Incentive to permit an increase of Floor Area Ratio (FAR) from 1.5:1 to 3.76:1;

d. A Waiver of Development Standards to permit an increase in stories from three (3) stories to seven (7) stories;

e. A Waiver of Development Standards to permit a reduction in side yard setbacks from 10 feet to 0 feet;

f. A Waiver of Development Standards to permit a reduction in rear yard setbacks from 20 feet to 0 feet;

g. A Waiver of Development Standards to permit a 24% reduction in required Open Space; and

h. A Waiver of Development Standards to permit a height increase from 45 feet to 83 feet and 10 inches.

The applicant is also requesting a Conditional Use Permit to allow a Density Bonus for a housing development project in which the density increase is 15% greater than the 35% otherwise permitted by LAMC Section 12.22-A,25 for a total 50% Density Bonus, a Conditional Use permit for the sale and dispensing of a full-line of alcoholic beverages for on and off-site consumption for two (2) establishments per LAMC Section 12.24-W.1; and a Site Plan Review for a project that results in an increase of 50 or more dwelling units per LAMC Section 16.05.

**Density Bonus / Affordable Housing Incentive Program**

In accordance with California Government Code Section 65915 and LAMC Section 12.22-A,25, in exchange for setting aside a minimum percentage of the project's units for affordable housing, the project is eligible for a density bonus, waivers, and incentives allowing for relief from development standards. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Density

The subject property is zoned [Q]C2-1VL, which limits density to one (1) dwelling unit per 400 square feet of lot area. The subject property has a total lot area of 22,449 square feet, and as such, the permitted base density on the subject property is 57 units.[1] In exchange for reserving 11% of the units for affordable housing for Very Low Income Households, the applicant is entitled

[1] Assembly Bill 2501 clarifies that density calculations that result in a fractional number are to be rounded up to the next whole number. This applies to base density, number of bonus units, and number of affordable units required to be eligible for the density bonus.

to a maximum 35 percent density bonus by-right. The applicant is seeking an additional 15 percent density bonus (or a total of a 50 percent density bonus) through a Conditional Use to allow for the proposed 86 dwelling units to be built on the site.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that "the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established." As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35 percent would extend the existing set-aside charts located in Section 12.22-A,25 of the LAMC. LAMC Section 12.24-U,26, which implements this provision of State law, states, as a Conditional Use, a project may be granted additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Consistent with this Section, Table 1 below illustrates how the maximum allowable Density Bonus increases for every unit set aside for Very Low Income Households (2.5 percent density increase for every additional one (1) percent of Very Low Income units provided), based on the base density and the chart prescribed in Section 12.22-A,25 of the LAMC.

*Table 1: Density Bonus Percentages*

| Very Low Income Units (Percentage of Base Density) | Maximum Density Bonus Permitted (Based on Base Density) |
|---|---|
| *5 %** | *20 %** |
| *6 %** | *22.5 %** |
| *7 %** | *25 %** |
| *8 %** | *27.5 %** |
| *9 %** | *30 %** |
| *10 %** | *32.5 %** |
| *11 %** | *35 %** |
| *12%** | *37.5%** |
| *13%** | *40%** |
| *14%** | *42.5%** |
| *15%** | *45%** |
| *16%** | *47.5%** |
| *17%** | *50%** |

**Existing set-aside chart as listed in Section 12.22-A,25 of the LAMC*

For the subject property, a 35 percent by-right density bonus would allow for 77 units (equal to an increase of 19.95 rounded up to 20 units beyond the 57-unit base density) to be constructed on the project site. As illustrated in Table 1 above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or seven

(7) units, for Very Low Income Households. The applicant is seeking an additional 15 percent density bonus (for a total of a 50% density bonus from the base density) through a Conditional Use to allow for a total of 86 dwelling units, representing an increase of nine (9) units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 15 percent density bonus, as shown in Table 1, the project must set aside at least 17 percent of the base density, equal to 10 units, for Very Low Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in seven (7) affordable units and the Conditional Use request results in an additional three (3) units for a total of 10 affordable units.

Incentives

Pursuant to the LAMC and Government Code Section 65915, the applicant is entitled to three Incentives, in exchange for reserving 17 percent of the base density for affordable households. The proposed project will set aside 10 units, equal to approximately 17 percent of the base number of units, for affordable households. Accordingly, the applicant has requested three (3) Incentives:

a. **Reduction in Residential Parking (Off-Menu) –** Pursuant to LAMC Section 12.21.A.4 the proposed project is required to provide 109 residential parking spaces for 14 studios, 49 one-bedroom units, and 23 two-bedroom units. The applicant is requesting an off-menu incentive to permit zero residential parking spaces pursuant to LAMC Section 12.22.A(g)3; and

b. **Reduction in Commercial Parking (Off-Menu) -** Pursuant to LAMC Section 12.21.A.4 the proposed project is required to provide 50 commercial parking spaces for 8,353 square feet of commercial floor area. The applicant is requesting an off-menu incentive to permit zero commercial parking spaces pursuant to LAMC Section 12.22.A(g)3; and

c. **Increased Floor Area Ratio (Off-Menu) -** The subject property is zoned [Q]C2-1VL. The property's residential zoning permits a maximum FAR of 1.5:1, equal to a maximum of 22,500 square feet of total building area. Per LAMC Section 12.22-A,25(g)3, the applicant is requesting an off-menu incentive to permit a maximum 3.76:1 FAR in lieu of the otherwise permitted 1.5:1 FAR. The project proposes a total of 84,662 square feet of building area, for an FAR of 3.76 to 1.

Waiver of Development Standards

Per California Government Code Section 65915(e)(1) and Section 12.25-A,25(g) of the LAMC, a Housing Development Project may also request other "waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria…at the densities or with the concessions or incentives permitted under [State Density Bonus Law]". In addition to the Off-Menu Incentives, the project has requested five (5) Waivers of Development Standards, as follows:

a. **Increased Stories –** The subject is zoned [Q]C2-1VL with Height District 1VL which allows for a maximum height of 45 feet. The project is requesting a waiver of development standards to allow for an increase in height resulting in an increase in stories to seven (7) stories in lieu of the permitted three (3) stories.

b. **Reduced Side Yard -** An off-menu incentive to permit a reduction in the required easterly side yard setback to allow a side yard setback of zero feet in lieu of the required 10' side yard setback pursuant to LAMC 12.14-C.

c. **Reduced Rear Yard -** An off-menu incentive to permit a reduction in required rear yard setback to allow a rear yard setback of zero feet in lieu of the required 19' rear yard setback pursuant to LAMC 12.14-C.

d. **Reduced Open Space** – Pursuant to LAMC 12.21.g the proposed project is required to provide 9,175 square feet of open space for the 86 residential units. The project is requesting a waiver of development standards to allow a 24 percent reduction in open space to allow a total 6,973 square feet of open space for the entire project. The project proposes to provide a total 7,020 square feet of open space.

e. **Increased Height** - The subject is zoned [Q]C2-1VL with Height District 1VL which allows for a maximum height of 45 feet. The project is requesting a waiver of development standards to allow for an increase in height for a maximum 83 feet and 10 inches in lieu of the otherwise permitted 45 feet in height.

Housing Replacement

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015, to demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

On September 28, 2016, Governor Brown signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied vacant “Protected Units” unless the proposed housing development project replaces those units.

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated December 22, 2020, there are no dwelling units subject to replacement. The project will comply with all applicable requirements to the satisfaction of HCIDLA.

## PUBLIC HEARING

An initial Public Hearing was held telephonically for Case No. CPC-2021-2035-DB-CU-CUB-SPR-HCA on Monday, September 13, 2021. The hearing was attended by the applicant, the applicant’s representatives and members of the community. The members of the public raised concerns with regards to the reduced parking request, the proposed density, the proposed height and stories for the building, and concerns over environmental impacts.

Subsequent to the public hearing, staff has received 17 correspondences in opposition of the project and three (3) correspondences in support. Public comments opposing the project are concerned about the project's height, density, insufficient parking, health impacts, environmental cumulative impacts, safety issues regarding lack of parking, not enough affordable units, quantity of requested concessions, compatibility to the surrounding neighborhood, and the affect on small businesses. Comments in support of the project complimented the design, provided open space and landscaping, affordable units, providing needed housing, use of ground floor, and location near public transit.

**PROFESSIONAL VOLUNTEER PROGRAM**

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on August 10, 2021. The following issues, concerns, and recommendations were discussed:

Pedestrian First:

- Other than the change in mullion colors for storefront at residential lobby, there is little to distinguish this pedestrian entrance—which should be *emphasized* if gaining DB incentives--from the retail or restaurant frontages; please develop a way to foreground and differentiate this from the other entries to commercial spaces.
- Parking roll-down grille or gate seems the most dominant element on Sunset Boulevard façade; nearby lobby entrance must better compete for prominence here.
- LADOT is in the process of revising their driveway design guidelines; even on an intense boulevard such as Sunset there is a desire to minimize driveway widths to the extent possible; a 20' x 20' pull-out is considered the minimum

360° Design:

- A well-organized plan, on a difficult site and the (predominant) implementation of parking stackers is to be applauded
- Sunset is almost the only elevation that is visible (with N and S buried in steep hillside from Sunset) and, unfortunately, is dominated by the garage entrance
- Applicant should provide clarification of *amenity offices* intended use, whether for storage, leasing, back-of-house for retail/restaurants spaces, etc.

Climate-Adapted:

- Good relationships between sixth-floor deck, the second-floor deck and adjacent fitness/lounge areas, with views to/from Sunset Boulevard
- Be aware that Streets LA's Urban Forestry Division has extensive spacing guidelines that may limit the number and placement of street trees in relationship to each other and existing infrastructure, e.g. 20' from power poles or street lights, 8' from driveway aprons, 6' from water or gas meters or other utility vaults, etc.
- Sidewalk of < 12'-wide will also limit tree well widths to 4' maximum so—while coast live oaks and sycamores are absolutely fantastic—choice will be constrained here to smaller-growing species of street tree; see updated *Draft Tree List for Public Right of Way*
- While the planter sizes and depths are more generous than we usually see proposed, the 6' x 8' ones (182 cu. ft.) will still be likely to limit the canopy diameter to < 15'; in the largest one (on upper deck, 355 cu. ft.) the tree may attain close to a 20' diameter canopy. Please do not include any *palms* in satisfying the 21 required trees count and could a local native plant species be substituted for the Podocarpus hedge/screening plant?; see draft *Native Hedges* document for suggestions
- Appreciate that shade studies were performed; could additional solar analysis reveal measures to respond to orientation by shading windows to cut glare and heat gain.

The applicant made changes to the original proposed entitlement requests for the project by increasing the quantity of requested incentives from two (2) to three (3) which then required the project to provide a minimum 15% of affordable units. Subsequently, the scope of the project evolved from providing 82 residential units with eight (8) units set aside for Very Low Income Households to 86 residential units with 10 units set aside for Very Low Income Households. The change in the requested incentives allowed for the additional of two (2) affordable units. The applicant also decreased the square footage of commercial/retail floor area from 9,376 square feet to 8,353 square feet. Additionally, the applicant will comply with the planting recommendations.

## CONCLUSION

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project is categorically exempt from CEQA. Staff also recommends that the City Planning Commission approve the Density Bonus incentives and waivers of development standards and the Conditional Use for an additional 15 percent density bonus (for a total of 50 percent density bonus from the base density), thereby approving the project as proposed.

## CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A,25 and 12.24-U,26 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

### A. Development Conditions

#### Density Bonus

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans, submitted by the applicant, stamped "Exhibit A," and attached to the subject case file.

2. **Residential Density**. The project shall be limited to a maximum density of 86 dwelling units, including the on-site restricted affordable units.

3. **On-Site Restricted Affordable Units.**

    a. A minimum of 17 percent of the base dwelling units (10 units) permitted in the C2 Zone, shall be reserved as affordable units, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2).

    b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 17 percent (10 units) of the site's base density units available to Very Low Income Households, for sale or rental as determined to be affordable to such Households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of HCIDLA. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination for more information.

5. **Incentives.**

    a. **Residential Parking.** The project shall be permitted to provide zero residential parking spaces in lieu of the required 109 residential parking spaces otherwise permitted by LAMC Section 12.21.A.4.

    b. **Commercial Parking.** The project shall be permitted to provide zero commercial parking spaces in lieu of the required 50 commercial parking spaces otherwise permitted by LAMC Section 12.21.A.4.

    c. **Floor Area Ratio (FAR)**. The project shall be permitted a maximum Floor Area Ratio (FAR) of 3.76 to 1 in lieu of the 1.5 to 1 otherwise permitted by the [Q]C2-1VL Zone.

6. **Waivers of Development Standards.**

   a. **Stories**. The subject is zoned [Q]C2-1VL with Height District 1VL which allows for a maximum height of 45 feet. The project is requesting a waiver of development standards to allow for an increase in height resulting in an increase in stories to seven (7) stories in lieu of the permitted three (3) stories.

   b. **Side Yards**. The project shall be permitted to observe a zero foot easterly side yard in lieu of the 10 feet otherwise required by LAMC Section 12.14-C.

   c. **Rear Yard.** The project shall be permitted to observe a zero foot rear yard in lieu of the 19 feet otherwise required by the LAMC Section 12.14-C.

   d. **Open Space**. Pursuant to LAMC 12.21.g the proposed project is required to provide 9,175 square feet of open space for the 86 residential units. The project is requesting a waiver of development standards to allow a 24 percent reduction in open space to allow a total 6,973 square feet of open space for the entire project. The project proposes to provide a total 7,020 square feet of open space.

   e. **Height**. The subject is zoned [Q]C2-1VL with Height District 1VL which allows for a maximum height of 45 feet. The project is requesting a waiver of development standards to allow for an increase in height for a maximum 83 feet and 10 inches in lieu of the otherwise permitted 45 feet in height.

7. **Parking**.

   a. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

   b. **Bicycle Parking**. Bicycle parking shall be provided consistent with LAMC Section 12.21-A,16.

8. **Landscaping:**

   a. All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.

   b. The landscaping shall be sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O".

9. **Circulation.** The applicant shall submit a parking and driveway plan to the Los Angeles Department of Transportation (LADOT) for approval.

10. **Solar.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

11. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

12. **Construction Generators.** The project construction contractor shall use on-site electrical sources and solar generators to power equipment rather than diesel generators, where feasible.

13. **Materials**. A variety of high quality exterior building materials, consistent with Exhibit A, shall be used. The variety of materials used shall include at least the following: cement plaster finish, aluminum store front system, exterior cladding. Substitutes of an equal quality shall be permitted, to the satisfaction of the Department of City Planning.

14. **Mechanical Equipment**. All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in the front yard, shall be screened with landscaping and/or materials consistent with the building façade on all exposed sides (those not adjacent to a building wall).

15. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

16. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

17. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

## B. Administrative Conditions

18. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

19. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

20. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

21. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

22. **Approvals, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the

subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

23. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

24. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

25. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

26. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

27. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

28. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

29. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

30. **Indemnification and Reimbursement of Litigation Costs.**

    Applicant shall do all of the following:

    a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of

this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

## FINDINGS

**Density Bonus/Affordable Housing Incentives Compliance Findings**

1. **Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the decision-maker shall approve a density bonus and requested incentive(s) unless the Commission finds that:**

   a. ***The Incentives do result in identifiable and actual cost to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.***

   The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do result in identifiable and actual cost to provide for affordable housing costs per State Law. The California Health and Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental Households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds depending on affordability levels.

   Based on the set-aside of 17% percent of the base density for Very Low Income Households, the applicant is entitled to three (3) incentives under both Government Code Section 65915 and the LAMC. The request for FAR increase, residential parking reduction and commercial parking reduction qualify as requested Incentives. The remaining requests to allow for an increase in height and maximum stories and reduction in side and rear yard setbacks, and reduced open space requirements are waivers of development.

   *Residential Parking*

   Pursuant to LAMC Section 12.21.A.4 the proposed project is required to provide 109 residential parking spaces for 14 studios, 49 one-bedroom units, and 23 two-bedroom units. The applicant is requesting an off-menu incentive to permit zero residential parking spaces pursuant to LAMC Section 12.22.A(g)3.

   The requested reduction in residential parking will allow the affordability of construction costs for the residential units. Granting the incentive would result in a building design that encompasses a greater quantity of units while allowing for the construction of additional affordable units. This Incentives supports the applicant's decision to set aside a minimum of ten (10)dwelling units for Very Low Income Households for 55 years.

   *Commercial Parking*

   Pursuant to LAMC Section 12.21.A.4 the proposed project is required to provide 50 commercial parking spaces for 8,353 square feet of commercial floor area. The applicant is requesting an off-menu incentive to permit zero commercial parking spaces pursuant to LAMC Section 12.22.A(g)3; and

   The requested reduction in residential parking will allow the affordability of construction costs for the residential units. Granting the incentive would result in a building design that encompasses a greater quantity of units while allowing for the construction of

additional affordable units. This Incentives supports the applicant's decision to set aside a minimum of ten (10) dwelling units for Very Low Income Households for 55 years.

*Floor Area Ratio (FAR)*

The subject property is zoned [Q]C2-1VL. The property's residential zoning permits a maximum FAR of 1.5 to 1, equal to a maximum of 22,500 square feet of total building area. The applicant is requesting an off-menu incentive for a 150 percent increase in FAR, up to 3.76 to 1 to allow for a total building area of 84,662 square feet.

The requested increase in FAR will allow for the construction of affordable units in addition to larger-sized dwelling units. Granting of the incentive would result in a building design and construction efficiencies that provide for affordable housing costs; it enables the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size while providing a variety of unit types. This Incentives supports the applicant's decision to set aside 10 dwelling units for Very Low Income Households for 55 years.

**b.** ***The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)***

A project that provides at least 5 percent of its base density for Very Low Income Households may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

*Stories*

The subject is zoned [Q]C2-1VL with Height District 1VL which allows for a maximum height ofthree (3) stories. The proposed project is a seven-story mixed-use residential building, therefore has requested an increase in stories to allow seven (7) stories in lieu of the permitted three (3) stories.

*Height*

The subject is zoned [Q]C2-1VL with Height District 1VL which allows for a maximum height of 45 feet. The project is requesting a waiver of development standards to allow for an increase in height for a maximum 83 feet and 10 inches in lieu of the otherwise permitted 45 feet in height.

*Side Yard Setback*

Pursuant to LAMC Section 12.14-C, the site requires a side yard setback not less than five (5) feet. For a building more than two (2) stories in height, one-foot shall be added to the depth of such side yard for each additional story above the second story. The proposed project is a seven-story mixed-use residential building, therefore has requested a 100% reduction to allow for a zero side yard setback in lieu of the 10 feet required side yard setback.

*Rear Yard Setback*

Pursuant to LAMC Section 12.14-C, the site requires a rear yard setback not less than 15 feet. For a building more than three (3) stories in height, one-foot shall be added to the depth of such side yard for each additional story above the second story. The proposed project is a seven-story mixed-use residential building, therefore has requested a 100% reduction to allow for a zero rear yard setback in lieu of the 19 feet required side yard setback.

*Open Space*

Pursuant to LAMC 12.21.g the proposed project is required to provide 9,175 square feet of open space for the 86 residential units. The project is requesting a waiver of development standards to allow a 24 percent reduction in open space to allow a total 6,973 square feet of open space for the entire project. The project proposes to provide a total 7,020 square feet of open space.

As proposed, the granting of these waivers will allow for the construction of the affordable residential units given the quantity of units allowed under the density bonus and within the 3.76 to 1 floor area ratio granted under the Incentives

c. ***The Incentive will have a Specific Adverse Impact upon public health and safety or the physical environment or any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income Households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.***

There is no evidence that the proposed density bonus incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A,25(b).

The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project is located in a Hillside area and Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project's proposed incentives will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

d. **The incentives are contrary to state or federal law.**

None of the incentive are contrary to state of federal law.

**Conditional Use Findings**

**2. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

The property has a frontage along Sunset Boulevard. The subject property is comprised of nine (9) lots consisting of approximately 22,449 square feet of lot area with a street frontage of approximately 225 linear feet along Sunset Boulevard. The project site is currently developed a one- and two-story auto shop with adjoining surface level parking lot, all of which are proposed to be demolished as part of the project.

The project involves the demolition of an existing one- and two-story auto shop with an adjoining surface level parking lot and the construction, use, and maintenance of a new 84,662 square-foot, seven-story mixed-use residential development consisting of 86 residential units (with 10 units reserved for Very Low Income Households). The project will include a total 69 parking spaces within an at-grade parking garage.

Conditional Use - Density Bonus Above 35%

The project will perform a function by replacing an existing auto shop and surface level parking lot with a new 86-unit development thereby adding to the city's housing stock. The existing auto shop with adjoining surface level parking lot is not a permitted use allowed under the Q Condition and does not utilize the site's full potential in providing a function that is essential and beneficial to the city and the region.

The additional 15 percent density bonus (beyond the 35 percent permitted through a by-right density bonus) approved herein results in an additional nine (9) units, for a total of 86 units. In exchange, the project will set aside 17 percent of the base density, or 10 units for Very Low Income Households for a minimum of 55 years.

Conditional Use - Alcohol

The project also proposes the sale and dispensing of a full-line of alcoholic beverages for on and off-site consumption in conjunction with two (2) on-site establishments.

A variety of commercial uses are an intrinsic part of the service amenities necessary for the conservation, development, and success of a vibrant neighborhood. In particular, the Silver Lake-Echo Park-Elysian Valley neighborhood is known for its bar, restaurant, small retail businesses and recreational experiences. The availability of restaurants and bar with alcoholic beverage services for on and off-site consumption will offer a dining and drinking amenity that caters to the local community, on-site residents of the subject mixed-use residential building and visitors to Sunset Boulevard. The grant will allow this service and does not represent the introduction of a use uncommon to the area, as there are restaurants and bars in the vicinity that sell alcoholic beverages.

The grant with conditions ensures the project will continue to be compatible with surrounding uses, and will continue to allow the hotel and restaurant establishments to be competitive and viable dining options in the area. Conditions from the previous grant have been carried over, and address mode and character, safety and security and responsible management. Therefore, the availability of alcoholic beverages in conjunction with the hotel operation will provide a convenient and beneficial service to the local community, employees, patrons and residents in the neighborhood.

Therefore, the proposed 86-unit development, including the 10 units set aside for Very Low Income Households and the allowed sale and dispensing of a full-line of alcoholic beverages within two on-site establishments, the project will perform a function that is essential and beneficial to the city and the region.

3. **That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood or the public health, welfare, and safety.**

The proposed project consists of the construction of a new seven-story 86 dwelling unit mixed-use residential development. The project site is currently developed with a one- and two-story auto shop with a surface level parking lot which will be demolished as part of the proposed development.

Conditional Use - Density Bonus Above 35%

The property is located within the Silver Lake-Echo Park-Elysian Valley Community Plan, a densely populated portion of the City of Los Angeles. The project site is located in an urbanized area surrounded by residential and commercial zones and are generally developed. The subject property is located along Sunset Boulevard, an urbanized area surrounded by residential and commercial zones. Surrounding the project site are a variety of multi-story residential buildings as well as a wide variety of commercial uses along Sunset Boulevard, including but not limited to; restaurants, bars, retail stores, mini-shopping centers, mixed-use residential buildings, and surface level parking lots. The subject property is not adjacent to any single-family zoned properties. Rather, it is surrounded by properties zoned for commercial and medium residential uses. Therefore, the construction of the housing development will serve to benefit the neighborhood rather than degrade it.

The façades are well-articulated and features a prominent ground level that distinguishes it from the remaining levels. The residential lobby and commercial uses including retail and restaurants located at the ground level will engage pedestrians at this level along Sunset Boulevard, which will likely receive the majority of the local circulation. Well-designed landscaping will create a pleasing transition the pedestrian realm of the sidewalk to the façade of the building. Therefore, the project is compatible with the surrounding neighborhood and will not adversely affect nor degrade adjacent properties, surrounding neighborhood, or the public health, safety, or welfare.

With the exception of the requests herein, the proposed project is otherwise entirely consistent with the requirements of the underlying zone. The project's significant features, including the proposed building's use, density, and FAR, are permitted by the underlying zone and the provisions of Density Bonus law. The project has been designed to include landscaping, open space amenities, and on-site parking.

Conditional Use - Alcohol

In addition, the sale and dispensing of a full-line of alcoholic beverages for on and off-site consumption is a service that is compatible with the surrounding neighborhood. The project is located along Sunset Boulevard, a commercial boulevard with a variety of dining venues and bars. The added sale of alcoholic beverages at the subject mixed-use residential building will blend in with current establishments in the community while also being a nearby service to on-site residents and community members alike.

Following review of the administrative record, the project and its operating characteristics were found to be consistent with the surrounding neighborhood. The operating conditions in

conjunction with the Monitoring, Verification and Inspection Program (MViP) will allow the City the opportunity to monitor and verify compliance of the conditions incorporated in this grant. The conditions imposed by this grant include but are not limited to the installation of a camera surveillance system, the utilization of electronic age verification devices to deter underage drinking and purchases, and the requirement that the operator monitor the area under their control in an effort to prevent the loitering of persons on the premises as a means to alleviate the potential effects from the sale of alcohol.

Given the proposed project's location within the Silver Lake-Echo Park-Elysian Valley Community Plan area, along with the existing development in the immediate vicinity of the subject property and its proximity to commercial thoroughfares, the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

**4. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

The project site is located within the Silver Lake-Echo Park-Elysian Valley Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for General Commercial land uses corresponding to the C Zone. The project site is zoned [Q]C2-1VL and is thus consistent with the existing land use designation. The subject property is not located within the boundaries of and is not subject to any specific plan or community design overlay.

The proposed project conforms to the following goals, objectives and policies of the Community Plan:

Goal 1: A safe, secure, and high quality residential environment for all community residents.

Objective 1.1: Achieve and maintain a housing supply and distribution of multiple family, low income and special needs housing opportunities in the Community Plan Area.

Policy 1.1.6: Promote the preservation of existing single and multi-family neighborhoods.

Objective 2.4: Reinforce the identity of distinct commercial districts through the use of design guidelines and development standards.

Policy 2.4.2: Require that mixed-use projects and development in pedestrian-oriented areas be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses.

The project is a residential development with 10 units restricted for families or persons of Very Low Income and maximizes the property's development potential. The project's Very Low Income and market rate units satisfy both the needs of affordable housing as well as the City's need for more housing overall. The project will result in the net addition of 10 covenanted affordable dwelling units in a community in-need of more affordable housing.

The project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element. The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August

2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The project supports the following goal and objective of the Framework Element:

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

The project enhances the quality of life for the City's existing residents by providing a modern and upgraded residential structure in an area that would benefit from new housing supply. The increased density is compatible with the nearby surrounding area. The project is located along Sunset Boulevard, a major commercial boulevard with multiple transit options. Residents will be able to utilize transit and are within walking distance to grocery stores, department stores, and various restaurants.

The Housing Element of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: Housing Production and Preservation.

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.

Policy 1.2.2: Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City stock of decent, safe, healthy or affordable housing.

Goal 2: Safe, Livable, and Sustainable Neighborhoods.

Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.

Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.

Policy 2.5.2: Foster the development of new affordable housing units citywide and within each community plan area.

The project provides 86 total units, including 10 units affordable for Very Low Income Households. In doing so, the project promotes the objectives of the Housing Element by adding to the City's housing stock and contributing to the need for mixed-income housing. The project site is currently developed with an auto-shop with a surface level parking lot. The project will expand affordable rental housing while utilizing the property to its full potential, resulting in a net gain of 86 units to the City's housing stock. It is within close proximity to various major employment and retail centers, along with several major transportation lines, thereby connecting residents to jobs, amenities, services, and transit.

The Mobility Element of the General Plan, also known as Mobility Plan 2035, provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

> Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
>
> Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.
>
> Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project proposes a residential development that will provide 86 market-rate units and 10 units reserved for Very Low Income Households. Accordingly, the project fulfills the Community Plan, Framework Element, and Housing Element goals and objectives of providing quality housing for all persons in the community, including those who otherwise might not be housed. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. Additionally, the project is a Density Bonus development located along Sunset Boulevard a commercial boulevard well-served by transit. Thus, the project will contribute towards the creation of sustainable neighborhoods and a reduction in vehicle trips and VMT.

In addition, the project has been conditioned to comply with the electric vehicle requires of state law. The project has also been conditioned to provide solar infrastructure. Together, these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

Additionally, the Silver Lake-Echo Park-Elysian Valley Community Plan text is silent in regard to alcohol sales. In such cases, the City Planning Commission must interpret the intent of the Plan. The Silver Lake-Echo Park-Elysian Valley Community Plan serves to address a number of issues and opportunities present in the area and recognizes the importance of retaining a viable and vibrant commercial sector. The restaurant use is consistent with this zone and land use designation. Additionally, the project is consistent with the following objectives and policies of the Community Plan:

> Goal 2: An economically vital commercial sector and strong viable commercial areas that offer a diversity of goods and services to meet the needs of the community in the plan area. Commercial

areas should satisfy market demand, maximize convenience and accessibility while preserving and enhancing the unique historic and cultural identities of the district.

Policy 2-2.3: The first floor street frontage for structures, including mixed-use projects and parking structures located in pedestrian-oriented areas, should incorporate commercial uses.

Policy 2-3.1: Proposed developments should be designed to enhance and be compatible with existing adjacent development.

The project will allow the proposed mixed-use residential building to add a desirable service of the sale of a full-line of alcoholic beverages for on and off-site consumption to the surrounding community. Thus, the project furthers the function and identity of Sunset Boulevard a commercial corridor in the Silver Lake-Echo Park-Elysian Valley Community Plan area. Thus, the project furthers the function and identity of Sunset Boulevard. The project will provide a desirable commercial service to the surrounding neighborhood and primarily to on-site residents within an existing area designated for such uses. The project maintains an existing and desirable commercial pattern of zoning and land use that is consistent and compatible with other properties and uses in the surrounding neighborhood.

The project contributes to and furthers several applicable goals, objectives, and policies of the plans that govern land use and development in the City. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the Silver Lake-Echo Park-Elysian Valley Community Plan.

**Conditional Use Findings - Density Bonus Above 35%**

**5. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan.**

The City's Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The Housing Element of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City.

As discussed, the project, including 76 market-rate units and 10 units reserved for Very Low Income Households, is consistent with many of the goals and objectives of the Housing Element of the General Plan.

**6. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows:**

**a. 11% Very-Low Income Units for a 35% density increase; or**

**b. 20% Low Income Units for a 35% density increase; or**

**c. 40% Moderate Income Units for a 35% density increase in for-sale projects.**

**The project may then be granted additional density increases beyond 35% by providing additional affordable housing units in the following manner:**

a. **For every additional 1% set aside of Very-Low Income Units, the project is granted an additional 2.5% density increase; or**

b. **For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or**

c. **For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or**

d. **In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.**

The subject property is zoned [Q]C2-1VL, which limits density to one (1) dwelling unit per 400 square feet of lot area. The subject property has a total lot area of 22,449 square feet, and as such, the permitted base density on the subject property is 57 units.[2] In exchange for reserving a portion of the units for affordable housing, the applicant is entitled to a maximum 35 percent density bonus by-right. The applicant is seeking an additional 15 percent density bonus (or a total of a 50 percent density bonus) through a Conditional Use to allow for the proposed 86 dwelling units to be built on the site.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that "the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established." As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35 percent would extend the existing set-aside charts located in Section 12.22-A,25 of the LAMC. LAMC Section 12.24-U,26, which implements this provision of State law, states, as a Conditional Use, a project may be granted additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Consistent with this Section, the table below illustrates how the maximum allowable Density Bonus increases for every unit set aside for Very Low Income Households (2.5 percent density increase for every additional one (1) percent of Very Low Income units provided), based on the base density and the chart prescribed in Section 12.22-A,25 of the LAMC.

[2] Assembly Bill 2501 clarifies that density calculations that result in a fractional number are to be rounded up to the next whole number. This applies to base density, number of bonus units, and number of affordable units required to be eligible for the density bonus.

***Density Bonus Percentages (Table 1)***

| *Very Low Income Units (Percentage of Base Density)* | *Maximum Density Bonus Permitted (Based on Base Density)* |
|---|---|
| *5 %** | *20 %** |
| *6 %** | *22.5 %** |
| *7 %** | *25 %** |
| *8 %** | *27.5 %** |
| *9 %** | *30 %** |
| *10 %** | *32.5 %** |
| *11 %** | *35 %** |
| *12%** | *37.5%** |
| *13%** | *40%** |
| *14%** | *42.5%** |
| *15%** | *45%** |
| *16%** | *47.5%** |
| *17%** | *50%** |

***Existing set-aside chart as listed in Section 12.22-A,25 of the LAMC***

For the subject property, a 35 percent by-right density bonus would allow for 77 units (equal to an increase of 19.95 rounded up to 20 units beyond the 57-unit base density) to be constructed on the project site. As illustrated in Table 1 above, in order to qualify for the 35 percent by-right density bonus, the project would be required to set aside 11 percent of the base density, or seven (7) units, for Very Low Income Households. The applicant is seeking an additional 15 percent density bonus (for a total of a 50% density bonus from the base density) through a Conditional Use to allow for a total of 86 dwelling units, representing an increase of nine (9) units beyond what would otherwise be permitted through the by-right 35 percent density bonus. In order to obtain the additional requested 15 percent density bonus, as shown in Table 1, the project must set aside at least 17 percent of the base density, equal to 10 units, for Very Low Income households in exchange for the requested Density Bonus. As such, the Density Bonus request results in seven (7) affordable units and the Conditional Use request results in an additional three (3) units for a total of 10 affordable units.

7. **The project meets any applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).**

   The project proposes the demolition of an existing auto-shop with adjoining surface level parking lot. Per the SB 330 Determination Letter dated December 22, 2021, there are no replacement units on the project site. Therefore, the project will meet the applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).

8. **The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the LAMC.**

The proposed project has been conditioned to record a covenant for affordability restriction of a period of 55 years from the issuance of the Certificate of Occupancy, to the satisfaction of the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the LAMC.

**9. The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.**

The City Planning Commission approved the Affordable Housing Incentives Guidelines (under Case No. CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by the City Council on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. HCIDLA utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. The Guidelines prescribe that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, HCIDLA monitoring requirements, affordability levels, and procedures for obtaining HCIDLA sign-offs for building permits.

The project will result in 86 new dwelling units, of which 10 will be reserved for Very Low Income Household occupancy and the remainder will be offered as market rate units. In order to ensure that there is equal distribution of amenities, the project has been conditioned to provide the private balconies in accordance with the requirements of the LAMC. All residents of the proposed project will have access to all common open space amenities within the building and each unit will have adequate private open space. The restricted units will comply with affordability requirements in the Guidelines set forth by HCIDLA in conformance with US Department of Housing and Urban Development (HUD). Additionally, as part of the building permit process, the applicant will execute a covenant to the satisfaction of HCIDLA who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

**Conditional Use Findings - Alcohol**

**10. The proposed use will not adversely affect the welfare of the pertinent community.**

The Conditional Use permit for the sale of a full-line of alcoholic beverages for on and off-site consumption within two establishments located at the ground floor of the proposed mixed-use development will not adversely affect the welfare of the community. The subject property is zoned [Q]C2-1VL, which allows for commercial uses. The subject site with a frontage along Sunset Boulevard enhances the character of the area and provides an additional service to a residential mixed-use. The additional service of a full-line of alcoholic beverages will be convenient for on-site residents and walking distance from the surrounding neighborhood and visitors in the area. The proposed development will continue to positively impact the financial health of the property and improve the economic vitality of the area via increased tax revenue.

Conditional authorization for the sale of a full-line of alcoholic beverages for on and off-site consumption is allowed through the approval of the City Planning Commission , subject to certain findings. Given the scope of the conditions and limitations established herein, the surrounding land uses will not be significantly impacted by any of the proposed conditional uses. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, and loitering are mitigated by the imposition of conditions requiring responsible management and deterrents against loitering. Employees will undergo training on the sale of alcoholic beverages, including training provided by the Los Angeles Police Department Standardized Training for Alcohol Retailers (STAR) Program. Additionally,

other conditions related to excessive noise, noise prevention, and litter will safeguard the residential community. Therefore, will the imposition of such conditions, the sale and dispensing of a full line of alcoholic beverages at this location will not adversely affect the welfare of the pertinent community.

11. **The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.**

According to the California Department of Alcoholic Beverage Control (ABC) licensing criteria, there are 22 alcohol consumption licenses allocated to the census tract (Census Tract 1954.00).

Within 600 feet from the subject site there are seven other establishments with active alcohol licenses from the California Department of Alcoholic Beverage Control (ABC) and there are zero establishments with alcohol licenses between 600 feet and 1,000 feet from the subject property.

According to statistics provided by the Los Angeles Police Department's Central Los Angeles Division Unit, within the Crime Reporting District. 1171, which has jurisdiction over the subject property, a total of 151 crimes were reported in 2020, including 99 for Part I and 51 for Part II Arrests, compared to the Citywide average of 170 crimes and arrests, and compared to the High Crimes average of 141 crimes for the same reporting period.

Alcohol-related Part II crimes reported by LAPD include, Narcotic Drug Laws (0), Liquor Laws (0), Public Drunkenness (2), Disturbing the Peace (0), Disorderly Conduct (0), and Driving Under the Influence (1).

The proposed mixed-use residential development is 84,662 square-feet with 86 total residential units and 8,353 square feet of commercial floor area will provide the sale of a full-line of alcoholic beverages for on and off-site consumption as an incidental purchase to other goods including dining options, therefore the approval of the subject Conditional Use Permit will not provoke a higher crime rate. In this case, the project will continue to provide a unique amenity to workers, visitors, and residents. The project will also continue to enhance the physical environment and, as conditioned, will not negatively impact the area.

As a primary use for a residential building, the project alone is unlikely to have a significant impact on local crime. The City Planning Commission has also incorporated numerous operational conditions to the grant that address noise, safety, and security to ensure the proposed use is conducted with due regard for surrounding properties and to reduce any potential crime issues or nuisance activity. Therefore, the granting of the request herein will not result in undue concentration.

12. **The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public**

**playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The project site is zoned for commercial uses and will continue to be a utilized as such with the restaurant use. The following sensitive uses are located within a 1,000-foot radius of the site:

**Sensitive Uses**

N/A

**Alcohol Uses**

| | |
|---|---|
| Daisy's Market | 3216 Sunset Boulevard |
| All Day Baby | 3200 Sunset Boulevard |
| Spoon and Pork | 3131 Sunset Boulevard |
| Diablo | 3129 Sunset Boulevard |
| Los Globos | 3040 Sunset Boulevard |

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. The grant has been well conditioned, which would protect the health, safety, and welfare of the surrounding neighbors. The potential effects of excessive noise or disruptive behavior have been considered and addressed by imposing conditions related to noise and loitering. The project is consistent with the zoning and in keeping with the existing uses adjacent to the development. This project will contribute to the neighborhood and will serve the neighboring residents and the local employees as well as visitors. Therefore, as conditioned, the project will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

**SITE PLAN REVIEW FINDINGS**

**13. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.**

The project site is located within the Silver Lake-Echo Park-Elysian Valley Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for General Commercial land uses corresponding to the C Zone. The project site is zoned [Q]C2-1VL and is thus consistent with the existing land use designation. The subject property is not located within the boundaries of and is not subject to any specific plan or community design overlay.

The proposed project conforms to the following goals, objectives and policies of the Community Plan:

Goal 1: A safe, secure, and high quality residential environment for all community residents.

Objective 1.1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1.1.2: Protect the quality of residential environment and the appearance of communities with attention to site and building design.

Objective 1.4: To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

Policy 1.4.1: Promote greater individual choice in type, quality, price and location of housing.

The project is a residential development with 10 units restricted for families or persons of Very Low Income and maximizes the property's development potential. The project's Very Low Income and market rate units satisfy both the needs of affordable housing as well as the City's need for more housing overall. The project will result in the net addition of 10 covenanted affordable dwelling units in a community in-need of more affordable housing.

The project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element. The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The project supports the following goal and objective of the Framework Element:

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

The project enhances the quality of life for the City's existing residents by providing a modern and upgraded residential structure in an area that would benefit from new housing supply. The increased density is compatible with the nearby surrounding area. The project is located along Sunset Boulevard, a major commercial boulevard with multiple transit options. Residents will be able to utilize transit and are within walking distance to grocery stores, department stores, and various restaurants.

The Housing Element of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: Housing Production and Preservation.

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.

Policy 1.2.2: Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City stock of decent, safe, healthy or affordable housing.

Goal 2: Safe, Livable, and Sustainable Neighborhoods.

Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.

Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.

Policy 2.5.2: Foster the development of new affordable housing units citywide and within each community plan area.

The project provides 86 total units, including 10 units affordable for Very Low Income Households or individuals. In doing so, the project promotes the objectives of the Housing Element by adding to the City's housing stock and contributing to the need for mixed-income housing. The project site is currently developed with an auto-shop with a surface level parking lot. The project will expand affordable rental housing while utilizing the property to its full potential, resulting in a net gain of 86 units to the City's housing stock. It is within close proximity to various major employment and retail centers, along with several major transportation lines, thereby connecting residents to jobs, amenities, services, and transit.

The Mobility Element of the General Plan, also known as Mobility Plan 2035, provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project proposes a residential development that will provide 86 market-rate units and 10 units reserved for Very Low-Income Households. Accordingly, the project fulfills the Community Plan, Framework Element, and Housing Element goals and objectives of providing quality housing for all persons in the community, including those who otherwise might not be housed. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. Additionally, the project is a Density Bonus development located along Sunset Boulevard a commercial boulevard well-served by transit. Thus, the project will contribute towards the creation of sustainable neighborhoods and a reduction in vehicle trips and VMT.

In addition, the project has been conditioned to comply with the electric vehicle requires of state law. The project has also been conditioned to provide solar infrastructure. Together,

these conditions further support applicable policies in the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers several applicable goals, objectives, and policies of the plans that govern land use and development in the City. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the Silver Lake-Echo Park-Elysian Valley Community Plan.

**14. That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on neighboring properties.**

The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties. The subject site is located within the Silver Lake-Echo Park-Elysian Valley Community Plan along Sunset Boulevard. The immediate surrounding properties consist of multi-story residential buildings and commercial uses.

The proposed project will include 86 residential units of which 10 will be set aside for Very Low Income Households. The project includes one (1) parking level with 69 automobile parking spaces. The subject property is one parcel of land totaling 22,449 square feet.

Height, Bulk and Setbacks

The proposed building reaches a maximum height of 83 feet 10 inches with seven (7)-stories as permitted by a request for an increase in height and stories to deviate from the underlying zoning regulations as further described in the findings above. The site setbacks are regulated by the C and R4 zones. The required front yard along Sunset Boulevard is zero feet, the required side yard setbacks is 10 feet and the rear yard setback is 19 feet. The project will provide a zero front yard setback along Sunset Boulevard, a zero side yard setback, and a zero rear yard setback.

Additionally, on August 14, 2019, the Director of Planning approved a Transit Oriented Communities Affordable Housing Incentive Program and Site Plan Review (Case No. DIR-2019-1957-TOC-SPR) for a project including 104 dwelling units with nine (9) reserve for Extremely Low Income (ELI) households, located at 3301-3327 West Sunset Boulevard.

As such the proposed project will be compatible with surrounding residential uses and support access to services readily available within adjacent commercially-zoned corridors by redeveloping an auto-shop use with much needed housing in the City of Los Angeles, in a design and configuration compatible with the adjacent variety of housing types including multi-story residential buildings and mixed-use residential buildings to the north, east and south.

Off-Street Parking Facilities/Loading Areas

A total of 69 automobile parking spaces and 83 bicycle parking spaces will be provided as part of the proposed development per LAMC Section 12.21-A,4(d).

Pursuant to LAMC Section 12.21.A.4 the proposed project is required to provide 109 residential parking spaces for 14 studios, 49 one (1)-bedroom units, and 23 two (2)-bedroom units. The applicant is requesting an off-menu incentive to permit zero residential parking spaces pursuant to LAMC Section 12.22.A(g)3; and Pursuant to LAMC Section 12.21.A.4 the proposed project is required to provide 50 commercial parking spaces for 8,353 square feet of commercial floor area. The applicant is requesting an off-menu incentive to permit zero commercial parking spaces pursuant to LAMC Section 12.22.A(g)3.

All vehicular access to the project site will be from Sunset Boulevard. The driveway will provide access to the entrance of the at-grade parking garage. The driveway access consistent with all applicable code requirements. None of the proposed parking will be visible from the street. This on-site amenity allows the project to be self-contained and compatible with existing and future development.

Lighting

Lighting for the proposed project has been conditioned to be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

Various types of vegetation and trees are integrated into the landscape design of the development to enhance common space areas such as the roof terraces and to buffer from neighboring properties. The proposed project's landscaping creates a pedestrian-friendly ground floor that helps unify and bolster continuity between the neighborhood and the project site as a whole along Sunset Boulevard. Additionally, perimeter landscaping will provide a privacy buffer and screening between the subject development and the adjoining properties. Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

Trash Collection

The project will include centralized on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. Additionally, all trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within a loading zone. The trash room is not visible from the public right-of-way. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

As described above, the project consists, of an arrangement of buildings and structures (including height, bulk, and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that will be compatible with existing and future development on adjacent and neighboring properties.

**15. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

The proposed project will include 14 studios, 49 one-bedroom units, and 23 two-bedroom units. The project provides a number of indoor and outdoor common area amenities throughout the facility. The project will provide commercial uses and a lobby on the first floor, leasing offices on the second floor, a lounge room, coworking office room, and fitness room on the third floor and an additional coworking office room on the seventh floor, as well as a roof deck with outdoor furniture.

As described above, many services that the facility's residents require are provided on-site; thus, minimizing impacts on neighboring properties.

The combination of these various recreational features and design features would provide adequate amenities for the building residents, and minimize any impacts on neighboring properties.

**ADDITIONAL MANDATORY FINDINGS**

**16.** The National Flood Insurance Program rate maps, which are part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in a 500-year Flood Zone.

# Exhibit A – Plans

# PROJECT INFORMATION

**Site Address:**
**3225 Sunset Blvd, Los Angeles**

## OWNERSHIP

**SUNSET TWINS-HH, LLC**
1525 S Broaday Way, Los Angeles, CA 90015
Contact:
Phone:

## LANDSCAPE

**GAUDET DESIGN GROUP**
322 Tejon Place
Palos Verdes Estates, CA 90274
Contact: Dirk John Gaudet
Phone: 310.828.4908

## ARCHITECT

**MVE+PARTNERS**
888 S. Figueroa St, Suite 21
Los Angeles, CA 90017
Contact: Sherwin Pineda,
Phone: 213.805.7600

## ZONE

ADDRESS: 3209, 3211, 3213, 3215, 3217, 3221, 3223, 3227 Sunset Blvd, Los Angeles CA 90026

APN: 5426-005-002, 5426-005-003, 5426-005-004, 5426-005-005

Zone: [Q]C2-1VL
Designation: General Commercial
Zoning Information: ZI-2452 Transit Priority Area in the City of Los Angeles

## PROJECT DESCRIPTION

THE PROJECT CONSIST OF (2) LEVELS OF TYPE IA CONSTRUCTION - GROUND FLOOR RETAIL, PARKING & LOBBY UNDER (5) LEVELS OF TYPE IIIA CONSTRUCTION RESIDENTIAL UNITS.

## LEGAL DESCRIPTION

PARCEL 1: LOTS 2 THROUGH 10 INCLUSIVE OF TRACT NO. 5036, IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 53 PAGES 12 TO 14 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

## LOT AREA :

Lot Area (Zimas): LOT 3-10 - 2,502.5 SF EACH
LOT 2 - 2408.1 SF

Lot Area (ALTA/NSPS) 22,449.5 SF

## SETBACKS

**REQUIRED** (Per LA MUNICIPAL ZONING CODE CP-7150)
For commercial portions:
For residential portions:
Front Setback (Sunset): 0' - 0"
Side Setback (North): 11' - 0"
Side Setback (South): 11' - 0"
Rear Setback (East): 20' - 0"

**PROVIDED**
For commercial portions: None
For residential portions:
Front Setback (Sunset): 0' - 0"
Side Setback (North): 0' - 0"
Side Setback (South): 0' - 0"
Rear Setback (East): 0' - 0"

## FLOOR AREA

| | |
|---|---|
| Allowable Floor Area | 33,750 sf (1.5 FAR Base) |
| Allowable FAR with Off-menu Incentive | 84,662 sf (3.76 FAR) |
| **Total Proposed Floor Area** | 84,662 sf (3.76 FAR) |
| **Residential** | 76,309 sf |
| **Retail / Commercial** | 8,353 sf |

## HEIGHT

Height District 1VL - Max. Height Allowed: 45' - 0"
Proposed Building Height: * 83'- 10"

* (to top of highest parapet but may not include roof appurtenances allowed by code, measured from lowest grade point on site )

Number of stories allowed: 3 Stories
Number of stories proposed: 7 Stories

## RESIDENTIAL DENSITY

| | |
|---|---|
| Allowable Unit # (400 sf/unit per C2-1): | 22,500 sf / 400 = 57 = 57 units (Gross area includes one-half alley area) |
| Proposed Density with Off menu Incentives: | 57 units x 1.509 = 86.0 = 86 units |
| Proposed: | 86 total units |

## DWELLING UNITS

| | |
|---|---|
| Studio | 14 Units |
| 1 Bedroom | 49 Units |
| 2 Bedroom | 23 Units |
| **Total** | **86 Units** |

## PARKING

**REQUIRED**

| **Residential** | |
|---|---|
| Studio | 14 units x 1 stall/unit = **14 Spaces** |
| 1 Bedroom | 49 units x 1 stall/unit = **49 Spaces** |
| 2 Bedroom | 23 units x 2 stall/unit = **46 Spaces** |
| Total | **109 Spaces** |
| Total Required after 100% DB Incentive | **0 Spaces** |

| **Retail/ Commercial** | |
|---|---|
| Retail 1 | 813 sf @ 4/1000 = **4 Spaces** |
| Retail 2 | 776 sf @ 4/1000 = **4 Spaces** |
| Retail 3 | 857 sf @ 4/1000 = **4 Spaces** |
| Office | 4,000 sf @ 4/1000 = **16 Spaces** |
| Restaurant | 2,168 sf @ 10/1000 = **22 Spaces** |
| Total | **50 Spaces** |
| Total Required after 100% DB Incentive | **0 Spaces** |

**PROPOSED**

| | |
|---|---|
| Park Plus Automated Parking System | **57 Spaces** |
| Standard | **8 Spaces** |
| ADA Space | **3 Spaces** |
| Compact | **1 Space** |
| Total | **69 Spaces** |

## BICYCLE PARKING

**REQUIRED**

| **Residential** | **Short Term** | **Long Term** |
|---|---|---|
| 1-25 (25 Units) | 3 | 25 |
| 26-100 (61 Units) | 4 | 41 |
| 101-200 (0 Units) | 0 | 0 |
| 201+ (0 Units) | 0 | 0 |
| **Subtotal** | **7** | **66** |
| **Commercial** | **Short Term** | **Long Term** |
| 8,353 SF Retail/Restaurant | 5 | 5 |
| **Subtotal** | **5** | **5** |
| **Total** | **12** | **71** |

| **PROPOSED** | | |
|---|---|---|
| **Residential** | **7** | **66** |
| **Commercial / Retail** | **5** | **5** |
| **Total** | **12** | **71** |

## OPEN SPACE

| **REQUIRED** (Per LAMC 12.21-G) | **UNIT COUNT** | **OPEN SPACE** |
|---|---|---|
| Studio (100 sf. Required per Unit) | 14 Units | 1,400 sf |
| 1 Bedroom (100 sf. Required per Unit) | 49 Units | 4,900 sf |
| 2 Bedroom (125 sf. Required per Unit) | 23 Units | 2,875 sf |
| **Total Open Space Required** | **86 Units** | **9,175 sf** |
| Total OS Required after 24% per DB Incentive | | **6,973 sf** |

| **PROPOSED** | |
|---|---|
| (Outdoor OS - Min. 50% of required Open Space): Roof Terraces | 3,930 sf |
| (Indoor open space max. 25% of required total): Amenity Rooms (Lounge & Fitness) | 1,740 sf |
| Private Balconies & Decks | **1,350 sf** |
| **Total Proposed Open Space** | 7,020 sf |
| **Total Planted Area (25% of Outdoor Common Open Space)** | **983 sf** |

## TREES

| | |
|---|---|
| **REQUIRED** (1 per 4 Units) | **22 Trees** |
| **PROPOSED** (1 per 4 Units) | **22 Trees** |




## SHEET INDEX


| | |
|---|---|
| A0.1 | PROJECT DATA |
| A0.2 | PLOT PLAN |
| A0.3 | EXISTING SITE CONTEXT |
| A0.4 | OPEN SPACE ANALYSIS |
| A0.5 | FLOOR AREA RATIO ANALYSIS |
| A0.6 | SHADOW STUDIES |
| A1.1 | LEVEL 1 |
| A1.2 | LEVEL 2 |
| A1.3 | LEVEL 3 |
| A1.4 | LEVEL 4 |
| A1.5 | LEVEL 5-6 |
| A1.7 | LEVEL 7 |
| A1.8 | LEVEL ROOF |
| A2.1 | ELEVATION |
| A2.2 | ELEVATION |
| A2.3 | ELEVATION |
| A2.4 | PERSPECTIVE VIEWS |
| A3.1 | BUILDING SECTION |
| A3.2 | BUILDING SECTION |
| L01 | LEVEL 1 LANDSCAPE PLAN |
| L02 | LEVEL 2 LANDSCAPE PLAN |
| L03 | LEVEL 6 LANDSCAPE PLAN |


PROJECT DATA

# SITE DESCRIPTION

## LEGAL DESCRIPTION

PARCEL 1: LOTS 2 THROUGH 10 INCLUSIVE OF TRACT NO. 5036, IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 53 PAGES 12 TO 14 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

## ZONE

ADDRESS: 3209, 3211, 3213, 3215, 3217, 3221, 3223, 3227 Sunset Blvd, Los Angeles CA 90026

APN: 5426-005-002, 5426-005-003, 5426-005-004, 5426-005-005

Zone: [Q]C2-1VL
Designation: General Commercial
Zoning Information: ZI-2452 Transit Priority Area in the City of Los Angeles

## DWELLING UNITS

| | |
|---|---|
| Studio | 14 Units |
| 1 Bedroom | 49 Units |
| 2 Bedroom | 23 Units |
| **Total** | **86 Units** |

## PARKING

**REQUIRED**

**Residential**

| | |
|---|---|
| Studio | 14 units x 1 stall/unit = **14 Spaces** |
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|---|---|
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**PROPOSED**

| | |
|---|---|
| Park Plus Automated Parking System | **57 Spaces** |
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| Total OS Required after 24% per DB Incentive | | **6,973 sf** |

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| | |
|---|---|
| (Outdoor OS - Min. 50% of required Open Space): | |
| Roof Terraces | 3,930 sf |
| (Indoor open space max. 25% of required total): | |
| Amenity Rooms (Lounge & Fitness) | 1,740 sf |
| Private Balconies & Decks | **1,350 sf** |
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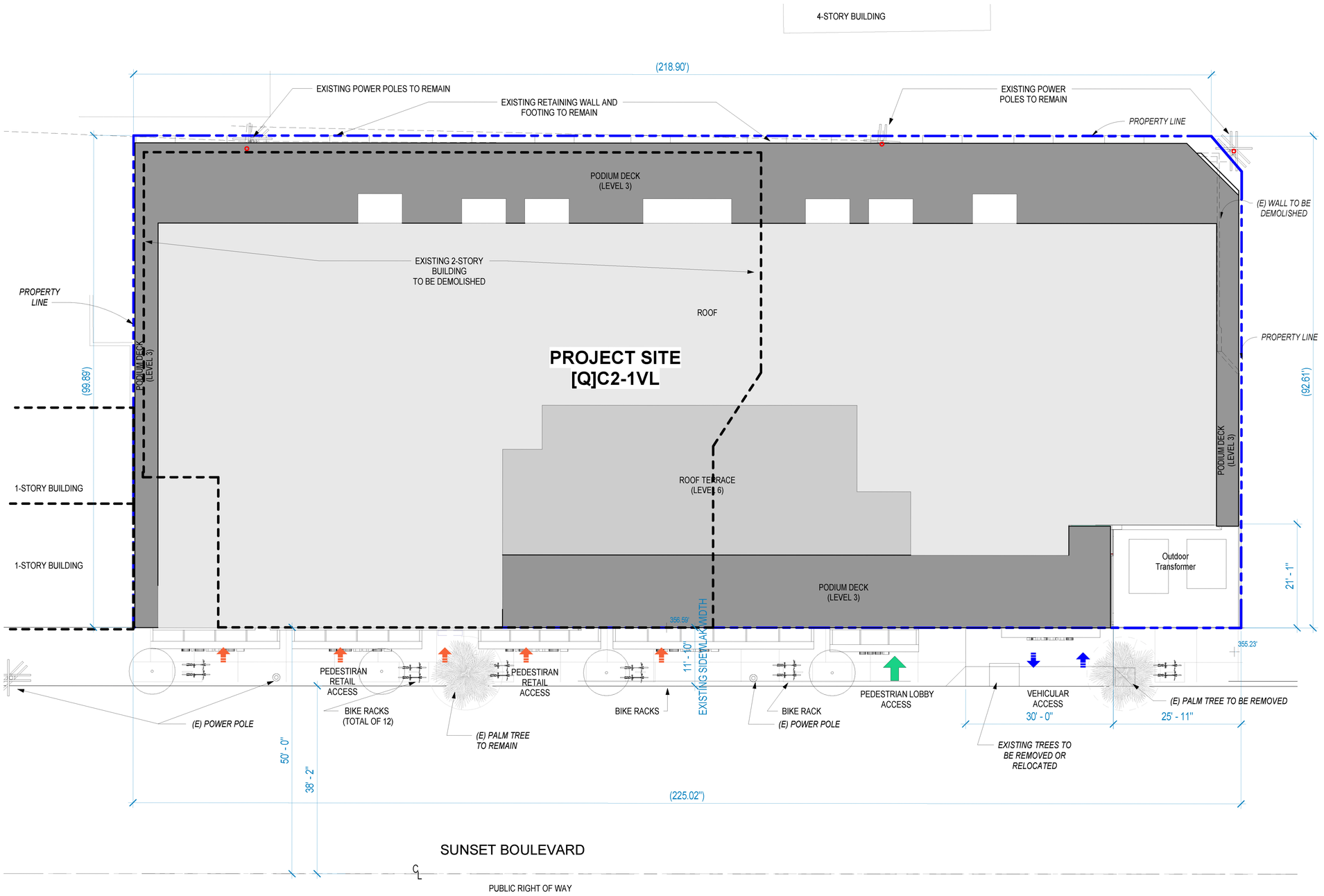
## TREES

| | |
|---|---|
| **REQUIRED** (1 per 4 Units) | **22 Trees** |
| **PROPOSED** (1 per 4 Units) | **22 Trees** |




PLOT PLAN

0' 8' 16' 32'

RYDA

3225 SUNSET BLVD

LOS ANGELES, 90026

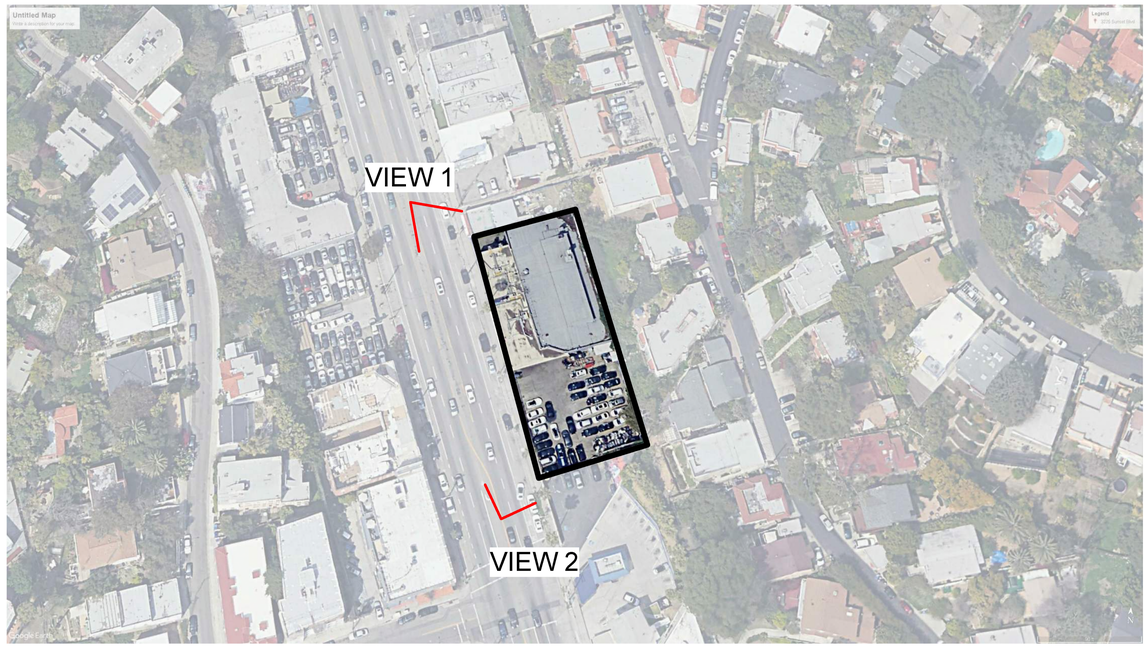
MVE + PARTNERS

PROJECT #2020-10159 11/19/2021

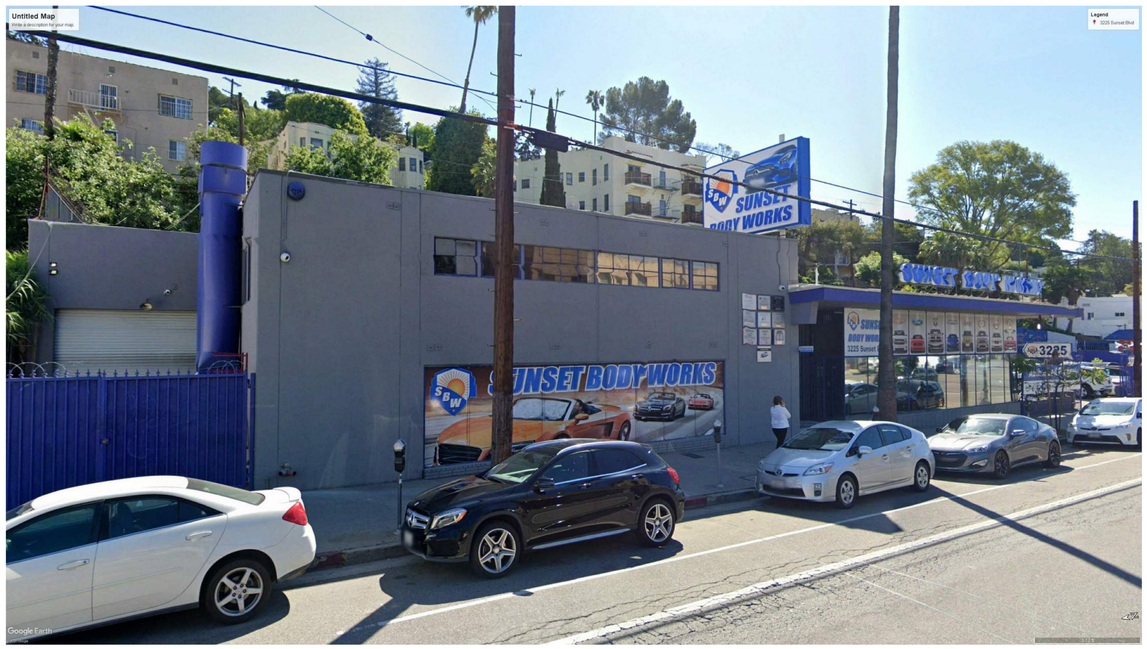
A0.2



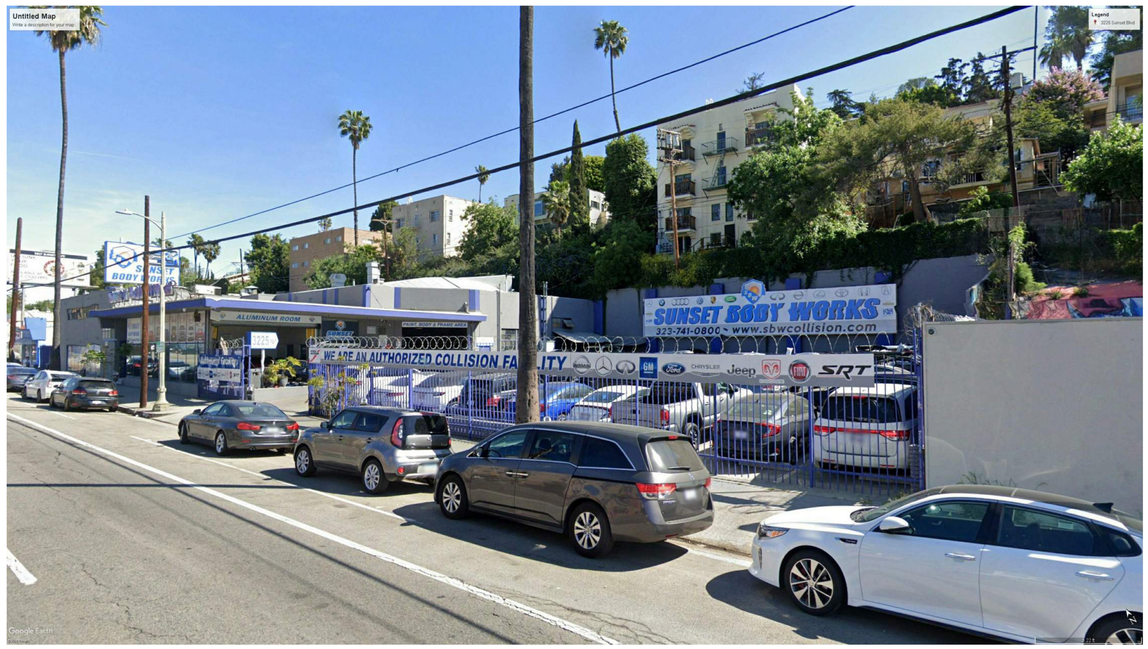
EXISTING SITE AERIAL




EXISTING LOTS

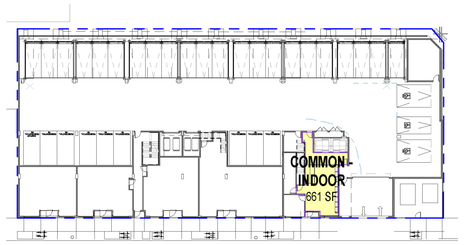



VIEW 1 - ON SUNSET BLVD LOOKING SOUTH




VIEW 2 - ON SUNSET BLV LOOKING NORTH

EXISTING SITE CONTEXT

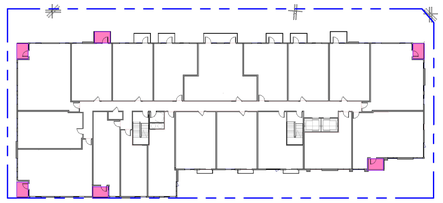



1 Level 1
1" = 40'-0"

## LEGEND

- COMMON - OUTDOOR SPACE
- COMMON - INDOOR SPACE
- PRIVATE - OPEN SPACE

## FLOOR SUMMARY

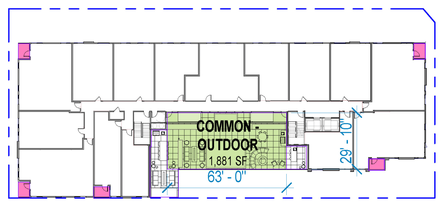


3 Level 4
1" = 40'-0"

## LEGEND

- COMMON - OUTDOOR SPACE
- COMMON - INDOOR SPACE
- PRIVATE - OPEN SPACE

## FLOOR SUMMARY

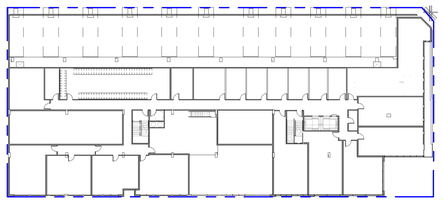



6 Level 7
1" = 40'-0"

## LEGEND

- COMMON - OUTDOOR SPACE
- COMMON - INDOOR SPACE
- PRIVATE - OPEN SPACE

## FLOOR SUMMARY

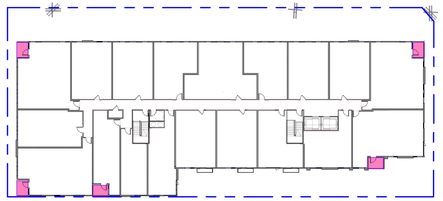


7 Level 2
1" = 40'-0"

## LEGEND

- COMMON - OUTDOOR SPACE
- COMMON - INDOOR SPACE
- PRIVATE - OPEN SPACE

## FLOOR SUMMARY



4 Level 5
1" = 40'-0"

## LEGEND

- COMMON - OUTDOOR SPACE
- COMMON - INDOOR SPACE
- PRIVATE - OPEN SPACE

## FLOOR SUMMARY

## OPEN SPACE

| **REQUIRED** (Per LAMC 12.21-G) | UNIT COUNT | OPEN SPACE |
|---|---|---|
| Studio<br>(100 sf. Required per Unit) | 14 Units | 1,400 sf |
| 1 Bedroom<br>(100 sf. Required per Unit) | 49 Units | 4,900 sf |
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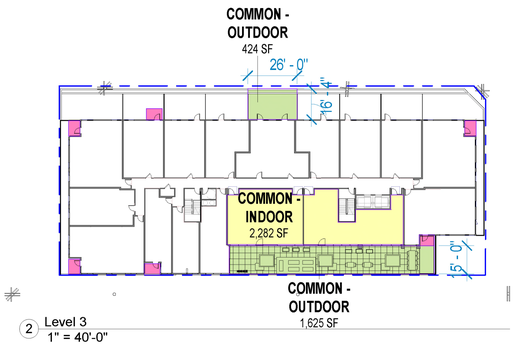
| **Total Open Space Required** | **86 Units** | **9,175 sf** |
| Total OS Required after 24% per DB Incentive | | **6,973 sf** |

**PROPOSED**

| | |
|---|---|
| (Outdoor OS - Min. 50% of required Open Space):<br>Roof Terraces | 3,930 sf |
| (Indoor open space max. 25% of required total):<br>Amenity Rooms (Lounge & Fitness) | 1,740 sf |
| Private Balconies & Decks | **1,350 sf** |
| **Total Proposed Open Space** | 7,020 sf |
| **Total Planted Area (25% of Outdoor Common Open Space)** | **983 sf** |

## TREES

| | |
|---|---|
| **REQUIRED** (1 per 4 Units) | **22 Trees** |
| **PROPOSED** (1 per 4 Units) | **22 Trees** |

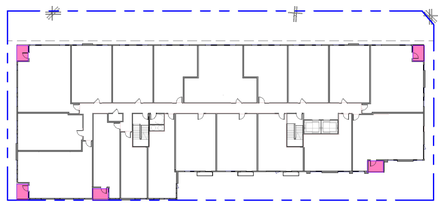



2 Level 3
1" = 40'-0"

## LEGEND

- COMMON - OUTDOOR SPACE
- COMMON - INDOOR SPACE
- PRIVATE - OPEN SPACE

## FLOOR SUMMARY



5 Level 6
1" = 40'-0"

OPEN SPACE ANALYSIS

0' 40' 80' 120'

RYDA

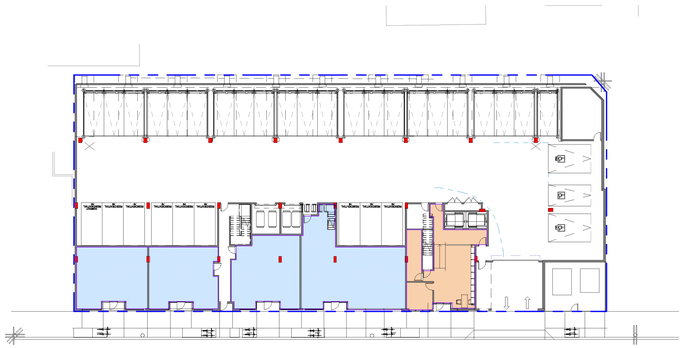
3225 SUNSET BLVD

LOS ANGELES, 90026

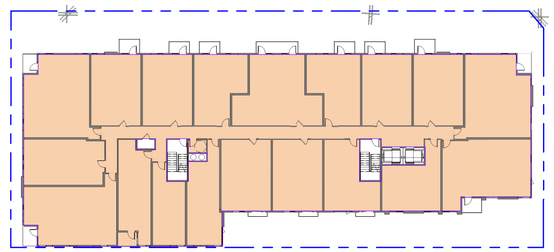
MVE + PARTNERS

PROJECT #2020-10159 11/19/2021

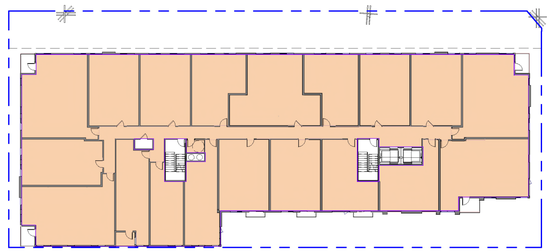
A0.4



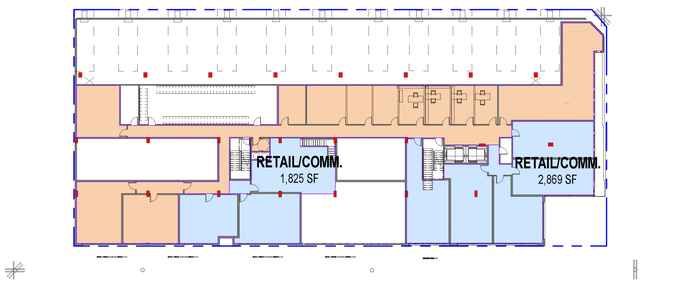
1 Level 1
1/32" = 1'-0"



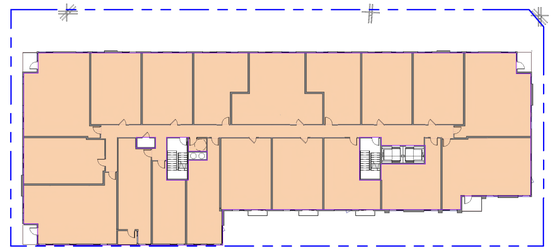
4 Level 4
1/32" = 1'-0"



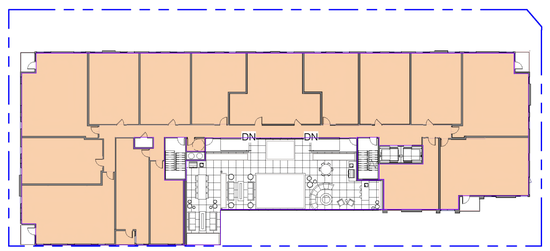
6 Level 6
1/32" = 1'-0"



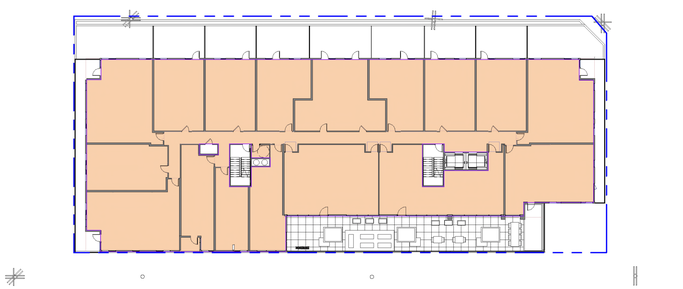

2 Level 2
1/32" = 1'-0"



5 Level 5
1/32" = 1'-0"




7 Level 7
1/32" = 1'-0"



3 Level 3
1/32" = 1'-0"

## FLOOR AREA

| | |
|---|---|
| Allowable Floor Area | 33,750 sf (1.5 FAR Base) |
| Allowable FAR with Off-menu Incentive | 84,662 sf (3.76 FAR) |
| **Total Proposed Floor Area** | 84,662 sf (3.76 FAR) |
| **Residential** | 76,309 sf |
| **Retail / Commercial** | 8,353 sf |

| Area Schedule (Total FAR) | |
|---|---|
| Level | Area |
| Level 7 | 12,037 SF |
| Level 6 | 14,532 SF |
| Level 5 | 14,532 SF |
| Level 4 | 14,532 SF |
| Level 3 | 14,532 SF |
| Level 2 | 9,903 SF |
| Level 1 | 4,595 SF |
| Grand total | 84,662 SF |

| Area Schedule (Residential FAR) | |
|---|---|
| Level | Area |
| Level 7 | 12,037 SF |
| Level 6 | 14,532 SF |
| Level 5 | 14,532 SF |
| Level 4 | 14,532 SF |
| Level 3 | 14,532 SF |
| Level 2 | 5,209 SF |
| Level 1 | 936 SF |
| Grand total | 76,309 SF |

| Area Schedule (Retail FAR) | |
|---|---|
| Level | Area |
| Level 2 | 4,694 SF |
| Level 1 | 3,660 SF |
| Grand total | 8,353 SF |

# FLOOR AREA RATIO ANALYSIS

0' 24' 48' 96'

RYDA

3225 SUNSET BLVD

LOS ANGELES, 90026

MVE + PARTNERS

PROJECT #2020-10159 11/19/2021

A0.5

**Spring/Fall Equinox 9AM**



**Summer Solstice 9AM**



**Winter Solstice 9AM**



**Spring/Fall Equinox 12PM**



**Summer Solstice 1PM**



**Winter Solstice 12PM**



**Spring/Fall Equinox 3PM**



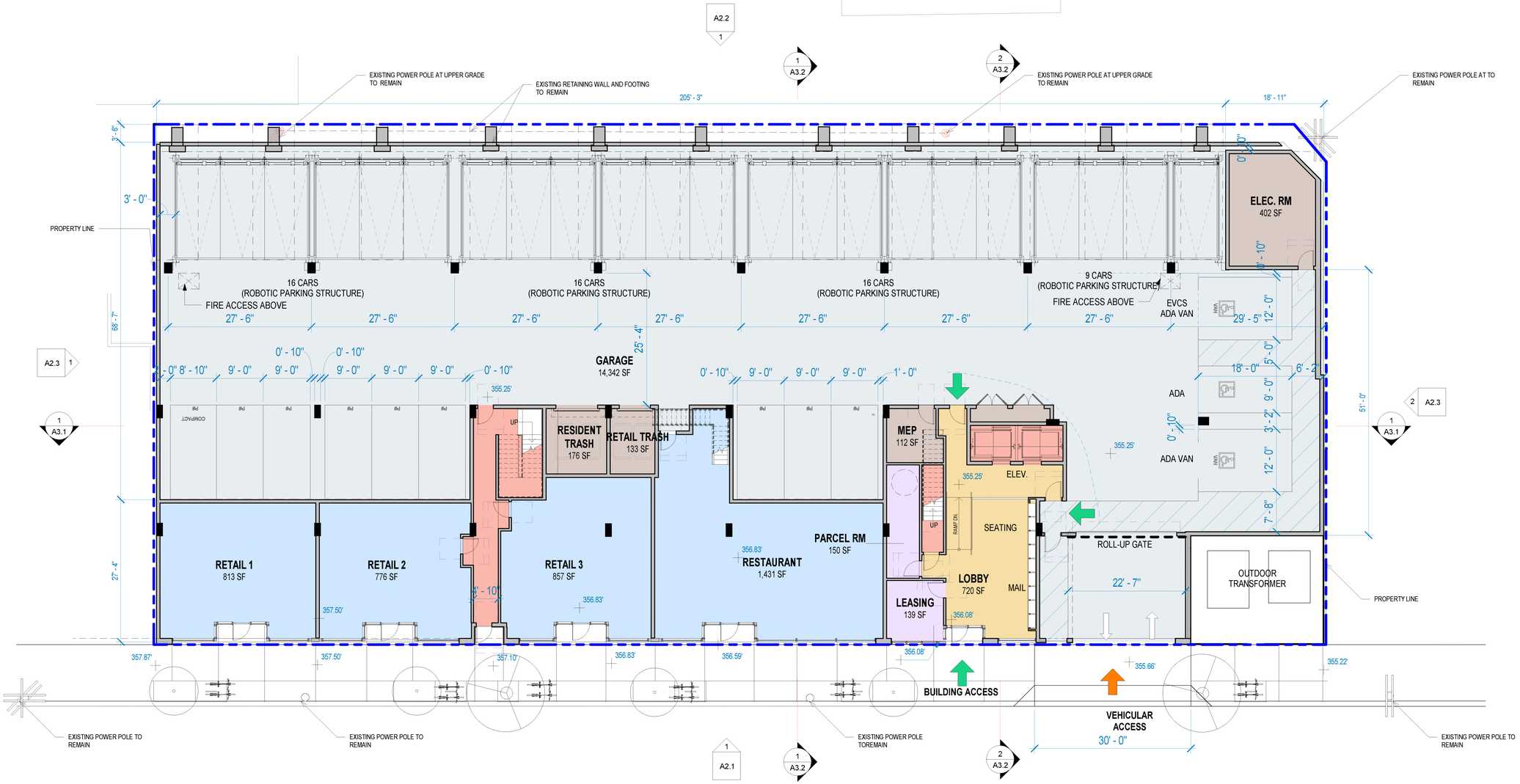
**Summer Solstice 5PM**



**Winter Solstice 3PM**



SHADOW STUDIES




SUNSET BLVD.

LEVEL 1

0' 8' 16' 32'

RYDA

# 3225 SUNSET BLVD

LOS ANGELES, 90026

MVE + PARTNERS

PROJECT #2020-10159

11/19/2021

A1.1




1 Level 2
3/32" = 1'-0"

LEVEL 2

0' 8' 16' 32'

RYDA

3225 SUNSET BLVD

LOS ANGELES, 90026

MVE + PARTNERS

PROJECT #2020-10159

11/19/2021

A1.2




LEVEL 3

0' 8' 16' 32'

N

RYDA

# 3225 SUNSET BLVD

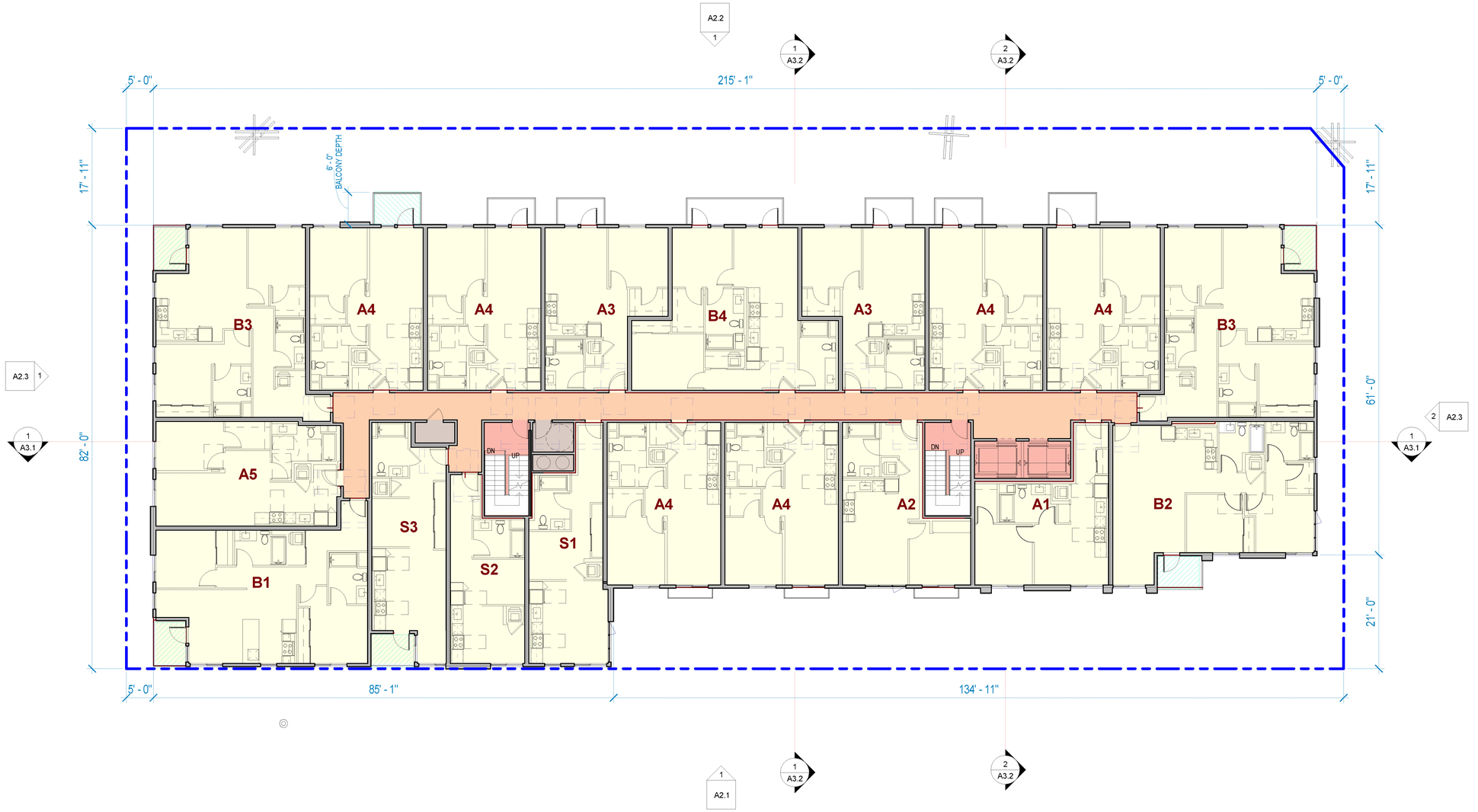
LOS ANGELES, 90026

MVE + PARTNERS

PROJECT #2020-10159

11/19/2021

A1.3




LEVEL 4

0' 8' 16' 32'

N

RYDA

3225 SUNSET BLVD

LOS ANGELES, 90026

MVE + PARTNERS

PROJECT #2020-10159

11/19/2021

A1.4




LEVEL 5-6

0' 8' 16' 32'

N

RYDA

3225 SUNSET BLVD

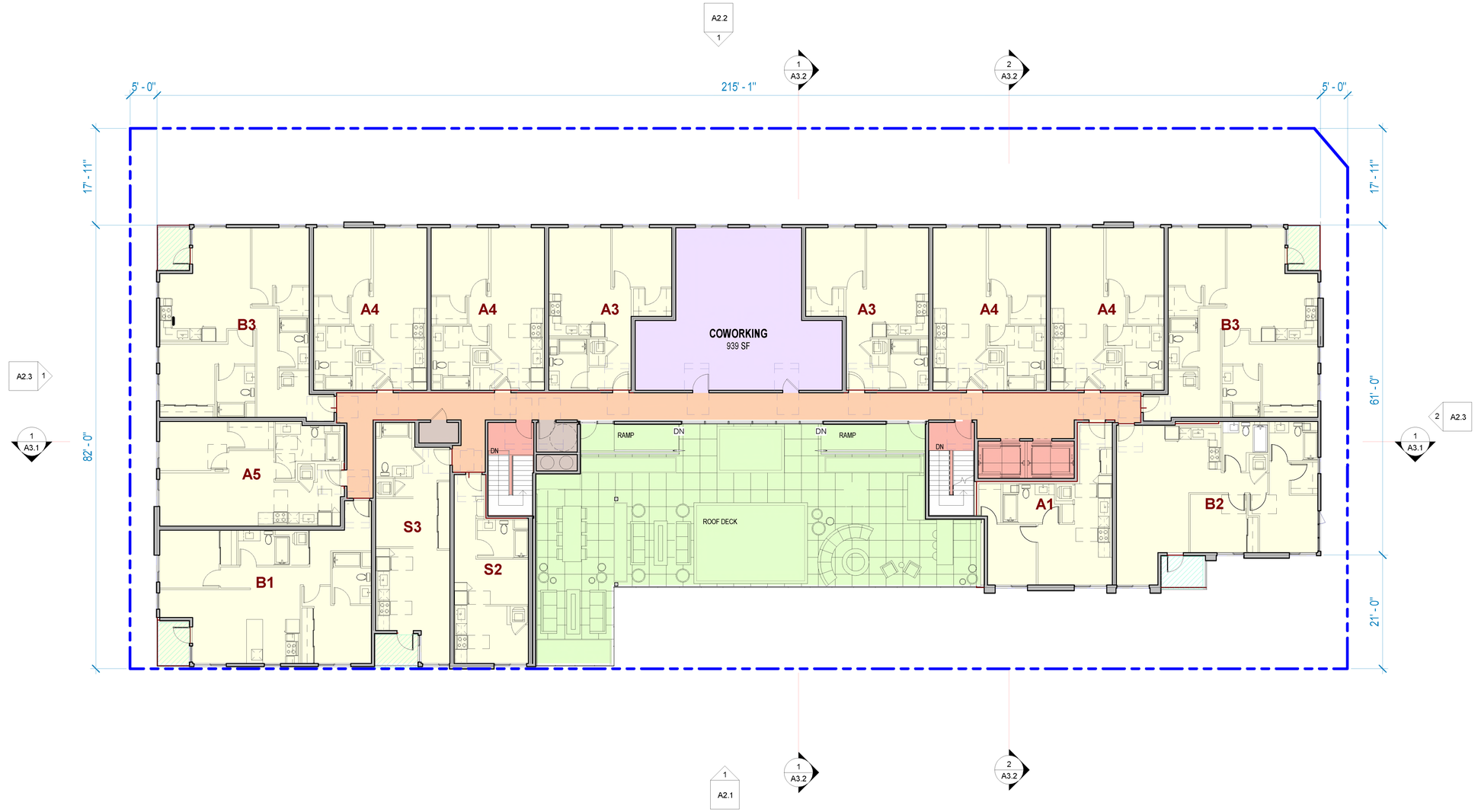
LOS ANGELES, 90026

MVE + PARTNERS

PROJECT #2020-10159

11/19/2021

A1.5




LEVEL 7

0' 8' 16' 32'

N

RYDA

3225 SUNSET BLVD

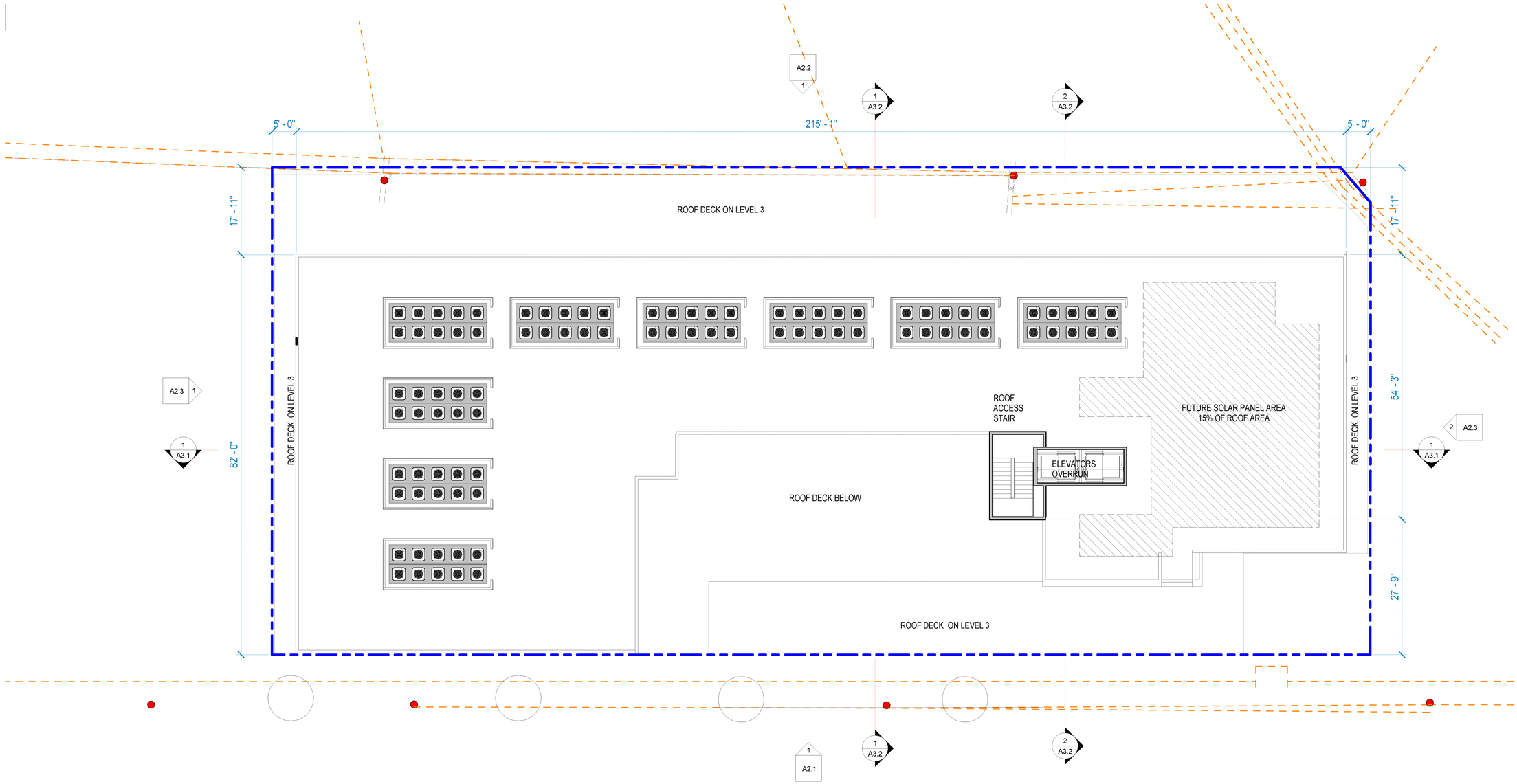
LOS ANGELES, 90026

MVE + PARTNERS

PROJECT #2020-10159

11/19/2021

A1.7




**ROOF AREA ON LEVEL ROOF =** 12,100 SF
**FUTURE SOLAR PANEL LOCATIONS =** 1,815 SF
(15% OF ROOF AREA)

## LEVEL ROOF

0' 8' 16' 32'

RYDA

3225 SUNSET BLVD

LOS ANGELES, 90026

MVE + PARTNERS

PROJECT #2020-10159

11/19/2021

**A1.8**




1 WEST EXTERIOR ELEVATION
3/32" = 1'-0"

ELEVATION

0' 8' 16' 32'

RYDA

3225 SUNSET BLVD

LOS ANGELES, 90026

MVE + PARTNERS

PROJECT #2020-10159

11/19/2021

A2.1




1 EAST EXTERIOR ELEVATION
3/32" = 1'-0"

ELEVATION

0' 8' 16' 32'

RYDA

3225 SUNSET BLVD

LOS ANGELES, 90026

MVE + PARTNERS

PROJECT #2020-10159

11/19/2021

A2.2




1 NORTH EXTERIOR ELEVATION
3/32" = 1'-0"




2 SOUTH EXTERIOR ELEVATION
3/32" = 1'-0"

ELEVATION

0' 8' 16' 32'

RYDA

3225 SUNSET BLVD

LOS ANGELES, 90026

MVE + PARTNERS

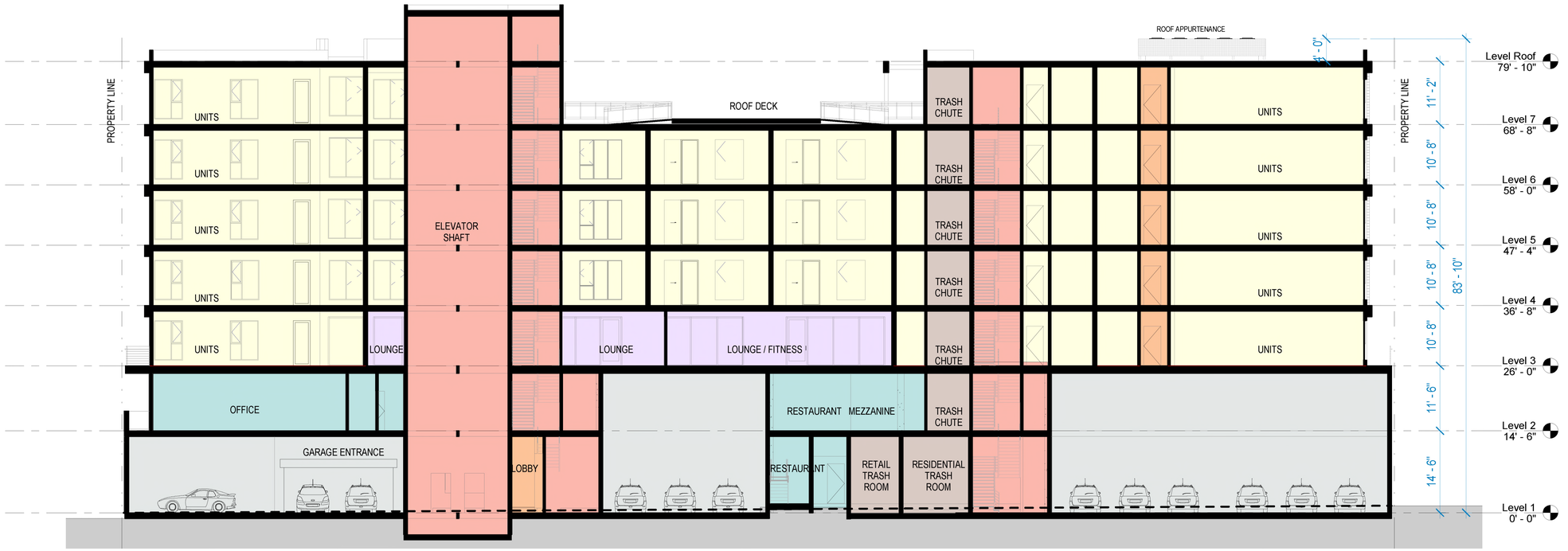
PROJECT #2020-10159

11/19/2021

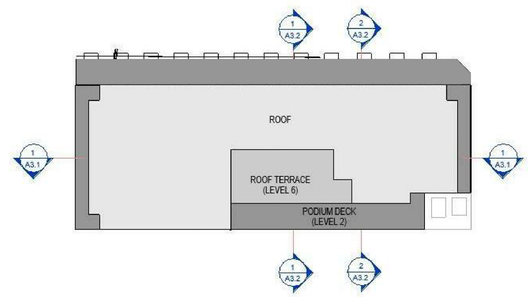
A2.3




PERSPECTIVE VIEWS




1 SECTION A-A
3/32" = 1'-0"




## BUILDING SECTION

0' 8' 16' 32'

RYDA

3225 SUNSET BLVD

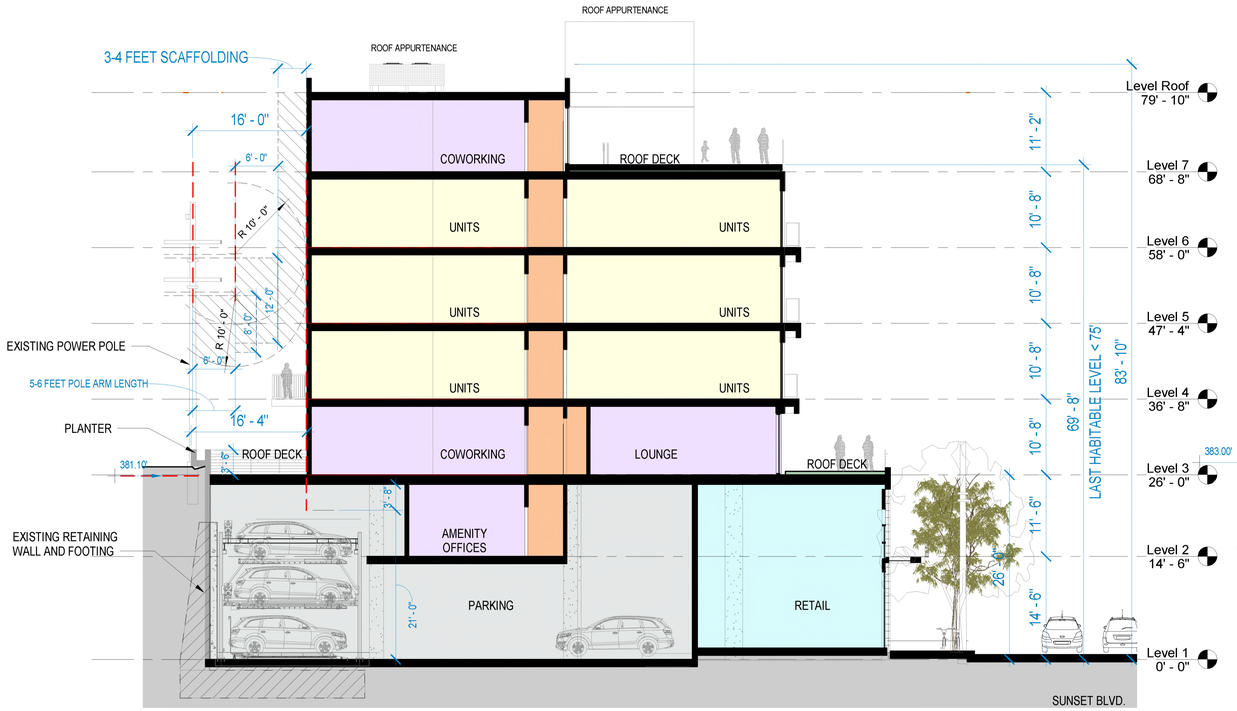
LOS ANGELES, 90026

MVE + PARTNERS

PROJECT #2020-10159

11/19/2021

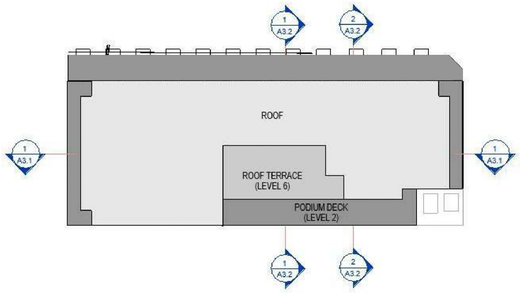
A3.1




1 SECTION B-B
3/32" = 1'-0"




2 SECTION C-C
3/32" = 1'-0"




## BUILDING SECTION

0' 8' 16' 32'

RYDA

# 3225 SUNSET BLVD

LOS ANGELES, 90026

MVE + PARTNERS

PROJECT #2020-10159

11/19/2021

A3.2

# Exhibit B –
# Environmental Documents

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

# JUSTIFICATION TO SUPPORT A CATEGORICAL EXEMPTION

## 3225 SUNSET BOULEVARD PROJECT

Case Numbers:
ENV-2021-2036-CE and CPC-2021-2035-DB-CU-CUB-SPR

**Project Location:** 3209-3227 W. Sunset Boulevard, Los Angeles, CA 90026
**Community Plan Area:** Silver Lake – Echo Park – Elysian Valley
**Council District:** 13 – Mitch O' Farrell
**Project Description:** The Proposed Project includes the demolition of an existing 13,350 square foot auto repair facility and surface parking lot for the construction, use, and maintenance of a seven-story mixed-used residential and commercial building with a total of 82 multi-family residential units and up to 9,500 square feet of commercial space at the ground floor and second floor ("Proposed Project"). The Proposed Project would include 14 studio units, 48 one-bedroom units, and 20 two-bedroom units, 14 percent (8 units) of which would be reserved as Very Low Income Units. The Proposed Project would include approximately 9,500 square feet of commercial uses located on the ground floor and second floor, including 2,446 square feet of retail space, 2,168 square feet of restaurant space, and 4,900 square feet of office space. A total of 69 residential parking spaces would be provided on the ground level enclosed within the mixed-use building. A total of 80 bicycle parking spaces would be provided, including 12 short term parking spaces and 68 long term parking spaces. One full access driveway off of the east side of W. Sunset Boulevard would provide access to the at-grade residential parking. Additionally, the Proposed Project would provide 7,020 square feet of total open space (with 5,670 square feet of common open space and 1,350 square feet of private open space). The Proposed Project would include 84,662 square feet of total floor area, consisting of 75,286 square feet of residential floor area and 9,500 square feet of commercial space, resulting in a floor area ratio (FAR) of 3.76:1.

| **PREPARED FOR:** | **PREPARED BY:** | **APPLICANT:** |
|---|---|---|
| The City of Los Angeles<br>Department of City Planning | Parker Environmental<br>Consultants, LLC | Sunset Twins-HH, LLC |

**August 2021**

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**ATTACHMENTS**

ATTACHMENT 1: HISTORIC RESOURCE TECHNICAL REPORT

Sapphos Environmental, Inc., Historical Resources Assessment Report for 3209-3227 Sunset Boulevard, Los Angeles, California 90026, March 8, 2021.

ATTACHMENT 2: TRAFFIC ASSESSMENT

Crain and Associates, Draft Transportation Assessment for the 3225 Sunset Project, May 10, 2021.

ATTACHMENT 3: NOISE CALCULATION WORKSHEETS

ATTACHMENT 4: AIR QUALITY MODELING WORKSHEETS

ATTACHMENT 5: THREATENED & ENDANGERED SPECIES ACTIVE CRITICAL HABITAT REPORT

ATTACHMENT 6: ENVIRONMENTAL SITE ASSESSMENTS

ENCON Technologies, Inc., Phase I ESA Report, Environmental Site Assessment, October 30, 2018.

ENCON Technologies, Inc., Phase II ESA Report, Subsurface Soil and Soil Gas Investigation, April 1, 2019.

ENCON Technologies, Inc., Further Phase II ESA Report, Subsurface Soil Investigation, June 3, 2019.

ATTACHMENT 7: ADDITIONAL MAPS OF THE PROJECT SITE

# Section 1. Introduction

**Project Information**

| | |
|---|---|
| Project Title: | 3225 Sunset Boulevard Project |
| Project Location: | 3209-3227 W. Sunset Boulevard<br>Los Angeles, CA 90026 |
| Project Applicant: | Sunset Twins-HH, LLC<br>C/O Daniel Neman<br>1525 South Broadway<br>Los Angeles, CA 90015 |
| Lead Agency: | City of Los Angeles<br>Department of City Planning<br>200 N. Spring Street, Room 763<br>Los Angeles, CA 90012 |

An application for the proposed 3225 Sunset Boulevard Project ("Proposed Project") has been submitted to the City of Los Angeles Department of City Planning ("DCP") for discretionary review.

The following information is being submitted in support of the determination that the proposed residential and commercial mixed-use development, located at 3209-3227 W. Sunset Boulevard ("Proposed Project"), qualifies for a Categorical Exemption pursuant to the criteria set forth in Section 15332 (Class 32 Infill Development Projects) under the California Environmental Quality Act (CEQA) (P.R.C. 21000-21189.2), and the State CEQA Guidelines (C.C.R. Title 14, Division 6, Chapter 3, 15000-15387).

As presented in the enclosed materials, the Proposed Project meets all of the criteria necessary to qualify for a CEQA Exemption as a Class 32 (Infill Development Project) pursuant to CEQA Guideline Sections 15332. Application of these exemptions, as with all categorical exemptions are limited by certain exceptions to the exemptions identified in Section 15300.2 of the CEQA Guidelines. As discussed in further detail below, no exceptions apply to the Proposed Project. Therefore, no further environmental analysis is warranted.

# Section 2. Project Description

## A. Project Summary

The Proposed Project includes the demolition of an existing 13,350 square foot auto repair facility and surface parking lot for the construction, use, and maintenance of a seven-story mixed-used residential and commercial building with a total of 82 multi-family residential units and up to 9,500 square feet of commercial space at the ground floor and second floor ("Proposed Project"). The Proposed Project would include 14 studio units, 48 one-bedroom units, and 20 two-bedroom units, 14 percent (8 units) of which would be reserved as Very Low Income Units. The Proposed Project would include approximately 9,500 square feet of commercial uses located on the ground floor and second floor, including 2,446 square feet of retail space, 2,168 square feet of restaurant space, and 4,900 square feet of office space. A total of 69 residential parking spaces would be provided on the ground level enclosed within the mixed-use building. A total of 80 bicycle parking spaces would be provided, including 12 short term parking spaces and 68 long term parking spaces. One full access driveway off of the east side of W. Sunset Boulevard would provide access to the at-grade residential parking. Additionally, the Proposed Project would provide 7,020 square feet of total open space (with 5,670 square feet of common open space and 1,350 square feet of private open space). The Proposed Project would include 84,662 square feet of total floor area, consisting of 75,286 square feet of residential floor area and 9,500 square feet of commercial space, resulting in a floor area ratio (FAR) of 3.76:1.

The applicant is requesting the following discretionary approval:

- A **Conditional Use Permit,** pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 U.26., to increase the density greater than the maximum permitted in Section 12.22 A 25. The applicant seeks a density bonus increase of 42.5 percent over the entire Project Site in order to permit 82 dwelling units in lieu of 57 dwelling units.

- A **Density Bonus/Affordable Housing Incentives Determination**, pursuant to LAMC Section 12.22.A.25(c), for a total of 82 residential dwelling units, including 8 Very Low Income Units. The applicant is requesting two On-Menu Equivalent Off-Menu Incentives and five Waiver of Development Standards as follows:

    - An On-Menu Equivalent Off-Menu Incentive, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25(f)(6), for a 20% decrease in the total amount of required open space, to permit approximately 7,020 square feet of open space in lieu of the 8,700 square feet required.

    - An On-Menu Equivalent Off-Menu Incentive, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25(g)(2) for a Rear Yard Setback reduction from 19 feet to 15'-9".

- A Waiver of Development Standard, pursuant to LAMC Section 12.22.A.25(g)(3), to permit a Floor Area Ratio (FAR) of approximately 3.76:1 in lieu of the maximum FAR of 1.5:1 permitted under LAMC Section 12.21.1.A.1.

- A Waiver of Development Standard, pursuant to LAMC Section 12.22.A.25(g)(3), to permit a maximum height of approximately 81'-10" (7 stories) to the top of the parapet in lieu of the maximum height of 45 feet (3 stories) permitted in the [Q]C2-1VL Zone under LAMC Section 12.21.1.A.1.

- A Waiver of Development Standard, pursuant to LAMC Section 12.22.A.25(g)(3), for a Side Yard Setback reduction from the required 10 feet to five feet on the 2nd level.

- A Waiver of Development Standard, pursuant to LAMC Section 12.22.A.25(g)(3), to permit a 32% reduction in required residential parking and a 100% reduction in required commercial parking.

- A **Conditional Use Permit** for the sale of alcohol for onsite consumption in the proposed restaurant.

- A **Site Plan Review,** pursuant to Section 16.05 of the LAMC, for a project which creates, or results in an increase of 50 or more dwelling units.

- Consideration of a **Haul Route**, pursuant to Section 17.13 of the LAMC, to allow the import/export of 7,700 cubic yards of earth.

In addition, pursuant to various sections of the LAMC, the applicant will request administrative approvals and permits from the Building and Safety Department and other municipal agencies for project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, haul route, street tree removal, and tenant improvements.

## B. Environmental Setting

### 1. Project Location

The Project Site is located in the Silverlake – Echo Park – Elysian Valley Community Plan area within the City of Los Angeles. The Project Site's location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure 1, Project Location Map. The Project Site's addresses are 3209-3227 W. Sunset Boulevard, Los Angeles, CA 90026. The Project Site encompasses four parcels and includes approximately 22,500 square feet of lot area (0.52 acres).

The Project Site's property addresses, Assessor's Parcel Number ("APN"), land use and lot area are summarized in Table 1, Summary of the Project Site, below.

**Table 1**
**Summary of Project Site**

| Address | APN | Existing Land Use | Lot Area (square feet) |
|---|---|---|---|
| 3209 W. Sunset Boulevard | 5426-005-002 | Surface Parking Lot | 2,481 sf |
| 3211 W. Sunset Boulevard | 5426-005-003 | Surface Parking Lot | 2,502 sf |
| 3213 W. Sunset Boulevard | 5426-005-004 | Surface Parking Lot | 2,502 sf |
| 3215 W. Sunset Boulevard<br>3217 W. Sunset Boulevard<br>3221 W. Sunset Boulevard<br>3223 W. Sunset Boulevard<br>3225 W. Sunset Boulevard<br>3227 W. Sunset Boulevard | 5426-005-005 | Automotive Repair Facility and Surface Parking Lot | 15,015 sf |
| | | **Total Gross Area** | **22,500 sf** |

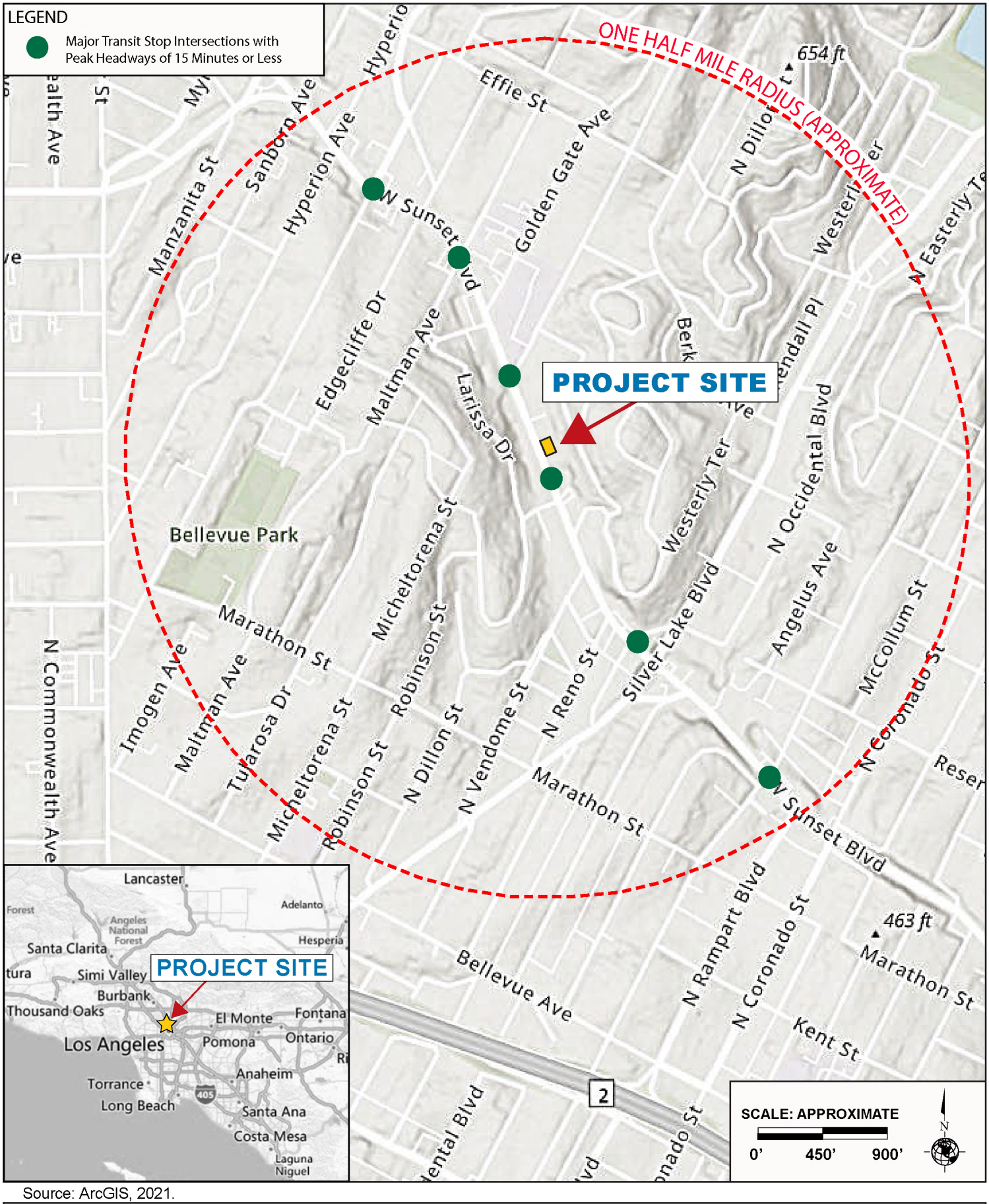
*Sources: City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed January 2021.*

The Project Site is generally bound by a one-story commercial building (restaurant) to the north; W. Sunset Boulevard to the west; a surface parking lot to the south; and multi-family residential buildings sloped upward to the east.

Primary regional access to the Project Site is provided by the Hollywood Freeway (also referred to as "US-101"). The Hollywood Freeway generally runs in a north-south direction approximately one mile south of the Project Site. Local street access is provided by the grid roadway system surrounding the Project Site. W. Sunset Boulevard, which borders the Project Site to the south, is a two-way street providing two travel lanes in each direction and is classified as an "Avenue I" in the City's Mobility Plan. Street parking is provided along W. Sunset Boulevard with restrictions.

The Los Angeles Metropolitan Transportation Authority ("Metro") operates multiple bus lines with multiple bus stops within walking distance from the Project Site with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. In the vicinity of the Project Site, bus stops are primarily located along W. Sunset Boulevard. Bus lines that operate in the Project Site area include, but are not limited to, Metro 2, Metro 4, Metro 201, Metro 175 and regional/commuter lines (Metro RapidBus 704).

The Project Site is also situated within easy walking distance to retail, restaurants, entertainment, and other commercial businesses located along W. Sunset Boulevard and in the Silver Lake – Echo Park – Elysian Valley area.




Source: ArcGIS, 2021.

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Figure 1
Project Location Map

## 2. Existing Zoning and Overlays

### 2.1 Zoning and Land Use Designations

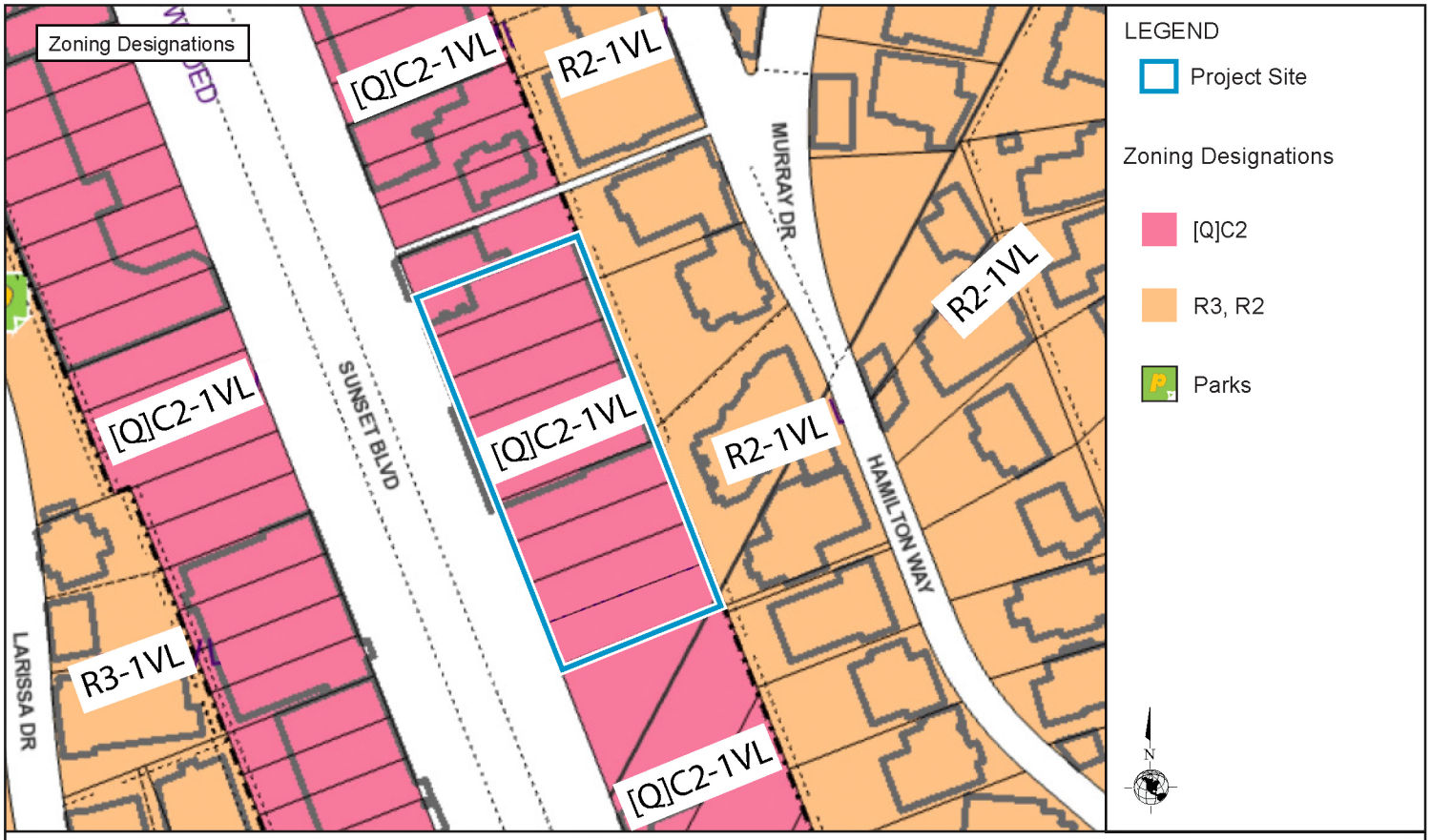
Figure 2, Zoning and General Plan Land Use Designations, shows the existing and proposed zoning and land use designations on the Project Site and in the surrounding area. The LAMC defines the zoning across the Project Site as "[Q]C2-1VL" with a General Plan land use designation of General Commercial. The Project Site is located in Height District No. 1VL, which limits building height for the C2 zone to 45 feet, three stories, and generally limits floor area to an FAR of 1.5:1.

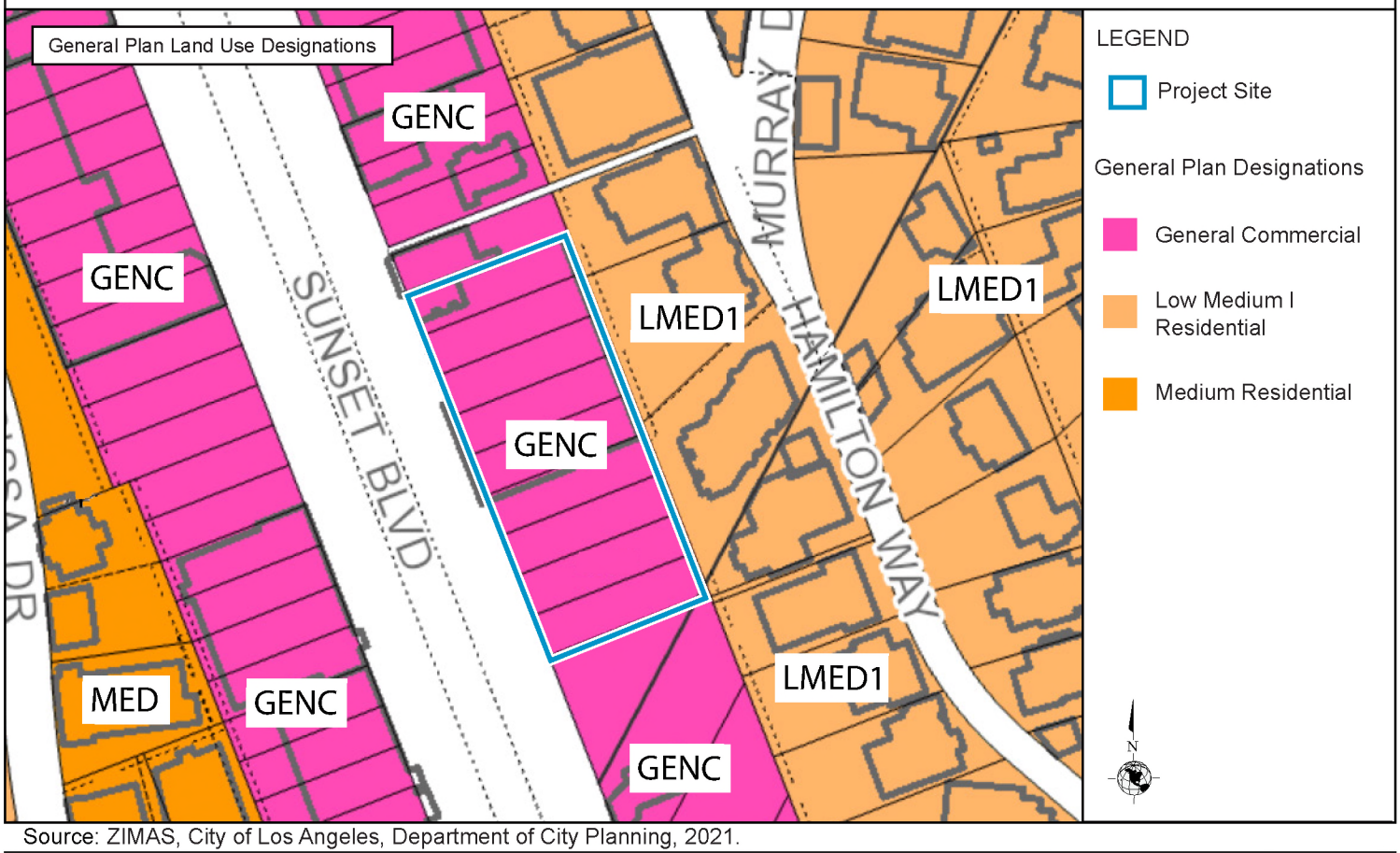
### 2.2 Silver Lake – Echo Park – Elysian Valley Community Plan

The Project Site is located within the Silver Lake – Echo Park – Elysian Valley Community Plan ("Community Plan") area of the City of Los Angeles. This Community Plan was developed in the context of promoting a vision of the Silver Lake-Echo Park-Elysian Valley area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity by: preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing; improving the function, design and economic vitality of the commercial corridors; preserving and enhancing the positive characteristics of existing development, such as scale, height, bulk, setbacks and appearance, and uses which together provide the foundation for community identity; and preserving and promoting the unique arts and cultural community.[1]

This Community Plan was developed in the context of promoting a vision of the Silver Lake-Echo Park-Elysian Valley area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity by: preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing; improving the function, design and economic vitality of the commercial corridors; preserving and enhancing the positive characteristics of existing development, such as scale, height, bulk, setbacks and appearance, and uses which together provide the foundation for community identity; and preserving and promoting the unique arts and cultural community.

[1] *City of Los Angeles Department of City Planning, Silverlake – Echo Park – Elysian Valley Community Plan (pg. II-2 and II-3).*




Source: ZIMAS, City of Los Angeles, Department of City Planning, 2021.

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Figure 2
Zoning and General Plan Land Use Designations

### 3. Existing Site Conditions

Figure 3, Aerial Photograph of the Project Site and Surrounding Land Uses, shows an aerial view of the Project Site and identifies the photograph locations of the Project Site and surrounding land use photographs shown in Figure 4, Photographs of the Project Site.

The Project Site consists of four parcels currently improved with an automotive repair facility totaling 13,350 square feet of building area and an associated surface parking lot. Additionally, there are two ingress/egress vehicle driveway to the Project Site located along W. Sunset Boulevard.

### 4. Surrounding Land Uses

As shown in Figure 2, the Project Site is in a commercially zoned [Q]C2-1VL area. Properties immediately bordering the Project Site are either zoned [Q]C2-1VL with a General Plan land use designation of General Commercial or zoned R2-1VL with a General Plan land use designation of Low Medium I Residential. The properties surrounding the Project Site include a mix of commercial uses (including retail, restaurants, and a car wash), multi-family residential, and surface parking lots. These land uses range in height from one- to three-stories above grade. Photographs of the land uses immediately surrounding the Project Site are provided in Figure 5. Below is a description of the existing conditions in the surrounding area.

The Project Site is surrounded by the following land uses:

North: The Project Site is immediately bordered by a single-story restaurant. This property is zoned [Q]C2-1VL with a General Plan land use designation of General Commercial (See Figure 5, View 7). Further north, along W. Sunset Boulevard, is a commercial corridor that contains a variety of retail, restaurant, and commercial land uses. These properties are also zoned [Q]C2-1VL with General Plan land use designations of General Commercial (See Figure 5, View 8).

West: The Project Site is immediately bordered by W. Sunset Boulevard to the west. W. Sunset Boulevard is a two-way street providing two travel lanes in each direction and is classified as an "Avenue I" street in the City's Mobility Plan. Further west, past W. Sunset Boulevard, is a commercial corridor that contains a variety of retail, restaurant, and surface parking lots. These commercial properties are zoned [Q]C2-1VL with General Plan land use designations of General Commercial (See Figure 5, View 9).

East: The Project Site is bordered by an upward slope and multi-family residential buildings fronting Hamilton Way. These residential properties are zoned R2-1VL with General Plan land use designations of Low Medium I Residential (See Figure 5, View 10). Further west, past Hamilton Way, are additional multifamily residential buildings zoned R2-1VL with General Plan land use designations of Low Medium I Residential.

South: The Project Site is immediately bordered by a surface parking lot to the south (See Figure 5, View 11). Further south, along W. Sunset Boulevard, is a commercial corridor that contains a variety of retail, restaurant, and residential land uses. These properties are zoned [Q]C2-1VL and have a General Plan land use designation of General Commercial (See Figure 5, View 12).




Source: Google Earth, Aerial View, 2018.

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Figure 3
Aerial Photograph of the Project Site and Surrounding Land Uses



View 7: From the west side of Sunset Boulevard, looking east at the commercial property north of the Project Site.



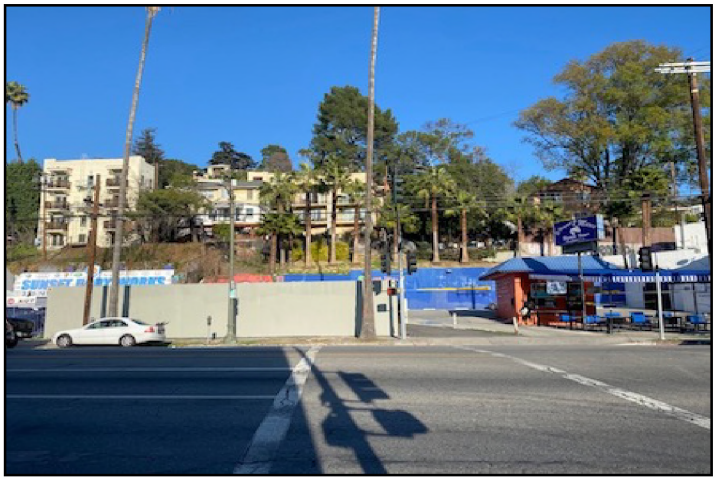
View 8: From the west side of Sunset Boulevard, looking northeast at the commercial properties north of the Project Site.



View 9: From the east side of Sunset Boulevard, looking northwest at the commercial properties west of the Project Site.



View 10: From the west side of Sunset Boulevard, looking east at the residential properties east of the Project Site.



View 11: From the west side of Sunset Boulevard, looking east at the surface parking lot and commercial property south of the Project Site.



View 12: From the west side of Sunset Boulevard, looking southeast at the commercial and residential properties south of the Project Site.

Source: Parker Environmental Consultants, February 4, 2021.

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Figure 5
Photographs of the Surrounding Land Uses
Views 7 - 12

## C. Description of Project

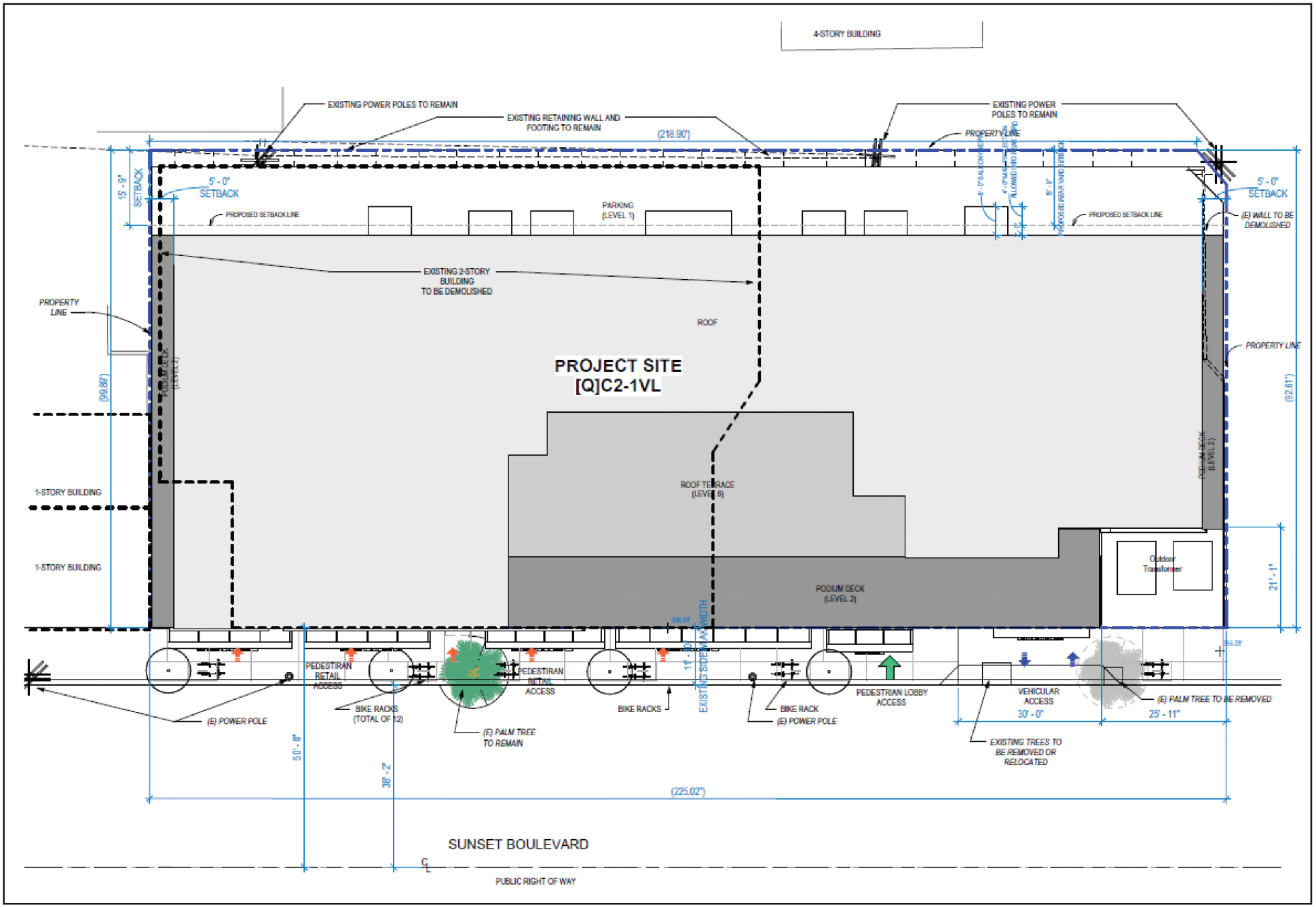
### 1. Project Overview

The Proposed Project includes the demolition of an existing 13,350 square foot auto repair facility and surface parking lot for the construction, use, and maintenance of a seven-story mixed-used residential and commercial building with a total of 82 multi-family residential units and up to 9,500 square feet of commercial space at the ground floor and second floor ("Proposed Project"). The Proposed Project would include 14 studio units, 48 one-bedroom units, and 20 two-bedroom units, 14 percent (8 units) of which would be reserved as Very Low Income Units. The Proposed Project would include approximately 9,500 square feet of commercial uses located on the ground floor and second floor, including 2,446 square feet of retail space, 2,168 square feet of restaurant space, and 4,900 square feet of office space. A total of 69 residential parking spaces would be provided on the ground level enclosed within the mixed-use building. A total of 80 bicycle parking spaces would be provided, including 12 short term parking spaces and 68 long term parking spaces. One full access driveway off of the east side of W. Sunset Boulevard would provide access to the at-grade residential parking. Additionally, the Proposed Project would provide 7,020 square feet of total open space (with 5,670 square feet of common open space and 1,350 square feet of private open space). The Proposed Project would include 84,662 square feet of total floor area, consisting of 75,286 square feet of residential floor area and 9,500 square feet of commercial space, resulting in a floor area ratio (FAR) of 3.76:1.

A summary of the Proposed Project is provided in Table 2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure 6, Plot Plan. The floor plans are illustrated in Figures 7 through 13.

**Table 2**
**Proposed Development Program**

| Land Uses | Quantity | Proposed Floor Area (square feet) |
|---|---|---|
| **Proposed Project** | | |
| **Residential** | | |
| Studio | 14 | 75,286 |
| One-bedroom | 48 | |
| Two-bedroom | 20 | |
| **Commercial** | | |
| Retail | -- | 2,446 |
| Restaurant | -- | 2,168 |
| Office | -- | 4,900 |
| **TOTAL:** | **82** | **84,662 sf (3.76:1 FAR)** |
| *Source: MVE Partners, April 20, 2021.* | | |




Source: MVE Partners, April 20, 2021.

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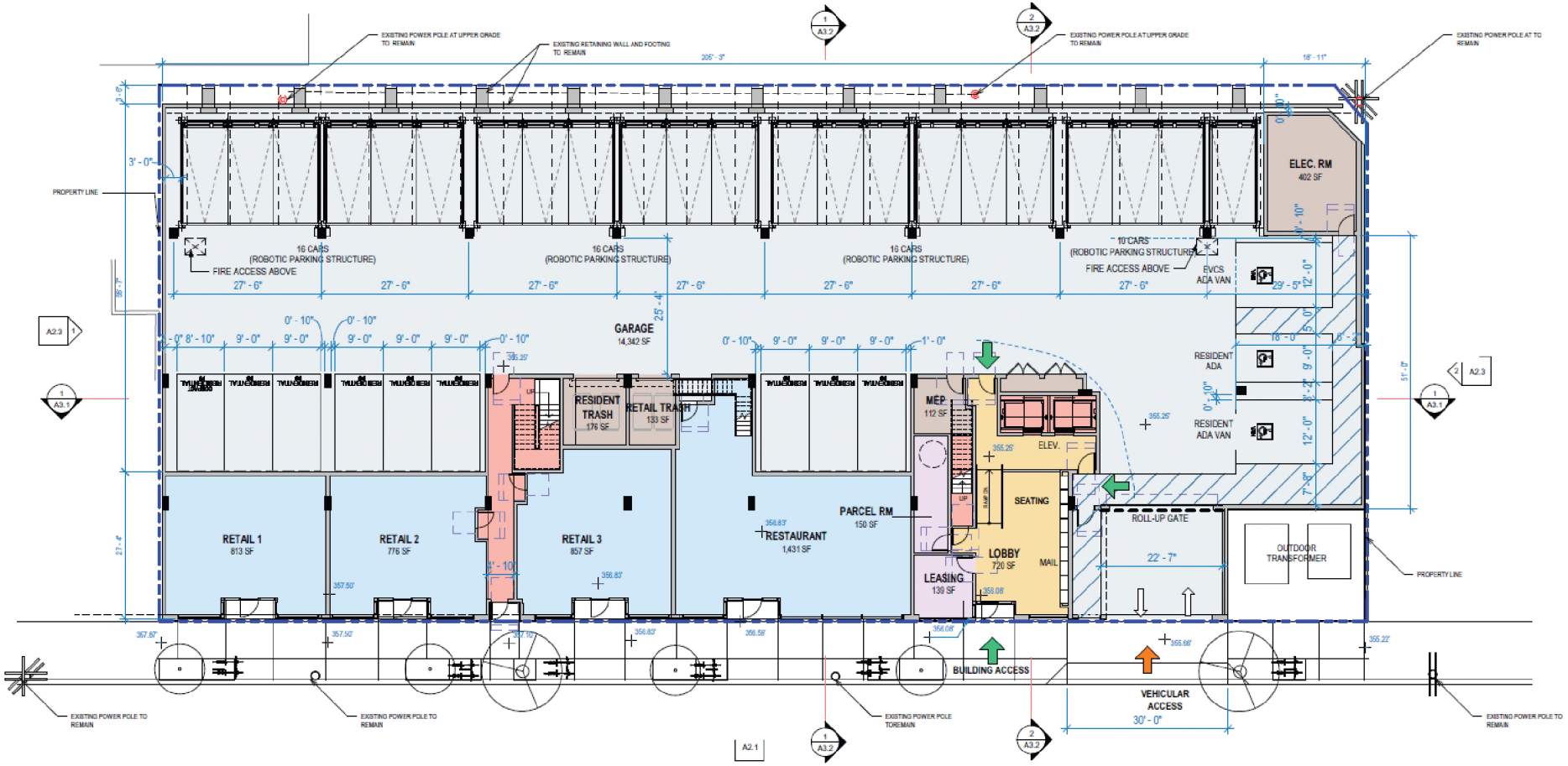
Figure 6
Plot Plan




Source: MVE Partners, April 20, 2021.

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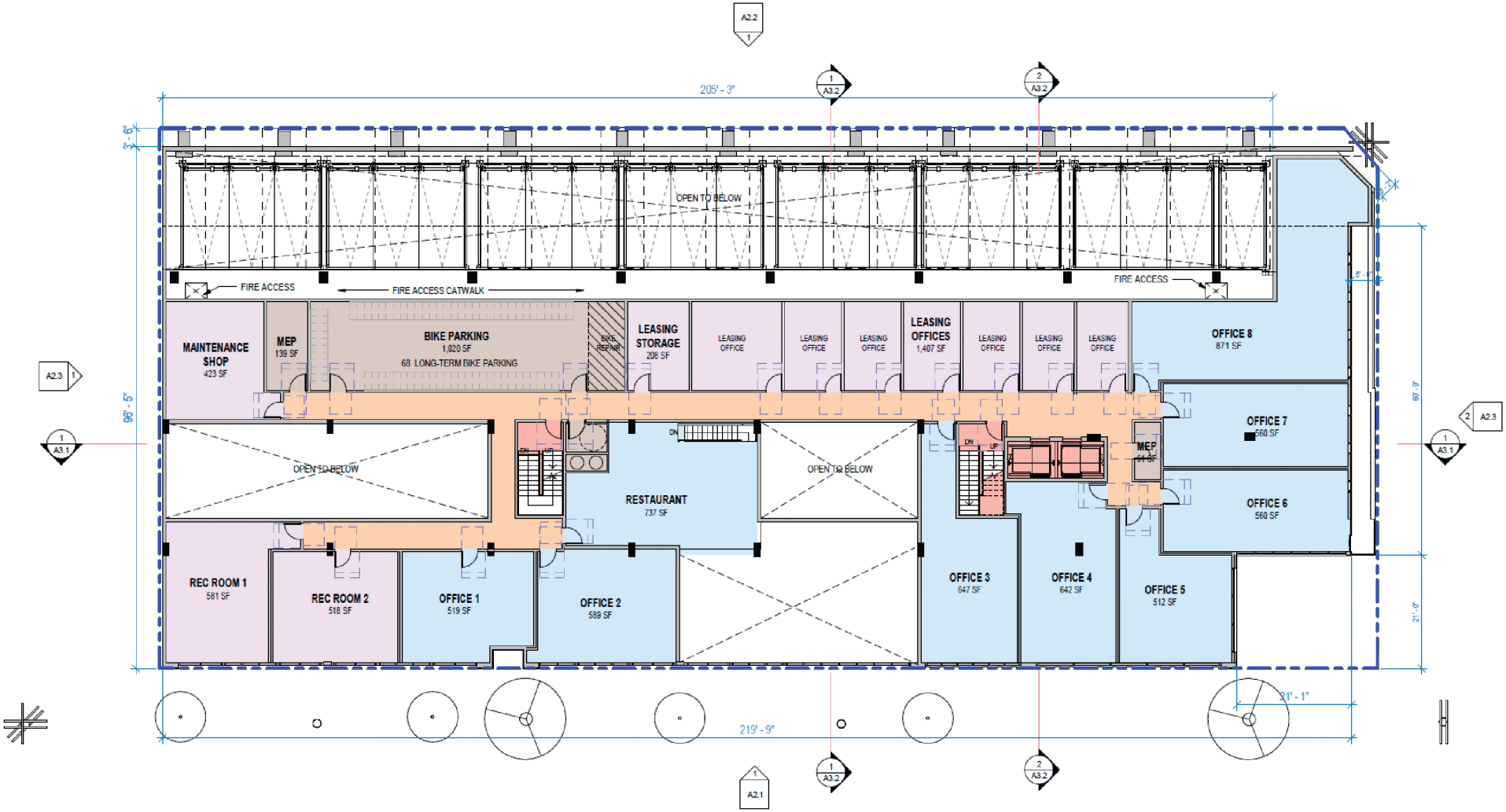
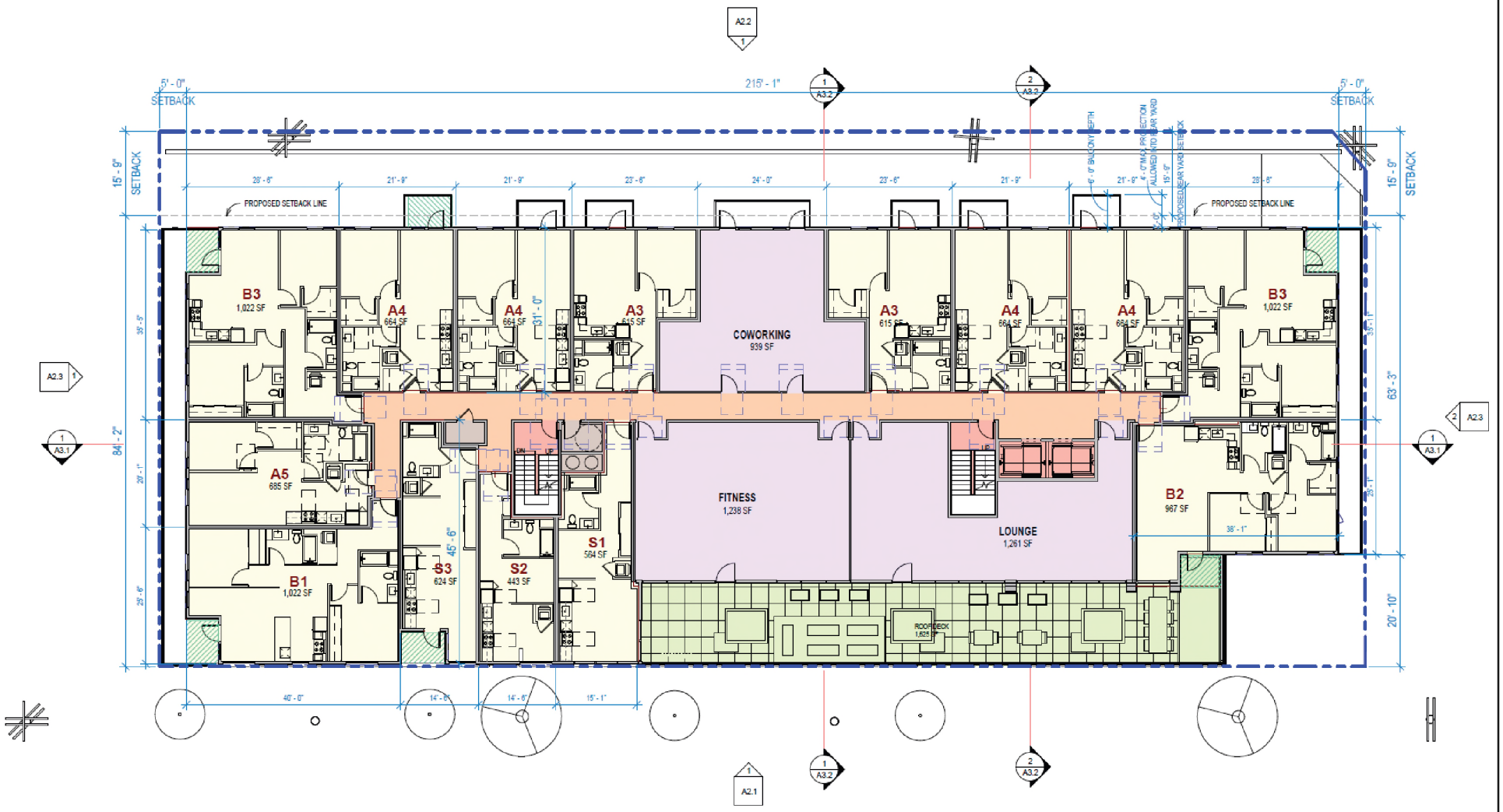
Figure 7
Level 1 Floor Plan




Source: MVE Partners, August 17, 2021.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 8
Level 2 Floor Plan




Source: MVE Partners, August 17, 2021.

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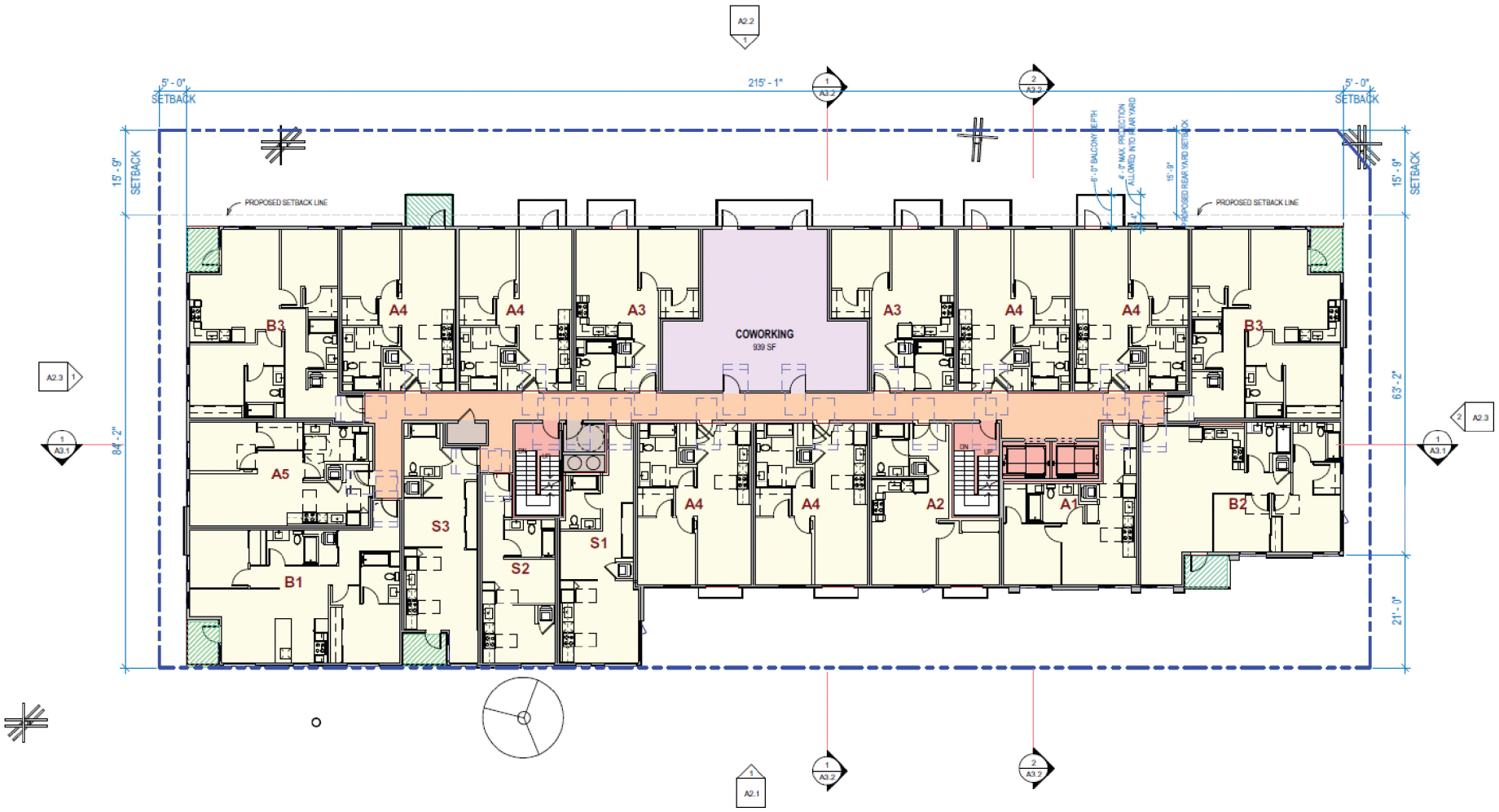
Figure 9
Level 3 Floor Plan




Source: MVE Partners, April 20, 2021.

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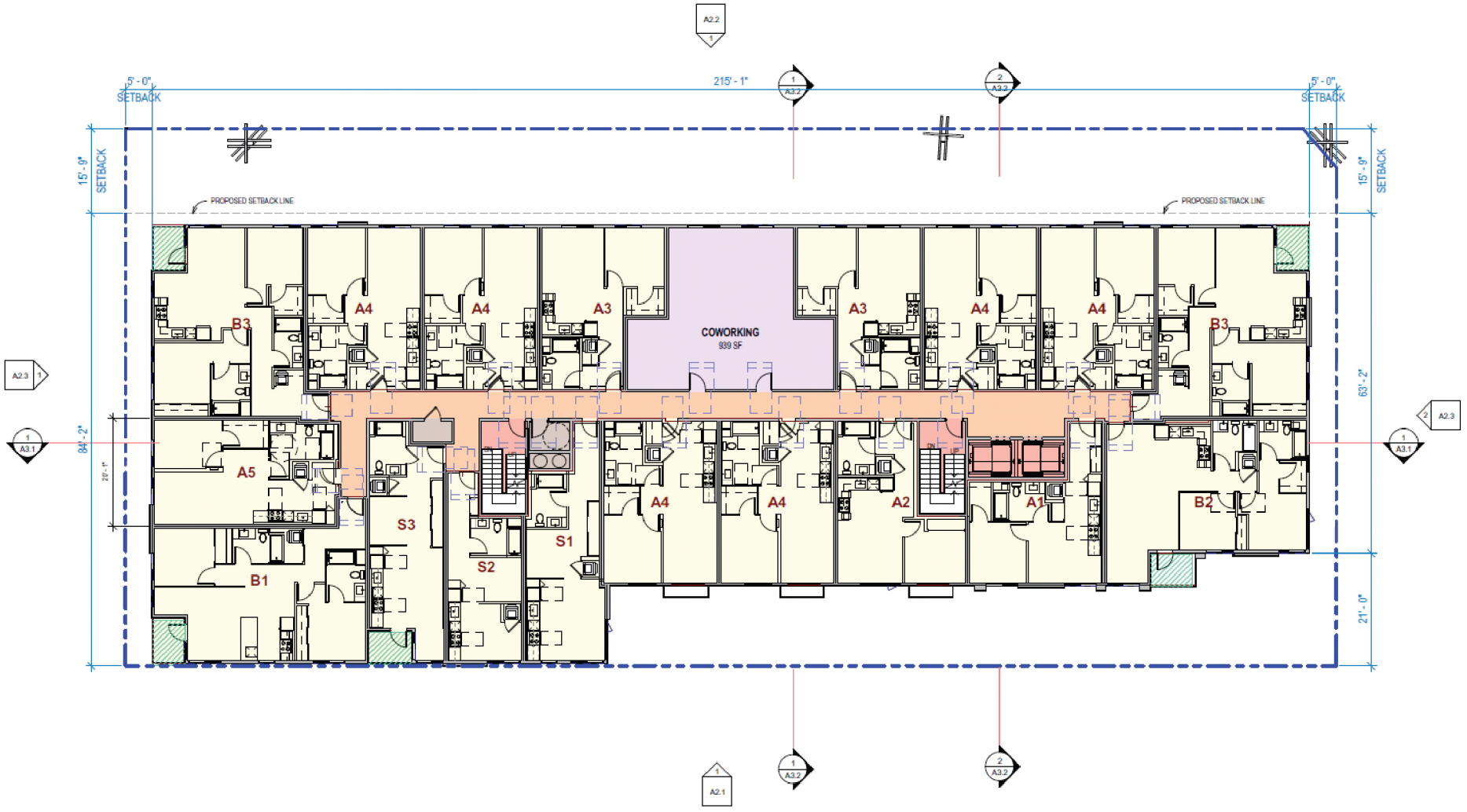
Figure 10
Level 4 Floor Plan




Source: MVE Partners, April 20, 2021.

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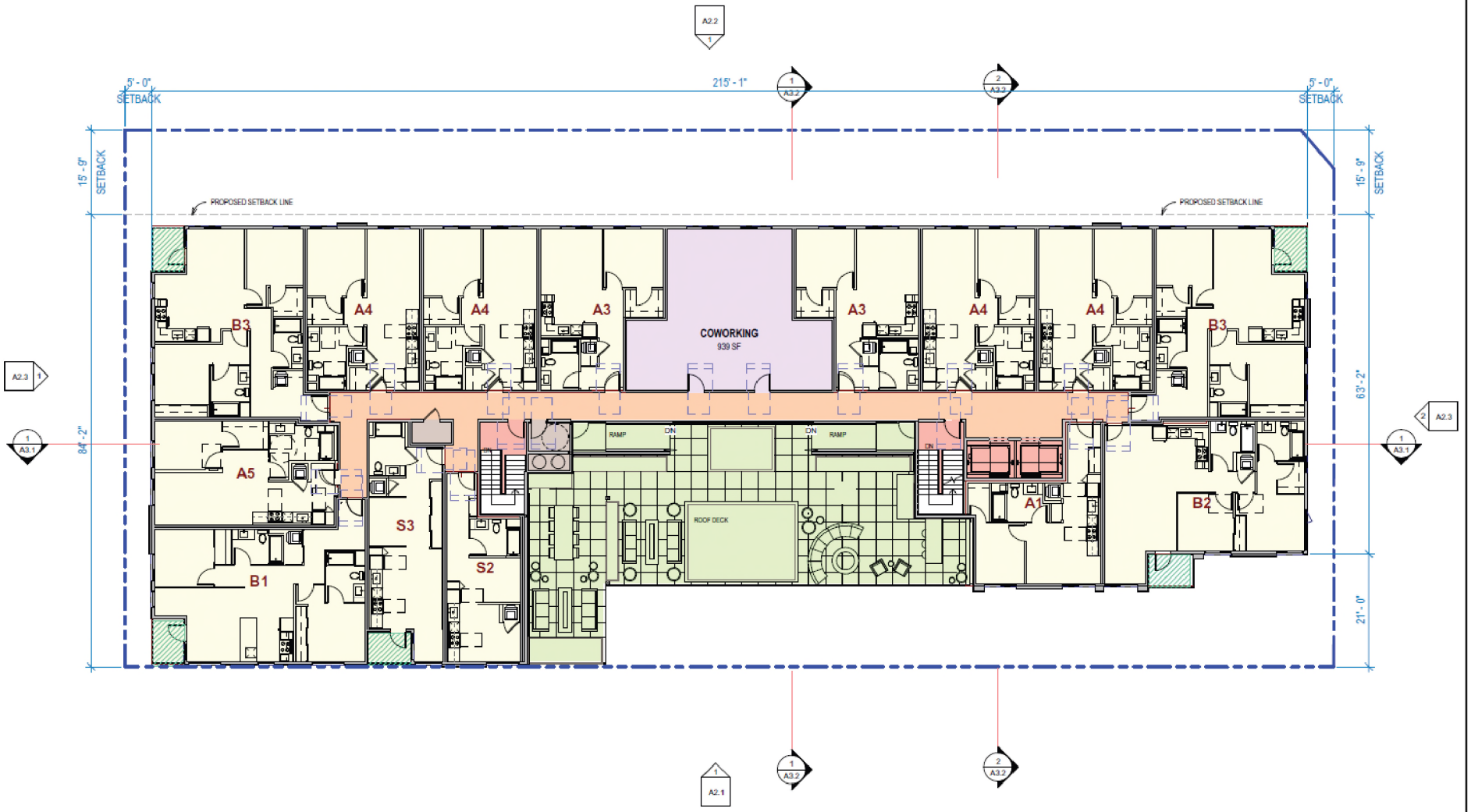
Figure 11
Levels 5-6 Floor Plans




Source: MVE Partners, April 20, 2021.

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Figure 12
Level 7 Floor Plan

As shown in Table 2, above, the Proposed Project would include the operation of a seven-story mixed-use residential and commercial building with a total of 84,662 square feet of floor area, including 75,286 square feet of residential space and 9,500 square feet of commercial space on the ground floor and second floor.

### 2. Floor Area

The Project Site is located in Height District No. 1VL, which limits floor area to an FAR of 1.5:1. The applicant is requesting a Waiver of Development Standard, pursuant to LAMC Section 12.22.A.25(g)(3), to permit a FAR of approximately 3.76:1 in lieu of the maximum FAR of 1.5:1. The Proposed Project would include a total of 84,662 square feet of floor area with an approximate FAR of 3.76:1. With approval of the Waiver of Development Standard, the Proposed Project would be consistent with the FAR provisions pursuant to the LAMC.

### 3. Building Height

As stated previously, the Project Site is located in Height District No. 1VL, which limits building height for the C2 zone to 45 feet and three stories above grade. The applicant is requesting a Waiver of Development Standard, pursuant to LAMC Section 12.22.A.25(g)(3), to permit a maximum height of approximately 81'-10" (seven stories) to the top of the parapet in lieu of the maximum height of 45 feet (three stories) permitted. With approval of the height incentive per the Density Bonus Guidelines, the proposed building height would be 81'-10" and seven stories above grade at the top of the parapet. Therefore, with approval of the Waiver of Development Standard, the Proposed Project would be within the allowed height, pursuant to the LAMC. Figure 14 and Figure 15 depict the Proposed Project's building elevations.

### 4. Building Setbacks and Stepbacks

LAMC Section 12.14 establishes the front, side and rear yard setbacks for the Proposed Project. The Proposed Project is not required to provide a front yard setback, however, for all portions of buildings used for residential purposes, side and rear yard setbacks conforming to the R4 zone shall be provided and maintained at the floor level of the first story used in whole or in part for residential purposes. As such, a five foot side yard setback is required with one additional foot for every floor story above the second level. Additionally, the rear yard setbacks require a minimum of 15 feet with one additional foot for each story above the third level. As such, the Proposed Project is required to provide 10-foot side yard setbacks and a 19-foot rear yard setback. As part of the Density Bonus incentives stated above, the Proposed Project would provide 5-foot side yard setbacks on the northern and southern property lines, and a 15'-9" rear yard setback along the eastern property line. As such, the Proposed Project would provide the required front yard, side yard, and rear yard setbacks and would be consistent with the LAMC, as modified by the Density Bonus incentives and concessions.




West Elevation




East Elevation

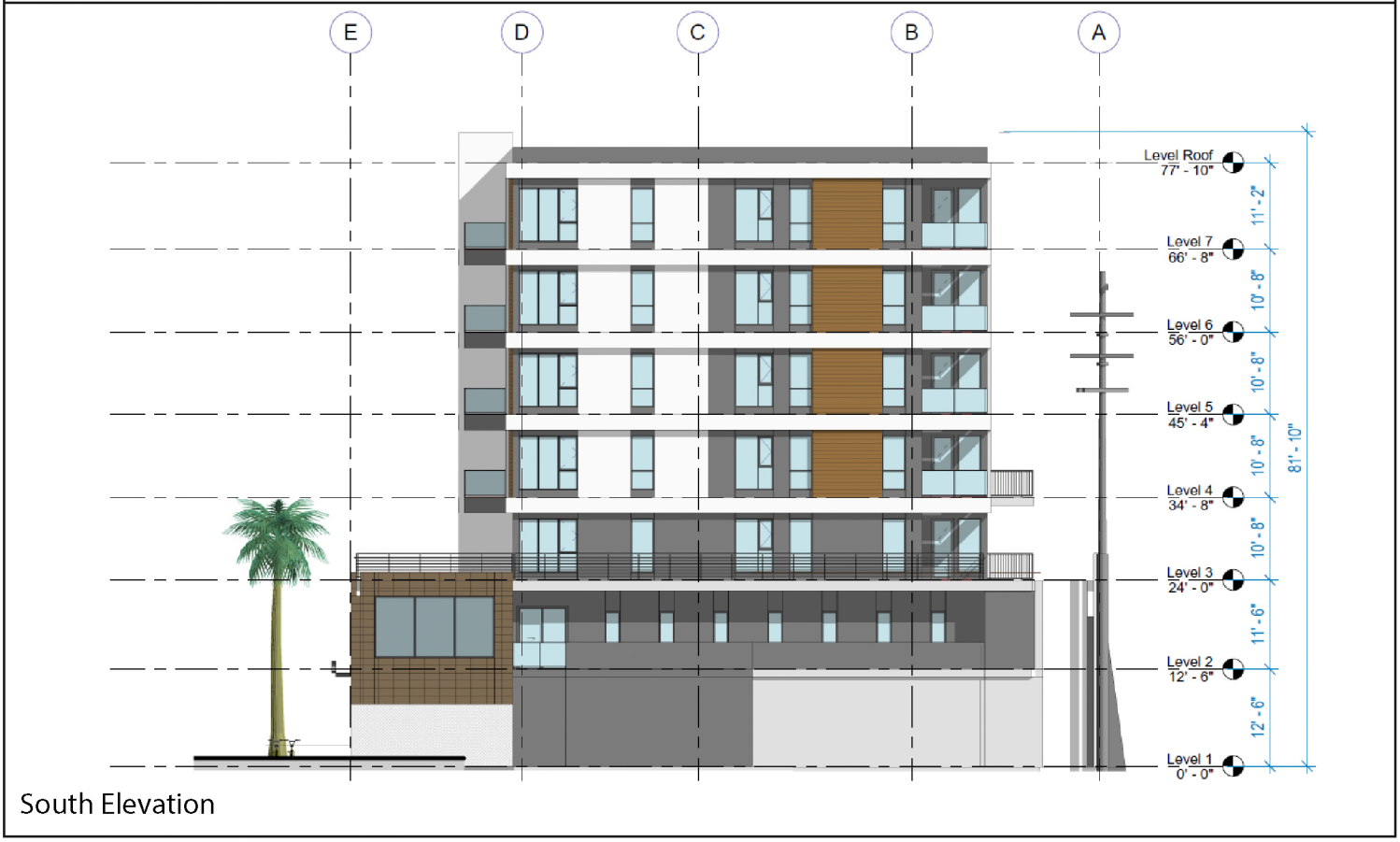
Source: MVE Partners, April 20, 2021.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 14
West and East Elevations




North Elevation




South Elevation

Source: MVE Partners, April 20, 2021.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 15
North and South Elevations

### 5. Density

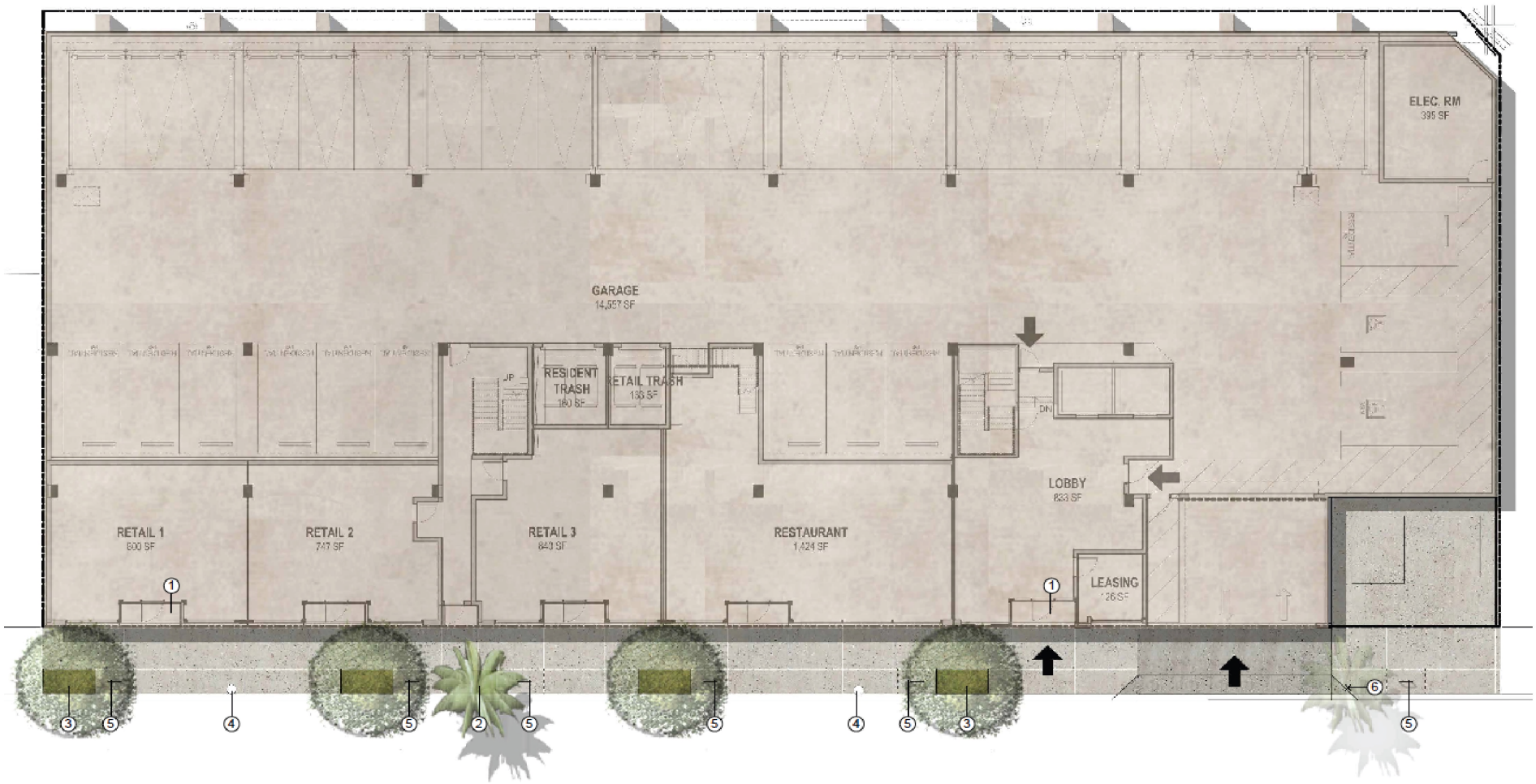
Pursuant to the LAMC Section 12.14.C, portions of buildings erected and used for residential purposes shall conform to the density requirements of the R4 Zone. As such, residential uses on the Project Site are limited to one dwelling unit per 400 square feet, or approximately 57 dwelling units for the Project Site based on an area of 22,500 square feet. The Proposed Project would set aside 14 percent of the base density (8 units) as restricted for very low income households. Therefore, the Proposed Project would utilize Conditional Use Permit to request a Density Bonus greater than 35%. The Proposed Project would request a 42.5 percent density bonus, which results in an allowable density of 82 units. The Project is proposing a density of 82 dwelling units. With approval of the Density Bonus, the Proposed Project's proposed density would be within the allowed density pursuant to the LAMC.

### 6. Design and Architecture

The Proposed Project consists of the construction of a seven-story mixed-use residential and commercial building. The Proposed Project will incorporate subtle design improvements such as windows, lighting, and landscaping to activate the street frontage. The Proposed Project would be designed with modern architectural materials, such as cement plaster, fiber cement board, and aluminum storefront systems.

### 7. Open Space and Landscaping

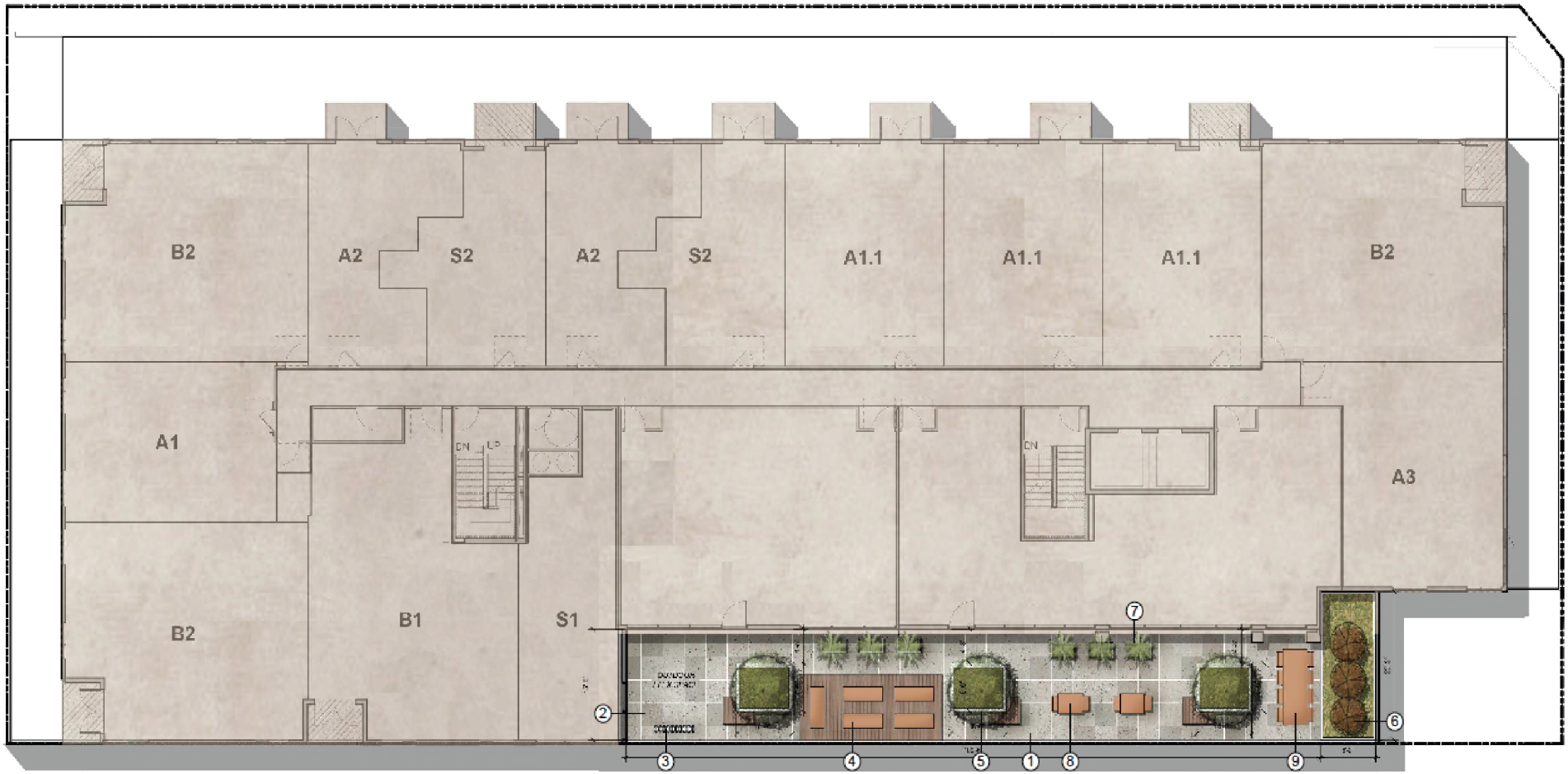
The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table 3, Summary of Required and Proposed Open Space Areas, below. Pursuant to the LAMC, the Proposed Project would be required to provide 100 square feet of open space for each residential dwelling unit with less than three habitable rooms (studio units and one-bedroom units) and 125 square feet of open space for each residential dwelling unit with three habitable rooms (two-bedroom units). As such, the total amount of open space required by the LAMC is approximately 8,700 square feet. The applicant is requesting an On-Menu Equivalent Off-Menu Incentive under the Density Bonus Guidelines to permit a 20 percent decrease in required open space. As such, the Proposed Project would be required to provide 6,960 square feet of open space. The Proposed Project would provide 7,020 square feet of open space, which includes 5,670 square feet of common open space distributed among the courtyard, roof terrace, fitness center, and lounge and 1,350 square feet of private open space balconies. Figure 16 through Figure 18 depict the proposed open spaces on the Project Site. As part of the open space requirements, the residential component of the Proposed Project requires planting trees at a rate of one tree for every four dwelling units for a total of 21 required trees. A such, 21 trees are proposed on-site, which is consistent with LAMC requirements. With approval of the Density Bonus, the Proposed Project would be consistent with the open space requirements of the LAMC.




Source: MVE Partners, February 12, 2021.

PARKER ENVIRONMENTAL CONSULTANTS

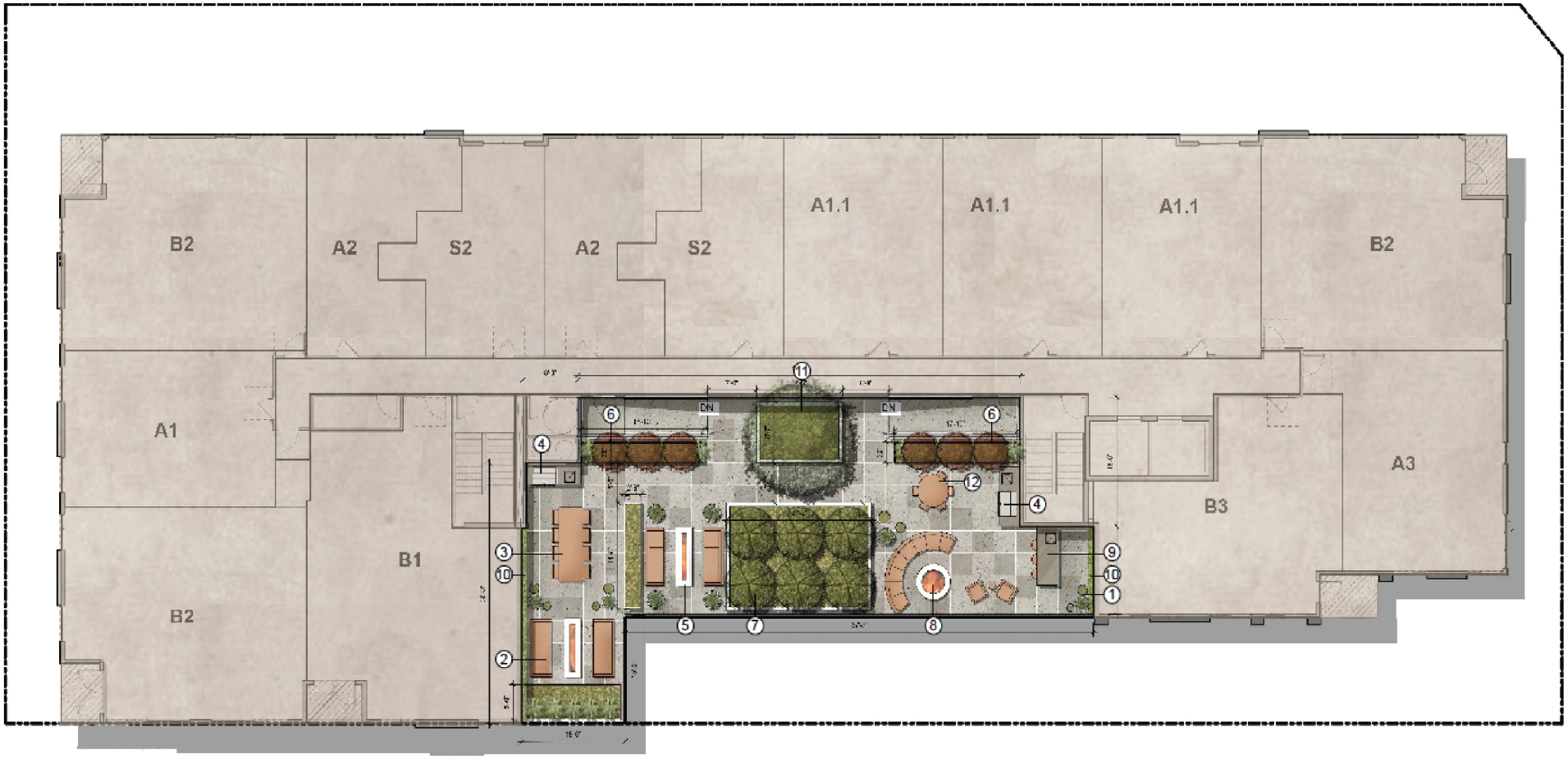
Figure 16
Level 1 Landscape Plan




Source: MVE Partners, February 12, 2021.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 17
Level 2 Landscape Plan




Source: MVE Partners, February 12, 2021.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 18
Level 6 Landscape Plan

**Table 3**
**Summary of Required and Proposed Open Space Areas**

| LAMC Open Space Requirements | Dwelling Units | Required Open Space (square feet) |
|---|---|---|
| Less than 3 Habitable Rooms (100 sf/du) [a] | 62 | 6,200 |
| Equal to 3 Habitable Rooms (125 sf/du) [b] | 20 | 2,500 |
| | ***Subtotal:*** | ***8,700*** |
| *Reduction allowed per Density Bonus Guidelines (20%):* [c] | | *(1,740)* |
| | **TOTAL:** | **6,960 sf** |
| **Proposed Open Space Area** | **Proposed Open Space (square feet)** | |
| Courtyard & Roof Terrace | 3,930 | |
| Amenity Rooms (Lounge & Fitness) | 1,740 | |
| Private Balconies | 1,350 | |
| **TOTAL:** | **7,020 sf** | |

*Notes: du = dwelling unit; sf = square feet*
[a] *Includes studio and one-bedroom units.*
[b] *Includes two-bedroom units.*
[c] *As an On-Menu Equivalent Off-Menu Incentive pursuant to the Density Bonus Guidelines, the Proposed Project would be requesting a 20% decrease in required open space.*
*Source: MVE Partners, April 20, 2021.*

## 8. Access, Circulation, and Parking

Parking for the Proposed Project would be provided in a one-level at grade parking garage. Vehicular access to the parking structure would be provided via one full-access driveway along the east side of W. Sunset Boulevard. A summary of the required and proposed vehicle parking is provided in Table 4, Summary of Required and Proposed Vehicle Parking Spaces.

### *8.1 Vehicle Parking*

Parking for the Proposed Project would be provided in one level of at-grade parking enclosed within the mixed-use building. One full access driveway off of the east side of W. Sunset Boulevard would provide access to the at-grade residential and commercial parking.

As shown in Table 4, below, the Proposed Project would be required to provide 102 residential parking spaces. The applicant is requesting a Density Bonus Incentive to permit a 32% decrease in required residential parking. As such, the Proposed Project would be required to provide a total of 69 residential parking spaces in lieu of the required 102 spaces. The Proposed Project would be required to provide a total of 54 commercial parking spaces. The applicant is requesting a Waiver of Development Standard to waive the required commercial parking. As such, the Proposed Project would not be required to provide any commercial parking spaces. The Proposed Project would provide 69 residential parking spaces located at-grade in the interior of the ground floor. Therefore, the Proposed Project would conform to the vehicle parking requirements in the LAMC, as modified by the Density Bonus incentives and concessions.

**Table 4**
**Summary of Required and Proposed Vehicle Parking Spaces**

| Description | Quantity | Parking Required | | Parking Provided |
|---|---|---|---|---|
| | | Rate | Spaces | |
| **Residential** | | | | |
| Less than Three Habitable Rooms | 62 du | 1 stall per unit | 62 | |
| More than Three Habitable Rooms | 20 du | 2 stalls per units | 40 | |
| | | Total Required: | 102 | -- |
| | | *Waiver of Development Standard Reduction (32%):* | *-33* | |
| | | **Total Required Residential Parking:** | **69** | **69** |
| **Commercial** | | | | |
| Retail | 2,446 sf | 4 stalls per 1,000 sf | 12 | |
| Office | 4,900 sf | 4 stalls per 1,000 sf | 20 | |
| Restaurant | 2,168 sf | 10 stalls per 1,000 sf | 22 | |
| | | Commercial Required: | 54 | -- |
| | | *Waiver of Development Standard Reduction (100%)* | *-54* | |
| | | **Total Required Commercial Parking:** | **0** | **0** |
| ***Total On-Site Parking Proposed*** | | | | |
| | | | ***Residential:*** | *69* |
| | | | ***Commercial:*** | *0* |
| | | | **TOTAL:** | **69** |

*Notes:*
*du = dwelling unit ; sf = square feet*
*Source: MVE Partners, February 12, 2021.*

### *8.2 Bicycle Parking*

The Proposed Project would provide long-term on-site bicycle parking in bicycle storage spaces located on the second floor and short-term bicycle spaces located in the public right-of-way along W. Sunset Boulevard. As required by Section 12.21.A.16 of the LAMC, one long-term parking space is required per the first 25 dwelling units and one long-term parking space is required per 1.5 dwelling units for the remaining 57 dwelling units. The short-term residential parking rate is as follows: one parking space per 10 dwelling units for the first 25 dwelling units and one parking space per 15 dwelling units for the remaining 57 units. Commercial parking for long-term and short-term bicycle parking is as follows: one space per 2,000 square feet. As shown in Table 5, below, the Proposed Project is required to supply 70 residential bicycle parking spaces and 10 commercial bicycle parking spaces, for a total of 80 bicycle parking spaces. The Proposed Project will provide 80 bicycle parking spaces. Therefore, the Proposed Project would conform to the bicycle parking requirements in the LAMC.

January 1, 2017, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in wastewater generation. The Proposed Project would implement the following features to reduce energy demands and assure maximum environmental quality: proximity to mass transit, in-fill smart growth, and resource conservation. Therefore, compliance with Title 24 of the California Administrative Code and the L.A. Green Building Code would reduce the Proposed Project's energy consumption.

## 12. Anticipated Construction Schedule

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 18 months, with final buildout occurring in 2024. Construction activities would include four main steps: (1) demolition; (2) site preparation; (3) building construction; and (4) architectural coatings/finishings. All construction activities would be performed in accordance with all applicable state and federal laws and City codes and policies with respect to building construction and activities. As provided in LAMC Section 41.40, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

### *1. Demolition*

This phase would include the demolition of the existing automotive repair facility and associated surface parking lot. The demolition phase would be completed in approximately one month.

### *2. Site Preparation*

After the completion of the demolition phase, the site preparation phase for the Proposed Project would occur for approximately one month and would involve the removal of walls, fences, and associated debris, as well as the removal of trees. This phase would also include excavation to ensure the proper base and slope for the building foundations.

### *3. Building Construction Phase*

The building construction phase consists of above grade structures and is expected to occur for approximately 12 months. The building construction phase includes the construction of the proposed building, connection of utilities to the buildings, building foundations, laying irrigation for landscaping, and landscaping the Project Site.

### *4. Architectural Coatings/Finishing Phase*

The finishing/architectural coating phase is expected to occur over approximately four months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior

wall finishings and paint would be applied, and windows, doors, cabinetry, and appliances would be installed.

### 13. Temporary Right-of-Way Encroachment

Construction activities may necessitate temporary lane closures on W. Sunset Boulevard adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to reduce any temporary impacts to the neighborhood and surrounding traffic. Traffic lane and right-of-way closures, including sidewalks, if required, would be properly permitted by the City agencies and would conform to City standards.

Although traffic congestion does not constitute an environmental impact for the purposes of CEQA (§ 21099(b)(2); CEQA Guidelines § 15064.3), LADOT requires preparation of a Construction Management Plan that addresses construction vehicles, prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours. In accordance with City policy, pedestrian routes on W. Sunset Boulevard fronting the Project Site will be maintained and protected from the active construction site. Temporary detours would be coordinated with the City on an as needed basis.

Unless stated otherwise, all construction activities would be performed in accordance with all applicable state and federal laws and City codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. The Department of City Planning further restricts the hours of construction in residential areas to 6:00 P.M. on weekdays. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

### 14. Haul Route

All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Project Site that cannot be recycled or diverted would be hauled to the Chiquita Canyon Landfill. In July 2017, the Los Angeles County Board of Commissioners approved an annual limit intake of combined solid waste and beneficial use materials (e.g. green waste and compost) not to exceed 3,744,000 tons per year (tpy).[2] The maximum tonnage of any combination of solid waste and other materials received by the facility for processing, beneficial use materials (including composting) and disposal shall not exceed

[2] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2018 Annual Report, December 2019 (at page 60).*

12,000 tons on any given day, provided the monthly tonnage capacity shall not be exceeded.[3] In 2018, the Chiquita Canyon Landfill had an average disposal intake of 4,560 tons per day.[4]

Approximately 13,350 square feet of building floor area would be demolished, and approximately 10,010 square feet of surface parking would be removed on the Project Site. The Proposed Project is anticipated to generate approximately 509 tons of construction and demolition debris before source reduction and recycling efforts. The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility.

## D. Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Proposed Project. The Categorical Exemption will analyze impacts associated with the Proposed Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Proposed Project. The discretionary entitlements, reviews, permits and approvals required to implement the Proposed Project include, but are not necessarily limited to, the following:

The applicant is requesting the following discretionary approval:

- A **Conditional Use Permit, p**ursuant to Los Angeles Municipal Code (LAMC) Section 12.24 U.26, to increase the density greater than the maximum permitted in Section 12.22 A 25. The applicant seeks a density bonus increase of 42.5 percent over the entire Project Site in order to permit 82 dwelling units in lieu of 57 dwelling units.

- A **Density Bonus/Affordable Housing Incentives Determination**, pursuant to LAMC Section 12.22.A.25(c), for a total of 82 residential dwelling units, including 8 Very Low Income Units. The applicant is requesting two On-Menu Equivalent Off-Menu Incentives and five Waiver of Development Standards as follows:

    - An On-Menu Equivalent Off-Menu Incentive, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25(f)(6), for a 20% decrease in the total amount of required open space, to permit approximately 7,020 square feet of open space in lieu of the 8,700 square feet required.

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[3] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2018 Annual Report, December 2019 (at page 60).*

[4] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2018 Annual Report, December 2019 (at page 29).*

- An On-Menu Equivalent Off-Menu Incentive, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25(g)(2) for a Rear Yard Setback reduction from 19 feet to 15'-9".

- A Waiver of Development Standard, pursuant to LAMC Section 12.22.A.25(g)(3), to permit a Floor Area Ratio (FAR) of approximately 3.76:1 in lieu of the maximum FAR of 1.5:1 permitted under LAMC Section 12.21.1.A.1.

- A Waiver of Development Standard, pursuant to LAMC Section 12.22.A.25(g)(3), to permit a maximum height of approximately 81'-10" (7 stories) to the top of the parapet in lieu of the maximum height of 45 feet (3 stories) permitted in the [Q]C2-1VL Zone under LAMC Section 12.21.1.A.1.

- A Waiver of Development Standard, pursuant to LAMC Section 12.22.A.25(g)(3), for a Side Yard Setback reduction from the required 10 feet to five feet on the 2nd level.

- A Waiver of Development Standard, pursuant to LAMC Section 12.22.A.25(g)(3), to permit a 32% reduction in required residential parking and a 100% reduction in required commercial parking.

- A **Conditional Use Permit** for the sale of alcohol for onsite consumption in the proposed restaurant.

- A **Site Plan Review,** pursuant to Section 16.05 of the LAMC, for a project which creates, or results in an increase of 50 or more dwelling units.

- Consideration of a **Haul Route**, pursuant to Section 17.13 of the LAMC, to allow the import/export of 7,700 cubic yards of earth.

In addition, pursuant to various sections of the LAMC, the applicants will also request various ministerial administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for project construction actions, including but not limited to the following: demolition, grading, foundation, building and tenant improvements.

# Section 3. Regulatory Framework

## A. CEQA Exemptions

The CEQA Guidelines (California Code of Regulations, Title 14, Sections 15300 to 15332) include a list of classes of projects, which have been determined to not have a significant effect on the environment, known as Categorical Exemptions. If a project falls within one of these classes, it is exempt from the provisions of CEQA, and no further environmental review is required. The Proposed Project includes the construction of a seven-story mixed-use residential and commercial building. Therefore, the Proposed Project falls under the Class 32 Categorical Exemption for infill development.

## B. Evaluation of Class 32 Criteria

The Class 32 "Infill" Categorical Exemption (CEQA Guidelines Section 15332), hereafter referred to as the Class 32 Exemption, exempts infill development within urbanized areas for projects that meet certain criteria. The class consists of environmentally benign projects that are located on infill lots, are adequately supported by existing public services and infrastructure, and are consistent with the local General Plan and zoning requirements, and do not result in any significant traffic, noise, air quality, or water quality impacts. This class of exemption may apply to residential, commercial, industrial, and/or mixed-use projects. As supported by the information presented herein, the Project falls under the Class 32 Exemption.

*Section 15332. In-Fill Development Projects*

> *Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.*
>
> *(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
>
> *(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
>
> *(c) The project site has no value as habitat for endangered, rare or threatened species.*
>
> *(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
>
> *(e) The site can be adequately served by all required utilities and public services.*

**Class 32 Criteria**

Consistent with the State CEQA Guidelines and the Department of City Planning's policies for implementing CEQA, the following assessment provides substantial evidence to support the determination that the Proposed Project meets the above criteria, pursuant to the Class 32 (Infill Development) requirements as set forth in Section 15332 of the State CEQA Guidelines.

1. **Discussion of CEQA Guidelines Section 15332(a)**

**The Proposed Project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.**

A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations adopted for the purpose of avoiding mitigating an environmental effect. Plan inconsistencies in and of themselves are not a significant impact on the environment under CEQA. CEQA recognizes only direct physical changes or reasonably foreseeable indirect physical changes in the environment.[5] Further, even if incentives and concessions granted as part of a Density Bonus result in deviations from General Plan or zoning requirements, those deviations do not constitute conflicts with those plans or policies (Wollmer v. City of Berkeley, 193 Cal.App.4th 1329, 1345-46(2011)). As such, the analysis below only addresses those policies that have the potential to result in physical impacts to the environment.

The Project Site is located within the Silver Lake – Echo Park – Elysian Valley Community Plan area.

**General**

The General Plan consists of a series of documents, including the seven State-mandated elements: Land Use, Mobility, Noise, Safety, Housing, Open Space, and Conservation; and elements addressing Air Quality, Infrastructure Systems, Public Facilities and Services, Health and Wellness, as well as the Citywide General Plan Framework Element. The Framework Element establishes the overall policy and direction for the entire General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other mandated and optional elements. The elements that are most applicable to the Proposed Project are the Framework Element and the Land Use Element.

***Framework Element***

The Framework Element of the City's General Plan, adopted in December 1996 and readopted in August 2001, sets forth general guidance regarding land use issues for the City and defines citywide policies regarding land use that influence the Community Plans and most of the City's General Plan Elements. The Land Use Chapter of the Framework Element provides primary

[5] *See Guidelines Section 15064(d)-(e).*

objectives to support the viability of the City's residential neighborhoods and commercial and industrial districts, and to encourage sustainable growth in appropriate locations.

The Proposed Project would support and would be generally consistent with the Framework Element Land Use Chapter. Specifically, the Project would support the needs of the City's existing and future residents by providing new residential uses, commercial/retail uses and employment opportunities. In addition, development of the Project in an area with convenient access to public transit and opportunities for walking and biking would promote an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.

**Table 6**
**Project Consistency with Applicable Objectives and Policies of the Framework Element**

| Objective / Policy | Project Consistency Analysis |
|---|---|
| ***Land Use Chapter*** | |
| **Goal 3A:** A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city. | **No Conflict.** The Proposed Project would include a mixed-use residential and commercial development that would front W. Sunset Boulevard, which contains numerous retail, restaurants, and commercial uses. The Proposed Project would provide new residential, commercial/retail uses, and employment opportunities as well as potential customers to the surrounding existing businesses, which helps improve the competitiveness of the commercial area. The applicant is proposing to set aside 14 percent of its base density for Very Low Income Units, which places affordable housing on and near commercial corridors where access to public transportation and shopping services is convenient, providing a healthful and more livable environment for varying segments of the population. Thus, the Proposed Project would support this objective. Further, compliance with regulatory compliance measures would ensure that the buildings maintain a safe, clean, attractive and lively environment during the Project's construction and operation. Therefore the Proposed Project is consistent with this goal. |
| **Objective 3.1:** Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors. | **No Conflict.** The Proposed Project's residential uses, including Very Low Income Units, would support the needs of existing and future residents. The commercial/retail uses would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities and economy of the Silver Lake – Echo Park – Elysian Valley CPA. Therefore the Proposed Project is consistent with this objective. |
| **Policy 3.1.2:** Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses. | **No Conflict.** The Proposed Project is located on an infill lot that is already adequately served by public infrastructure. The Project Site is readily accessed via W. Sunset Boulevard and is adequately supported by utilities (including water service, sewer service, electrical, and natural gas), and public services (such as police, fire, schools, and recreation/parks). Therefore the Proposed Project is consistent with this policy. |
| **Objective 3.2:** Provide for the spatial | **No Conflict.** The Proposed Project would develop |

| Objective / Policy | Project Consistency Analysis |
|---|---|
| distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution. | residential uses in walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is located ½-mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Proposed Project encourages a variety of transportation options, such as walking and biking. Thus, the location of the Proposed Project would reduce vehicle miles traveled, promote alternatives to driving, and aim to improve air quality. Therefore the Proposed Project is consistent with this objective. |
| **Policy 3.2.3:** Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use appropriate locations. | **No Conflict.** The Proposed Project would encourage improved access and mobility by providing a mix of residential and commercial/retail uses on a single site. The on-site commercial uses would provide employment and patronage opportunities within walking distance of on-site residential units and nearby commercial developments fronting W. Sunset Boulevard. Additionally, the Proposed Project will promote the use of alternative transportation by replacing and existing automobile-centric use with a transit-oriented mixed use development.<br>Further, the Project Site is located ½-mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Proposed Project would include 80 on-site bicycle parking spaces. Therefore the Proposed Project is consistent with this policy. |
| **Objective 3.3:** Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services. | **No Conflict.** The Proposed Project is estimated to generate an additional 192 new residents to the Silver Lake – Echo Park – Elysian Valley Community Plan area[6] and an additional 35 employees,[7] which would be well within the projected residential and employment growth in SCAG's 2016 RTP/SCS for the City of Los Angeles.<br>Additionally, the Proposed Project would promote a pedestrian-oriented environment with options for public transportation. The Proposed Project would also include utility infrastructure and would update any infrastructure improvements, if necessary. Further, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles and to ensure pedestrian safety. Therefore the Proposed Project is consistent with this objective. |
| **Policy 3.3.4:** Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and | **No Conflict.** The Proposed Project would redevelop the existing automotive repair facility with the construction of a mixed-use residential and commercial building on a Project Site zoned [Q]C2-1VL with a General Plan land |

[6] *Based on the City of Los Angeles VMT Calculator, January 21, 2021.*

[7] *Based on the City of Los Angeles VMT Calculator, January 21, 2021.*

| Objective / Policy | Project Consistency Analysis |
|---|---|
| enhance the character of commercial and industrial districts. | use designation of "General Commercial." The C2 zone allows for the proposed mixed-use residential and commercial uses. The Proposed Project would develop a mixed-use building that would be visually compatible with the commercial and residential uses. Therefore, the Proposed Project would enhance the character of the surrounding mixed uses and be consistent with this policy. |
| **Goal 3D:** Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods. | **No Conflict.** The Proposed Project would promote a pedestrian-oriented environment by providing active ground floor residential and commercial uses which would provide new foot traffic for the surrounding retail, restaurant, and commercial uses. The building's design would enhance pedestrian activity in the area. Therefore the Proposed Project is consistent with this goal. |
| **Policy 3.8.4:** Enhance pedestrian activity by the design and siting of structures in accordance with Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies. | **No Conflict.** As discussed above, the Proposed Project would promote a pedestrian-oriented environment by providing active ground floor uses that would front W. Sunset Boulevard. Therefore the Proposed Project is consistent with this policy. |
| **Goal 3F:** Mixed-use centers that provide jobs, entertainment, culture, and serve the region. | **No Conflict.** The Proposed Project would include residential and commercial space that would front the commercial corridor along W. Sunset Boulevard. The Proposed Project would provide new residential uses and commercial employment opportunities as well as potential customers to the surrounding existing businesses, which helps improve the economic viability of the commercial area. The Proposed Project is estimated to generate an additional 192 new residents to the Silver Lake – Echo Park – Elysian Valley Community Plan area and an additional 35 employees. Therefore the Proposed Project is consistent with this goal. |
| **Objective 3.10:** Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles. | **No Conflict.** The Project Site is currently zoned [Q]C2-1VL with a General Commercial General Plan land use designation. The Proposed Project would include commercial/retail space that would provide future and existing residents with job opportunities. Thus, the proposed uses are consistent with the zoning and land use designations. Additionally, the new residents and employees would provide new foot traffic for surrounding business. The Proposed Project would be compatible with the character of the surrounding districts and foster new business and employment opportunities and potential customers. Therefore the Proposed Project is consistent with this objective. |
| **Objective 5.2:** Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region. | **No Conflict.** The Proposed Project's mixed-use design and location encourages the use of alternative transportation and walking and bicycling opportunities. Additionally, the Project Site is located within ½-mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The Project Site is located in the highly urbanized Silver Lake – Echo Park – Elysian Valley CPA and is surrounded by a mix of retail, commercial, and entertainment services. Therefore the Proposed Project is |

contribute to the economic, social and physical health, safety, welfare, and convenience of the Community within the larger framework of the City. The Proposed Project would provide a mixed-use residential and commercial development, which would conform to the objectives identified in the Community Plan. A detailed analysis of the consistency of the Proposed Project with the applicable objectives of the Silver Lake – Echo Park – Elysian Valley Community Plan is presented in Table 7, below.

**Table 7**
**Project Consistency with Applicable Objectives of the Silver Lake – Echo Park – Elysian Valley Community Plan**

| Objective/Policy | Project Consistency Analysis |
|---|---|
| **Residential** | |
| **Objective 1-1:** Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of current and projected population.<br><br>**Policy 1-1.1:** Maintain an adequate supply and distribution of multiple family, low income, and special needs housing opportunities in the Community Plan Area. | **No Conflict.** The Proposed Project would provide needed market-rate and affordable housing units in the Silver Lake – Echo Park – Elysian Valley Community area, as well as provide neighborhood-serving commercial uses. The Proposed Project would provide a mix of housing options by providing studio units, one-bedroom units, and two-bedroom units. The applicant is proposing to set aside 14 percent of its base density for Very Low Income Units, which places affordable housing on and near commercial corridors where access to public transportation and shopping services is convenient. Moreover, the Proposed Project's market-rate and affordable units would encourage varying economic segments of the community and maximize the opportunity for individual choice. Thus, the Proposed Project supports this objective and policy. |
| **Objective 1-2:** Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services, and facilities.<br><br>**Policy 1-2.1:** Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities, and topography will accommodate this development.<br><br>**Policy 1-2.2:** Encourage multiple family residential development in commercially zoned areas in designated Neighborhood Districts and Community Centers, and along Mixed Use Boulevards, and, where appropriate, provide floor area bonuses as an incentive to encourage mixed-use development in those areas. | **No Conflict.** The Proposed Project would support this objective through the development of new residential uses in a pedestrian- and transit-friendly area within the Community Commercial designation of the CPA. The Project Site is within walking distance of many bus stops along W. Sunset Boulevard, which provides access to other parts of the City of Los Angeles and the greater Los Angeles metropolitan area. The Proposed Project's mixed-use nature and location supports the Community Plan's goal of developing multi-family residential developments along Mixed Use Boulevards such as W. Sunset Boulevard. Therefore, the Proposed Project supports this objective and policies. |
| **Objective 1-4:** Promote and ensure the provision of adequate housing for all persons, including special needs populations, regardless of income, age, or ethnic background. | **No Conflict.** The Proposed Project would provide a mix of housing options by providing studio units, one-bedroom units, and two-bedroom units. The applicant is proposing to set aside 14 percent of its base density for Very Low Income Units, which places affordable housing on and near |

| | |
|---|---|
| **Policy 1-4.1:** Promote greater individual choice in type, quality, price, and location of housing.<br><br>**Policy 1-4.2:** Promote mixed-use housing projects in pedestrian oriented areas and designated Mixed Use Boulevards, Neighborhood Districts, and Community Centers to increase supply and maintain affordability. | commercial corridors where access to public transportation and shopping services is convenient.<br>The Proposed Project would promote economic well-being and public convenience by providing a mixed-use residential development with ground-floor commercial space along W. Sunset Boulevard, which is classified as a Mixed Use Boulevard in the Silver Lake – Echo Park – Elysian Valley General Plan Framework map. The Proposed Project's commercial component would provide new business opportunities in the area by providing new restaurant, retail, and office space. Thus, the Proposed Project's location would encourage and increase pedestrian activity in the Project vicinity and on-site. The Proposed Project promotes a more pedestrian-oriented lifestyle that would enhance public convenience and general welfare. Therefore, the Proposed Project supports this objective and policies. |
| **Commercial** | |
| **Objective 2-1:** Conserve and strengthen viable commercial development and encourage the reuse of obsolete commercial development.<br><br>**Policy 2-1.1:** New commercial uses shall be located in established commercial areas, emphasizing more intense and efficient use of existing commercial land, ultimately contributing to and enhancing the existing urban form and village atmosphere. | **No Conflict.** The Proposed Project would redevelop an existing automotive repair facility with the construction of a mixed-use residential and commercial building. The on-site commercial uses would provide employment and patronage opportunities within walking distance of on-site residential units and nearby commercial developments fronting W. Sunset Boulevard. As such, the Proposed Project would establish a more intense and efficient use of existing land by providing multiple land uses such as residential, retail, restaurant, and office space. Therefore, the Proposed Project supports this objective and policy. |
| **Objective 2-3:** Enhance the appearance of existing commercial districts.<br><br>**Policy 2-3.1:** Proposed developments should be designed to enhance and be compatible with existing adjacent development. | **No Conflict.** The Proposed Project would promote a pedestrian-friendly environment by developing a pedestrian-scale development with active commercial uses at street level and landscaping along public rights-of-way. The surrounding developments are characterized as multifamily residential buildings, mixed-use buildings, and commercial land uses. Thus, the Proposed Project supports this objective and policy and would be compatible with existing adjacent development . |
| **Objective 2-4:** Reinforce the identity of distinct commercial districts through the use of design guidelines and development standards.<br><br>**Policy 2-4.1:** Ensure that commercial infill projects achieve harmony with the best of existing development. | **No Conflict.** The Proposed Project would redevelop the existing automotive repair facility with the construction of a mixed-use residential and commercial building. The Proposed Project is located along W. Sunset Boulevard, which is designated as a Mixed Use Boulevard. The Proposed Project would include retail, restaurant, office, and residential land uses and would be compatible with the surrounding developments. Therefore, the Proposed Project supports this objective and policy. |
| *Source: City of Los Angeles, Department of City Planning, Silver Lake – Echo Park – Elysian Valley Community Plan, 2004; and Parker Environmental Consultants, 2021.* | |

The Project proposes the construction of a seven-story mixed-use residential and commercial building within 1,000 feet of alternative transit opportunities. The Project Site is an infill site located along a Mixed Use Boulevard. Additionally, a total of five bus lines: Metro 2, Metro 4, Metro 201,

Metro 175 and regional/commuter lines (Metro RapidBus 704) currently serve the Project Site via stops located within convenient walking distance along W. Sunset Boulevard. The Project Site's location near mass transit and in walking distance to services, retail stores, and restaurants promotes a pedestrian-friendly environment. Additionally, the Proposed Project would incorporate architectural compatibility and landscaping to protect the character and scale of the surrounding residential and commercial districts. The Proposed Project would be attractively designed and landscaped and would be consistent with the land use standards of the LAMC, General Plan, and the Silver Lake – Echo Park – Elysian Valley Community Plan. These guidelines and standards are in place to ensure that projects are designed and developed to achieve a high level of quality, have a distinctive character, and are compatible with existing uses and development. The Proposed Project would thus be consistent with the applicable objectives of the Community Plan. As such, impacts related to the consistency with the applicable land use and planning policies in the Silver Lake – Echo Park – Elysian Valley Community Plan would be less than significant.

***Mobility Plan 2035***

The Mobility Plan 2035 ("Mobility Plan") of the City of Los Angeles General Plan, adopted September 7, 2016, is designed to provide a policy foundation for the transportation system within the City of Los Angeles. There are five goals of the Mobility Plan that define the City's high-level mobility priorities and include: safety first; world class infrastructure; access for all Angelenos; collaboration, communication and informed choices; and clean environments and healthy communities. The Mobility Plan contains several objectives pertinent to the Proposed Project, which are identified as follows:

- Increase the number of adults and children who receive in-person active transportation safety education, in areas with the highest rates of collisions, by 10% annually;
- Ensure that 80% of street segments do not exceed targeted operating speeds by 2035;
- Ensure that 90% of households are have access within one mile to the Transit Enhanced Network by 2035;
- Ensure that 90% of all households have access within one-half mile to high quality bicycling facilities by 2035;
- Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.

The Mobility Plan 2035 identifies corridors proposed to receive improved bicycle, pedestrian and vehicle infrastructure improvements. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those more likely to be built by 2035. The Mobility Plan 2035 identifies W. Sunset Boulevard as part of the Transit Enhanced Network, and Bicycle Enhanced Network.

With respect to the Mobility Plan's stated objectives, the Proposed Project would increase households within one mile to the Transit Enhanced Network, provide housing within one-half mile to high quality bicycling facilities, and increase the combined mode split of persons who travel by walking, bicycling or transit. Table 8, below, discusses the Proposed Project's consistency with the Mobility Plan. As shown in Table 8, the Proposed Project would promote the goals of the Mobility Plan.

**Table 8**
**City of Los Angeles Mobility Plan Consistency Analysis**

| Mobility Plan Key Goals | Project Consistency Analysis |
|---|---|
| (1) Safety First: Crashes, speed, protection, security, safety education, and enforcement | **No Conflict.** The Proposed Project would not include unusual or hazardous design features. Primary vehicular access would be provided via one full access driveway off of the east side of W. Sunset Boulevard. The Proposed Project does not include any hazardous design features, which could impede emergency access. The Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles and to ensure pedestrian safety. Therefore, the Proposed Project would not substantially increase hazards due to design features, or incompatible uses, and would not conflict with this goal. |
| (2) World Class Infrastructure: Design, Complete Streets Network (walking, bicycling, transit, vehicles, goods movement), Bridges, Highways, Smart Investments. | **No Conflict.** This goal is directed toward City goals and is not specifically applicable to the Proposed Project. Nonetheless, the Project Site's location near mass transit, walking distance to services, retail stores, and employment opportunities, and the availability of bike parking located on the Project Site promotes a variety of transportation options. Thus, the Proposed Project would not conflict this goal. |
| (3) Access for All Angelenos: Affordability, vulnerable users, land use, operations, reliability, demand management, community connections. | **No Conflict.** The Project Site is located in a highly urbanized area of Los Angeles. The Proposed Project would develop new residential and commercial uses in walking distance to numerous services, retail, restaurants, and commercial uses. Additionally, the Project Site is located within walking distance of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Proposed Project encourages a variety of transportation options and access and would therefore not conflict with this goal. |
| (4) Clean Environments and Healthy Communities Environment, public health, clean air, clean fuels and fleets. | **No Conflict.** The Proposed Project is an infill development in an area that promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation. As discussed further, operational emissions generated by the Proposed Project's construction |

| Mobility Plan Key Goals | Project Consistency Analysis |
|---|---|
| | and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the Proposed Project would not conflict with this goal. |
| *Sources: City of Los Angeles General Plan, Mobility Plan 2035, September 7, 2016. Parker Environmental Consultants, 2021.* | |

***Zoning Designations***

The Proposed Project includes the construction of a seven-story mixed-use commercial and residential building with a total of 82 multi-family residential units and up to 9,500 square feet of commercial space at the ground level and second floor. Parking would be provided on the ground level.

*Land Use*

The Project Site is zoned [Q]C2-1VL with a General Plan land use designation of General Commercial. Residential uses permitted in the R4 Zone by Section 12.11 of the LAMC and commercial uses permitted in C2 Commercial Zone of Section 12.14 of the LAMC are permitted. The Proposed Project would construct a seven-story residential and commercial mixed-use development. Therefore, the Proposed Project would conform to the allowable land uses pursuant to the LAMC.

*Floor Area Ratio*

The Project Site is located in Height District No. 1VL, which limits floor area to an FAR of 1.5:1. The applicant is requesting a Waiver of Development Standard, pursuant to LAMC Section 12.22.A.25(g)(3), to permit a FAR of approximately 3.76:1 in lieu of the maximum FAR of 1.5:1. The Proposed Project would include 84,662 square feet of floor area with an approximate FAR of 3.76:1. With approval of the Density Bonus incentive, the Proposed Project would be consistent with the FAR provisions pursuant to the LAMC.

*Height*

As stated previously, the Project Site is located in Height District No. 1VL, which limits building height for the C2 zone to 45 feet and three stories above grade. The applicant is requesting a Waiver of Development Standard, pursuant to LAMC Section 12.22.A.25(g)(3), to permit a maximum height of approximately 81'-10" (seven stories) to the top of the parapet in lieu of the maximum height of 45 feet (three stories) permitted. With approval of the height incentive per the Density Bonus Guidelines, the proposed building height would be 81'-10" and seven stories above grade at the top of the parapet. Therefore, with approval of the Density Bonus incentive, the Proposed Project would be within the allowed height, pursuant to the LAMC.

*Building Setbacks and Stepbacks*

LAMC Section 12.14 establishes the front, side and rear yard setbacks for the Proposed Project. The Proposed Project is not required to provide a front yard setback, however, for all portions of buildings used for residential purposes, side and rear yard setbacks conforming to the R4 zone shall be provided and maintained at the floor level of the first story used in whole or in part for residential purposes. As such, a five foot side yard setback is required with one additional foot for every floor story above the second level. Additionally, the rear yard setbacks require a minimum of 15 feet with one additional foot for each story above the third level. As such, the Proposed Project is required to provide 10-foot side yard setbacks and a 19-foot rear yard setback. As part of the Density Bonus incentives stated above, the Proposed Project would provide 5-foot side yard setbacks on the northern and southern property lines, and a 15'-9" rear yard setback along the eastern property line. With approval of the Density Bonus incentives and concessions, the Proposed Project would provide the required front yard, side yard, and rear yard setbacks and would be consistent with the LAMC.

*Density*

Pursuant to the LAMC Section 12.14.C, portions of buildings erected and used for residential purposes shall conform to the density requirements of the R4 Zone. As such, residential uses on the Project Site are limited to one dwelling unit per 400 square feet, or approximately 57 dwelling units for the Project Site based on an area of 22,500 square feet. The Proposed Project would set aside 14 percent of the base density (8 units) as restricted for low income households. Therefore, the Proposed Project would utilize the Conditional Use Permit to request a Density Bonus greater than 35%. The Project would request a 42.5 percent density bonus, which results in an allowable density of 82 units. The Project is proposing a density of 82 dwelling units. With approval of the Density Bonus, the Proposed Project's proposed density would be within the allowed density pursuant to the LAMC.

*Parking*

Parking for the Proposed Project would be provided in a one-level at-grade parking garage in the interior of the ground floor. Vehicular access to the parking structure would be provided via one full-access driveway along the east side of W. Sunset Boulevard.

*Vehicle Parking*

The Proposed Project would be required to provide 102 residential parking spaces. The applicant is requesting a Density Bonus Incentive to permit a 32% decrease in required residential parking. As such, the Proposed Project would be required to provide a total of 69 residential parking spaces in lieu of the required 102 spaces. The Proposed Project would be required to provide a total of 54 commercial parking spaces. The applicant is requesting a Density Bonus Incentive to waive the required commercial parking. As such, the Proposed Project would not be required to provide any commercial parking spaces. The Proposed Project would provide 69 residential

parking spaces located at-grade in the interior of the ground floor. Therefore, the Proposed Project would conform to the vehicle parking requirements in the LAMC and Density Bonus Guidelines.

*Bicycle Parking*

The Proposed Project would provide long-term on-site bicycle parking in bicycle storage spaces located on the second floor and short-term bicycle spaces located in the public right-of-way along W. Sunset Boulevard. As required by Section 12.21.A.16 of the LAMC, one long-term parking space is required per the first 25 dwelling units and one long-term parking space is required per 1.5 dwelling units for the remaining 57 dwelling units. The short-term residential parking rate is as follows: one parking space per 10 dwelling units for the first 25 dwelling units and one parking space per 15 dwelling units for the remaining 57 units. Commercial parking for long-term and short-term bicycle parking is as follows: one space per 2,000 square feet. The Proposed Project is required to supply 70 residential bicycle parking spaces and 10 commercial bicycle parking spaces, for a total of 80 bicycle parking spaces. The Proposed Project will provide 80 bicycle parking spaces. Therefore, the Proposed Project would conform to the vehicle parking requirements in the LAMC.

*Open Space*

Pursuant to the LAMC, the Proposed Project would be required to provide 100 square feet of open space for each residential dwelling unit with less than three habitable rooms (studio units and one-bedroom units) and 125 square feet of open space for each residential dwelling unit with three habitable rooms (two-bedroom units). As such, the total amount of open space required by the LAMC is approximately 8,700 square feet. The applicant is requesting an On-Menu Equivalent Off-Menu Incentive under the Density Bonus Guidelines to permit a 20 percent decrease in required open space. As such, the Proposed Project would be required to provide 6,960 square feet of open space. The Proposed Project would provide 7,020 square feet of open space, which includes 5,670 square feet of common open space distributed among the courtyard, roof terrace, fitness center, and lounge and 1,350 square feet of private open space balconies. As part of the open space requirements, the residential component of the Proposed Project requires planting trees at a rate of one tree for every four dwelling units for a total of 21 required trees. As such, 21 trees are proposed on-site, which is consistent with LAMC requirements. With approval of the Density Bonus, the Proposed Project would be consistent with the open space requirements of the LAMC.

As discussed in the preceding paragraphs, the Proposed Project would not conflict with local and regional plans applicable to the Project Site. With approval of discretionary requests and adherence to appropriate regulatory compliance measures, any impacts would be less than significant.

### 2. Discussion of CEQA Guidelines Section 15332(b)

**The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

As shown in Figure 3, Aerial Photograph of the Project Site (attached), the Project Site is located in an urbanized area of the Silver Lake – Echo Park – Elysian Valley Community Plan area and is entirely surrounded by urban land uses. The Project Site encompasses four parcels, and is identified by the following County of Los Angeles APNs: 5426-005-002, 5426-005-003, 5426-005-004, and 5426-005-005. The Project Site encompasses approximately 22,500 gross square feet of lot area (0.52 acres). As stated previously, Public Resources Code Section 21061.3 defines an "Infill Site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. Public Resources Code Section 21072 defines a "qualified urban use" as any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses. As such, the Project Site is an in-fill development in a qualified urban area. The Project Site is surrounded by a mix of multi-family residential apartments, commercial/retail buildings, and restaurants. Therefore, the Proposed Project occurs within city limits, is of no more than five acres, and is substantially surrounded by urban uses, so that the requirement in CEQA Guidelines Section 15332(b) is satisfied with respect to the Proposed Project.

### 3. Discussion of CEQA Guidelines Section 15332(c)

**The Project Site has no value as habitat for endangered, rare or threatened species.**

The Project Site is located in a highly urbanized area within the City of Los Angeles. As shown Figure 4, Aerial Photograph of the Project Site, the Project Site has long been improved with buildings and hardscape and utilized for commercial uses. The surrounding area is fully developed with urban infrastructure, such as residential and commercial land uses, and does not contain any significant areas of natural open space or areas of significant biological resource value. The Project Site is developed with an automotive repair facility and paved surface parking, and there is no on-site landscaping. There are two existing street trees along the public right-of-way fronting W. Sunset Boulevard, one of which will be removed during construction.

According to the U.S. Fish and Wildlife Service ("USFWS") Threatened & Endangered Species Active Critical Habitat Report (see Attachment 5 to this Categorical Exemption), no candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the California Department of Fish and Wildlife ("CDFW") or the USFWS have been recorded or exist on the Project Site. Further, no critical habitat was identified in the U.S. Environmental Protection Agency's NEPAssist mapping tool and USFWS's Information for Planning and Consultation ("IPaC") database. Additionally, the USFWS's IPaC database identified one threatened species (the Coastal California gnatcatcher, *Polioptila californica Californica*) that occurs within the broader project locale, but indicated that the Project Site is located outside of the designated critical habitat for this species.

The Project Site does not contain shrubs or vegetation, however, two street trees are located along the public right-of-way on W. Sunset Boulevard. While the removal of non-protected trees would not be considered a significant impact under CEQA, the removal of trees has the potential to impact nesting bird species if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) *(Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20)* and Section 3503 of the California Department of Fish and Game Code. To ensure compliance with the MBTA, the City of Los Angeles Department of City Planning imposes standard regulatory compliance measures advising applicants to avoid tree removal activities during the breeding season. If avoidance is not feasible, the Department recommends weekly bird surveys be conducted to ensure that the trees proposed for removal are not occupied by nesting birds. Thus, with adherence to the Federal Migratory Bird Treaty Act, the Proposed Project would have a less than significant impact on sensitive biological species or habitat. Therefore, the Project Site has no value as habitat for endangered, rare, or threatened species and, therefore, the requirement in CEQA Guidelines Section 15332(c) is satisfied.

**4. <u>Discussion of CEQA Guidelines Section 15332(d)</u>**

**Approval of the Proposed Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

**(a) *Traffic***

*Transportation Assessment Screening Criteria*

In July 2019, the City of Los Angeles Department of Transportation (LADOT) updated the City's Transportation Assessment Guidelines (the "TAG") to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the Transportation Impact Study Guidelines (December 2016) and shifted the performance metric for evaluating transportation impacts under the California Environmental Quality Act (CEQA) from level of service (LOS) to vehicle miles traveled (VMT) for studies completed within the City. Per the TAG, a Transportation Assessment is required when a project is likely to add 250 or more net daily trips to the local street system. This trip generation assessment has been conducted to determine if the Proposed Project would generate 250 or more net daily trips and would thereby require the preparation of a Transportation Assessment.

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

> *For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

*Impact Criteria and Methodology*

LADOT has identified thresholds for significant VMT impacts for each of the 7 Area Planning Commission (APC) sub-areas. The Project's VMT are compared against the City's threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the VMT increases.

For development projects, the proposed project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the East Los Angeles APC area in which the project is located.

The Proposed Project is limited to a daily household VMT per capita threshold of 7.2 and a daily work VMT per employee threshold of 12.7 (15% below the existing VMT for the East Los Angeles APC).

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale (less than 50,000 square feet) of local serving commercial uses are assumed to have less than significant VMT impacts and a no impact determination can be made for the small scale commercial portion of the mixed-use project. Therefore, only the Proposed Project's residential daily household VMT per capita is considered in the East Los Angeles APC threshold criteria.

*Summary of Project VMT Analysis*

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.2 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the Proposed Project are contained in the Transportation Assessment (See Attachment 2 to this CE). As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- The estimated daily household VMT per capita for the Proposed Project's residential land use component is 6.7, which is less than the East Los Angeles APC significance threshold of 7.2 VMT per capita and therefore would have a less than significant impact regarding traffic.
- The estimated daily work VMT per employee for the Proposed Project's commercial land use component is 8.4, which is less than the East Los Angeles APC significance threshold of 12.7 VMT per employee and therefore would have a less than significant impact on traffic.

The applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code. As described in further detail in the MOU, the following TDM strategies will be included as part of the Proposed Project:

- Reduced Parking Supply – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the LAMC without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as Density Bonus. Reductions in parking supply could also include reductions in parking requirements due to variances sought by a project.
- Bike Parking – Projects providing short-term and long-term bicycle parking spaces in accordance with LAMC Section 12.21A.16 qualify for this measure. Based on the above VMT analysis, the Proposed Project would not exceed the City's VMT threshold and does not conflict with, nor would it be inconsistent with, CEQA Guidelines Section 15064.3 subdivision (b).

Thus, based on the above analyses, the Proposed Project would not result in a significant VMT impact, and impacts would be less than significant.

*Construction Impacts*

The Proposed Project would be required to prepare, pursuant to City policy, a Construction Staging and Traffic Management Plan, to be approved by the LADOT. This plan would detail the measures enacted to ensure less than significant traffic impacts during construction, related to designated haul routes and staging areas, traffic control procedures, emergency access provisions, and construction crew parking. The Proposed Project shall obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction would be coordinated with the City of Los Angeles Department of Building and Safety (LADBS) to minimize the impact of construction traffic to congested roadways and residential streets. With the implementation of these measures, the Proposed Project construction would not adversely affect the pedestrian, bicycle, transit, and vehicular circulation around the Project Site, and impacts would be less than significant.

**(b) Noise**

(1) Federal

Currently, no federal noise standards regulate environmental noise associated with temporary construction activities or the long-term operations of development projects. As such, both temporary and long-term noise impacts resultant from the Project would be largely regulated or otherwise evaluated by State and City standards designed to protect public well-being and health.

(2) State

(a) 2017 General Plan Guidelines

The 2017 General Plan Guidelines propose county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. The State's suggested compatibility considerations between various land uses and exterior noise levels are not regulatory in nature, but recommendations intended to aid communities in determining their noise-acceptability standards.

(3) City

(a) Noise Element of the General Plan

The City's General Plan contains a Noise Element that includes objectives and policies intended to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to manage long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise or vibration impacts. However, the Noise Element does contain a land use and noise compatibility table, which is shown below within the conclusion of the noise analysis. Policy P16 in the Noise Element instructs to use, "as appropriate," this table "or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter…" "Noise sensitive" uses are defined as "single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks." The Noise Element further instructs that the table is designed "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

(b) Los Angeles Municipal Code

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations. Section 41.40(a) would prohibit project construction activities from occurring between the hours of 9:00 PM and 7:00 AM, Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 AM or after 6:00 PM on any Saturday, or on any Sunday or national holiday.

LAMC Section 112.05 establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance is subdivision (a), which institutes a maximum noise limit of 75 dBA at 50 feet for the types of construction vehicles and equipment that would be required for the Project's construction. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that compliance would be technically infeasible despite the use of noise-reducing means or methods.

LAMC Section 112.01 would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.), from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the property line of the Project Site, as the Project Site is located within 500 feet of residential zones.

*Existing Conditions*

(1) Project Site

The Project Site is located on the eastern side of W. Sunset Boulevard. The Project Site is currently developed with an automotive repair facility and an associated paved surface parking lot. The existing commercial operations at the Project Site contribute to the ambient noise levels in the vicinity. These operations include commercial loading and unloading activities, employee and patron parking, and traffic to, from, and through the Project Site. Traffic and transit operations around the Project Site also contribute noise to the baseline noise conditions. Collectively, these noise sources contribution to ambient noise levels in the baseline condition.

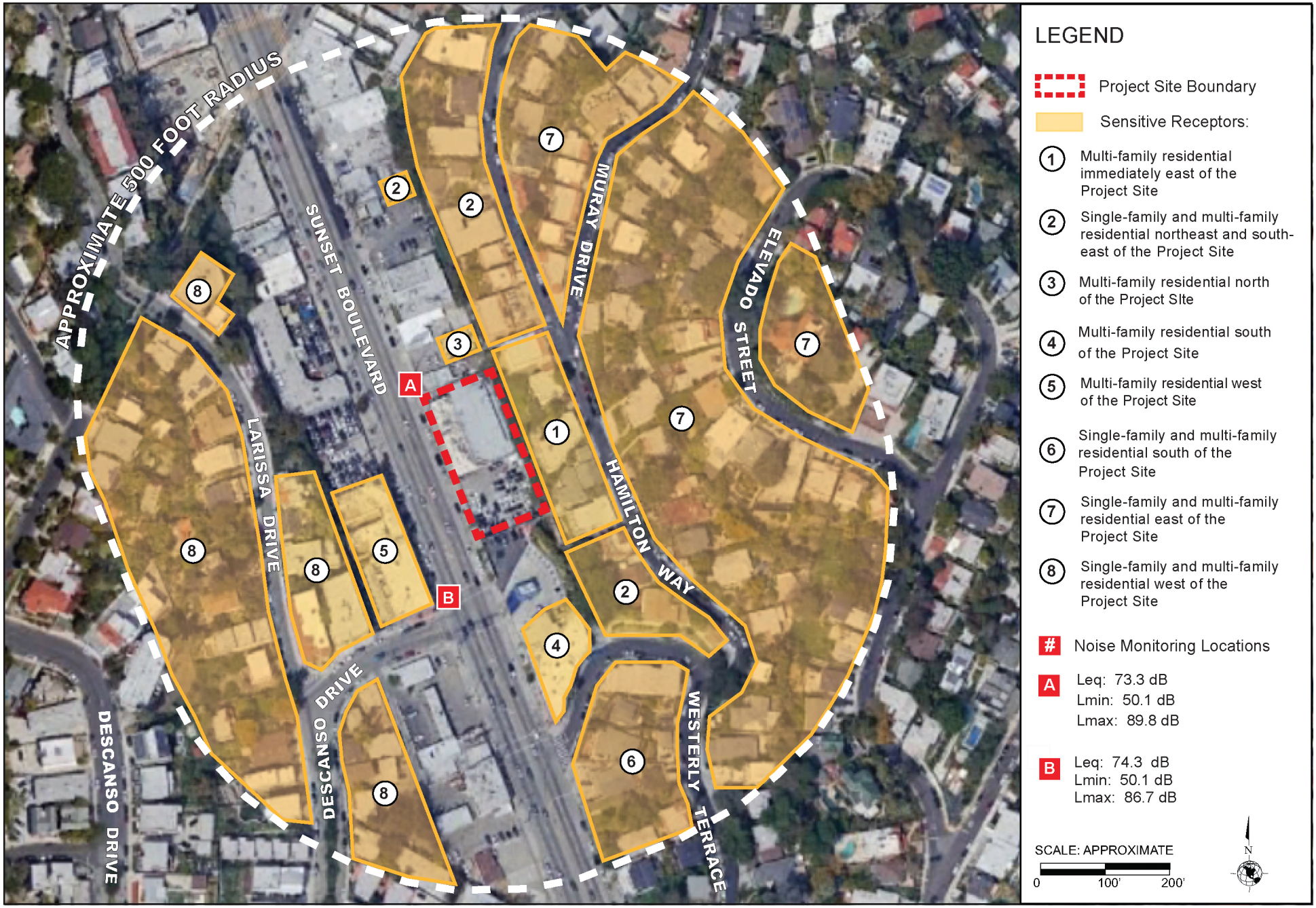
(2) Noise-Sensitive Receptors

For purposes of assessing the Proposed Project's noise and vibration impacts existing land uses in the project vicinity were surveyed and assessed to determine their sensitivity to noise and vibration impacts. Some land uses are considered more sensitive to noise than others due to the types of activities typically involved at the receptor location, and the effect that noise can have on those activities and the persons engaged in them. The Noise Element of the General Plan defines noise sensitive land uses as: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks.[8] These uses are generally considered more sensitive to noise than commercial and industrial land uses. Sensitive receptors identified within 500 feet of the Project Site are depicted in Figure 19, Noise Monitoring and Sensitive Receptor Location Map. These sensitive receptors include residential buildings.

(3) Existing Ambient Noise Conditions

Exterior daytime noise levels were monitored at two locations in the vicinity of the Project Site to measure ambient noise conditions. The approximate location of where the noise measurements were taken are depicted in Figure 19, Noise Monitoring and Sensitive Receptor Location Map. The noise measurement was conducted on February 5, 2021 over a period of 15 minutes in accordance with LAMC Section 111.01(a) and is summarized in Table 9, Ambient Noise Levels in the Project Site Vicinity.

[8] *City of Los Angeles, Noise Element of the General Plan, Chapter IV, p. 4-1.*




Source: Google Earth, Aerial View, 2018.

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Figure 19
Noise Monitoring and Sensitive Receptor Location Map

**Table 9**
**Ambient Noise Levels in the Project Site Vicinity**

| No. | Location | Noise Level Statistics [a] | | |
|---|---|---|---|---|
| | | LAeq | LASmax | LASmin |
| A | On the east side of W. Sunset Boulevard | 73.3 | 89.8 | 50.1 |
| B | On the northwest corner of the intersection of W. Sunset Boulevard and Descanso Drive | 74.3 | 86.7 | 50.1 |

*Notes:*

[a] *Noise measurements were taken on February 5, 2021 for a duration of 15 minutes. Pursuant to LAMC Sec. 111.01, ambient noise shall be averaged over a period of at least 15 minutes at a location and time of day comparable to that during which the measurement is taken of the particular noise source being measured.*

*Source: Parker Environmental Consultants, February 5, 2021.*

*Methodology*

*Thresholds of Significance*

(1) Construction Noise Thresholds

For purposes of determining the Proposed Project's construction noise impacts, a significant impact would occur if the Proposed Project is not in compliance with LAMC Chapter XI, Article 2, Section 112.05 and 41.40. LAMC Section 112.05 provides that between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet therefrom. Under this standard, the applicant must at minimum demonstrate compliance with LAMC Section 112.05. Further, as recommended by the *L.A. CEQA Thresholds Guide*, this analysis addresses whether construction activities lasting more than ten days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly $L_{eq}$) or more at a noise sensitive use. If necessary, best management practices to reduce noise to below-threshold levels (75 dBA) and below a 5-dBA ambient noise increase can be incorporated into the project design to ensure regulatory compliance.

(2) Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise manage the Project's operational noise impacts, the following criteria are adopted to assess the impacts of the Project's operational noise sources:

- Project operations that would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly

unacceptable" noise and land use compatibility categories, as defined by the City's General Plan Noise Element.[9]

- Project operations that would cause 5 dBA or greater noise increase.

*Project Impacts*

For purposes of evaluating the Proposed Project's construction and operational noise impacts, the following regulatory compliance measures and construction project design features would be incorporated into the Proposed Project's construction activities. These features and control measures are consistent with the noise management procedures and regulations of the LAMC and Noise Element of the General Plan.

**Los Angeles Municipal Code**

LAMC contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations. Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c), below, would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

SEC.41.40. Noise Due to Construction, Excavation Work—When Prohibited

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine, excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

Sec 112.05 Maximum Noise Level of Powered Equipment or Powered Hand Tools

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered

[9] *As a 3 dBA increase represents a barely noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. For instances when the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase would still be considered significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.*

equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

SEC.112.02. Air Conditioning, Refrigeration, Heating, Plumbing, Filtering Equipment

It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.

SEC. 116.01. Loud, Unnecessary And Unusual Noise

Notwithstanding any other provisions of this chapter and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following: (a) The level of noise; (b) Whether the nature of the noise is usual or unusual; (c) Whether the origin of the noise is natural or unnatural; (d) The level and intensity of the background noise, if any; (e) The proximity of the noise to residential sleeping facilities; (f) The nature and zoning of the area within which the noise emanates; (g) The density of the inhabitation of the area within which the noise emanates; (h) The time of the day and night the noise occurs; (i) The duration of the noise; (j) Whether the

noise is recurrent, intermittent, or constant; and (k) Whether the noise is produced by a commercial or noncommercial activity.

Ordinance No. 178,048

The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be posted on site that includes the job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Site, and City telephone numbers where violations can be reported. This notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

*On-Site Construction Noise*

Construction of the Proposed Project would require the use of heavy equipment for demolition and site preparation, the installation of utilities, paving, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur on-site are presented in Table 10, Typical Outdoor Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

**Table 10**
**Typical Outdoor Construction Noise Levels**

| Construction Phase | Noise Levels at 50 Feet with Mufflers (dBA $L_{eq}$) | Noise Levels at 60 Feet with Mufflers (dBA $L_{eq}$) | Noise Levels at 100 Feet with Mufflers (dBA $L_{eq}$) | Noise Levels at 200 Feet with Mufflers (dBA $L_{eq}$) |
|---|---|---|---|---|
| Ground Clearing | 82 | 80 | 76 | 70 |
| Excavation, Grading | 86 | 84 | 80 | 74 |
| Foundations | 77 | 75 | 71 | 65 |
| Structural | 83 | 81 | 77 | 71 |
| Finishing | 86 | 84 | 80 | 74 |
| *Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.* | | | | |

The noise levels shown in Table 10, above, represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. Construction noise during the heavier initial periods of construction could be expected to be 86 dBA $L_{eq}$ when measured at a reference distance of 50 feet from the center of construction

**Table 11**
**Estimated Exterior Construction Reference Noise Levels at 50 Feet**

| Construction Phase | Reference Distance (feet) | Noise Impact Without Attenuation Features (dBA $L_{eq}$) | Noise Impact With Attenuation Features (dBA $L_{eq}$) | Construction Significance Criteria (dBA $L_{eq}$)** | Exceed Significance Criteria? (75 dBA $L_{eq}$) |
|---|---|---|---|---|---|
| Demolition | 50 | 84.6 | 72.6 | 75 | **No** |
| Site Preparation | 50 | 81.7 | 69.7 | 75 | **No** |
| Building Construction | 50 | 83.0 | 71.0 | 75 | **No** |
| Architectural Coating | 50 | 80.6 | 68.6 | 75 | **No** |
| *Significance criteria is based on compliance with LAMC Section 112.05, which is an exceedance of 75 dBA at a distance of 50 feet from the noise source. See Noise Calculation Worksheets in Attachment 3.* | | | | | |

Construction Noise Conclusion – LAMC Section 112.05

Based on the provisions set forth in LAMC Section 112.05, impacts associated with construction-related noise levels would be below the 75-dBA noise level threshold at 50 feet from the Project Site. As such, temporary construction-related noise impacts would be considered less than significant in accordance with City requirements and standards.

*L.A. CEQA Thresholds Guide*

As recommended by the *L.A. CEQA Thresholds Guide*, this analysis addresses whether construction activities lasting more than ten days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly $L_{eq}$) or more at a noise sensitive use. Table 12, below, provides the estimated construction noise levels at the nearby sensitive receptors based on distance attenuation and sound attenuation resulting from the use of noise shielding devices and the installation of a temporary sound wall along the perimeter of the Project Site. As indicated in Table 12, the Proposed Project's construction activities would be below construction noise threshold of 5-dBA over the existing Ambient Noise Level.

Construction Noise Conclusion - *L.A. CEQA Thresholds Guide*

Based on the provisions set forth in the *L.A. CEQA Thresholds Guide*, the Proposed Project's construction noise activities would not exceed the significance criteria of 5-dBA over the existing ambient noise level. As such, construction noise impacts would be considered less than significant.

**Table 12**
**Estimated Exterior Construction Noise at Nearest Sensitive Receptors**

| ID [a] | Ambient Noise (dBA $L_{eq}$) [b] | Noise Level Impact (dBA Leq) by Phase [c] | | | | Construction Noise Threshold (dBA Leq)** | Significant Impact? |
|---|---|---|---|---|---|---|---|
| | | Demo | Site Prep | Building | Architectural Coating | | |
| 1 | 73.3 | 77.2 | 75.6 | 71.3 | 70.1 | 78.3 | No |
| 2 | 73.3 | 65.6 | 64.0 | 59.6 | 58.5 | 78.3 | No |
| 3 | 73.3 | 70.9 | 67.6 | 64.9 | 63.8 | 78.3 | No |
| 4 | 73.3 | 66.2 | 64.6 | 60.2 | 59.0 | 78.3 | No |
| 5 | 74.3 | 69.7 | 69.0 | 64.6 | 63.5 | 79.3 | No |
| 6 | 73.3 | 58.1 | 56.5 | 52.2 | 51.0 | 78.3 | No |
| 7 | 73.3 | 64.5 | 62.9 | 58.6 | 57.4 | 78.3 | No |
| 8 | 74.3 | 61.7 | 60.1 | 55.7 | 54.6 | 79.3 | No |

*Notes:*
[a] *ID refers to the sensitive receptor locations identified in Figure 19, Noise Monitoring and Sensitive Receptor Location Map.*
[b] *Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.*
[c] *Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*
[d] *The significance threshold is an increase of 5-dBA or more in relation to the ambient noise measurements for each sensitive receptor.*
*Source: Parker Environmental Consultants, 2021 (see Attachment 3, Noise Calculation Worksheets).*

*Off-Site Construction Noise*

LAMC Section 112.05 does not regulate off-site noise emissions from road legal trucks such as delivery vehicles, concrete mixing trucks, pumping trucks, haul trucks, and worker vehicles. However, the operations of these vehicles would still comply with the construction restrictions set forth by LAMC Section 41.40.

Trucks and other construction-related vehicles would access the Project Site over the course of all construction phases. The Project's peak construction vehicle trip generation would occur during its demolition phase. Assuming 22 active hauling days, and an average hauling capacity of 14 cy per truck, the demolition phase would generate approximately three haul trips per day (approximately 61 trips total). As soil export would be spread over the course of multiple workdays, it is unlikely that more than three haul truck trips per day would impact the Project Site. Such intermittent activity would not have a substantial effect on roadside sensitive receptors, and the Project's noise impact from off-site construction sources would therefore be less than significant.

*On-Site Operational Noise*

Mechanical Equipment

As part of the Proposed Project, new mechanical equipment, HVAC units, and exhaust fans would be installed on the roof of the proposed structure. However, the operation of this equipment would be similar to the existing HVAC equipment currently on the Project Site. Further, the design and placement of HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the on-site equipment would be designed and located such that they would be appropriately shielded and fitted with noise muffling devices to reduce operational noise levels. Thus, operational noise impacts from HVAC equipment would be less than significant.

Parking Garage Noise

Entrance to the parking garage would be provided via one full access driveway off of the east side of W. Sunset Boulevard. Parking structures generate noise from vehicle engines, tires squealing, doors closing, car alarms, and people talking. Noise levels within the garage structure would fluctuate based on the types of simultaneous noise sources and the overall level of activity within the garage. The parking garage would be completely enclosed and noise levels would be completely insulated. Therefore, the parking structure would have a less than significant impact to nearby sensitive receptors.

*Off-Site Operational Noise*

Auto-Related Activities

With respect to traffic noise impacts, in order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. According to the L.A. CEQA Thresholds Guide, the traffic volume on any given roadway would need to double in order for a 3-dBA increase in ambient noise to occur. Based on the trip generation table provided in the Transportation Assessment, prepared by Crain and Associates, dated May 10, 2021, the Proposed Project would result in an approximate net increase of 452 daily vehicle trips, including 22 AM peak hour trips and 12 PM peak hour trips. The generation of 452 trips is not anticipated to double the amount of peak hour traffic volumes along W. Sunset Boulevard. As such, increased mobile source noise from the Proposed Project's increase in traffic would be less than 3 dBA, and operational noise impacts due to roadway noise would be less than significant.

*Operational Noise Conclusion*

The combination of operational activities from the Proposed Project would not exceed the 3-dBA increase threshold for any of the sensitive receptors. Given these considerations, the impact of the Project's operational noise sources would be less than significant.

As mentioned above, the City's General Plan contains a Noise Element that includes objectives and policies intended to guide the control of noise to protect residents, workers, and visitors. As shown below in Table 13, the Proposed Project is consistent with the following applicable policies of the Noise Element.

**Table 13**
**Project Consistency with Applicable Policies of the Noise Element**

| Policy | Project Consistency Analysis |
|---|---|
| **Policy P6:** When processing building permits, continue to require appropriate project design and/or insulation measures, in accordance with the California Noise Insulation Standards (Building Code Title 24, Section 3501 et seq.), or any amendments thereto or subsequent related regulations, so as to assure that interior noise levels will not exceed the minimum ambient noise levels, as set forth in the city's noise ordinance (LAMC Section 111 et seq., and any other insulation related code standards or requirements) for a particular zone or noise sensitive use, as defined by the California Noise Insulation Standards. | **No Conflict.** The Proposed Project would incorporate standard, industry-wide "best practices" for construction in urban or otherwise noise-sensitive areas which would ensure that the Project's powered construction equipment noise levels do not exceed the City's 75 dBA at 50 feet threshold of significance. Additionally, the combination of operational activities from the Proposed Project would not exceed the 3-dBA increase threshold for any of the sensitive receptors. As such, interior noise levels will not exceed the minimum ambient noise levels. |
| **Policy P11:** For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures. | **No Conflict.** For purposes of determining the Proposed Project's construction noise impacts, a significant impact would occur if the Proposed Project is not in compliance with LAMC Chapter XI, Article 2, Section 112.05 and 41.40. LAMC Section 112.05 provides that between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet therefrom. Under this standard, the applicants must at minimum demonstrate compliance with LAMC Section 112.05. As demonstrated above, the Proposed Project would not result in a significant noise impact on nearby sensitive receptors. As such, no mitigation measures are implemented. The Proposed Project would not conflict with this policy. |
| **Policy P13:** Continue to plan, design and construct or oversee construction of public projects, and projects on city owned properties, so as to minimize potential noise impacts on noise sensitive uses and to maintain or reduce existing ambient noise levels. | **No Conflict.** Construction noise impacts were evaluated by calculating the construction-related noise levels at the Project Site and comparing the estimated construction noise levels to the noise limits contained in LAMC Section 112.05. As concluded in the analysis presented above, construction of the Proposed Project would result in a less than significant impact to nearby sensitive receptors. |

| Policy | Project Consistency Analysis |
|---|---|
| **Policy P15:** Continue to take into consideration, during updating/revision of the city's general plan community plans, noise impacts from freeways, highways, outdoor theaters and other significant noise sources and to incorporate appropriate policies and programs into the plans that will enhance land use compatibility. | **No Conflict.** In addition to applicable City standards and guidelines that would regulate or otherwise manage the Proposed Project's operational noise impacts, Proposed Project operations that would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise and land use compatibility categories, as defined by the City's General Plan Noise Element, is also analyzed above. Mobile noise generated by the Proposed Project would not cause the ambient noise level of nearby properties to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise and land use compatibility categories. As such, the Proposed Project would not conflict with this policy. |
| **Policy P16:** Use, as appropriate, the "Guidelines for Noise Compatible Land Use" or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter, within a CNEL of 65 dB airport noise exposure areas and within a line-of-sight of freeways, major highways, railroads or truck haul routes. | **No Conflict.** As discussed above, the Proposed Project would not cause the ambient noise level of nearby properties to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise and land use compatibility categories. As such, the Project would not conflict with this policy. |
| *Source: City of Los Angeles Department of City Planning, Noise Element, February 3, 1999.* | |

### (c) Air Quality

#### (1) Federal

##### (a) Clean Air Act

The Federal Clean Air Act ("CAA") was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, the United States Environmental Protection Agency ("USEPA") is responsible for implementing some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California the California Clean Air Act ("CCAA") is administered by the California Air Resources Board ("CARB") at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard ("NAAQS"). These amendments require both a demonstration of reasonable further progress towards attainment and the incorporation of

additional sanctions for failure to attain or to meet interim milestones. NAAQS have been established for seven major air pollutants: carbon monoxide ("CO"), nitrogen dioxide ("$NO_2$"), ozone ("$O_3$"), (particulate matter, 2.5 microns ("$PM_{2.5}$"), particulate matter, 10 microns ("$PM_{10}$"), sulfur dioxide ("$SO_2$"), and lead ("Pb").

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. USEPA has classified the Los Angeles County portion of the South Coast Air Basin ("Basin") as a nonattainment area for $O_3$, $PM_{2.5}$, and lead.

(2) State

(a) California Clean Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the CCAA. In California the CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards ("CAAQS"). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS. CAAQS are generally more stringent than their corresponding NAAQS and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for $O_3$, $PM_{10}$, and $PM_{2.5}$.

(b) California Air Toxics Program

CARB's Air Toxics Program was established in 1983 in response to the adoption of AB 1807, the Toxic Air Contaminant Identification and Control Act. AB 1807 directs CARB and the State Office of Environmental Health Hazard Assessment ("OEHHA") to identify toxic air contaminants ("TACs") and determine whether any regulatory action is necessary to reduce their risks to public health. Substances formally identified as TACs include diesel particulate matter and environmental tobacco smoke.

(c) Air Quality and Land Use Handbook: A Community Health Perspective

Released by CARB in 2005, the Air Quality and Land Use Handbook: A Community Health Perspective provides recommendations regarding the siting of new sensitive land uses near potential sources of TACs (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gas stations), as well as the siting of new TAC sources in proximity to existing sensitive land uses.[12] The recommendations are advisory and should not necessarily be interpreted as defined "buffer zones"; if a project or sensitive land uses are within the siting distance, CARB recommends further analysis.

(3) Regional

(a) South Coast Air Quality Management District

The Project Site is located within the 6,745-square-mile South Coast Air Basin. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. The South Coast Air Quality Management District ("SCAQMD") is the agency principally responsible for air pollution control in the Basin. Specifically, SCAQMD is responsible for planning, implementing, and enforcing programs designed to attain and maintain CAAQS established by CARB and NAAQS established by the USEPA. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to, the following:

- Rule 401 Visible Emissions: This rule prohibits air discharge that results in a plume that is as dark as or darker than what is designed as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance: This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."
- Rule 403 Fugitive Dust: This rule mandates that projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

[12] *CARB, Air Quality and Land Use Handbook, A Community Health Perspective, April 2005.*

(i) 2016 Air Quality Management Plan

The 2016 Air Quality Management Plan ("AQMP") was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. It relies on emissions forecasts based on demographic and economic growth projections provided by the Southern California Association of Governments' ("SCAG") 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy ("2016-2040 RTP/SCS").

(b) Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties that is tasked with addressing regional issues relating to transportation, the economy, community development, and the environment. As the federally designated Metropolitan Planning Organization ("MPO") for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. Additionally, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin's AQMP. The 2016-2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and that continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016-2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably.

(4) Local

(a) City of Los Angeles General Plan Air Quality Element

The City's General Plan Air Quality Element identifies policies and strategies for advancing the City's clean air goals. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

**Goal 1:** Good air quality in an environment of continued population growth and healthy economic structure.

**Goal 2:** Less reliance on single-occupant vehicles with fewer commute and non-work trips.

**Goal 3:** Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

**Goal 4:** Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

**Goal 5:** Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

**Goal 6:** Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

*Methodology*

(1) Construction

The regional construction emissions associated with the Proposed Project were calculated using California Emissions Estimator Model (CalEEMod Version 2016.3.2) ("CalEEMod"), as recommended by the SCAQMD. CalEEMod was developed in collaboration with the air districts of California as a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas ("GHG") emissions associated with both construction and operations from a variety of land use projects.

In addition to the SCAQMD's regional significance thresholds, the SCAQMD has established localized significance criteria in the form of ambient air quality standards for criteria pollutants. To minimize the need for detailed air quality modeling to assess localized impacts, SCAQMD developed mass-based localized significance thresholds ("LSTs") that are the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts.

(2) Operation

Operational emissions associated with the Proposed Project were calculated using CalEEMod Version 2016.3.2 and the information provided in the traffic study prepared for the Proposed Project.

*Thresholds of Significance*

(1) Construction

The following criteria set forth in the SCAQMD's CEQA Air Quality Handbook serve as quantitative air quality standards to be used to evaluate Project construction impacts with respect to the CEQA Appendix G thresholds. Under these thresholds, a significant impact would occur if:

Project are not expected to exceed significance thresholds for criteria pollutants. Further, all grading and earthwork activities would be conducted in accordance with applicable City, regional, state, and federal regulatory compliance measures. As such, construction of the Proposed Project would not result in the accidental release of hazardous pollutants. Therefore, temporary constructed-related air quality impacts related to criteria pollutants would be considered less than significant.

**Table 14**
**Estimated Peak Daily Construction Emissions**

| Emission Source | Emissions in Pounds per Day | | | | | |
|---|---|---|---|---|---|---|
| | ROG | $NO_x$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| **Demolition** | | | | | | |
| On-Site Fugitive Dust | -- | -- | -- | -- | 0.27 | 0.04 |
| On-Site Off-Road (Diesel Equipment) | 0.71 | 6.41 | 7.47 | 0.01 | 0.34 | 0.32 |
| Off-Site Hauling/Vendor/Worker Trips | 0.06 | 0.68 | 0.47 | <0.01 | 0.16 | 0.05 |
| **Total Emissions** | **0.77** | **7.09** | **7.94** | **0.02** | **0.77** | **0.41** |
| **SCAQMD Thresholds** | **75** | **100** | **550** | **150** | **150** | **55** |
| **Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |
| **Site Preparation** | | | | | | |
| On-Site Fugitive Dust | -- | -- | -- | -- | 0.24 | 0.03 |
| On-Site Off-Road (Diesel Equipment) | 0.58 | 6.93 | 3.96 | <0.01 | 0.26 | 0.24 |
| Off-Site Hauling/Vendor/Worker Trips | 0.02 | 0.01 | 0.16 | <0.01 | 0.06 | 0.02 |
| **Total Emissions** | **0.60** | **6.94** | **4.12** | **0.02** | **0.56** | **0.29** |
| **SCAQMD Thresholds** | **75** | **100** | **550** | **150** | **150** | **55** |
| **Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |
| **Building Construction** | | | | | | |
| On-Site Off-Road Diesel Equipment | 1.26 | 12.05 | 14.94 | 0.02 | 0.65 | 0.61 |
| Off-Site Hauling/Vendor/Worker Trips | 0.34 | 1.36 | 2.47 | 0.01 | 0.86 | 0.24 |
| **Total Emissions** | **1.60** | **13.41** | **17.41** | **0.03** | **1.51** | **0.85** |
| **SCAQMD Thresholds** | **75** | **100** | **550** | **150** | **150** | **55** |
| **Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |
| **Architectural Coating** | | | | | | |
| On-Site Architectural Coating | 6.37 | -- | -- | -- | 0.00 | 0.00 |
| On-Site Off-Road Diesel Equipment | 0.84 | 6.28 | 9.43 | 0.02 | 0.30 | 0.30 |
| Off-Site Hauling/Vendor/Worker Trips | 0.06 | 0.03 | 0.40 | <0.01 | 0.16 | 0.04 |
| **Total Emissions** | **7.27** | **6.31** | **9.83** | **0.03** | **0.46** | **0.34** |
| **SCAQMD Thresholds** | **75** | **100** | **550** | **150** | **150** | **55** |
| **Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |

*Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings.*
*Calculation sheets are provided in Attachment 4 to this Categorical Exemption.*
*Source: Parker Environmental Consultants, 2021.*

*Localized Construction Emissions*

The SCAQMD'S LSTs, which are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts, apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: $NO_x$, CO, $PM_{10}$, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For $PM_{10}$, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to $PM_{10}$ for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 source receptor areas ("SRA") at various distances from the source of emissions. The Project Site is located within SRA 1. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include the residential buildings to the east and to the north of the Project Site. Given the proximity of these sensitive receptors to the Project Site, and pursuant to SCAQMD guidance, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related $NO_X$, CO, $PM_{10}$, and $PM_{2.5}$ emissions for each construction phase.

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations especially during the demolition and grading phases. However, as shown in Table 15, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate one half-acre site in SRA 1.

The localized air quality calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Therefore, with compliance with SCAQMD Rule 403, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

**Table 15**
**Localized On-Site Peak Daily Construction Emissions**

| Construction Phase [a] | Total On-site Emissions (Pounds per Day) | | | |
|---|---|---|---|---|
| | $NO_x$ [b] | CO | $PM_{10}$ | $PM_{2.5}$ |
| Demolition | 6.41 | 7.47 | 0.34 | 0.32 |
| Site Preparation | 6.93 | 3.96 | 0.26 | 0.24 |
| Building Construction | 12.05 | 14.94 | 0.65 | 0.61 |
| Architectural Coatings | 6.28 | 9.43 | 0.30 | 0.30 |
| **SCAQMD Localized Thresholds [c]** | **37** | **340** | **2.5** | **1.5** |
| **Potentially Significant Impact?** | **No** | **No** | **No** | **No** |

[a] *The localized thresholds for all phases are based on a receptor distance of 82 feet in SCAQMD's SRA 1 for a Project Site of one half- acre.*

[b] *The localized thresholds listed for $NO_x$ in this table takes into consideration the gradual conversion of $NO_x$ to $NO_2$, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with $NO_x$ emissions is focused on $NO_2$ levels as they are associated with adverse health effects.*

[c] *SCAQMD, Final LST Methodology Document, Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009, and Sample Construction Scenarios for Projects Less than Five Acres in Size, Appendix K.*

*Source: CalEEMod 2016.3.2, Calculation sheets are provided in Attachment 4 to this Categorical Exemption.*

(b) Operational Emissions

*Existing Emissions*

The Project Site is currently developed with an automotive repair facility. The existing use generates air pollutant emissions from space sources, such as space and water heating, architectural coatings (paint), and mobile sources such as motor vehicle traffic travelling to and from the Project Site. The average daily emissions generated by the existing uses at the Project Site have been estimated utilizing CalEEMod. As shown in Table 16, mobile sources are the primary source of air pollutant emissions associated with existing uses at the Project Site.

**Table 16**
**Existing Daily Operational Emissions from Project Site**

| Emissions Source | Emissions in Pounds per Day | | | | | |
|---|---|---|---|---|---|---|
| | ROG | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
| **Summertime (Smog Season) Emissions** | | | | | | |
| Area Sources | 0.30 | <0.01 | <0.01 | 0.00 | 0.00 | 0.00 |
| Energy Sources | <0.01 | 0.07 | 0.06 | <0.01 | <0.01 | <0.01 |
| Mobile Sources | 0.53 | 2.56 | 6.18 | 0.02 | 1.71 | 0.47 |
| **Total Emissions** | **0.84** | **2.63** | **6.24** | **0.02** | **1.71** | **0.47** |
| **Wintertime (Non-Smog Season) Emissions** | | | | | | |
| Area Sources | 0.30 | <0.01 | <0.01 | 0.00 | 0.00 | 0.00 |
| Energy Sources | <0.01 | 0.07 | 0.06 | <0.01 | <0.01 | <0.01 |
| Mobile Sources | 0.51 | 2.60 | 5.87 | 0.02 | 1.71 | 0.47 |
| **Total Emissions** | **0.81** | **2.67** | **5.93** | **0.02** | **1.71** | **0.47** |

*Note: Calculation worksheets are provided in Attachment 4 to this Categorical Exemption.*
*Source: Parker Environmental Consultants, 2021.*

*Proposed Project Emissions*

The Proposed Project would result in the demolition of the automotive repair facility for the construction and operation of a seven-story residential and commercial mixed-use building. The Proposed Project would generate both stationary and mobile emissions, including the consumption of electricity and natural gas, landscape maintenance, and vehicles traveling to and from the Project Site. Such emissions are typical of a residential and commercial mixed-use development such as the Proposed Project. The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod. The results of these calculations are presented in Table 17, Proposed Project Estimated Daily Regional Operational Emissions, below. As shown in Table 17, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

**Table 17**
**Proposed Project Estimated Daily Regional Operational Emissions**

| Emissions Source | Emissions in Pounds per Day | | | | | |
|---|---|---|---|---|---|---|
| | ROG | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
| **Summertime (Smog Season) Emissions** | | | | | | |
| Area Sources | 2.05 | 0.08 | 6.77 | <0.01 | 0.04 | 0.04 |
| Energy Sources | 0.04 | 0.37 | 0.24 | <0.01 | 0.03 | 0.03 |
| Mobile Sources | 1.03 | 4.55 | 11.97 | 0.05 | 4.08 | 1.11 |
| Stationary Sources | 0.82 | 3.67 | 2.09 | <0.01 | 0.12 | 0.12 |
| **Total Project Emissions:** | **3.94** | **8.67** | **21.07** | **0.05** | **4.27** | **1.30** |
| Less Existing Emissions: | (0.84) | (2.63) | (6.24) | (0.02) | (1.71) | (0.47) |
| **NET Project Site Emissions:** | **3.10** | **6.04** | **14.83** | **0.03** | **2.56** | **0.83** |
| **SCAQMD Thresholds** | **55** | **55** | **550** | **150** | **150** | **55** |
| **Potentially Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |
| **Wintertime (Non-Smog Season) Emissions** | | | | | | |
| Area Sources | 2.05 | 0.08 | 6.77 | <0.01 | 0.04 | 0.04 |
| Energy Sources | 0.04 | 0.37 | 0.24 | <0.01 | 0.03 | 0.03 |
| Mobile Sources | 0.97 | 4.60 | 11.30 | 0.05 | 4.08 | 1.11 |
| Stationary Sources | 0.82 | 3.67 | 2.09 | <0.01 | 0.12 | 0.12 |
| **Total Project Emissions:** | **3.89** | **8.73** | **20.40** | **0.05** | **4.27** | **1.30** |
| Less Existing Emissions: | (0.81) | (2.67) | (5.93) | (0.02) | (1.71) | (0.47) |
| **NET Project Site Emissions:** | **3.08** | **6.06** | **14.47** | **0.03** | **2.56** | **0.83** |
| **SCAQMD Thresholds** | **55** | **55** | **550** | **150** | **150** | **55** |
| **Potentially Significant Impact?** | **No** | **No** | **No** | **No** | **No** | **No** |

*Source: CalEEMod 2016.3.2, Calculation worksheets are provided in Attachment 4.*

Toxic Air Contaminants (Construction and Operation)

The Proposed Project consists of a mixed-use development containing residential and commercial uses that would not support any land uses or activities that would involve the use, storage, or processing of carcinogenic or non-carcinogenic TACs. Additionally, as noted in CAPCOA's *Health Risk Assessments for Proposed Land Use Projects* (2009), the SCAQMD recommends that Health Risk Assessments ("HRAs") be conducted for substantial sources of diesel particulate matter for developments that include truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units,[14] which does not apply to the Proposed Project. Therefore, no significant toxic airborne emissions would result from the operation of the Proposed Project. Based on AQMD guidance, an HRA is not recommended for the Proposed Project since its operational land uses are not considered a substantial source of diesel particulate matter.

The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxins are usually described in terms of individual cancer risk.

[14] *CAPCOA Planning Managers, Health Risk Assessments for Proposed Land Use Projects, July 2009.*

"Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the short-term construction schedule of approximately 18 months, the Proposed Project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period (18 out of 840 months), construction TAC emissions would result in a less-than-significant impact. Therefore, impacts associated with the generation and/or release of TACs would be less than significant.

### (d) Water Quality

The California State Water Resources Control Board ("SWRCB") and the nine Regional Water Quality Control Boards ("Regional Boards") work together to protect the quality of water in waters such as lakes, estuaries, rivers, streams, and groundwater. By protecting water quality, these regulatory Boards seek to protect the "beneficial uses" or the many activities, uses and habitats that waters can support. Under Water Code Sections 13267 and 13304 (Porter-Cologne Water Quality Control Act), the Regional Board is authorized to require soil and groundwater investigations, site inspections, monitoring, and to request work plans from a responsible party for an assessment and/or cleanup project. The Regional Board may assess fines in cases of noncompliance. The Project Site is within the jurisdiction of the Los Angeles Regional Board. A Phase I Environmental Site Assessment ("Phase I ESA") was completed for the Project Site by Encon Technologies, Inc., dated October 30, 2018 (Attached 8 to this Categorical Exemption). Additionally, a Phase II Environmental Site Assessment ("Phase II ESA") was prepared for the Project Site by Encon Technologies, Inc., dated April 1, 2019 and a Further Phase II ESA Report ("Further Phase II ESA") was also prepared by Encon Technologies, Inc., dated June 3, 2019 (Attachment 6 to this Categorical Exemption.) Local regulatory agencies were contacted to identify any known groundwater contamination. The Project Site does not appear as a listed site on the SWRCB GeoTracker website.

#### *Groundwater*

Based on the Department of Toxic Substances ("DTSC") Control EnviroStor Database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. The Proposed Project, once operational, would not use hazardous materials other than modest amounts of typical cleaning supplies and solvents used for janitorial purposes that are typically associated with the operation of the Proposed Project and the use of these substances would comply with State Health Codes and Regulations. As such, the Proposed Project does not include potential sources of contaminants that could potentially degrade water quality during operation.

The purpose of the Phase I ESA was to identify all known and suspected Recognized Environmental Concerns (RECs) in connection with the Project Site. An REC is defined as the presence, or likely presence, of any hazardous or California regulated substances to include petroleum products in, on, or present as the Project Site due to past or present releases into the structures on the Project Site or into the ground, groundwater, or surface water associated with the Project Site under conditions indicative of a past or current unauthorized release to the

environment or post a material threat of a future release to the environment. The Phase I ESA concluded there are seven RECs identified at the Project Site: (1) Location of two abandoned UST waste oil and fuel tanks; (2) Locations of operating hydraulic lifts; (3) Waste oil drum storage area; (4) Automotive service chemical and paint-solvent storage workstations; (5) Three-stage wastewater treatment clarifier and receptor discharge line; (6) General use and storage of parts washing spend solvent stations; and (7) Two operating spray booths and one paint spray room. Based on ENCON's Phase I ESA findings and recommendations, and the seven identified RECs, a Phase II ESA subsurface soil and soil gas investigation is recommended to confirm the presence, or absence, of chemical releases that may have adversely affected the Project Site from these targeted RECs identified at the Project Site.

A Phase II ESA was performed by ENCON Technologies, Inc. The Phase II ESA subsurface investigation was designed to address all RECs identified at the Project Site in the Phase I ESA. The Phase II ESA subsurface investigation has revealed no significant evidence of adverse petroleum hydrocarbons or automotive solvent chemically affected soil, or soil gas, in connection with the Project Site which would prevent or limit the use of the Project Site for the current commercial automotive service and body work use. The Phase II ESA testing selectively investigated the automotive repair and body workshop, parts washing, waste treatment, paint spraying, and waste oil storage portions of the Project Site. The soil and soil gas data, and present Site conditions suggest that the previous and current automotive service and body work operations have not adversely affected the environmental conditions of the Project Site. The present Project Site conditions do not pose a significant threat to groundwater beneath the Project Site, or adversely affect the workers or the public health risk in a commercial setting.

A Further Phase II ESA was performed by ENCON Technologies, Inc. The objective of this further soil investigation was to define the extent of contamination in the following two RECs: (1) Abandoned UST Tank and (2) Former Hydraulic Lift. ENCON technical staff developed the Further Soil Sampling and Analysis Plan (SAP) to investigate these areas of concern (AOCs) at the Project Site. The Further Phase II ESA has concluded that no further investigations are necessary, and the Project Site is suitable for commercial use. If, however, the Project Site is redeveloped, or the use is changed to office, residential, or other highly sensitive uses, the TPII affected soil should be removed by a waste management licensed contractor and disposed of off-site at an approved disposal facility, employing a Soils Management Plan (SMP) by a licensed environmental profession under the direction of a California Professional Geologist.

Therefore, the Phase I ESA, the Phase II ESA, and the Further Phase II ESA support that the Project Site is not hazardous and would not impact future residents of the Proposed Project. As such, the Proposed Project would not exacerbate any hazardous conditions on the Project Site that could affect groundwater conditions.

***Stormwater***

The Project Site is currently developed with an automotive repair facility and associated surface parking. The entirety of the Project Site is covered with impervious surfaces. Thus, nearly all of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. With respect to water quality from stormwater, surface runoff leaving the Project Site is largely directed towards W. Sunset Boulevard, which contains storm drain inlets. Stormwater along W. Sunset Boulevard flows southbound (See Figure 3, Stormwater Information Map, of Attachment 7). The Proposed Project would continue to generate surface water runoff similar to existing conditions, and stormwater would be directed towards existing stormwater infrastructure that currently serve the Project Site.

A Storm Water Pollution Prevention Plan ("SWPPP") would be required to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The SWPPP would identify BMPs for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the National Pollutant Discharge Elimination System ("NPDES") and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality during construction.

Additionally, the Proposed Project would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain and treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85$^{th}$ percentile 24-hour runoff event, whichever is greater. To ensure that all stormwater related BMPs are constructed and / or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. Compliance with the LID Ordinance would ensure that the Proposed Project would not adversely affect water quality or significantly contribute to site runoff during the operation of the Proposed Project. Therefore, the Proposed Project would result in less than significant impacts to the existing stormwater infrastructure serving the Project Site.

**(5) <u>Discussion of CEQA Guidelines Section 15332(e)</u>**

**The Project Site can be adequately served by all required utilities and public services.**

**(a) Water**

The Project Site is located within the service area of the Los Angeles Department of Water and Power ("LADWP") for potable water service. The LADWP's 2015 Urban Water Management Plan ("UWMP") projects the City of Los Angeles will have a reliable water supply of approximately 611,800 acre-feet per year ("AFY") and 675,700 AFY in 2020 and 2040, respectively, based on growth projections of the 2012 RTP/SCS. Thus, projects that are consistent with the underlying zoning and allowable density requirements of the LAMC and General Plan, are inherently consistent with the future water demands established in the 2015 UWMP. The Proposed Project would be consistent with the underlying land use of the Project Site. Based on the sewer

generation factors provided by the Bureau of Sanitation and assuming all water usage converts to wastewater, it is estimated that the Proposed Project's net increase in water demand would be approximately 11,711 gallons per day, or approximately 13 AFY, as show in Table 18, below. Articles 4 and 9 of Chapter IX of the LAMC establish citywide water efficiency standards and require water-saving systems and technologies in buildings and landscapes to conserve and reduce water usage. Plumbing fixtures would need to comply with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 5.303.2.2 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 5.303.2.3 of the Plumbing Code. The Project would also be required to develop a water budget for landscape irrigation use and install automatic irrigation systems with weather or soil moisture-based controllers. Compliance with the LA Green Building Code would further reduce the Proposed Project's operational water demands. Because the Proposed Project is consistent with the zoning and General Plan land use designations, and the Proposed Project's residential and employment growth would be within SCAG's growth forecast, the Proposed Project's increased water demand has already been accounted for in the 2015 UWMP and impacts upon water demand would be less than significant.

**Table 18**
**Proposed Project Estimated Water Demand**

| Type of Use | Size | Water Demand Rate (gpd/unit) [a] | Total Water Demand (gpd) |
|---|---|---|---|
| **Existing Conditions (To Be Removed)** | | | |
| Automotive Repair Facility | 13,350 sf | 0.05 gpd/sf | 668 |
| | | **Total Existing Water Demand:** | **668** |
| **Proposed Project** | | | |
| Residential | | | |
| Studio Unit | 14 du | 75 gpd/du | 1,050 |
| One-Bedroom Unit | 48 du | 110 gpd/du | 5,280 |
| Two-Bedroom Unit | 20 du | 150 gpd/du | 3,000 |
| Commercial | | | |
| Retail | 2,446 sf | 0.025 gpd/du | 61 |
| Restaurant (2,168 sf) | 96 seats [b] | 25 gpd/seat | 2,400 |
| Office | 4,900 sf | 0.12 gpd/du | 588 |
| | | **Total Proposed Project Water Demand:** | **12,379** |
| | | Less Existing Water Demand: | -668 |
| | | **NET Project Site Water Demand:** | **11,711** |

*Notes: du= dwelling units; sf=square feet; gpd= gallons per day*
[a] *Consumption Rates based on City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewer Generation Factor for Residential and Commercial Categories table, effective April 6, 2012. It is assumed that all water usage would convert to wastewater.*
[b] *Restaurant seats were estimated based on 15 sf per seat for the dining area, which is assumed to occupy 2/3 of the restaurant space. The remaining 1/3 of restaurant space is assumed to be occupied by kitchen and BOH space.*
*Source: Parker Environmental Consultants, 2021.*

12,000 tons on any given day, provided the monthly tonnage capacity shall not be exceeded.[16] In 2018, the Chiquita Canyon Landfill had an average disposal intake of 4,560 tons per day.[17]

Approximately 13,350 square feet of building floor area would be demolished on the Project Site. The Proposed Project is anticipated to generate approximately 509 tons of construction and demolition debris before source reduction and recycling efforts. The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility.

Operation of the Proposed Project is expected to generate approximately 1,371 pounds per day or approximately 250 tons per year of solid waste. The Proposed Project would also comply with AB 939, AB 341, AB 1826 and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. The amount of solid waste generated by the Proposed Project is estimated to be well within the available capacities of area landfills.

### (d) Electricity

The Project Site is located in a highly urbanized area in the Silver Lake – Echo Park – Elysian Valley Community. Based on observation, there are overhead circuit lines along W. Sunset Boulevard and along the eastern border of the Project Site. The Proposed Project would require on-site transformers and may require underground line extension on public streets. In the event infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project Site area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be short-term, (b) upgrades would be conducted within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project Site vicinity. Therefore, potential impacts resulting from energy infrastructure improvements would be less than significant.

The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirements for the Proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account by the Los Angeles Department of Water and Power (LADWP) in the planned growth of the natural gas system.

### (e) Natural Gas

Southern California Gas (SCG) provides natural gas resources to the City through existing gas mains located under the streets and public rights-of-way. Natural gas services are provided in

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[16] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2018 Annual Report, December 2019 (at page 60).*

[17] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2018 Annual Report, December 2019 (at page 29).*

accordance with SCG's policies and extension rules on file with the CPUC at the time contractual agreements are made. Natural gas is delivered to the Project Site through natural gas facilities underneath the adjacent public streets. Infrastructure improvements would be conducted on-site and within the right-of-way easements serving the Project Site area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be short-term, (b) upgrades would be localized to the Project Site, and (c) any foreseeable off-site improvements would be limited to the right-of-way easements in the immediate Project Site vicinity. Therefore, potential impacts resulting from natural gas infrastructure improvements would be less than significant.

### (f) Fire Services

A project would have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service that would result in a physical adverse impact upon the environment. With respect to fire protection services, the Los Angeles Fire Department Station No. 20, located at 2144 W. Sunset Boulevard, currently serves the Project Site. This fire station is located approximately 0.9 mile (driving distance) southeast of the Project Site. The City of Los Angeles Fire Department ("LAFD") considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.507.3.3 of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles. Based on the response distance criteria specified in LAMC Section 57.507.3.3 and the relatively short distance from Fire Station No. 20 to the Project Site, fire protection response would be considered adequate. Pursuant to LAMC Section 57.507.3.1, the required fire flow for a high-density residential and commercial development, such as the Proposed Project, is 4,000 gpm from four adjacent fire hydrants flowing simultaneously. The Proposed Project would be required to maintain appropriate fire flow and access pursuant to the Los Angeles Fire Code. The required fire flow for the Proposed Project would be confirmed in consultation with the LAFD during the plan check approval process. Implementation of the Proposed Project would not require the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service to the Project Site. Therefore, the Proposed Project would not have a significant impact on fire protection services in the Project area.

### (g) Police Services

A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station that would result in a physical adverse impact upon the environment. The Project Site is located in the Northeast Division of the Los Angeles Police Department's Central Bureau. The Northeast Community Police Station, located at 3353 San Fernando Road, serves the Northeast Community and the Project Site. This police station is located approximately 3.7 miles (driving distance) northeast of the Project Site. The Project Site is located within Reporting District 1171. The LAPD published the "Design Out Crime: Crime Prevention Through Environmental Design Guidelines" ("Design

out Crime Guidelines"), which introduced ways to deter crime through the design of buildings and public open spaces. The Design Out Crime Guidelines provides recommendations on the location and design of common areas and walking paths, lighting, fencing, and landscaping, among others. The Proposed Project would be subject to Site Plan Review and would be reviewed by the LAPD for compliance with the recommended site design guidelines to improve public safety. The Proposed Project would not require the addition of a new or physically altered police station. Thus, implementation of the Proposed Project would not significantly impact police protection services in the Project area.

### (h) Schools

The Project Site is located within the service area of the Los Angeles Unified School District ("LAUSD"). The Project Site is currently served by one elementary school, one middle school, and one high school. The following schools serve the Project Site:

1) Micheltorena Street Elementary School, located at 1511 Micheltorena Street, approximately 0.2 mile north of the Project Site;

2) Thomas Starr King Middle School, located at 4201 Fountain Avenue, approximately 0.9 mile northwest of the Project Site; and

3) John Marshall Senior High School, located at 3939 Tracy Street, approximately 1.8 mile north of the Project Site.

The Project applicant would be required to pay all applicable developer fees to the LAUSD to offset the Proposed Project's demands upon local schools. Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the applicants has paid all applicable school facility development fees in accordance with California Government Code Section 65995. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." With the payment of a School Development Fee, the Proposed Project's potential impact upon public school services would be less than significant.

### (i) Parks

The Project Site is served by 22 parks and recreation facilities, which are owned and maintained by the City of Los Angeles Recreation and Parks Department. Parks and recreation facilities within a two-mile radius of the Project Site include: Bellevue Recreation Center, Silver Lake Recreation Center and Dog Park, Sunnynook River Park, Madison West Park, Lake Street Community Center and Park, Occidental Parkway, Echo Park Lake and Recreation Center, Barnsdall Art Park, Shatto Recreation Center, Chavez Ravine Arboretum, Lilac Terrace Park, Unidad Park, Patton Street Park, Lemon Grove Recreation Center, Montecillo de Leo Politi Park, Lafayette Community Center, MacArthur Park and Recreation Center, Everett Triangle Park, La Mirada Park, Elysian Valley Recreation Center, Vista Hermosa Park, and Griffith Park Community Center. In addition, the Proposed Project would provide a total of 7,020 square feet of open space, including 5,670

square feet of common open space that would be available exclusively to serve Project residents and their guests, in addition to a total of 1,350 square feet of private open space balconies, which would reduce the Project's demand upon public parks and recreational facilities. The Proposed Project's demand for open space would be met through a combination of (1) on-site common and private open space proposed within the Project Site, (2) payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1), and (3) the availability of existing park and recreation facilities within the area. Development of the Proposed Project is not expected to significantly impact park and recreation facilities in the Project area.

**(j) Libraries**

The Los Angeles Public Library ("LAPL") branches currently serving the Project Site include:

1) Cahuenga Branch Library, located at 4591 Santa Monica Boulevard, approximately 1.1 miles northwest of the Project Site; and
2) Edendale Branch Library, located at 2011 W. Sunset Boulevard, approximately 1.1 miles southeast of the Project Site; and
3) Los Feliz Branch Library, located at 1874 Hillhurst Avenue, approximately 1.6 miles northwest of the Project Site; and
4) Silverlake Branch Library, located at 2411 Glendale Boulevard, approximately 1.9 miles northeast of the Project Site; and
5) Felipe de Neve Branch Library, located at 2820 W. 6th Street, approximately 2.0 miles southwest of the Project Site; and
6) Echo Park Branch Library, located at 1410 W. Temple Street, approximately 2.0 miles southeast of the Project Site.

The Proposed Project is anticipated to generate 192 residents and 35 employees, and therefore would increase the presence of visitors, patrons, and retailers on-site and in the surrounding area. Existing library services are expected to adequately serve the needs of future occupants of the Proposed Project. As stated in the 2015-2020 Strategic Plan, LAPL is committed to increasing the number of people who use library services and the number of library cardholders. Because the Proposed Project is consistent with the allowable density and uses allowed under the current zoning and General Plan designations, the Proposed Project would not substantially increase demands upon library services, as compared to the use projections in the LAPL's 2015-2020 Strategic Plan. Therefore, the Proposed Project's impacts upon library services would be considered less than significant.

Conclusion

For all the foregoing reasons, the Project would comply with CEQA Guidelines Section 15332(e) in that there would be adequate utilities and public services available to the Project Site.

# C. Exceptions to Categorical Exemptions

In addition to the above qualifying criteria, there are exceptions to the exemptions depending on the nature or location of a project, or unusual circumstances that create the reasonable possibility of significant effects. As provided in CEQA Guidelines Section 15300.2, for a proposed project to qualify for an exemption to CEQA, the project must be able to demonstrate that it does not fall under the following exceptions:

*Applicable Section 15300.2 Exceptions*

> *(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
>
> *(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
>
> *(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
>
> *(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
>
> *(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

### (1) Cumulative Impacts

As presented in the analysis above, the Proposed Project would not result in any significant traffic, noise, air quality, or water quality impacts. The Proposed Project would be consistent with the use type and density of projects that are permitted by right and otherwise anticipated by the zoning code and General Plan, and when viewed in conjunction with other proposed, approved, or reasonably anticipated projects, would not generate impacts that are cumulatively considerable. Thus, the potential for the Proposed Project to result in cumulative impacts is less than significant.

Cumulative Projects

In accordance with CEQA Guidelines Section 15064(h), this Categorical Exemption includes an evaluation of the Proposed Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*
>
> *(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*
>
> *(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."*

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table 19, Related Projects List, below. A total of five related projects were identified within the vicinity of the Project Site. An analysis of the cumulative impacts associated with these related projects and the Proposed Project are provided under each individual environmental impact category in this Categorical Exemption.

**Table 19**
**Related Projects**

| Project Number | Location/Address | Project Description | Size | Units |
|---|---|---|---|---|
| 1 | 1629 N. Griffith Park Boulevard | Hotel<br>Restaurant<br>Bar/Lounge | 26<br>3,784<br>2,497 | rm<br>sf<br>sf |
| 2 | 2711 W. Sunset Boulevard | Restaurant | 2,525 | sf |
| 3 | 3303 W. Sunset Boulevard | Apartments<br>Coffee Shop<br>Retail<br>Restaurant<br>*Church (to be removed)*<br>*Shopping Center (to be removed)* | 104<br>800<br>3,000<br>5,248<br>*(5,765)*<br>*(6,065)* | du<br>sf<br>sf<br>sf<br>*sf*<br>*sf* |
| 4 | 3004 W. Sunset Boulevard | Apartments | 74 | du |
| 5 | Tartine Silverlake | Restaurant | 3,097 | sf |

*Notes:*
*rm = room, sf = square feet, du = dwelling unit*
*Source: Crain & Associates, May 10, 2021.*

**Cumulative Impacts. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. (CEQA Guidelines Section 15300.2(b))**

As presented in the analysis above, the Proposed Project would not result in any significant traffic, noise, air quality, or water quality impacts. The Proposed Project would be consistent with the use type and density of projects that are permitted by right and otherwise anticipated by the zoning code and General Plan, and when viewed in conjunction with other proposed, approved, or reasonably anticipated projects, would not generate impacts that are cumulatively considerable. Thus, the potential for the Proposed Project to result in cumulative impacts is less than significant.

(1) Traffic

Development of the Proposed Project in conjunction with the related projects (see Attachment 2 for Related Projects List) would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Silver Lake – Echo Park – Elysian Valley Community Plan Area. In accordance with the City's Traffic Assessment Guidelines, cumulative VMT impacts are determined through a consistency check with SCAG's 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas emissions reduction targets. As such, projects that are consistent with the 2016-2040 RTP/SCS in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. The Proposed Project's housing and population growth would be consistent with the 2016-2040 RTP/SCS projections. Thus, the Project's cumulative VMT impacts would be considered less than significant. Furthermore, as noted in, above, the VMT increase from the Proposed Project would result in less than significant impacts. As such, the Proposed Project's cumulative traffic impacts would be less than significant.

(2) Noise

Development of the Proposed Project in conjunction with the related projects identified in the Traffic Assessment would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. There is one related project, Related Project No. 3, located at 3303 W. Sunset Boulevard, which is located within a 500-foot radius of the Project Site. Therefore, the buildings surrounding the proposed construction site would therefore attenuate construction noise. As such, based on the distance to the Project Site and the existing intervening buildings, concurrent construction noise from Related Project No. 3 and the Proposed Project would not cause a cumulative construction impact. Construction noise from the related projects would be localized and would not have the potential to create a cumulative noise impact with the Proposed Project.

The Project applicant has no control over the timing or sequencing of the related projects that have been identified within the Proposed Project study area. Therefore, any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the Proposed Project and each related project (that has not yet been built) would be localized. In addition, each of the related projects would be required to comply with the City's noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced to the extent feasible. Thus, the cumulative impact associated with construction noise would be less than significant.

With respect to cumulative operational noise impacts, each of the related projects would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the siting and

development of related projects would be subject to further CEQA review and evaluated on a case-by-case basis, and cumulative operational noise would be less than significant.

(3) Air Quality

Development of the Proposed Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles. Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

(4) Water Quality

Development of the Proposed Project in combination with the related projects would result in the further infilling of uses in a highly developed area within the Silver Lake – Echo Park – Elysian Valley Community within the City of Los Angeles. As discussed above, the Project Site and the surrounding areas are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest stormwater drainage inlet. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Proposed Project and the related project sites, since the Silver Lake – Echo Park – Elysian Valley area is highly developed with impervious surfaces. Under the requirements of Article 4.4 of the LAMC, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85$^{th}$ percentile 24-hour runoff event, whichever is greater. Adherence to Article 4.4 of the LAMC would also ensure each related project would not interfere with groundwater recharge. Mandatory structural BMPs in accordance with the NPDES water quality program would result in a cumulative reduction of surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, cumulative water quality impacts would be less than significant.

(5) Utilities

(a) Water

Development of the Proposed Project and related projects and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City. As

would require approval from the Bureau of Sanitation, signifying that the sewer lines serving the Project Site have adequate capacity, the Proposed Project would not be expected to contribute to a local cumulative impact. Locally, the Proposed Project would not be cumulatively considerable. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the HWRP's service to the City of Los Angeles and surrounding area. As shown in Table 21, the Proposed Project and related projects would generate a net increase of approximately 63,207 gpd of wastewater, representing a fraction of one percent of the available capacity. Thus, it is anticipated that the 175 mgd of available capacity in the HWRP would not be significant reduced with the cumulative wastewater generation from the related projects and Proposed Project. As such, cumulative impacts with respect to wastewater generation would be less than significant.

**Table 21**
**Estimated Cumulative Wastewater Generation**

| Type of Use | Size (sf) | Unit [a] | Water Demand Rate (gpd/unit) [b] | Total Water Demand (gpd) |
|---|---|---|---|---|
| **Related Projects** | | | | |
| Hotel | 26 | rm | 120/room | 3,120 |
| Restaurant | 651 | st | 30/seat | 19,523 |
| Bar/Lounge | 2,497 | sf | 720/ksf | 1,798 |
| Residential (multi- | 178 | du | 150/du | 26,700 |
| Coffee Shop | 800 | sf | 720/ksf | 576 |
| Retail (<100ksf) | *(3,065)* | sf | 25/ksf | (77) |
| Church | *(5,765)* | sf | 25/ksf | (144) |
| | | | **Total Related Projects Wastewater Generation:** | **51,496** |
| | | | Total Project Wastewater Generation: | **11,711** |
| | | | **TOTAL CUMULATIVE:** | **63,207** |
| | | | **Project % of Cumulative:** | **19%** |

*Notes:*
[a] *rm = rooms; st = seats; sf = square feet; du = dwelling units; gpd = gallons per day; ksf = thousand square feet.*
[b] *Wastewater demand is based on LASAN's Sewage Generation Factor for Residential and Commercial Categories, effective April 6, 2012, as recommended by LADWP in calculating wastewater demand.*
*Source: Parker Environmental Consultants, 2021.*

(c) Solid Waste

The City's Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with the Proposed Project is within those projections. Further, new programs are being implemented to increase the amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as it increases waste diversion rates in accordance with City goals.

Development of the Proposed Project in conjunction with the related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Although there are several proposals for new landfills in the region, there are currently few viable options for City of Los Angeles waste past 2029. As shown in Table 22, below, the related projects and Proposed Project would generate a total of approximately 5,383 pounds of solid waste per day or approximately 2.7 tons per day. The cumulative operational solid waste generation of the related projects and Proposed Project would represent a small fraction of the remaining capacity of the Chiquita Canyon Landfill, which currently has a remaining permitted capacity of approximately 59.7 million tons. Therefore, the cumulative impacts with respect to solid waste would be less than significant.

**Table 22**
**Estimated Cumulative Solid Waste Generation**

| Land Use | Quantity | | | Solid Waste Generation Rate [b] | Solid Waste Generation (lbs/day) |
|---|---|---|---|---|---|
| | **du** | **sf** | **emp [a]** | | |
| Hotel | 26 | -- | -- | 12.23/rm | 318 |
| Restaurant | -- | 14,642 | 147 | 10.53/emp | 1,542 |
| Bar/Lounge | -- | 2,497 | 19 | 10.53/emp | 196 |
| Residential | 178 | -- | -- | 12.23/du | 2,177 |
| Coffee Shop | -- | 800 | 2 | 10.53/emp | 22 |
| Retail (<100 ksf) | -- | (3,065) | (8) | 10.53/emp | (84) |
| Church | | (5,765) | (15) | 10.53/emp | (158) |
| **Related Projects Solid Waste Generation** | | | | | **4,012** |
| *Proposed Project Solid Waste Generation* | | | | | *1,371* |
| **Cumulative Total Solid Waste Generation** | | | | | **5,383** |
| **Project % of Cumulative** | | | | | 25% |

Notes: rm = room; du = dwelling units; sf = square feet; emp = employees.
[a] *Employment rates based on the LAUSD Developer Fee Justification Study, January 9, 2012 or U.S. Green Building Code, Building Area per Employee by Business Type, May 13, 2008, whichever had a higher rate or a more accurate rate corresponding to the specified land use.*
[b] *The solid waste generation rates provided in the L.A. CEQA Threshold Guide are based on either dwelling units for all residential land uses or employees for commercial and industrial land uses.*
*Source: Parker Environmental Consultants, 2021.*

(d) Electricity

LADWP provides electricity service for the projects within the City of Los Angeles. The Proposed Project and related projects may cumulatively combine for electricity consumption. Furthermore, in accordance with current building codes and construction standards, each of the related projects would be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code and the City of Los Angeles Green Building Code (LAMC Chapter IX, Article 9). Compliance with Title 24 energy conservation standards, City of Los Angeles Green Building Code, and other energy conservation programs on the local level will further reduce cumulative electricity demands. As such, cumulative impacts to use of electricity service would therefore be less than significant.

(e) Natural Gas

Southern California Gas Company (SoCalGas) provides natural gas services for the Proposed Project and related projects. All of the related projects would promote energy conservation in accordance with the policies identified in Title 24, City's Green New Deal, the 2017 SLTRP, and the L.A. Green Building Code. All of the related projects would be required to comply with the L.A. Green Building Code, which sets compliance measures to further promote energy conservation efforts. Implementation of regulatory compliance measures that would meet Title 24, the California Green Building Code, and the L.A. Green Building Code energy efficiency requirements would further reduce demand for natural gas. Therefore, the Proposed Project and related projects would not result in wasteful, inefficient, and unnecessary use of natural gas, and cumulative impacts would be less than significant.

(6) Public Services

(a) Fire Protection

Consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and the obligation to provide adequate fire and EMS is the responsibility of the City. Thus, the need for additional fire protection services is not an environmental impact that CEQA requires a project applicant to mitigate. The Proposed Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing,

equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Further analysis, including location, would be speculative and beyond the scope of this document. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to fire protection services, and, as such cumulative impacts on fire protection would be less than significant.

(b) Police Protection

Consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and protection of the public safety is the first responsibility of local government where local officials have an obligation to give priority to the provision of adequate public safety services. Thus, the need for additional police protection services is not an environmental impact that CEQA requires a project proponent to mitigate. The Proposed Project, in combination with the related projects, would increase the demand for police protection services in the Project Site area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Further analysis, including location, would be speculative and beyond the scope of this document. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On

this basis, the Proposed Project would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.

(c) Schools

The Proposed Project, in combination with the related projects is expected to result in a cumulative increase in the demand for school services. Development of the related projects would likely generate additional demands upon school services. These related projects would have the potential to generate students that would attend the same schools as the Proposed Project. This would create an increased cumulative demand on local school districts. However, each of the related projects would be responsible for paying applicable school fees to mitigate the increased demand for school services. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." With the payment of School Development Fee, the related projects and the Proposed Project's cumulative impacts on schools would be less than significant.

(d) Parks

Development of the Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the greater Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are required to comply with payment of Quimby Fees (for subdivision projects with greater than 50 units) and/or park and recreation mitigation fees (for all other residential projects). Each residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

(e) Other Public Facilities

Development of the residential related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population would result in a cumulative increase in demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2015-2020 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. Thus, the potential increase in library use generated by the Proposed Project would not make a cumulatively considerable impact upon the City's library system. Therefore, the cumulative impacts related to library facilities would be less than significant.

### 2. Significant Effect.

**A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstance. (CEQA Guidelines Section 15300.2(c)).**

As noted in the analyses presented herein, there are no unusual circumstances that exist in connection with the Proposed Project or surrounding environmental conditions. The Project Site is located in an urbanized area of the Silver Lake – Echo Park – Elysian Valley Community Plan Area and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. The zoning designation for the Project Site is [Q]C2-1VL, and the General Plan land use designation for the Project Site is General Commercial. The Proposed Project would be consistent with the designated zoning and adhere to all requirements of the LAMC. As such, there are no unique or unusual circumstances that exist in connection with the Proposed Project or surrounding environmental conditions that have the potential to result in a significant environmental impact upon the environment.

The Project Site is located in close proximity to significant transit infrastructure, including within one-half mile of multiple rapid and local bus routes. The Proposed Project is a mixed use development that provides much needed market-rate and affordable housing units over ground floor, pedestrian friendly and street activating commercial uses. Thus, the Proposed Project is consistent with the type of development desired in this transit rich location as a matter of both State and local policy.

While no unusual circumstances exist, as described above, there is also not a reasonable possibility that any significant effects could result from development of the Project. Specifically, the Project would not result in any significant impacts related to traffic, noise, air quality, water quality, public services, and/or utilities.

### 3. Scenic Highways.

**A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR. (CEQA Guidelines Section 15300.2(d)).**

The Project Site is not bordered by or within the viewshed of any designated scenic highway as identified in the Mobility Element of the City of Los Angeles General Plan.[18] Neither W. Sunset Boulevard nor Hamilton Way are designated as a scenic highway. Further, there are no protected trees or unique geologic features on-site. Therefore, Proposed Project would not damage any scenic resources within an officially designated scenic highway.

[18] *California Scenic Highway Mapping Systems: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm*

### 4. Hazardous Waste Sites.

**A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to section 65962.5 of the Government Code. (CEQA Guidelines Section 15300.2(e)).**

Pursuant to Government Code Section 65962.5, DTSC shall compile and update as appropriate, at least annually, a list of all hazardous waste facilities subject to corrective action (pursuant to Section 25187.5 of the Health and Safety Code), all land designated as hazardous waste property or border zone property (pursuant to Section 25220 of the Health and Safety Code), all information received by the DTSC on hazardous waste disposals on public land (pursuant to Section 25242 of the Health and Safety Code), and all site listed pursuant to Section 25356 of the Health and Safety Code. Based on the DTSC

EnviroStor Database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination (see Figure 1 of Attachment 7 to this Categorical Exemption). Therefore, the Project Site is not located on a site that the DTSC and the Secretary of the EPA have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes.

A Phase I Environmental Site Assessment ("Phase I ESA") was completed for the Project Site by Encon Technologies, Inc., dated October 30, 2018 (Attached 8 to this Categorical Exemption). Additionally, a Phase II Environmental Site Assessment ("Phase II ESA") was prepared for the Project Site by Encon Technologies, Inc., dated April 1, 2019 and a Further Phase II ESA Report ("Further Phase II ESA") was also prepared by Encon Technologies, Inc., dated June 3, 2019 (Attachment 6 to this Categorical Exemption.)

The purpose of the Phase I ESA was to identify all known and suspected Recognized Environmental Concerns (RECs) in connection with the Project Site. An REC is defined as the presence, or likely presence, of any hazardous or California regulated substances to include petroleum products in, on, or present as the Project Site due to past or present releases into the structures on the Project Site or into the ground, groundwater, or surface water associated with the Project Site under conditions indicative of a past or current unauthorized release to the environment or post a material threat of a future release to the environment. The Phase I ESA concluded there are seven RECs identified at the Project Site: (1) Location of two abandoned UST waste oil and fuel tanks; (2) Locations of operating hydraulic lifts; (3) Waste oil drum storage area; (4) Automotive service chemical and paint-solvent storage workstations; (5) Three-stage wastewater treatment clarifier and receptor discharge line; (6) General use and storage of parts washing spend solvent stations; and (7) Two operating spray booths and one paint spray room. Based on ENCON's Phase I ESA findings and recommendations, and the seven identified RECs, a Phase II ESA subsurface soil and soil gas investigation is recommended to confirm the presence, or absence, of chemical releases that may have adversely affected the Project Site from these targeted RECs identified at the Project Site.

A Phase II ESA was performed by ENCON Technologies, Inc. The Phase II ESA subsurface investigation was designed to address all RECs identified at the Project Site in the Phase I ESA. The Phase II ESA subsurface investigation has revealed no significant evidence of adverse petroleum hydrocarbons or automotive solvent chemically affected soil, or soil gas, in connection with the Project Site which would prevent or limit the use of the Project Site for the current commercial automotive service and body work use. The Phase II ESA testing selectively investigated the automotive repair and body workshop, parts washing, waste treatment, paint spraying, and waste oil storage portions of the Project Site. The soil and soil gas data, and present Site conditions suggest that the previous and current automotive service and body work operations have not adversely affected the environmental conditions of the Project Site. The present Project Site conditions do not pose a significant threat to groundwater beneath the Project Site, or adversely affect the workers or the public health risk in a commercial setting.

A Further Phase II ESA was performed by ENCON Technologies, Inc. The objective of this further soil investigation was to define the extent of contamination in the following two RECs: (1) Abandoned UST Tank and (2) Former Hydraulic Lift. ENCON technical staff developed the Further Soil Sampling and Analysis Plan (SAP) to investigate these areas of concern (AOCs) at the Project Site. The Further Phase II ESA has concluded that no further investigations are necessary, and the Project Site is suitable for commercial use. If, however, the Project Site is redeveloped, or the use is changed to office, residential, or other highly sensitive uses, the TPII affected soil should be removed by a waste management licensed contractor and disposed of off-site at an approved disposal facility, employing a Soils Management Plan (SMP) by a licensed environmental profession under the direction of a California Professional Geologist.

Therefore, the Phase I ESA, the Phase II ESA, and the Further Phase II ESA support that the Project Site is not hazardous and would not impact future residents of the Proposed Project.

**5. Historical Resources.**

**A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historic resource. (CEQA Guidelines Section 15300.2(f)).**

Based on the Historical Resources Assessment Report for 3209-3227 Sunset Boulevard, Los Angeles, California 90026, dated March 8, 2021, prepared by Sapphos Environmental, Inc., (see Attachment 1 of this Categorical Exemption), there are no historical resources on the Project Site. The Project Site was identified in the 2014 Historic Resources Survey of the CPA with status codes 3S, or "appears eligible for listing in the National Register of Historic Places (National Register) as an individual property through survey evaluation," 3CS, or "appears eligible for listing in the California Register of Historic Places (California Register) as an individual property through survey evaluation," and 5S3, or "appears to be individually eligible for local listing or designation through survey evaluation" pursuant to Criterion C/3/3 as an excellent and intact example of a Mid-Century Modern commercial building. The existing building on the Project Site was evaluated using the eligibility criteria for listing in the National Register and California Register, for

designation as a Historic-Cultural Monument (HCM), and to determine if the subject property contributes to a potential Historic Preservation Overlay Zone (HPOZ).

*Evaluation of Eligibility*

**National Register of Historic Places**

National Register Criterion A

The subject property is located at 3225 W. Sunset Boulevard in the Silverlake neighborhood near Angelino Heights. Beginning in the 1880s, early suburban development radiated away from what is now known as downtown Los Angeles. Silverlake and Angelino Heights represent some of the earliest suburban development in the history of Los Angeles. The subject property was developed in 1951 and does not have an association with the early suburban development due to the lapse in time that occurred between these two events. Constructed following World War II, the San Fernando Valley was the focus of suburban development. Car showrooms, such as the Casa de Cadillac in Sherman Oaks, are noted both for a significant association with post-war suburban expansion to meet the critical housing shortage of the 1950s and for the elegant, high-quality Mid-Century Modern design of these showrooms. The subject property is not an excellent example of this property type and has been altered with the removal of a blade sign and a bank of storefront windows. At the time of construction, the subject property was vacant and presented an affordable option for infill construction in a neighborhood that was noted as early as the 1930s as in decline by the Federal Housing Authority. Many of the neighboring buildings predate the development of the subject property and do not share a history of commercial development along this arterial road. Other neighboring buildings have been demolished for surface parking lots and/or modern infill development. The subject property was constructed during the period of significance for this property type; however, its use has changed from selling cars to strictly servicing cars through autobody repair. Access from W. Sunset Boulevard has been restricted through the construction of a perimeter wall. Additionally, automobile access to the showroom has been eliminated through interior alteration. The access alterations substantially alter the subject property's design and site layout features that reflect the needs of selling and servicing the automobile. The subject property cannot be demonstrated to have a significant association with commercial development and is ineligible for listing in the National Register under Criterion A.

National Register Criterion B

No information was found to suggest that any of the previous owners or residents were historic personages, or that any other individuals of historical significance were associated with the property. Therefore, the subject property is ineligible for listing in the National Register under Criterion B.

National Register Criterion C

Although the building generally retains most of the essential character-defining features of the Mid-Century Modern style and was constructed for the period of significance for this style of

materials, or workmanship. Therefore, the 3200 block of W. Sunset Boulevard does not qualify for designation as an HPOZ.

Based upon research and analysis, the subject property does not appear to be individually eligible for listing in the National Register, California Register, or for designation as an HCM. The subject property is not as excellent example of a car dealership or the Mid-Century Modern style of architecture. Additionally, the subject property is not associated with significant events or trends which contributed to the development of the area. Therefore, the subject property in not a historic resource pursuant to Section 15064.5(a) of the CEQA Guidelines. Therefore, the Proposed Project would not result in a substantial adverse change to historical resources pursuant to Section 15064.5(b) of the CEQA Guidelines.

# Section 4. References

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COUNTY CLERK'S USE

**CITY OF LOS ANGELES**
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

**CALIFORNIA ENVIRONMENTAL QUALITY ACT**

# NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2021-2035-DB-CU-CUB-SPR-HCA

| LEAD CITY AGENCY | CASE NUMBER |
|---|---|
| **City of Los Angeles (Department of City Planning)** | ENV-2021-2036-CE |
| PROJECT TITLE | COUNCIL DISTRICT |
| 3209 West Sunset Boulevard | 13 |

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
3209-3227 West Sunset Boulevard

PROJECT DESCRIPTION: ☐ Additional page(s) attached.
Demolition of existing auto repair facility and surface parking lot and the construction of a 7-story, 84,662 sf mixed-use residential building with commercial ground floor and 69 parking spaces within an at grade garage.

NAME OF APPLICANT / OWNER:
Sunset Twins-HH, LLC.

| CONTACT PERSON (If different from Applicant/Owner above) | (AREA CODE) TELEPHONE NUMBER \| EXT. |
|---|---|
| Timothy Moran, Irvine & Associates, Inc. | 213-503-1860 |

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) **Section 15332, Class 32**

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b) )

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☐ Additional page(s) attached
The Proposed Project meets all of the criteria necessary to qualify for a CEQA Exemption as a Class 32 (Infill Development Project) pursuant to CEQA Guideline Sections 15332. Application of these exemptions, as with all categorical exemptions are limited by certain exceptions to the exemptions identified in Section 15300.2 of the CEQA Guidelines.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

**CITY STAFF USE ONLY:**

| CITY STAFF NAME AND SIGNATURE | STAFF TITLE |
|---|---|
| Stephanie Escobar | City Planning Assistant |

ENTITLEMENTS APPROVED
Density Bonus, Conditional Use, Conditional Use for Alcoholic Beverages, Site Plan Review

| FEE: | RECEIPT NO. | REC'D. BY (DCP DSC STAFF NAME) |
|---|---|---|
| | | |

DISTRIBUTION: County Clerk, Agency Record
Rev. 3-27-2019

**ATTACHMENT 1**

*Historical Resources Assessment Report*
*for 3209-3227 Sunset Boulevard*,
*Los Angeles, California 90026,*
Sapphos Environmental, Inc.,
March 8, 2021.

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# Historical Resources Assessment Report for 3209–3227 Sunset Boulevard Los Angeles, California 90026

Prepared for:

Sunset Twins-HH, LLC
(Mr. Daniel Neman)

Prepared by:

Sapphos Environmental, Inc.
430 North Halstead Street
Pasadena, California 91107

March 8, 2021

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***ATTACHMENTS***

A Resume of Key Personnel
B DPR 523 Series Forms

# *SECTION 1*
# *EXECUTIVE SUMMARY*

This report presents the results of a Historical Resources Assessment Report for the building located at 3209–3227 Sunset Boulevard (herein after referred to as "3225 Sunset Boulevard") (Assessor's Parcel Numbers [APNs] 5426-005-002; -003; -004; and -005), City of Los Angeles (city), Los Angeles County, California. The purpose of the report is to determine if the building, individually or collectively, constitutes a historical resource pursuant to Section 15064.5(a) of the California Environmental Quality Act (CEQA) Guidelines. This determination will be used by the City to determine the appropriate level of environmental review for consideration of the requested demolition of the existing building and construction of multi-family housing. Sapphos Environmental, Inc. architectural historian (Ms. Carrie Chasteen; Attachment A, *Resume of Key Personnel*) was retained to serve as the principal investigator to complete the Historical Resource Assessment Report. Ms. Chasteen meets the Secretary of the Interior's *Professional Qualification Standards* in the fields of History and Architectural History.

The property is located on a commercial street within the Silver Lake – Echo Park – Elysian Valley Community Plan Area (CPA) of the city. One (1) 13,350-square-foot commercial building is located on the subject property.

The subject property was identified in the 2014 Historic Resources Survey of the CPA with status codes 3S, or "appears eligible for NR as an individual property through survey evaluation," 3CS, or "appears eligible for CR as an individual property through survey evaluation," and 5S3, or "appears to be individually eligible for local listing or designation through survey evaluation" pursuant to Criterion C/3/3 as an excellent and intact example of a Mid-Century Modern commercial building. The building on this parcel was evaluated in this report using the eligibility criteria for listing in the National Register of Historic Places (National Register) and California Register of Historical Resources (California Register), for designation as a Historic-Cultural Monument (HCM), and to determine if the subject property contributes to a potential Historic Preservation Overlay Zone (HPOZ).

Based upon research and analysis, the subject property located at 3225 Sunset Boulevard does not appear to be individually eligible for listing in the National Register, California Register, or for designation as an HCM. The subject property is not an excellent example of a car dealership or the Mid-Century Modern style of architecture. Additionally, the subject property is not associated with significant events or trends which contributed to the development of the area. Therefore, the subject property is not a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines. Therefore, the proposed project would not result in a substantial adverse change to historical resources pursuant to Section 15064.5(b) of the CEQA Guidelines.

# SECTION 2
# PROJECT SUMMARY AND LOCATION AND DESCRIPTION

## 2.1 BRIEF PROJECT DESCRIPTION

Demolition of a 1-story commercial building and surface parking lot for the construction of a mixed-use 7-story multi-family development with 82 units over approximately 8,000 square feet of commercial space. The Project will utilize the off-menu density bonus incentive program and a conditional use permit (beverage) for alcoholic beverages.

## 2.2 PROJECT LOCATION AND CURRENT SETTING

The subject property consists of one (1) parcel located at 3209–3227 Sunset Boulevard (herein after referred to as 3225 Sunset Boulevard) (APN 5426-005-002; -003; -004; and -005), in the City of Los Angeles, Los Angeles County, California. The property is located on a commercial street in the Silver Lake – Echo Park – Elysian Valley CPA of the city.[1] This is an area with dense commercial development and some mixed-use, multi-family residential infill (Figure 1, *Sketch Map, 3225 Sunset Boulevard;* Figure 2, *Project Location Map, 3225 Sunset Boulevard*).

[1] City of Los Angeles Department of City Planning, Office of Historic Resources. May 2014. *Historic Resources Survey Report–Silver Lake – Echo Park – Elysian Valley Community Plan Area.* Prepared by: GPA Consulting, El Segundo, CA. Available at: https://planning.lacity.org/odocument/1473a5d4-1e90-4000-9b7b-110d08c8488a/SLEPEV_Historic_Resources_Survey_Report_HPLAEdit_0.pdf




**Figure 1. Sketch Map, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*

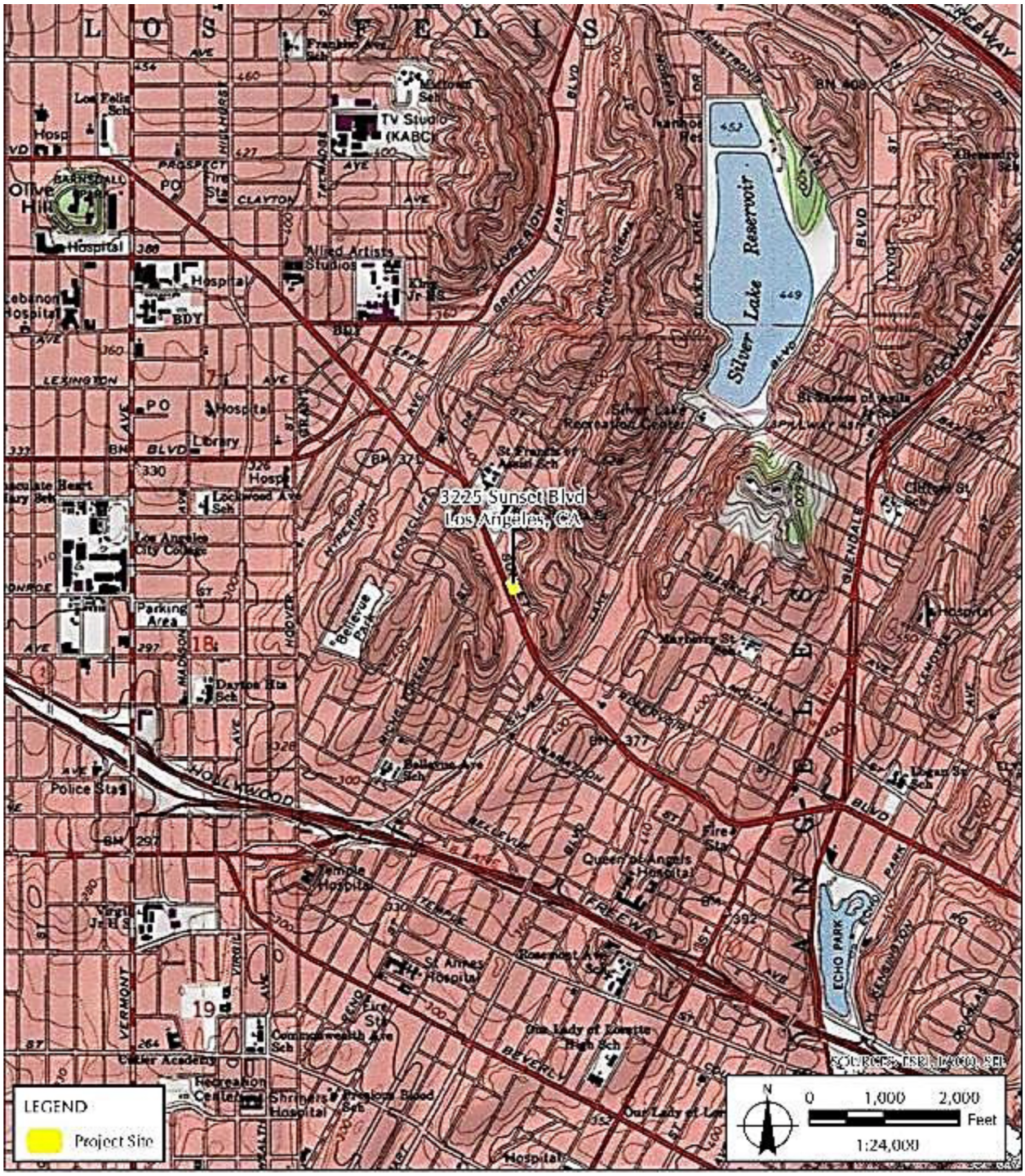


**Figure 2. Project Location Map, 3225 Sunset Boulevard**
SOURCE: *U.S. Geological Survey, 1991*

The setting surrounding the parcel along Sunset Boulevard is densely developed with 1- and 2-story mixed-use commercial buildings including Period Revival, Mid-Century Modern, and vernacular styles. The subject property is located on the east side of Sunset Boulevard, south of the Santa Monica Boulevard and Sunset Boulevard intersection. The buildings surrounding the parcel range in date from the 1910s to current Contemporary infill (Figure 3, *View facing northwest of Setting, Sunset Boulevard;* Figure 4, *View facing southwest of Setting, Sunset Boulevard*).



**Figure 3. View facing northwest of Setting, Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2021*



**Figure 4. View facing southwest of Setting, Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2021*

# *SECTION 4*
# *METHODOLOGY*

The assessment methodology consisted of research and field assessment of the building located on the subject property and on neighboring properties.

**Research Conducted**

1. Obtained and reviewed the building permits for the parcel from the City of Los Angeles (City) Department of Building and Safety. Dates of construction and subsequent alterations were determined by the building permit record, as well as additional resources, such as the field inspection, Sanborn maps, and historic aerial photographs.

2. Researched the project site and surrounding area at local libraries and archives to establish the general history and context of the project site, including a review of the Built Environment Resource Directory (BERD) for Los Angeles County, newspapers, City directories, books, and articles.

3. Consulted the Context/Theme/Property Type (CTP) eligibility standards formulated for the Los Angeles Historic Context Statement to identify the appropriate CTP under which to evaluate the building on the project site.

4. Reviewed and analyzed ordinances, statues, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation assessment processes and programs to evaluate the significance and integrity of the building on the project site.

**Field Methods**

5. Conducted a field inspections of the project site on September 15 and 29, 2020 to ascertain the general condition and physical integrity of the building thereon. Digital photographs were taken during the site inspections, which included the interior and exterior of the building. Field notes were made.

6. It was concluded during the field inspection that the subject property is not located within a potential HPOZ as the surrounding area does not convey a cohesive pattern of development or design. Sunset Boulevard has been developed and infilled consistently over several decades and thus conveys no strong association with a single period of significance and lacks sufficient integrity of design, materials, and workmanship since substantial alterations have occurred on the surrounding buildings. Accordingly, the parcel was evaluated individually as a potential historical resource under federal, state, and local eligibility criteria according to the National Park Service, California Office of Historic Preservation, and Los Angeles Office of Historic Resources standards.

The building associated with the subject property was evaluated to determine if it constitutes a historical resource as defined by CEQA, using the eligibility criteria for listing in applicable federal, State, and local statutes and regulations.

## 5.1 FEDERAL

The National Historic Preservation Act of 1966, as amended, defines the criteria to be considered eligible for listing in the National Register:

> *The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and*
>
> *A. that are associated with events that have made a significant contribution to the broad patterns of our history; or*
>
> *B. that are associated with the lives of persons significant in our past; or*
>
> *C. that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
>
> *D. that have yielded, or may be likely to yield, information important in prehistory or history* (36 Code of Federal Regulations [CFR] Section part 63).

According to *National Register Bulletin No. 15*, "to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but it also must have integrity." Integrity is defined in *National Register Bulletin No. 15* as "the ability of a property to convey its significance."[2] Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: location, design, setting, materials, workmanship, feeling, and association.

## 5.2 STATE OF CALIFORNIA

Section 5024.1(c), Title 14 CCR, Section 4852 of the California Public Resources Code defines the criteria to be considered eligible for listing in the California Register:

> *A resource may be listed as an historical resource in the California Register if it meets any of the following* [National Register] *criteria:*

[2] National Park Service, U.S. Department of the Interior. 2017. "How to Apply the National Register Criteria for Evaluation." *National Register Bulletin*. Available at: https://www.nps.gov/nr/publications/bulletins/nrb15/

1. *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*

2. *Is associated with the lives of persons important in our past;*

3. *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*

4. *Has yielded, or may be likely to yield, information important in prehistory or history.*

Section 4852(C) of the California Code of Regulations[3] defines integrity as follows:

> *Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in section 4852(b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.*
>
> *Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.*

## 5.3 CITY OF LOS ANGELES

***Historic-Cultural Monument.*** Section 22.171.7 of the City Cultural Heritage Ordinance defines a HCM:

> *For purposes of this article, a Historic-Cultural Monument (HCM) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles. A proposed Monument may be designated by the City Council upon the recommendation of the Commission if it meets at least one of the following criteria:*
>
> 1. *Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;*
>
> 2. *Is associated with the lives of historic personages important to national, state, city, or local history; or*

[3] California Office of Historic Preservation. 1999. *California State Law and Historic Preservation*, 4853 (c), p. 66.

3. *Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age*[4]

Unlike the National and California Registers, the City Cultural Heritage Ordinance makes no mention of concepts such as integrity or period of significance. Additionally, properties do not have to reach a minimum age, such as 45 to 50 years, to be designated as HCMs.

***Historic Preservation Overlay Zone.*** The City has established 36 HPOZs, or historic districts. City Ordinance No. 175891 amended Section 12.20.3 of the City's municipal code regarding HPOZs. The purpose of the ordinance was stated as:

> *It is hereby declared as a matter of public policy that the recognition, preservation, enhancement, and use of buildings, structures, Landscaping, natural features, and areas within the City of Los Angeles having Historic, architectural, cultural, or aesthetic significance are required in the interest of the health, economic prosperity, cultural enrichment, and general welfare of the people.*

Contributing elements are defined as any building, structure, landscape, or natural feature identified in a historic resource survey as contributing to the historic significance of the HPOZ, including a building or structure which has been altered, where the nature and extent of the alterations are determined reversible by the historic resources survey.

[4] City of Los Angeles. 2018. Ordinance No. 185472, Section 22.171.7. Available at: https://preservation.lacity.org/sites/default/files/Cultural%20Heritage%20Ordinance%2C%20Revised%202018.pdf

## 6.1 RECORD SEARCH

In accordance with the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton, current procedures and policies, the BERD for Los Angeles County, available from the California Office of Historic Preservation (updated March 3, 2020) was reviewed. Additionally, the historic U.S. Geological Survey (USGS) 7.5-minute series topographic maps and aerial photographs were reviewed for the project site and adjacent properties. In addition to official maps and records, and published registers and reports for the geographic area were reviewed:

- National Register of Historic Places – Listed (2021);
- California Register of Historical Resources – Listed (2021);
- California State Historical Landmarks (1996 and updates);
- California Points of Historical Interest (1992 and updates);
- HistoricPlacesLA (2021); and
- SurveyLA (2014).

## 6.2 PREVIOUS EVALUATIONS/DESIGNATIONS SUMMARY

The subject property is located in the Silver Lake – Echo Park – Elysian Valley CPA of the city. The subject property was identified in the 2014 Historic Resources Survey of the CPA with status codes 3S, or "appears eligible for NR as an individual property through survey evaluation," 3CS, or "appears eligible for CR as an individual property through survey evaluation," and 5S3, or "appears to be individually eligible for local listing or designation through survey evaluation" pursuant to Criterion C/3/3 as an excellent and intact example of a Mid-Century Modern commercial building.[5] The building does not appear to have been otherwise surveyed.

[5] City of Los Angeles, Department of City Planning. *Historic Resources Survey Report: Silver Lake-Echo Park-Elysian Valley Community Plan Area.* Prepared by GPA Consulting, Inc., El Segundo, CA. May 2014. Available at: https://planning.lacity.org/odocument/1473a5d4-1e90-4000-9b7b-110d08c8488a/SLEPEV_Historic_Resources_Survey_Report_HPLAEdit_0.pdf

## 7.1 DEVELOPMENT HISTORY

The subject property is located within the Silver Lake neighborhood, which was established in 1887 and became more attractive to homebuyers with the expansion of the Pacific Electric Railway system in 1904.[6] The subject property is located in Tract No. 5036 that was platted on April 22, 1922 for the A.B. Chapmen Estate, a corporation.[7] Tract No. 5036 is a large tract that is roughly bounded by Effie Street to the north; Micheltorena Street to the west; Sunset Boulevard to the south; and parcels to the east of Murray Drive, Redcliff Street, and Effie Court (now known as Cicero Drive). The majority of the tract is zoned R2, or two-family, with the exception of the parcels abutting Sunset Boulevard, which are zoned (Q)C2-1Vl, or commercial with a Q condition. No information pertaining to A.B. Chapman Estate, a corporation was found in historic issues of the *Los Angeles Times* or *Los Angeles Sentinel,* and this company does not appear to be a significant real estate developer in the history of Los Angeles due to lack of fanfare in the press. Tract No. 5036 is located approximately 1.5 miles northwest of the Angelino Heights HPOZ and reflects early suburban development associated with the expansion of the rail system.

The Chevrolet Motor Company of Michigan was co-founded by William Crapo "Billy" Durant, one of the founders of General Motors, and Swiss race car driver Louis Chevrolet on November 3, 1911. Known for the styling of their touring model, Chevrolet enjoyed early popularity.[8] The first display advertisement for a Chevrolet dealership ran in the *Los Angeles Times* in 1939.[9] A.E. Nugent was cited as having an ample selection of used cars in the 1939 display advertisement, which also identified that Nugent's dealership was located at 4th Street and La Brea Avenue and was established in 1930.

The subject property is located on Sunset Boulevard, a commercial arterial roadway that runs through the Silver Lake – Echo Park – Elysian Valley CPA. The lots which comprise the subject property sat vacant until 1951 when the land was first developed as the Metropolitan Chevrolet dealership. Single- and multi-family residential development had dominated the area to the east of Sunset Boulevard due to the streetcar line that ran along it. Yet, as the popularity of the automobile began to rise in the years after World War II, car-related developed sprang up along the corridors that streetcar lines once served but primarily occurred in the San Fernando Valley associated with post-war suburban sprawl. The Casa de Cadillac (1949) in Sherman Oaks is an excellent example of a Mid-Century Modern car dealership that historically supported post-war suburban development in the valley. Car manufacturers studied the most efficient way to design car dealerships in the anticipated post-World War II boom which included large expanses of glare-free glass so drivers could see the showroom from the road, a service wing to assure customers of future care, and a used car lot adjacent to the showroom. Showrooms were also generally small to showcase only the best

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6 City of Los Angeles, Department of City Planning. May 2014. *Historic Resources Survey Report: Silver Lake-Echo Park-Elysian Valley Community Plan Area.* Prepared by GPA Consulting, Inc., El Segundo, CA. Available at: https://planning.lacity.org/odocument/1473a5d4-1e90-4000-9b7b-110d08c8488a/SLEPEV_Historic_Resources_Survey_Report_HPLAEdit_0.pdf

7 County of Los Angeles. Platted 22 April 1922. Tract Map No. 5036. Available at: https://pw.lacounty.gov/sur/nas/landrecords/tract/MB0053/TR0053-012.pdf

8 Tate, Robert. 19 September 2018. "A Brief Illustrated History of Chevrolet 1911–1970." Motorcities.org. Available at: https://www.motorcities.org/story-of-the-week/2018/a-brief-illustrated-history-of-chevrolet-1911-1970

9 *Los Angeles Times.* 4 June 1939. Display Ad 11 – No Title, p. 10.

models of cars. These subtle changes in the design of the car dealership from pre-World War II designs.

During this period, it was typical for dealerships to be designed in the Mid-Century Model style. Mid-Century Modern became popular after World War II as technology influenced almost every aspect of life. With wide open floorplans, expressed structural systems, and simplicity of function and design, the Mid-Century Modern style lent itself to an array of development types. The style fit with the new concept of car dealership designs as the style was simple enough to not take away from the car designs yet interesting enough to draw attention from cars passing by.

By the 1960s, the car dealership style with a small showroom adjacent to the roadway was replaced with showrooms setback on large lots with new cars lined up along the roadway in an open lot instead of inside a showroom.[10] The subject property was developed with a car dealership; however, the showroom has been framed out with modern offices to support an auto body repair shop, which is the current use of the subject property.

[10] City of Los Angeles, Department of City Planning. August 2016. Los Angeles Citywide Historic Context Statement. Context: Commercial Development, 1850–1980. Theme: Commercial Development and the Automobile, 1910–1970. Available at: https://planning.lacity.org/odocument/3007ea6e-c4dd-42ec-bede-b109293f2873/CommercialDevelopmentandtheAutomobile_1910-1970.pdf

## 8.1 ARCHITECTURAL DESCRIPTION

### Exterior

The subject property includes a 1½-story Mid-Century Modern car showroom and garage constructed in 1951. The building has a flat roof with wide enclosed eaves and full-façade steel-framed modular display windows on the showroom portion of the building. The remainder of the building is clad in stucco with the garage located at the rear (eastern) and northwest ends of the building (Figure 5, *View of 3225 Sunset Boulevard;* Attachment B, *DPR 523 Series*).




**Figure 5. 3225 Sunset Boulevard (view northeast)**
SOURCE: *Sapphos Environmental, Inc., 2020*

#### *Primary Façade*

The primary façade of the building is divided into two distinct volumes, the Mid-Century Modern showroom to the southeast and the 2-story garage/office space to the northwest. The southeastern showroom portion of the façade has full-façade steel-framed modular display windows with a low sloping brick bulkhead below. The showroom portion has a flat roof with wide enclosed eaves. The northern garage/office space is two stories and clad in stucco. There is a ribbon of steel-framed single pane display windows with a low sloping brick bulkhead below. Signage conceals an at-grade window accessed from the paint spray room. The second story of the garage/office space has a ribbon of steel-framed multi-light hopper windows (Figures 6A–B, *Primary Façade, 3225 Sunset Boulevard*).




**Figure 6A. Primary Façade, 3225 Sunset Boulevard (view northeast)**
SOURCE: *Sapphos Environmental, Inc., 2020*



**Figure 6B. Primary Façade, 3225 Sunset Boulevard (view northeast)**
SOURCE: *Sapphos Environmental, Inc., 2020*

Based upon a review of a circa 1970 photograph, the blade sign was removed at an unknown date; the current auto repair body rooftop signage was installed at an unknown date; and the storefront of the 2-story bay of the primary façade was removed and infilled with a single fixed-pane window at grade that is obscured with signage. Additionally, the original storefront had six mullions whereas the current storefront has 10, meaning, the original storefront was removed at an unknown date and was replaced with a modern storefront, which presumably occurred when the showroom was substantially altered to create modern office spaces. Furthermore, the panel of windows adjacent to the automobile bay was removed and framed out to create the "aluminum room" (Figure 7, *Historic Photograph of 3225 Sunset Boulevard*; Figure 10A, *Southern Façade, 3225 Sunset Boulevard*).

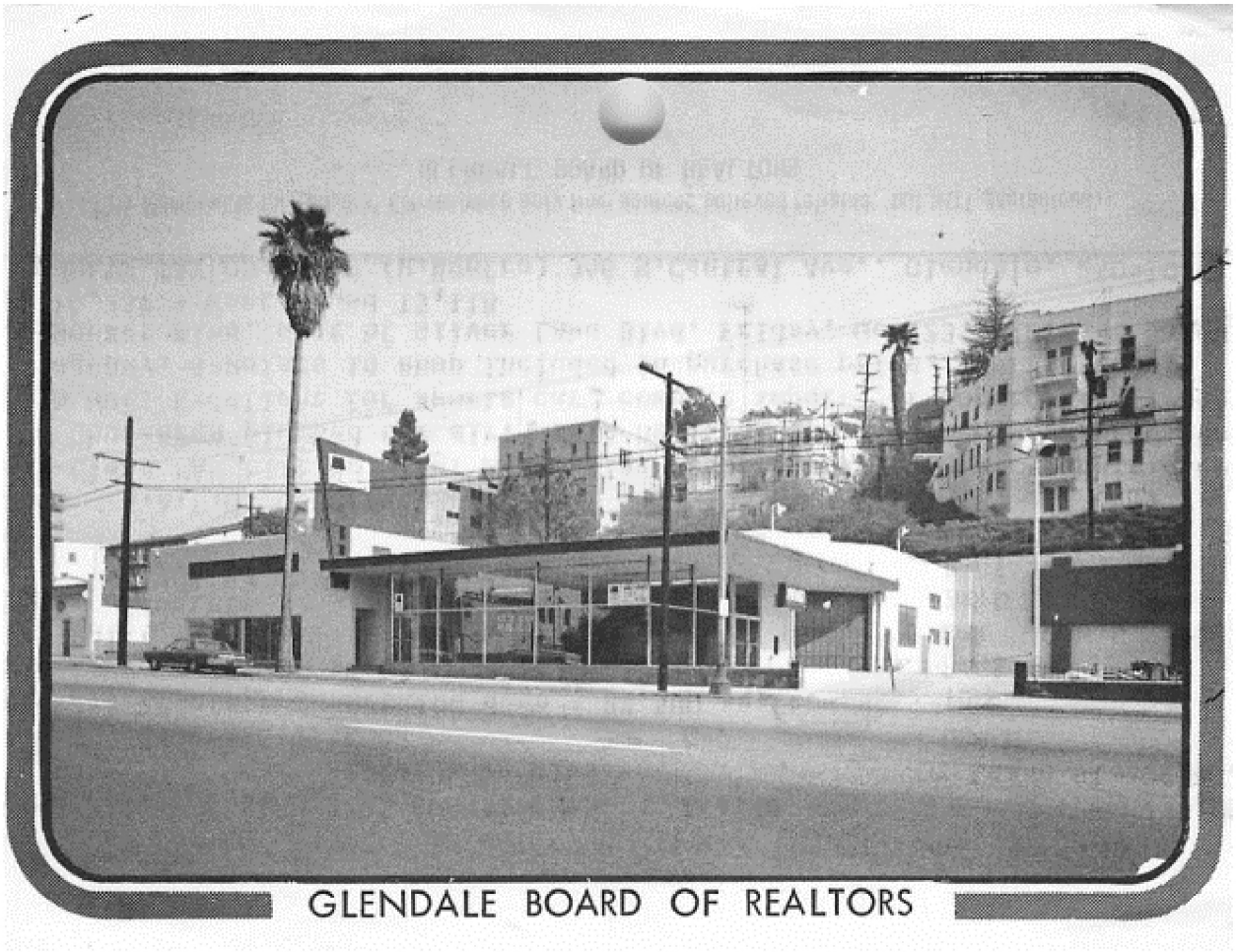


**Figure 7. Historic Photograph of 3225 Sunset Boulevard**
SOURCE: *Glendale Board of Realtors, circa 1970*

***Entrance Detail***

There are two entrances to the showroom, one on the primary façade and one on the southerly façade. The primary façade entrance is located towards the northern end of the Mid-Century Modern building and recessed into the building. The entrance doors are paired steel-framed glass doors with a large-fixed transom above. The doors and transom are covered with metal security bars. There is also a set of wide, paired steel-framed glass doors on the southern façade which allow access to the showroom. The doors are wider on this façade as they were constructed for automobile access into the showroom (Figures 8A–B, *Entrance Detail, 3225 Sunset Boulevard*).

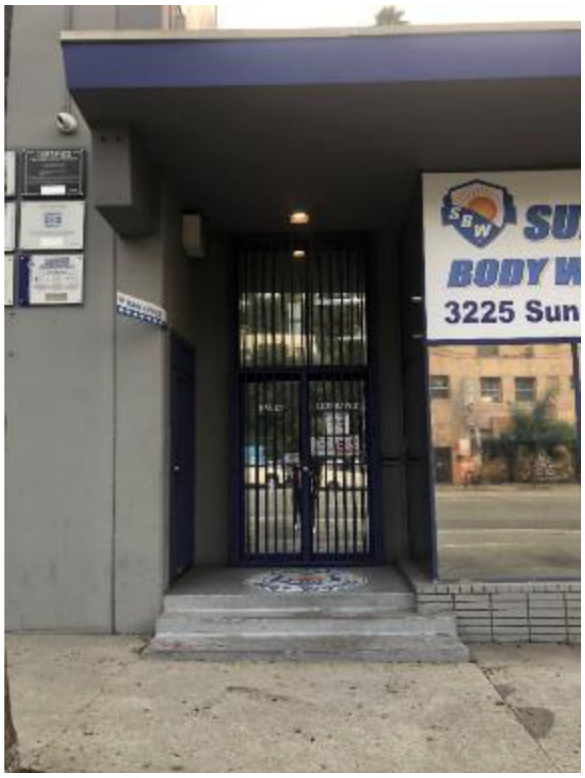


**Figure 8A. Entrance Detail (Primary Façade), 3225 Sunset Boulevard (view southeast)**
SOURCE: *Sapphos Environmental, Inc., 2020*




**Figure 8B. Entrance Detail (Southern Façade), 3225 Sunset Boulevard (view north)**
SOURCE: *Sapphos Environmental, Inc., 2020*[11]

[11] Note: An interior partition was constructed at an unknown date to create a garage space. It is no longer possible to drive vehicles into the showroom.

There is an additional entrance oriented to the south on the primary façade which allows access to the second floor of the northern bay of the building. The entrance is covered by a metal security gate and is located between the showroom and 2-story bay (Figure 9, *Secondary Entrance Detail, 3225 Sunset Boulevard*).



**Figure 9. Secondary Entrance Detail (Primary Façade), 3225 Sunset Boulevard (view southeast)**
SOURCE: *Sapphos Environmental, Inc., 2020*

***Southern Façade***

The southern façade of the building has a service bay with a large metal roll-up door towards the west and steel-framed glass showroom entrance doors at the center. The 2-story garage, clad in stucco, is located at the eastern end of the parcel and accessed through a large loading bay door with a metal roll-up door (Figures 10A–B, *Southern Façade, 3225 Sunset Boulevard*).




**Figure 10A. Southern Façade, 3225 Sunset Boulevard (view north)**
SOURCE: *Sapphos Environmental, Inc., 2020*



**Figure 10B. Southern Façade, 3225 Sunset Boulevard (view northeast)**
SOURCE: *Sapphos Environmental, Inc., 2020*

***Northern Façade***

The northern façade of the building is enclosed with a metal security gate and not accessible. The façade is clad in stucco with two sliding vinyl windows along with second story and a loading bay door oriented towards the west with a metal roll-up door (Figure 11, *Northern Façade, 3225 Sunset Boulevard*).



**Figure 11. Northern Façade, 3225 Sunset Boulevard (view southeast)**
SOURCE: *Sapphos Environmental, Inc., 2020*

## Interior

### *Showroom*

The showroom has high ceilings with plaster walls and ceilings and Pergo laminate flooring. Long narrow florescent lights illuminate the space and two office spaces at the northern end are enclosed with vinyl sliding doors. A reception desk is located at the eastern end of the showroom and a glass block light can be seen high in the wall behind. A wood staircase behind the reception desk leads to the second-floor office spaces (Figures 12A–H, *Interior Showroom, 3225 Sunset Boulevard*).

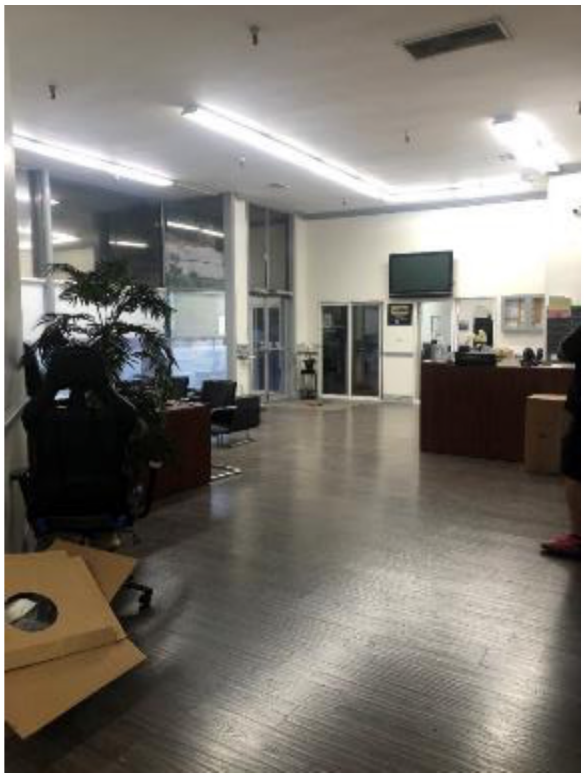

**Figure 12A. Interior Showroom, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*

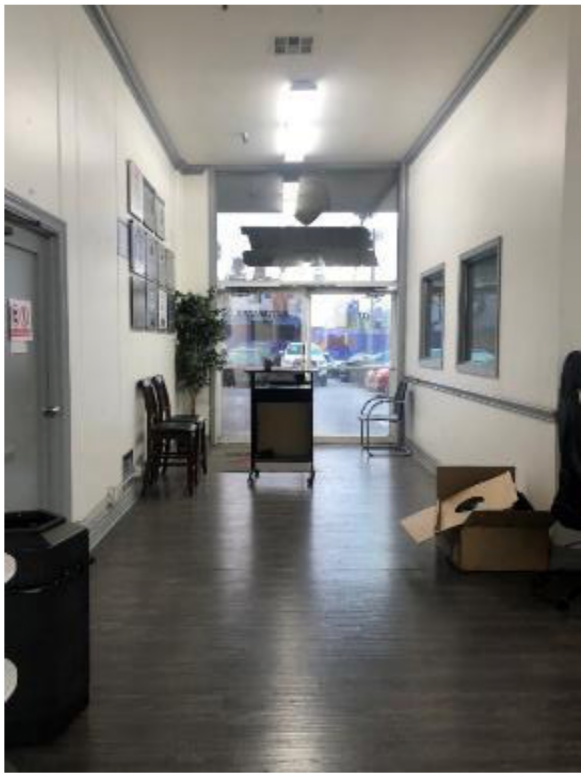

**Figure 12B. Interior Showroom, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*



**Figure 12C. Interior Showroom, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*

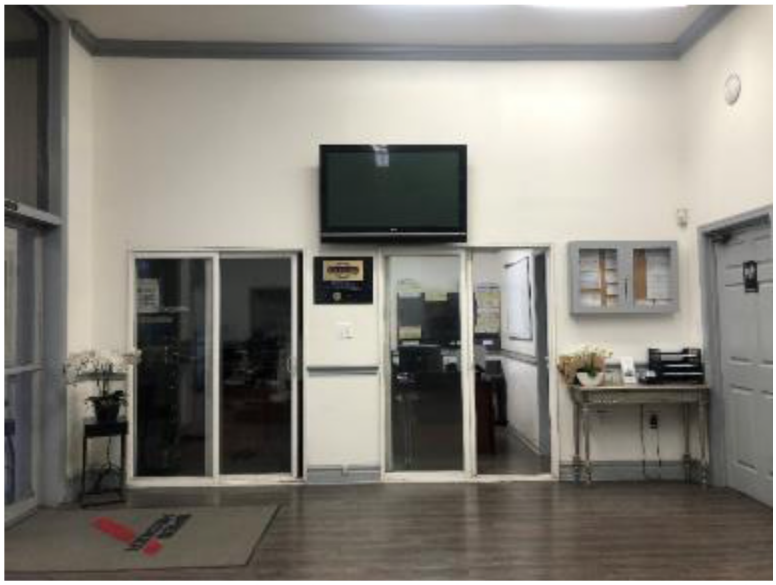

**Figure 12D. Interior Showroom, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*

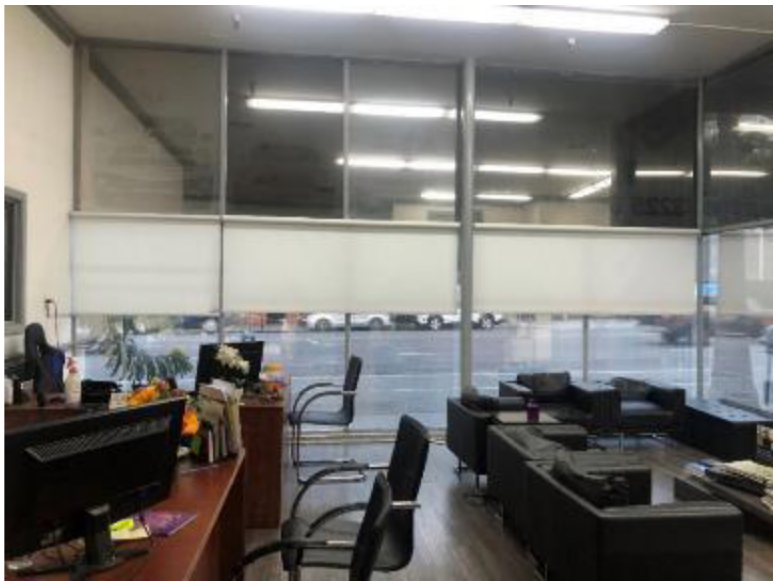

**Figure 12E. Interior Showroom, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*



**Figure 12F. Interior Showroom, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*



**Figure 12G. Interior Showroom, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*



**Figure 12H. Interior Showroom, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*

***Second Floor Interior***

The second floor is split into offices and a living space. A hallway leading north at the top of the stairs allows access to office space to the east. To the west at the top of the stairs opens into a living space with a contemporary kitchen and bathroom. The walls and ceilings are plaster, and the flooring is a mix of non-original hardwood and ceramic and laminate tiles. An additional staircase at the western end of the building leads to the exterior primary façade on Sunset Boulevard. Some original details include narrow wood closet doors and metal ceiling vents; however, these features are common and mass produced (Figures 13A–G, *Second Floor Interior, 3225 Sunset Boulevard*).



**Figure 13A. Second Floor Interior, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*



**Figure 13B. Second Floor Interior, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*



**Figure 13C. Second Floor Interior, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*



**Figure 13D. Second Floor Interior, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*



**Figure 13E. Second Floor Interior, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*



**Figure 13F. Second Floor Interior, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*

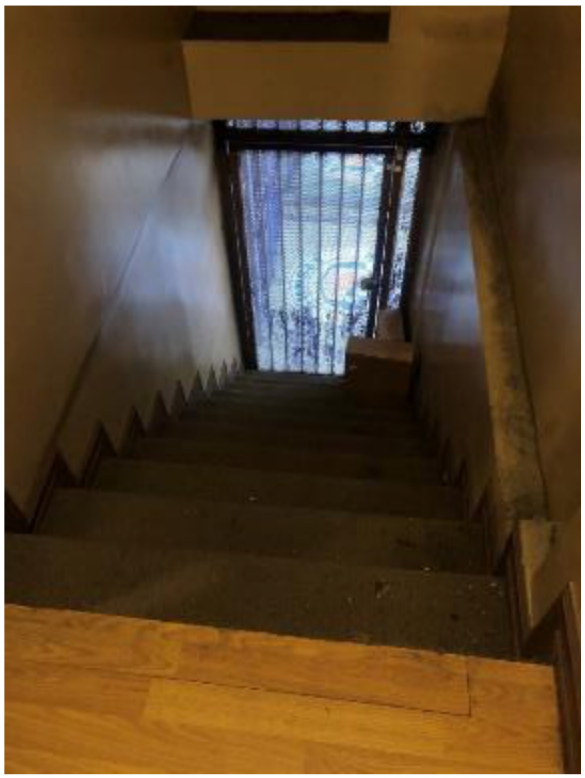

**Figure 13G. Second Floor Interior, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*

***Garage Interior***

The garage is an open rafter industrial space with a wood and steel truss roof system. The floors are concrete with intermittent drainage wells throughout the space. A space for auto painting with lower ceilings is located along the western side of the garage. A second-floor storage space accessed by wood stairs and an office space are located along the eastern end of the garage (Figures 14A–E, *Garage Interior, 3225 Sunset Boulevard*).

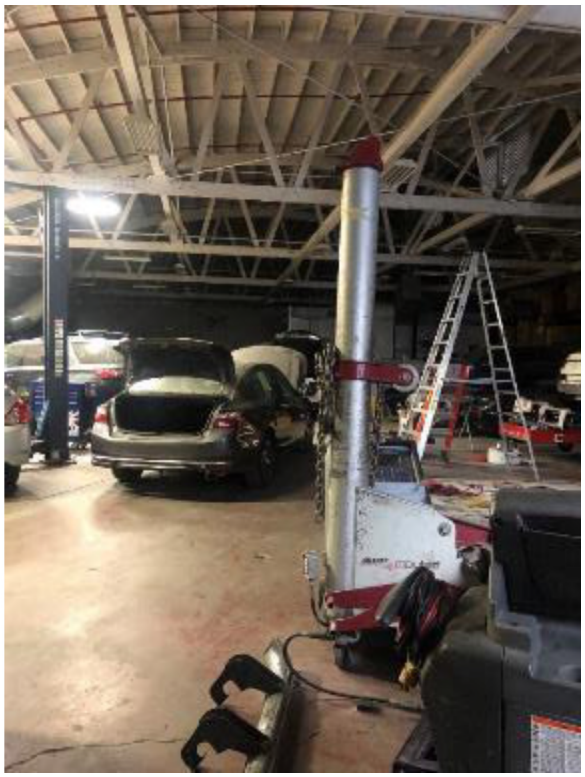

**Figure 14A. Garage Interior, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*

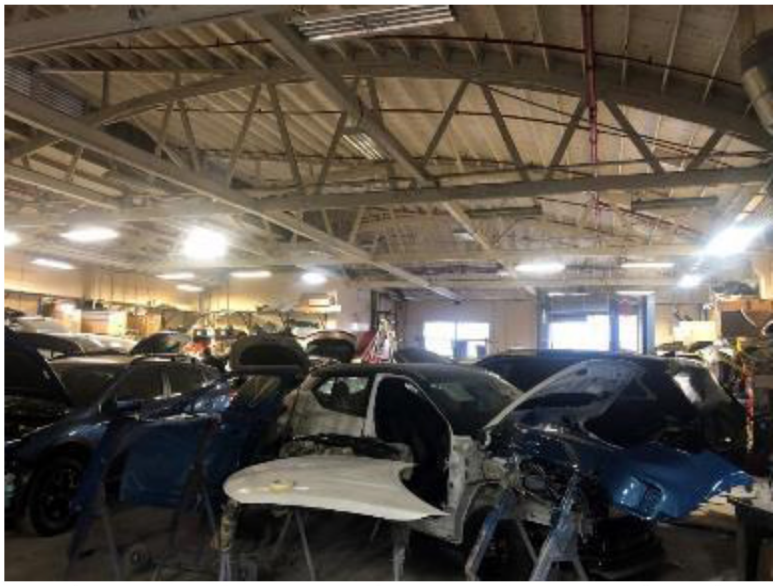

**Figure 14B. Garage Interior, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*

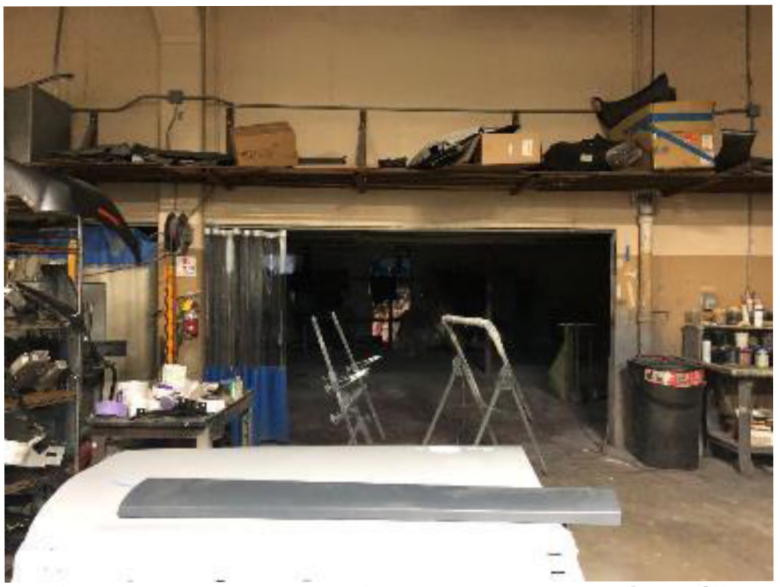

**Figure 14C. Garage Interior, 3225 Sunset Boulevard**[12]
SOURCE: *Sapphos Environmental, Inc., 2020*




**Figure 14D. Garage Interior, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*

[12] Note: The fixed-pane window that replaces the historic storefront visible in Figure 7. The opening has been reduced to where the sunlight is visible in center of frame.



**Figure 14E. Garage Interior, 3225 Sunset Boulevard**
SOURCE: *Sapphos Environmental, Inc., 2020*

## 9.1 CONSTRUCTION HISTORY

The subject property is located in Tract No. 5036 and encompasses Lots 5, 6, 7, 8, 9, and 10. The tract was subdivided in 1922 for the Alfred Beck Chapman Estate.[13] The Sanborn Fire Insurance Maps show that by 1950, Sunset Boulevard was densely developed with commercial buildings with single- and multi-family residential development to the east (Figure 15, *Sanborn Fire Insurance Map, 1919–September 1950*).

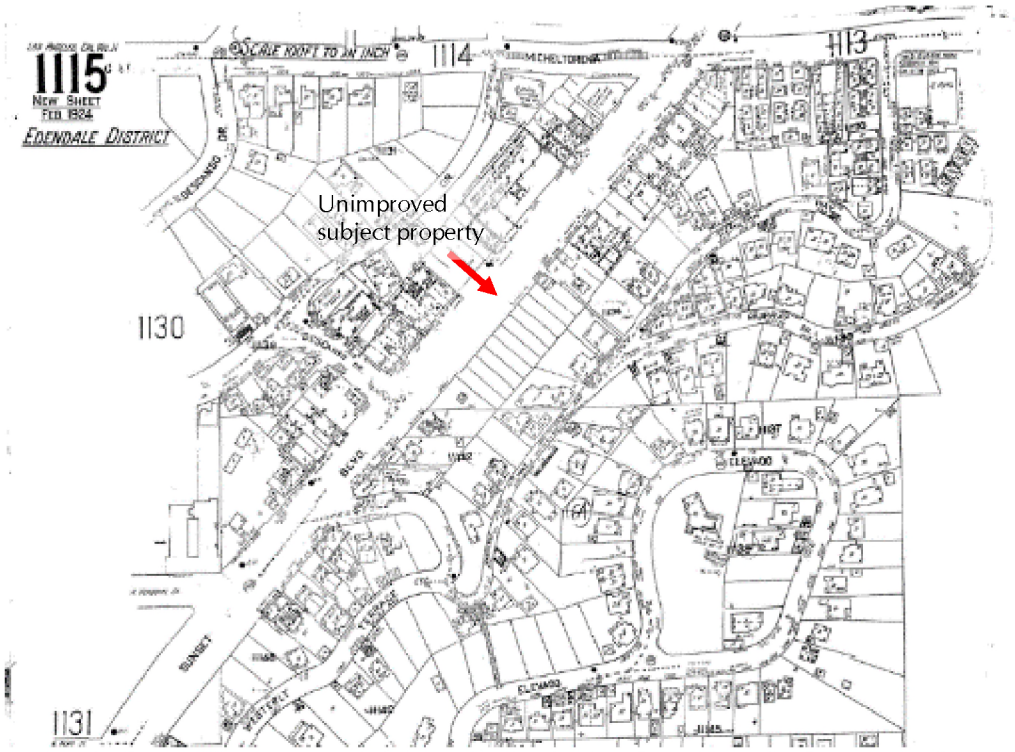


**Figure 15. Sanborn Fire Insurance Map, 1919–September 1950 (Volume 11, Sheet 1115)**
SOURCE: *Los Angeles Public Library*

The original building permits for the construction of the building were obtained from the City Department of Building and Safety. The building was constructed in 1951 as the Metropolitan Chevrolet dealership with Jack H. MacDonald listed as the architect and Buttress and McClellan listed as the contractor (See 9.2 *Identification of Architects/Builder*). No permitted alterations on the exterior have been issued; however, noted alterations include removal of the blade sign and the westerly bank of storefront windows based upon a review of historic photographs. Additionally, the raised signage for the current business (Figure 5) was installed after circa 1970 (Figure 7).

[13] Los Angeles County Public Works. April 1922. Lands Records Information: MB.53-12-14. Available at: https://pw.lacounty.gov/sur/nas/landrecords/tract/MB0053/TR0053-012.pdf

The building is structurally reinforced with tie-backs which are visible on the exterior façades. A permit was not issued for this alteration. The tie-back structural reinforcement system is common in masonry buildings constructed prior to the 1933 Long Beach Earthquake. The 1933 earthquake collapsed many masonry buildings, especially schools, and the building code was changed in the wake of that tragedy. This building was constructed nearly 20 years after that catastrophic event, and it is more likely the weight load of the hillside for the retaining wall at the rear of the property was miscalculated, shifting the building out of plumb. Additionally, a perimeter wall was constructed at an unknown date which blocks access to the easterly entrance as evidenced by the extant driveway apron.

Interior alterations include new flooring, enclosure of offices/addition of sliding vinyl doors, addition/remodel of bathroom. The second floor has been substantially remodeled on the interior. Historic aerials show the building footprint has not changed since construction and the rear garage is original.

## 9.2 IDENTIFICATION OF ARCHITECTS/ BUILDERS

Jack H. MacDonald was a locally noted Mid-Century Modern architect who worked on large-scale commercial, industrial, and manufacturing buildings in the Mid-Century Modern style. However, MacDonald is not listed in the 1956 American Institute of Architects (AIA) directory and does not appear to be a 'master' based upon lack of press coverage or awards. He had his own firm until 1953 when he partnered with Cejay Parson to consolidate the two firms. Based upon a review of HistoricPlacesLA, the only building attributed to MacDonald is the Hancock Park Building, built in 1958 and located at 5820 Wilshire Boulevard. The Hancock Park Building was designed in concert with Cejay Parsons and reflects the International style of architecture. In 1936, Buttress and McClellan constructed a foundry supply building located at 2325 E. 28th Street and in 1951, the firm constructed a guided missile factory in Pomona.[14,15] No additional information was found regarding this contracting firm, which does not appear to rise to the level of significance to be considered a 'master.'

## 9.3 OWNERSHIP/OCCUPANT HISTORY

Due to the closure of public buildings, Assessor research was not completed for the subject property. A history of ownership was compiled from building permits and other resources (Table 1, *3225 Sunset Boulevard Ownership History*).

**TABLE 1**
**3225 SUNSET BOULEVARD**
**OWNERSHIP HISTORY**

| Years | Names |
|---|---|
| 1952 | Paul and Linda Morlacci |
| 1988 | Russell Malanga |
| 1995 | William Uhlenhoff |
| 2010 | 1616 South Bundy, LLC |

[14] "Foundry Supply Building to Rise." 24 May 1936. *Los Angeles Times*, p. E1.

[15] "Pomona Plant Work Starts Next Month." 15 July 1951. *Los Angeles Times*, p. 36.

No information pertaining to the life and career was available in the historic issues of the *Los Angeles Times* and *Los Angeles Sentinel*, City directories, or census records for Paul and Linda Morlacci, Russell Malanga, William Uhlenhoff, or 1616 South Bundy LLC.

## 9.4 USE HISTORY

The property was built as a car dealership and is currently an auto-body repair shop.

The subject properties were evaluated using the Citywide Historic Context Statement developed for SurveyLA; specifically, the Commercial Development, 1850–1980 context and Commercial Development and the Automobile theme, and the Architecture and Engineering context and the Mid-Century Modernism subtheme.[16,17]

## 10.1 COMMERCIAL DEVELOPMENT, 1850–1980

**Context:** Commercial Development, 1850–1980

**Theme:** Commercial Development and the Automobile, 1910–1970

**Sub Theme:** The Car and Car Services, 1920–1970

**Summary Statement of Significance:** The showroom is a building type that evolved as a facility for exhibiting, selling, and often servicing automobiles. A car showroom evaluated under this sub-theme is significant in the area of Commerce; most examples are also significant in the area of Architecture. They illustrate the evolution of the car showroom as a significant commercial building type related to the automobile and Los Angeles' flourishing car culture. They show how a building type's design and site layout are shaped by accommodation to the needs of automobile as well as the stylistic and economic trends of the day. Extant, intact examples are now rare.

**Period of Significance:** 1920–1970

**Period of Significance Justification:** The 1920s is the date of the earliest extant car showroom in Los Angeles. By this time automobile ownership was great enough to generate specific building types designed around its needs. By the late 1960s the auto showroom underwent a change. They were placed further back on their lots and surrounded by parking lots; the cars themselves became the dominate feature from the street.

**Geographic Location:** Citywide, along arterial roads and highways

**Area(s) of Significance:** Commerce

**Criterion: NR:** A/C **CR:** 1/3 **Local:** 1/3

**Associated Property Type:** Commercial/Auto-Related – Car Showroom

**Property Sub-type Description:** Facility for exhibiting, selling, and often servicing automobiles

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[16] City of Los Angeles, Department of City Planning. August 2016. Los Angeles Citywide Historic Context Statement. Context: Commercial Development, 1850–1980 Theme: Commercial Development and the Automobile, 1910–1970. Available at: https://planning.lacity.org/odocument/3007ea6e-c4dd-42ec-bede-b109293f2873/CommercialDevelopmentandtheAutomobile_1910-1970.pdf

[17] City of Los Angeles, Department of City Planning. November 2019. Los Angeles City wide Context Statement. Context: Architecture and Engineering; Sub-Context: L.A. Modernism, 1919–1980. On file with Office of Historic Resources.

**Property Sub-type Significance:** Extant examples illustrate the evolution of the showroom as a significant building type related to the automobile. They show how a building type's design is shaped by accommodation to the needs of a particular mode of transportation, as well as the stylistic and economic trends of the day.

**Eligibility Standards:**

- Originally constructed to sell, and often provide servicing for, the automobile
- Demonstrates convenient automobile access from the street
- Is an excellent example of the property type
- Contains design and site layout features that reflect the needs of selling and servicing the automobile
- Was constructed during the period of significance

**Character-Defining/Associative Features:**

- Retains most of the essential character-defining features of the type
- Of a style or mixture of styles typical of the period of construction such as Spanish Colonial Revival, Streamline Moderne, and Mid-Century Modern styles
- Typically, also significant within a theme under the Architecture and Engineering context
- Of the design and layouts typical of adapting to the needs of selling and servicing the automobile during the period of significance (e.g., showroom close to the street with large expanses of glass, service bays accessible to the customers' cars, and prominent signage)
- Typically reflects corporate design associated with particular car companies and architects/designers

**Integrity Considerations:**

- Should retain integrity of *Design, Location, Feeling, Association*, and *Materials*
- Should retain as much design integrity as possible, including overall massing, significant features (e.g. showroom with display windows), and identifying details such as trim and signage
- Some original materials may have been altered, removed, or replaced
- Should retain as much of original relationship to the street and to adjacent buildings as possible, so as to establish the importance of accommodating the structure to the spatial needs of the automobile (e.g., service door directly adjacent to street in 1920s structures, front showroom and rear service bays in 1930s–1960s structures)
- If use has changed, adaptation to new use should allow for the maintenance of as much of the original design and site layout as possible
- Site layout should retain original relationship to the street and adjacent structures

## 10.2 ARCHITECTURE AND ENGINEERING, 1850–1980

**Context:** Architecture and Engineering, 1850–1980

**Theme:** Postwar Modernism, 1946–1975

**Sub Theme:** Mid-Century Modernism, 1945–1970

**Summary Statement of Significance:** Resources evaluated under this sub-theme are significant in the area of Architecture as excellent examples of the Mid-Century Modern style and exhibit quality of design through distinctive features. Mid-Century Modernism is a broad classification of post-war

modernism and represents one of the largest and most diverse collections of architecture in Los Angeles. The style is generally characterized by its geometric forms, smooth wall surfaces, flat or low-pitched roofs, and absence of exterior ornamentation. While some examples of the style may represent a particular influence—such as Post-and-Beam or Organic architecture—many incorporated elements of the various influences that shaped this style. It was a remarkably versatile style that was applied to almost every type of property: residential, commercial, institutional, and industrial.

**Period of Significance:** 1945–1975

**Period of Significance Justification:** Mid-Century Modernism was, in many ways, a continuation of the pre-war Modernism that extended into and evolved for the duration of the post-war period. The period of significance begins in 1945, which signifies the beginning of the post-war period, and ends in the mid-1970s, by which time the style had largely fallen out of favor with architects and the American public.

**Geographical Location(s):** Citywide, with concentrations in areas of the city like the San Fernando Valley, Westchester, and the Westside that experienced considerable growth and development after World War II.

**Area(s) of Significance:** Architecture

**Criterion: NR:** C **CR:** 3 **Local:** 3

**Associated Property Types:**
- Residential – Single-Family Residence
- Residential – Multi-Family Residence
- Commercial
- Institutional
- Industrial

Note: Groupings of resources designed in the style may comprise historic districts.

**Property Type Description:**
Mid-Century Modern architecture is expressed in a vast array of residential, commercial, institutional, and industrial property types. The wide variety of properties that are associated with the style are a testament to its versatility and adaptability. It also underscores the immense popularity of the style in the postwar years. Groupings of resources in the style may be evaluated as historic districts.

**Property Type Significance:**
See Summary Statement of Significance above.

**Eligibility Standards:**
- Exhibits quality of design through distinctive features
- Is an excellent example of the Mid-Century Modern style
- Was constructed during the period of significance

**Character-Defining /Associative Features:**

- Retains most of the essential character-defining features from the period of significance
- Direct expression of the structural system, often wood or steel post and beam
- Simple geometric volumes
- Unornamented wall surfaces
- Flat roof, at times with wide overhanging eaves
- Floor-to-ceiling windows, often flush-mounted metal framed
- Horizontal massing
- If Expressionistic: sculptural forms intersecting with geometric volumes
- If Expressionistic: curved, sweeping wall surfaces
- If Expressionistic: dramatic roof forms, such as butterfly, A-frame, hyperbolic paraboloid, folded plate, or barrel vault

**For Historic Districts:**

- Must include a majority of building which embody the distinctive characteristics of the Mid-Century Modern style
- Conveys a strong visual sense of overall historic environment from the period of significance
- Integrity Considerations:
- Should retain integrity of Design, Materials, Workmanship, and Feeling from the period of significance
- Retains sufficient integrity to convey significance
- If a district or grouping, the majority of the buildings should retain sufficient to convey their significance
- Some windows and doors may have been replaced, as long as openings have not been altered and original fenestration patterns have not been disrupted
- Surrounding building and land uses may have changed
- Original use may have changed
- The painting of surfaces (wood) original unpainted may be acceptable

## 11.1 NATIONAL REGISTER OF HISTORIC PLACES

National Register Criterion A

The subject property is located at 3225 Sunset Boulevard in the Silverlake neighborhood near Angelino Heights. Beginning in the 1880s, early suburban development radiated away from what is now known as downtown Los Angeles. Silverlake and Angelino Heights represent some of the earliest suburban development in the history of Los Angeles. The subject property was developed in 1951 and does not have an association with this early suburban development due to the lapse in time that occurred between these two events. Constructed following World War II, the San Fernando Valley was the focus of suburban development. Car showrooms, such as the Casa de Cadillac in Sherman Oaks, are noted both for a significant association with post-war suburban expansion to meet the critical housing shortage of the 1950s and for the elegant, high-quality Mid-Century Modern design of these showrooms. The subject property is not an excellent example of this property type and has been altered with the removal of a blade sign and a bank of storefront windows. At the time of construction, the subject property was vacant and presented an affordable option for infill construction in a neighborhood that was noted as early as the 1930s as in decline by the Federal Housing Authority.[18] Many of the neighboring buildings predate the development of the subject property and do not share a history of commercial development along this arterial road. Other neighboring buildings have been demolished for surface parking lots and/or modern infill development. The subject property was constructed during the period of significance for this property type; however, its use has changed from selling cars to strictly servicing cars through autobody repair. Access from Sunset Boulevard has been restricted through the construction of a perimeter wall. Additionally, automobile access to the showroom has been eliminated through interior alterations. The access alterations substantially alter the subject property's design and site layout features that reflect the needs of selling and servicing the automobile. The subject property cannot be demonstrated to have a significant association with commercial development and is ineligible for listing in the National Register under Criterion A.

National Register Criterion B

No information was found to suggest that any of the previous owners or residents were historic personages, or that any other individuals of historical significance were associated with the property. Therefore, the subject property is ineligible for listing in the National Register under Criterion B.

National Register Criterion C

Although the building generally retains most of the essential character-defining features of the Mid-Century Modern style and was constructed for the period of significance for this style of architecture, the loss of the blade sign dramatically impacts the appearance of the building from Sunset Boulevard. The modern signage is reversible and is not taken into consideration of integrity for this analysis. Based upon a review of a circa 1970 photograph, the storefront of the 2-story bay of the primary façade was removed and infilled with a single fixed-pane window at grade that is obscured with signage. Additionally, the original storefront had six mullions whereas the current storefront has 10,

[18] University of Richmond. 27 February 1929. "Mapping Inequality." Elysian Park and Dogtown District, Section D35.

meaning, the original storefront was removed at an unknown date and was replaced with a modern storefront, which presumably occurred when the showroom was substantially altered to create modern office spaces. Furthermore, the panel of windows adjacent to the automobile bay was removed and framed out to create the "aluminum room." Therefore, the subject property does not retain integrity of design, materials, craftsman, or feeling. Overall, the building does not reflect the "excellent" quality of the Mid-Century Modern style; the curtain-wall storefront and low-sloped shed roof are common elements of this style of architecture and are not unique or executed in a high-style manner. The building does not exhibit quality of design through distinctive features. The remainder of the building is vernacular and utilitarian; meaning, it does not reflect this style of architecture. The building is not an excellent example of the Mid-Century Modern style. The showroom itself has been carved into office spaces and no longer reads as a showroom. The building has been altered with the removal of the blade sign and a bank of storefront windows, and does not retain integrity of design, materials, workmanship, feeling, and association. Neighboring commercial buildings either predate or postdate the subject property and do not contribute to the setting of the building. Therefore, the subject property is ineligible for listing in the National Register under Criterion C.

National Register Criterion D

Criterion D was not considered in this report as it generally applies to archaeological resources. Additionally, there is no reason to believe the property has the potential to yield important information regarding prehistory or history.

## 11.2 CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register eligibility criteria mirror those of the National Register. Therefore, the subject property is not eligible for listing in the California Register for the same reasons outlined above.

## 11.3 CITY OF LOS ANGELES HISTORIC-CULTURAL MONUMENTS

Similarly, the HCM criteria are similar to the National Register and California Register criteria. Therefore, the subject property is not eligible for designation as an HCM for the same reasons outlined above.

## 11.4 CITY OF LOS ANGELES HISTORIC PRESERVATION OVERLAY ZONE

As described above, neighboring buildings either predate or postdate construction of the subject property, which does not reflect a cohesive pattern of development. Additionally, many of the neighboring buildings have been substantially altered and do not retain integrity of design, materials, or workmanship. Therefore, the 3200 block of Sunset Boulevard does not qualify for designation as an HPOZ.

# *SECTION 12*
# *CONCLUSIONS*

Based upon research and analysis, the subject property located at 3225 Sunset Boulevard does not appear to be individually eligible for listing in the National Register, California Register, or for designation as an HCM. The subject property is not an excellent example of a car dealership or the Mid-Century Modern style of architecture. Additionally, the subject property is not associated with significant events or trends which contributed to the development of the area. Therefore, the subject property is not a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines. Therefore, the proposed project would not result in a substantial adverse change to historical resources pursuant to Section 15064.5(b) of the CEQA Guidelines.

California Office of Historic Preservation. 1999. *California State Law and Historic Preservation*, 4853 (c), p. 66.

City of Los Angeles Department of City Planning, Office of Historic Resources. May 2014. *Historic Resources Survey Report–Silver Lake – Echo Park – Elysian Valley Community Plan Area.* Prepared by: GPA Consulting, El Segundo, CA. Available at: https://planning.lacity.org/odocument/1473a5d4-1e90-4000-9b7b-110d08c8488a/SLEPEV_Historic_Resources_Survey_Report_HPLAEdit_0.pdf

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City of Los Angeles, Department of City Planning. *Historic Resources Survey Report: Silver Lake-Echo Park-Elysian Valley Community Plan Area.* Prepared by GPA Consulting, Inc., El Segundo, CA. May 2014. Available at: https://planning.lacity.org/odocument/1473a5d4-1e90-4000-9b7b-110d08c8488a/SLEPEV_Historic_Resources_Survey_Report_HPLAEdit_0.pdf

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City of Los Angeles. 2018. Ordinance No. 185472, Section 22.171.7. Available at: https://preservation.lacity.org/sites/default/files/Cultural%20Heritage%20Ordinance%2C%20Revised%202018.pdf

County of Los Angeles. Platted 22 April 1922. Tract Map No. 5036. Available at: https://pw.lacounty.gov/sur/nas/landrecords/tract/MB0053/TR0053-012.pdf

"Foundry Supply Building to Rise." 24 May 1936. *Los Angeles Times*, p. E1.

Los Angeles County Public Works. April 1922. Lands Records Information: MB.53-12-14. Available at: https://pw.lacounty.gov/sur/nas/landrecords/tract/MB0053/TR0053-012.pdf

*Los Angeles Times*. 4 June 1939. Display Ad 11 – No Title, p. 10.

National Park Service, U.S. Department of the Interior. 2017. "How to Apply the National Register Criteria for Evaluation." *National Register Bulletin*. Available at: https://www.nps.gov/nr/publications/bulletins/nrb15/

"Pomona Plant Work Starts Next Month." 15 July 1951. *Los Angeles Times*, p. 36.

Tate, Robert. 19 September 2018. "A Brief Illustrated History of Chevrolet 1911–1970." Motorcities.org. Available at: https://www.motorcities.org/story-of-the-week/2018/a-brief-illustrated-history-of-chevrolet-1911-1970

University of Richmond. 27 February 1929. "Mapping Inequality." Elysian Park and Dogtown District, Section D35.

***ATTACHMENT A***
***RESUME OF KEY PERSONNEL***

Sapphos environmental inc.

# Carrie E. Chasteen, MS

***Cultural Resources Manager***

*Master of Science (Historic Preservation), School of the Art Institute of Chicago, Chicago, Illinois, 2001*
*Bachelor of Arts (History and Political Science), University of South Florida, Tampa, Florida, 1997*

- *Cultural resources management and legal compliance*
- *History of California*
- *Identification and evaluation of the built environment*
- *Archival documentation*
- *Historic preservation consultation*

*Years of Experience: 19+*

- *Oregon Transportation Investment Act (OTIA) III CS3 Technical Lead*
- *Chair, Historic Preservation Commission, City of Pasadena*
- *Design Commission, City of Pasadena*
- *Phi Alpha Theta*
- *Extensive experience documenting and evaluating parks and recreational facilities*
- *Extensive experience in the City of Riverside*

Ms. Carrie Chasteen has more than 19 years of experience in the field of cultural resources and the built environment, including project management, agency coordination, archival research, managing large surveys, preparation of compliance reports, preparation of Environmental Impact Statement / Environmental Impact Report (EIS/EIR) sections, peer review, and regulatory compliance. She meets and exceeds the Secretary of the Interior's *Professional Qualification Standards* in the fields of History and Architectural History.

On behalf of the County of Los Angeles Department of Parks and Recreation (DPR), Ms. Chasteen managed the documentation and evaluation of 54 parks, golf courses, and arboreta. The historic evaluations assess County facilities that were identified as priorities due to the age of the facility, architect of record, or affiliation with event of importance to the history of development of Los Angeles County. The historic evaluations consider eligibility for listing on the National Register of Historic Places, the California Register of Historical Resources, the County Register of Landmarks and Historic Districts, and standards provided in CEQA. The results were used by the County DPR to address future projects in the facilities, alter plans as needed, and to inform a Cultural Resources Treatment Plan (CRTP) and Worker Environmental Awareness Program (WEAP) training. She also provided consultation services for the Arcadia County Park Pool and Bathhouse Replacement Project, which included documenting and evaluating the park as a historic district for eligibility for inclusion in the National Register of Historic Places and the California Register of Historical Resources. Because the park was found to be eligible for listing in both registers, Ms. Chasteen provided additional consultation services to ensure the replacement pools and bathhouse were incompliance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* in order to minimize potential impacts to the historic district. This project received a Los Angeles Conservancy Preservation Award in 2020.

Additionally, Ms. Chasteen serves as project manager and point of contact for a Master Services Agreement for historic preservation services for Los Angeles County Regional Planning. Task orders completed to date include preparing and peer reviewing Landmark and Mills Act applications; preparation of the Altadena African American Historic Resources Survey, which included preparation of a Historic Context Statement, community-wide survey, extensive public outreach, and presentations to the community, Regional Planning staff, and the County of Los Angeles Historical Landmarks and Records Commission; and coordination with the Regional Planner who administers the program.

# *ATTACHMENT B*
# *DPR 523 SERIES FORMS*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code: 6Z

Other Listings
Review Code | Reviewer | Date

**Page** 1 **of** 22 ***Resource Name or #** (Assigned by recorder): 3225 Sunset Boulevard
**P1. Other Identifier:** None
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** Los Angeles **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Hollywood **Date**: 1991 **T**1S; **R**13W;__**of**__**of Sec** ;__**B.M.**
**c. Address:** 3209-3227 Sunset Boulevard **City:** Los Angeles **Zip:** 90057
**d. UTM** (Give more than one for large and/or linear resources) **Zone:** ___, _____ mE/ _____ mN
**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APNs 5426-005-002; -003; -004; and -005
***P3a. Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries):

**Exterior**

The subject property includes a 1½-story Mid-century Modern car showroom and garage constructed in 1951. The building has a flat roof with wide enclosed eaves and full-façade steel-framed modular display windows on the showroom portion of the building. The remainder of the building is clad in stucco with the garage located at the rear (eastern) and northwest ends of the building. (*See Continuation Sheet page 4*)

***P3b. Resource Attributes** (List attributes and codes): HP6 1-3 story commercial building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

**P5a. Photo or Drawing** (Photo required for buildings, structures, and objects.)




**P5b. Description of Photo** (view, date, accession #): Facing north; September 29, 2020; IMG_2639.jpg

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1951 LADBS

***P7. Owner and Address:**
RYDA Ventures
1525 S. Broadway
Los Angeles, CA 90015

***P8. Recorded by** (Name, affiliation, and address):
Carrie Chasteen
Sapphos Environmental, Inc.
430 N. Halstead Street
Pasadena, CA 91107

***P9. Date Recorded:** September 29, 2020

***P10. Survey Type** (Describe): Intensive

***P11. Report Citation** (Cite survey report and other sources, or enter "none"): Sapphos Environmental, Inc. 2021. Historic Resource Assessment Report for 1309-3225 Sunset Boulevard, Los Angeles, California.

**Attachments:** ☐ NONE ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

# BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): 3225 Sunset Boulevard ***NRHP Status Code:** 6Z


**B1. Historic Name:** Metropolitan Chevrolet
**B2. Common Name:** Sunset Body Works
**B3. Original Use:** Car Dealership **B4. Present Use:** Automotive Body Shop
***B5. Architectural Style:** Craftsman
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The original building permits for the construction of the building were obtained from the City Department of Building and Safety. The building was constructed in 1951 as the Metropolitan Chevrolet dealership with Jack H. MacDonald listed as the architect and Buttress and McClellan listed as the contractor. No permitted alterations on the exterior have been issued; however, noted alterations include removal of the blade sign and the westerly bank of storefront windows based upon a review of historic photographs. Additionally, the raised signage for the current business was installed after circa 1970.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A
**B9a. Architect:** Jack H. MacDonald **b. Builder:** Buttress and McClellan
***B10. Significance: Theme:** Mid-Century Modern Architecture **Area:** Los Angeles
**Period of Significance:** 1951 **Property Type:** Dealership **Applicable Criteria:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

National Register Criterion A

The subject property is located at 3225 Sunset Boulevard in the Silverlake neighborhood near Angelino Heights. Beginning in the 1880s, early suburban development radiated away from what is now known as downtown Los Angeles. Silverlake and Angelino Heights represent some of the earliest suburban development in the history of Los Angeles. The subject property was developed in 1951 and does not have an association with this early suburban development due to the lapse in time that occurred between these two events. Constructed following World War II, the San Fernando Valley was the focus of suburban development. Car showrooms, such as the Casa de Cadillac in Sherman Oaks, are noted both for a significant association with post-war suburban expansion to meet the critical housing shortage of the 1950s and for the elegant, high-quality Mid-century Modern design of these showrooms. (*See Continuation Sheet page 21*)

**B11. Additional Resource Attributes** (List attributes and codes): N/A

***B12. References:** See Continuation Sheet page 22.

***B13. Remarks:** N/A

***B14. Evaluator:**
Carrie Chasteen
Sapphos Environmental, Inc.
430 N. Halstead Street
Pasadena, CA 91107

***Date of Evaluation:** February 22, 2021

(Sketch Map with north arrow required.)




(This space reserved for official comments.)

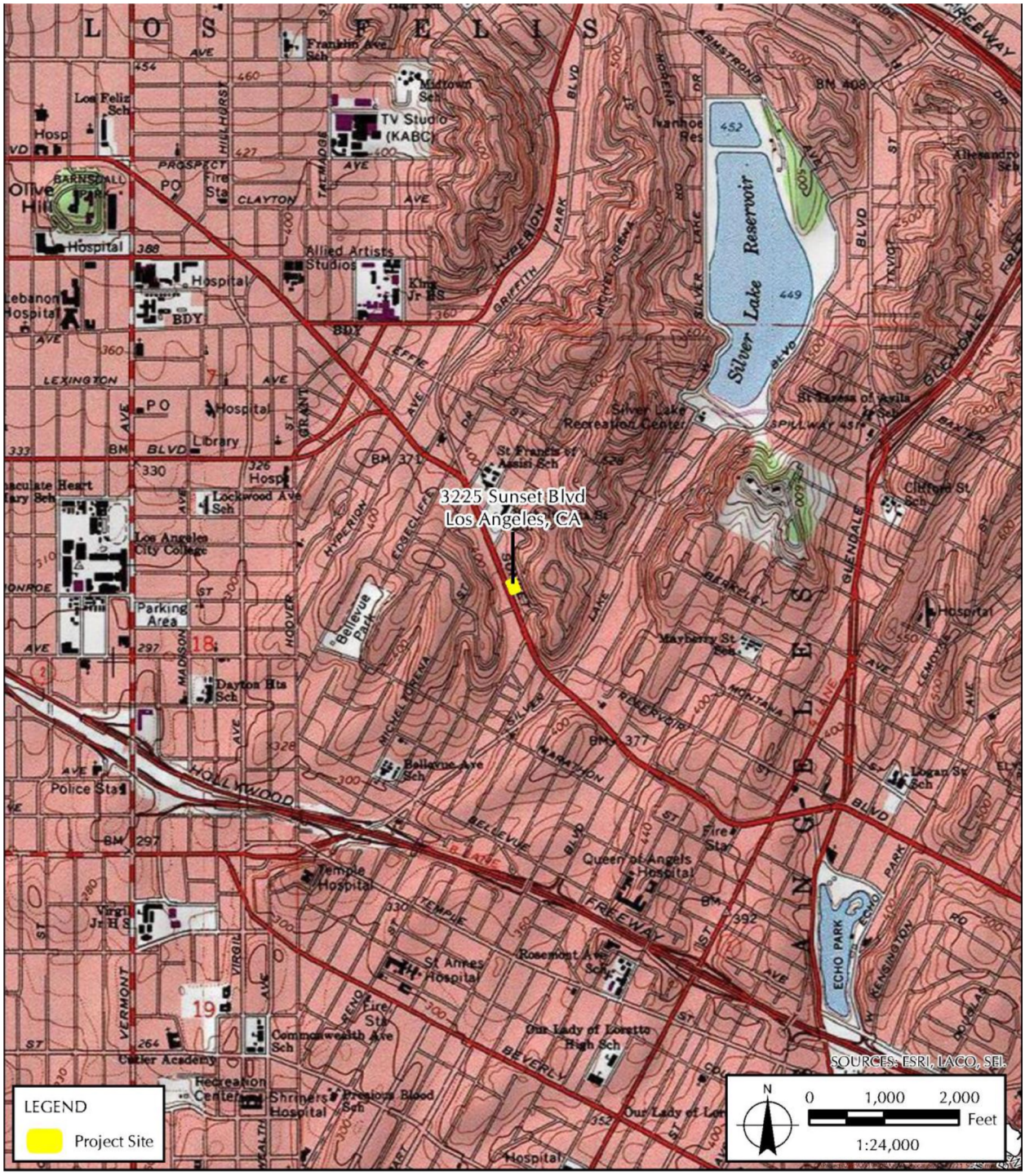
State of California — Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
# LOCATION MAP

Primary #
HRI #
Trinomial



***Resource Name or #** (Assigned by recorder): 3225 Sunset Boulevard

***Map Name:** Hollywood ***Scale:** 1:24,000 ***Date of map:** 1991






*Required information

*P3a. Description: (*Continued from Primary Record page 1*)



3225 Sunset Boulevard (view northeast)

***Primary Façade***

The primary façade of the building is divided into two distinct volumes, the Mid-century Modern showroom to the southeast and the 2-story garage/office space to the northwest. The southeastern showroom portion of the façade has full-façade steel-framed modular display windows with a low sloping brick bulkhead below. The showroom portion has a flat roof with wide enclosed eaves. The northern garage/office space is two stories and clad in stucco. There is a ribbon of steel-framed single pane display windows with a low sloping brick bulkhead below. Signage conceals an at-grade window accessed from the paint spray room. The second story of the garage/office space has a ribbon of steel-framed multi-light hopper windows.




Primary Façade (view northeast)

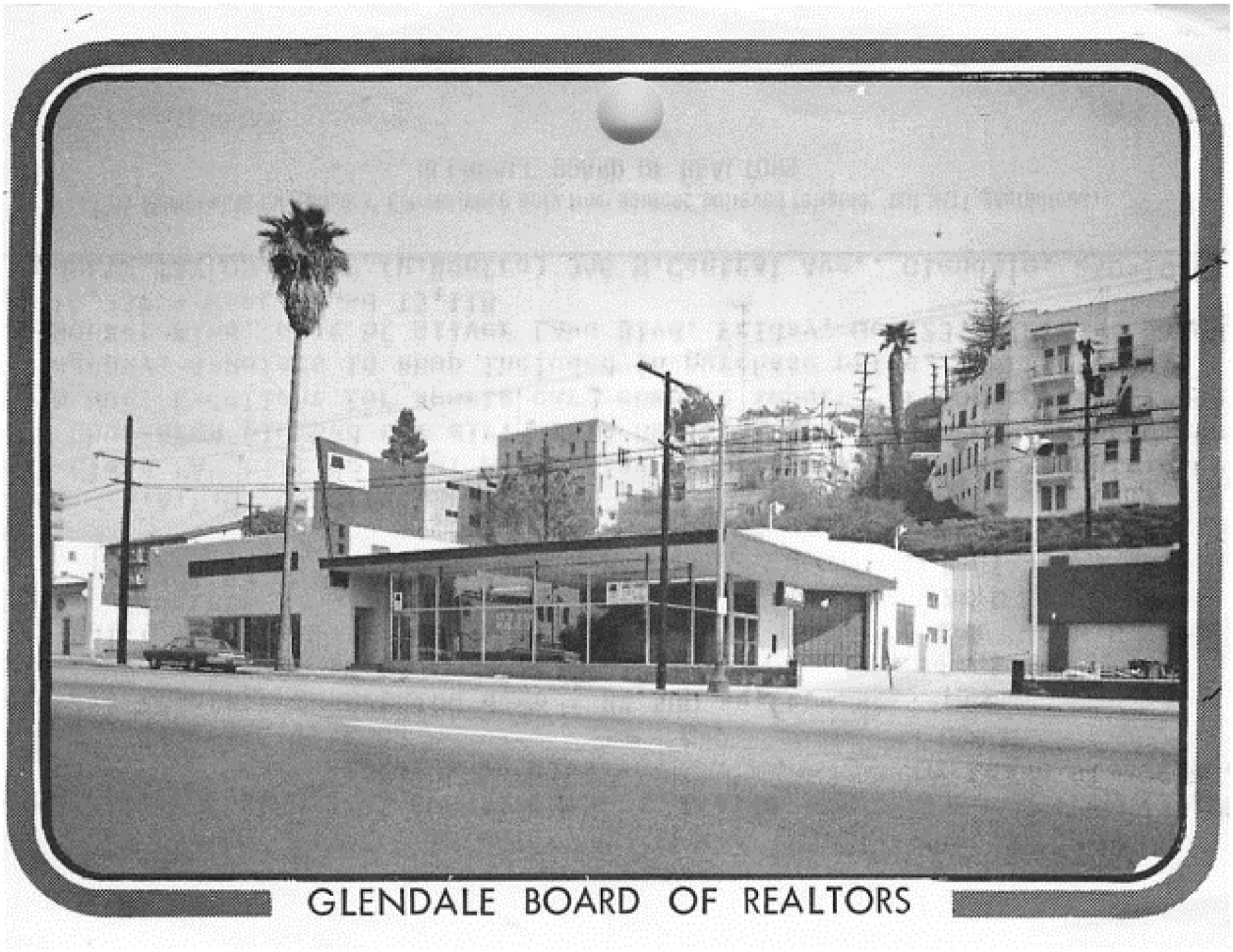
***P3a. Description:** (*Continued from Continuation Sheet page 4*)




**Primary Façade (view northeast)**

Based upon a review of a circa 1970 photograph, the blade sign was removed at an unknown date; the current auto repair body rooftop signage was installed at an unknown date; and the storefront of the 2-story bay of the primary façade was removed and infilled with a single fixed-pane window at grade that is obscured with signage. Additionally, the original storefront had six mullions whereas the current storefront has 10, meaning, the original storefront was removed at an unknown date and was replaced with a modern storefront, which presumably occurred when the showroom was substantially altered to create modern office spaces. Furthermore, the panel of windows adjacent to the automobile bay was removed and framed out to create the "aluminum room."

***P3a. Description:** (*Continued from Continuation Sheet page 5*)

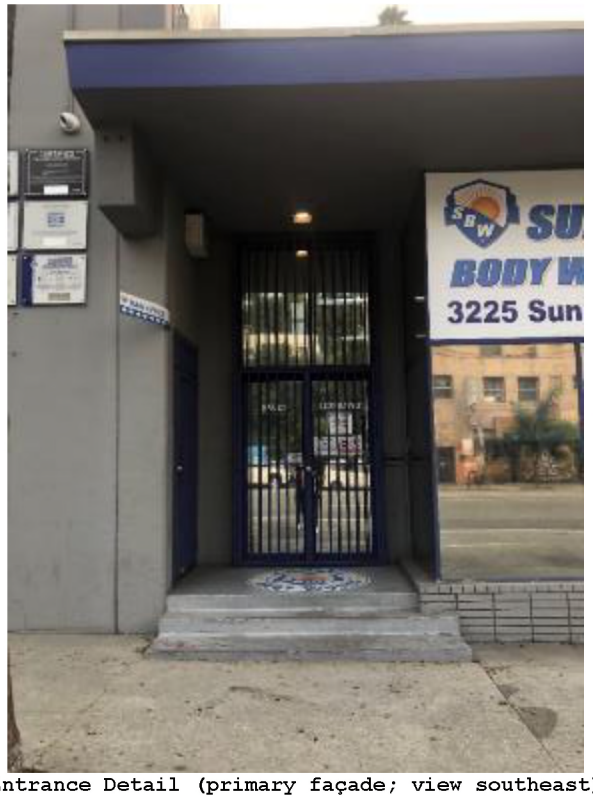



**Historic Photograph of 3225 Sunset Boulevard**
SOURCE: *Glendale Board of Realtors, circa 1970*

***Entrance Detail***

There are two entrances to the showroom, one on the primary façade and one on the southerly façade. The primary façade entrance is located towards the northern end of the Mid-century Modern building and recessed into the building. The entrance doors are paired steel-framed glass doors with a large-fixed transom above. The doors and transom are covered with metal security bars. There is also a set of wide, paired steel-framed glass doors on the southern façade which allow access to the showroom. The doors are wider on this façade as they were constructed for automobile access into the showroom.

***P3a. Description:** (*Continued from Continuation Sheet page 6*)




**Entrance Detail (primary façade; view southeast)**




**Entrance Detail (southern façade; view north)**[1]

There is an additional entrance oriented to the south on the primary façade which allows access to the second floor of the northern bay of the building. The entrance is covered by a metal security gate and is located between the showroom and 2-story bay.

1 Note: An interior partition was constructed at an unknown date to create a garage space. It is no longer possible to drive vehicles into the showroom.

***P3a. Description:** (*Continued from Continuation Sheet page 7*)



**Secondary Entrance Detail (Primary Façade; view southeast)**

***Southern Façade***

The southern façade of the building has a service bay with a large metal roll-up door towards the west and steel-framed glass showroom entrance doors at the center. The 2-story garage, clad in stucco, is located at the eastern end of the parcel and accessed through a large loading bay door with a metal roll-up door.




**Southern Façade (view north)**

***P3a. Description:** (*Continued from Continuation Sheet page 8*)



**Southern Façade (view northeast)**

***Northern Façade***

The northern façade of the building is enclosed with a metal security gate and not accessible. The façade is clad in stucco with two sliding vinyl windows along with second story and a loading bay door oriented towards the west with a metal roll-up door.



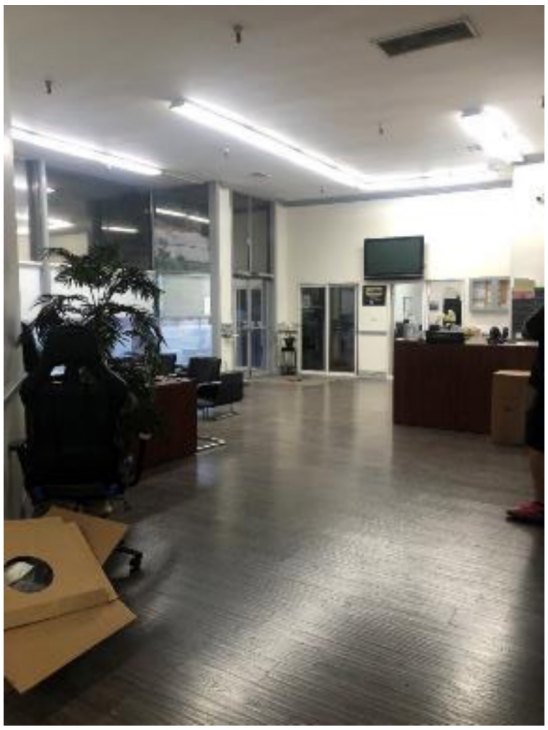
**Northern Façade (view southeast)**

**Interior**

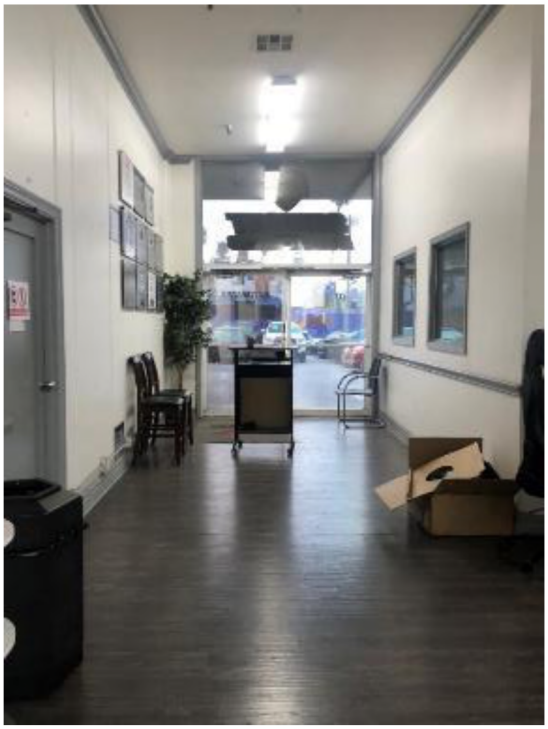
***Showroom***

The showroom has high ceilings with plaster walls and ceilings and Pergo laminate flooring. Long narrow florescent lights illuminate the space and two office spaces at the northern end are enclosed with vinyl sliding doors. A reception desk is located at the eastern end of the showroom and a glass block light can be seen high in the wall behind. A wood staircase behind the reception desk leads to the second-floor office spaces.

***P3a. Description:** (*Continued from Continuation Sheet page 9*)

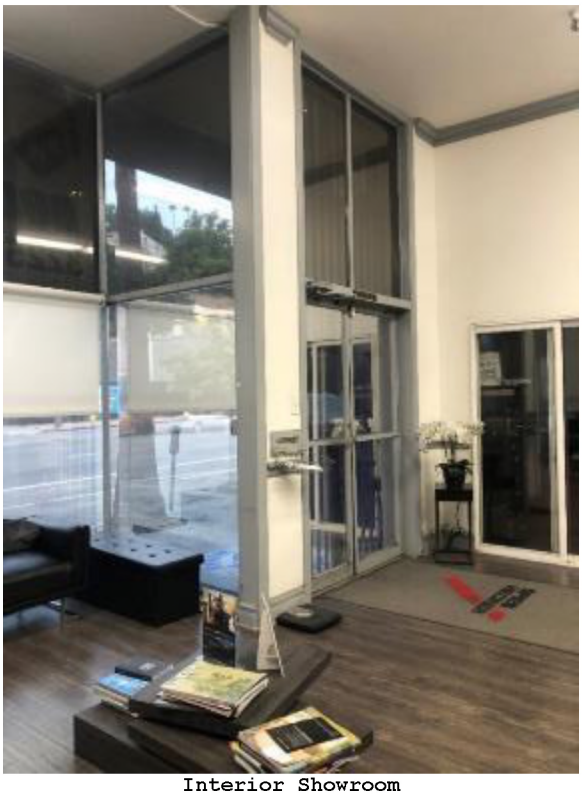


Interior Showroom



Interior Showroom

***P3a. Description:** (*Continued from Continuation Sheet page 10*)

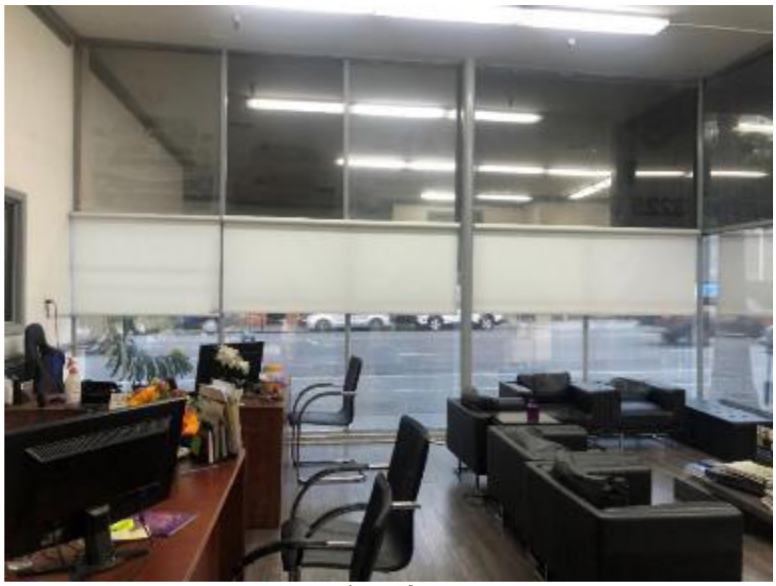


Interior Showroom

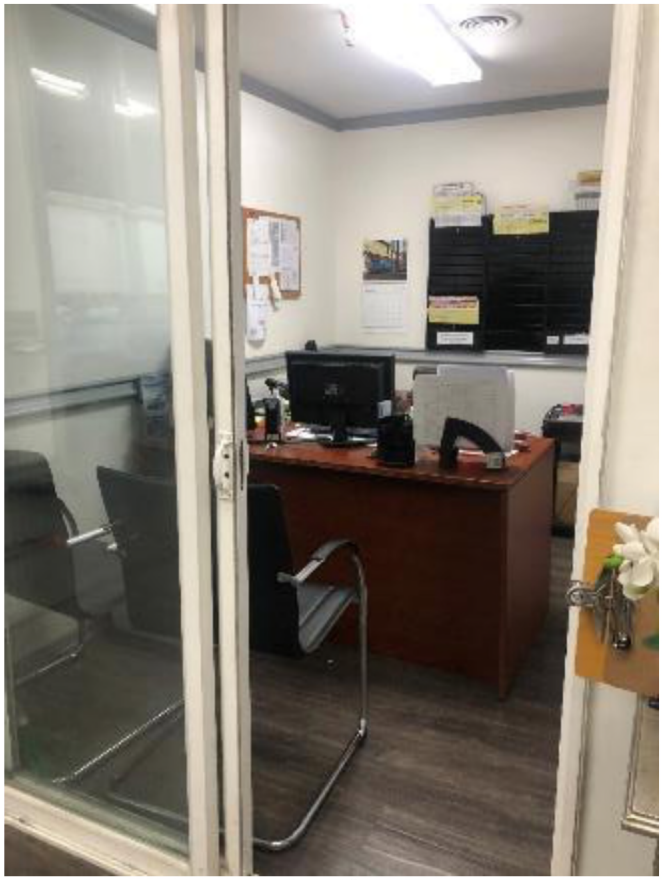


Interior Showroom

***P3a. Description:** (*Continued from Continuation Sheet page 11*)



Interior Showroom



Interior Showroom

***P3a. Description:** (*Continued from Continuation Sheet page 12*)



Interior Showroom

***P3a. Description:** (*Continued from Continuation Sheet page 13*)



Interior Showroom

***Second Floor Interior***

The second floor is split into offices and a living space. A hallway leading north at the top of the stairs allows access to office space to the east. To the west at the top of the stairs opens into a living space with a contemporary kitchen and bathroom. The walls and ceilings are plaster and the flooring is a mix of non-original hardwood and ceramic and laminate tiles. An additional staircase at the western end of the building leads to the exterior primary façade on Sunset Boulevard. Some original details include narrow wood closet doors and metal ceiling vents; however, these features are common and mass produced.

***P3a. Description:** (*Continued from Continuation Sheet page 14*)



Second Floor Interior



Second Floor Interior

***P3a. Description:** (*Continued from Continuation Sheet page 15*)



Second Floor Interior



Second Floor Interior

***P3a. Description:** (*Continued from Continuation Sheet page 16*)

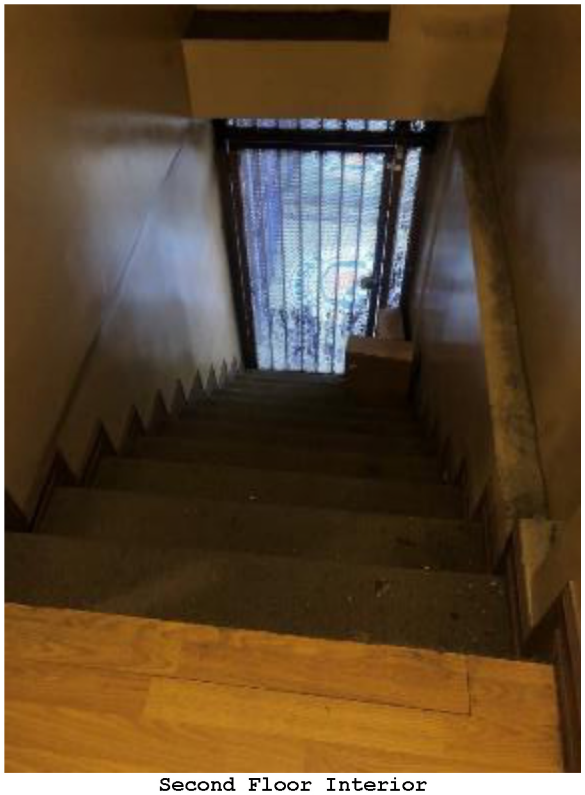


Second Floor Interior



Second Floor Interior

***P3a. Description:** (*Continued from Continuation Sheet page 17*)

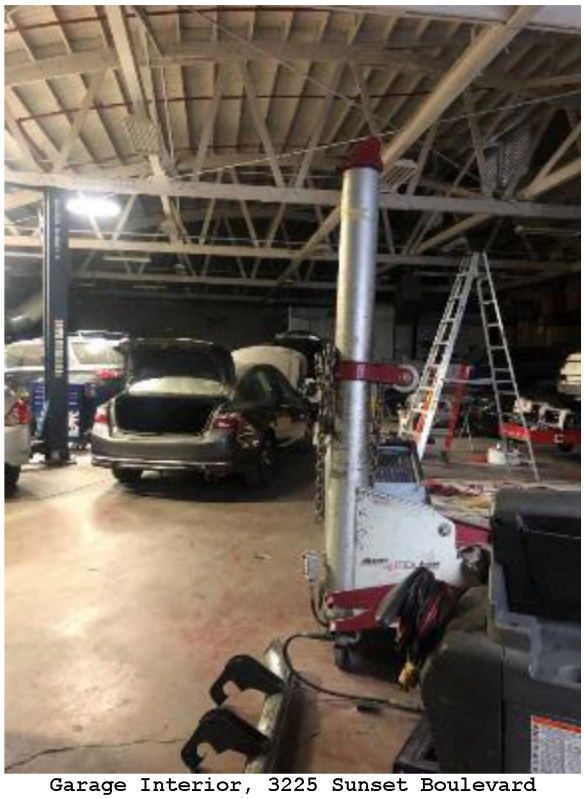


**Second Floor Interior**

***Garage Interior***

The garage is an open rafter industrial space with a wood and steel truss roof system. The floors are concrete with intermittent drainage wells throughout the space. A space for auto painting with lower ceilings is located along the western side of the garage. A second-floor storage space accessed by wood stairs and an office space are located along the eastern end of the garage.

***P3a. Description:** (*Continued from Continuation Sheet page 18*)



Garage Interior, 3225 Sunset Boulevard



Garage Interior

***P3a. Description:** (*Continued from Continuation Sheet page 19*)



Garage Interior[2]




Garage Interior

2 Note: The fixed-pane window that replaces the historic storefront visible above. The opening has been reduced to where the sunlight is visible in center of frame.

***P3a. Description:** (*Continued from Continuation Sheet page 20*)



**Garage Interior**

***B10. Significance:** (*Continued from Building, Structure, and Object Record page 2*)

The subject property is not an excellent example of this property type and has been altered with the removal of a blade sign and a bank of storefront windows. At the time of construction, the subject property was vacant and presented an affordable option for infill construction in a neighborhood that was noted as early as the 1930s as in decline by the Federal Housing Authority. Many of the neighboring buildings predate the development of the subject property and do not share a history of commercial development along this arterial road. Other neighboring buildings have been demolished for surface parking lots and/or modern infill development. The subject property was constructed during the period of significance for this property type; however, its use has changed from selling cars to strictly servicing cars through autobody repair. Access from Sunset Boulevard has been restricted through the construction of a perimeter wall. Additionally, automobile access to the showroom has been eliminated through interior alterations. The access alterations substantially alter the subject property's design and site layout features that reflect the needs of selling and servicing the automobile. The subject property cannot be demonstrated to have a significant association with commercial development and is ineligible for listing in the National Register under Criterion A.

National Register Criterion B

No information was found to suggest that any of the previous owners or residents were historic personages, or that any other individuals of historical significance were associated with the property. Therefore, the subject property is ineligible for listing in the National Register under Criterion B.

National Register Criterion C

Although the building generally retains most of the essential character-defining features of the Mid-century Modern style and was constructed for the period of significance for this style of

***B10. Significance:** (*Continued from Continuation Sheet page 21*)

architecture, the loss of the blade sign dramatically impacts the appearance of the building from Sunset Boulevard. The modern signage is reversible and is not taken into consideration of integrity for this analysis. Based upon a review of a circa 1970 photograph, the storefront of the 2-story bay of the primary façade was removed and infilled with a single fixed-pane window at grade that is obscured with signage. Additionally, the original storefront had six mullions whereas the current storefront has 10, meaning, the original storefront was removed at an unknown date and was replaced with a modern storefront, which presumably occurred when the showroom was substantially altered to create modern office spaces. Furthermore, the panel of windows adjacent to the automobile bay was removed and framed out to create the "aluminum room." Therefore, the subject property does not retain integrity of design, materials, craftsman, or feeling. Overall, the building does not reflect the "excellent" quality of the Mid-century Modern style; the curtain-wall storefront and low-sloped shed roof are common elements of this style of architecture and are not unique or executed in a high-style manner. The building does not exhibit quality of design through distinctive features. The remainder of the building is vernacular and utilitarian; meaning, it does not reflect this style of architecture. The building is not an excellent example of the Mid-century Modern style. The showroom itself has been carved into office spaces and no longer reads as a showroom. The building has been altered with the removal of the blade sign and a bank of storefront windows, and does not retain integrity of design, materials, workmanship, feeling, and association. Neighboring commercial buildings either predate or postdate the subject property and do not contribute to the setting of the building. Therefore, the subject property is ineligible for listing in the National Register under Criterion C.

National Register Criterion D

Criterion D was not considered in this report as it generally applies to archaeological resources. Additionally, there is no reason to believe the property has the potential to yield important information regarding prehistory or history.

**CALIFORNIA REGISTER OF HISTORICAL RESOURCES**

The California Register eligibility criteria mirror those of the National Register. Therefore, the subject property is not eligible for listing in the California Register for the same reasons outlined above.

**CITY OF LOS ANGELES HISTORIC-CULTURAL MONUMENTS**

Similarly, the HCM criteria are similar to the National Register and California Register criteria. Therefore, the subject property is not eligible for designation as an HCM for the same reasons outlined above.

**CITY OF LOS ANGELES HISTORIC PRESERVATION OVERLAY ZONE**

As described above, neighboring buildings either predate or postdate construction of the subject property, which does not reflect a cohesive pattern of development. Additionally, many of the neighboring buildings have been substantially altered and do not retain integrity of design, materials, or workmanship. Therefore, the 3200 block of Sunset Boulevard does not qualify for designation as an HPOZ.

***B12. References:** (*Continued from Building, Structure, and Object Record page 2*)

"Foundry Supply Building to Rise." 24 May 1936. *Los Angeles Times*, p. E1.

"Pomona Plant Work Starts Next Month." 15 July 1951. *Los Angeles Times*, p. 36.

University of Richmond. 27 February 1929. "Mapping Inequality." Elysian Park and Dogtown District, Section D35.

**ATTACHMENT 2**

*Draft Transportation Assessment for the 3225 Sunset Project,*
Crain and Associates,
May 10, 2021

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**DRAFT** TRANSPORTATION ASSESSMENT FOR THE

# 3225 SUNSET PROJECT

CITY OF LOS ANGELES

PROJECT CASE NUMBER: CEN20-50861

MAY 10, 2021

CRAIN
A KOA Corporation Company

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# 1 INTRODUCTION

Crain & Associates has prepared this Transportation Assessment (TA) to evaluate the potential transportation impacts of the 3225 Sunset project (the "Project"), a proposed seven-story, residential mixed-use development. The Project will consist of 82 residential dwelling units, of which 8 will be reserved for affordable housing, and up to 10,000 square feet of commercial space (up to 2,500 square feet of retail space, up to 2,900 square feet of restaurant space, and up to 4,600 square feet of office space). The site is currently occupied by a 13,350 square-foot Sunset Body Works auto repair facility that will be removed in conjunction with Project development.

The Project site is located on the east (north) side of Sunset Boulevard, at 3209-3227 W. Sunset Boulevard within the Silver Lake neighborhood of the City of Los Angeles (the "City"). The site is bounded by commercial land uses to the northwest, residential land uses to the northeast, commercial land uses to the southeast, and Sunset Boulevard to the southwest. Commercial land uses are located along Sunset Boulevard in the site vicinity. Project parking would be provided on-site via an automated parking system accessed on the ground-floor level. All Project vehicular access/egress would be via a new driveway on Sunset Boulevard located near the southwest corner of the site. Access to the existing site is provided via a driveway located just south of the auto repair building along Sunset Boulevard. This existing driveway, as well as presently unused driveways at the northwest and southwest corners of the site, will be closed. The location of the Project site is shown in Figure 1, Project Site Vicinity and Study Intersections.

This analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined in the City of Los Angeles Department of Transportation (LADOT) *Transportation Assessment Guidelines* (the "TAG") adopted in July 2020. The scope of the analysis and basic assumptions contained in this report were presented to and approved by the LADOT in a TA Memorandum of Understanding (MOU), signed and approved on February 1, 2021. The approved MOU is included in Appendix A of this report.

The MOU outlined the preparation of a detailed analysis of potential transportation impacts based on California Environmental Quality Act (CEQA) guidelines, as well as an evaluation of potential non-CEQA related transportation effects. The Project study area for the operational analysis, discussed later in this report, contains the following three intersections, which are also depicted in Figure 1:

Study Intersections

1. Sunset Boulevard & Micheltorena Street
2. Sunset Boulevard & Descanso Drive
3. Sunset Boulevard & Project Driveway

These locations include key intersections along the primary access routes to and from the site and are those locations expected to be most directly affected by Project traffic. This report presents the results and conclusions of the evaluation of CEQA transportation impacts and non-CEQA transportation effects for the Project. The operational analysis includes the following traffic conditions:

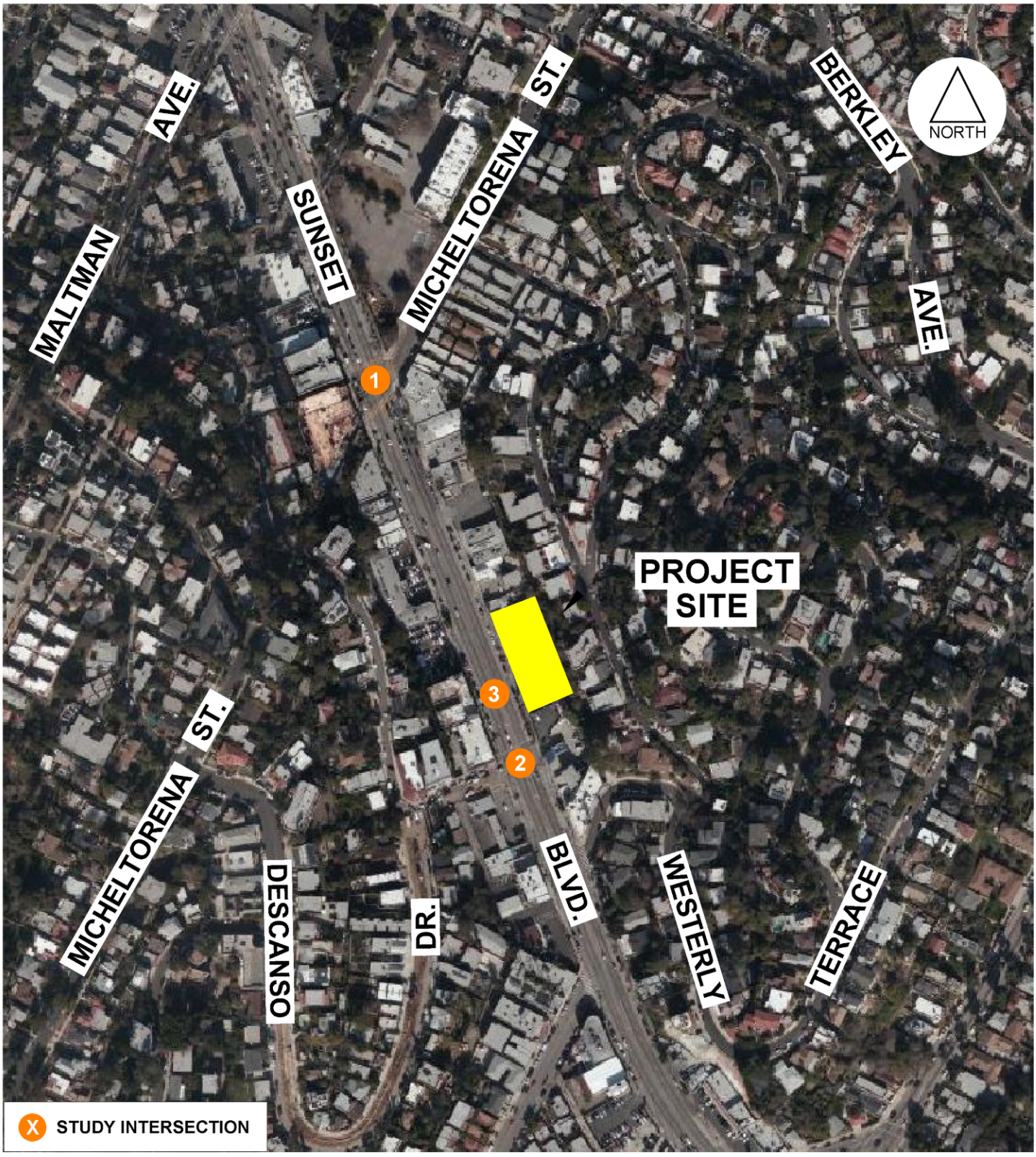



FIGURE 1

3/8/2021

FN: Sunset(3225 W)ResidentialMixedUse\STUDY-INT

PROJECT SITE VICINITY AND STUDY INTERSECTIONS

- Existing (2021) traffic volumes;
- Existing (2021) Plus Project traffic volumes;
- Future (2024) Without Project traffic volumes; and
- Future (2024) With Project traffic volumes.

# 2 PROJECT DESCRIPTION

Under consideration is the 3225 Sunset project (the "Project"), to be located on an approximately 0.52-acre parcel along the east (north) side of Sunset Boulevard, in the Silver Lake - Echo Park - Elysian Valley Community Plan Area of the City. The site is bounded by commercial land uses to the northwest and southeast, residential land uses to the northeast, and Sunset Boulevard to the southwest. Commercial land uses are located along both sides of Sunset Boulevard in the site vicinity.

The existing site functions as a 13,350 square-foot Sunset Body Works auto repair facility that will be removed in conjunction with development of the Project. The Project proposes a seven-story, residential mixed-use development that will consist of 82 residential dwelling units, 8 of which would be reserved for affordable housing, and up to 10,000 square feet of commercial space (up to 2,500 square feet of retail space, up to 2,900 square feet of restaurant space, and up to 4,600 square feet of office space).

Figures 2(a) and 2(b) illustrate the Conceptual Project Site Plan Ground Level and Conceptual Project Site Plan Mezzanine Level, respectively. Project parking will be provided on-site via an automated parking system accessed on the ground-floor level. All Project vehicular access/egress would be via a new driveway on Sunset Boulevard, located near the southwest corner of the site. Access to the existing auto repair facility is provided via a driveway located just south of the auto repair building along Sunset Boulevard. This existing driveway will be removed, along with unused existing driveways at the northwest and southwest corners of the site.

As proposed, up to 93 automobile parking spaces will be provided for the Project, with all spaces accessed from the ground floor. The Project driveway leads to a drive aisle that turns parallel to Sunset Boulevard and runs to the north end of the site. Surface parking spaces, including Americans with Disabilities (ADA) accessible spaces will be provided along the south and west sides of the drive aisle. An automated parking system will occupy the east side of the drive aisle, with the ability to stack vehicles three high. The Project is applying for a Density Bonus which would allow for a reduction of the required parking for residential and commercial land uses. In addition, the Project would provide 68 long-term and 12 short-term bicycle stalls, which is consistent with Los Angeles Municipal Code (LAMC) Section 12.21.A.16 outlining bicycle parking requirements. Long-term bicycle parking would be provided on the mezzanine level, while the short-term bicycle parking would be provided within the public right-of-way (i.e., the sidewalk) in front of the Project site on Sunset Boulevard.

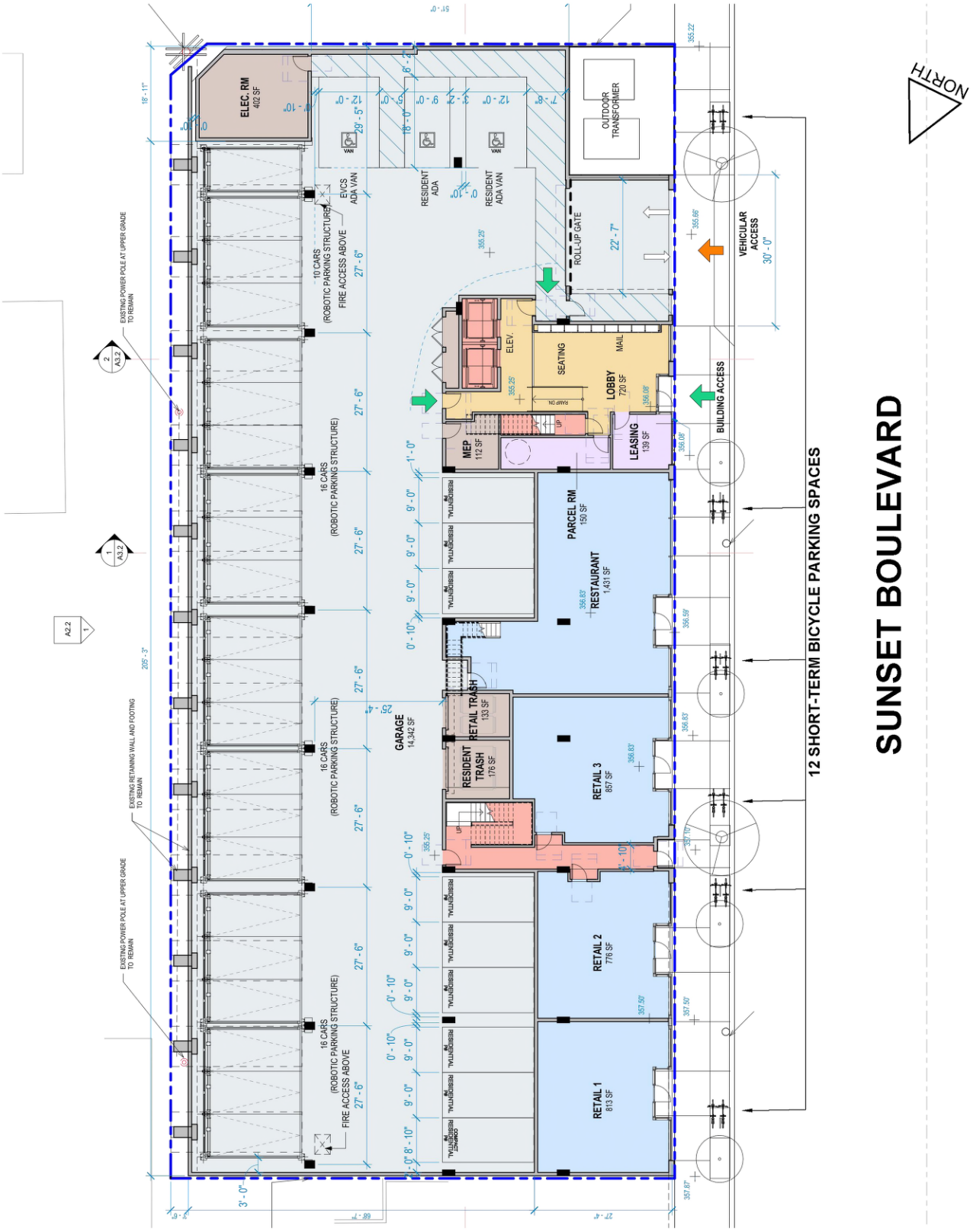



FIGURE 2(a)

5/10/2021

FN: Sunset(3225 W)ResidentialMixedUse\SITE-PLAN

CONCEPTUAL PROJECT SITE PLAN
GROUND LEVEL

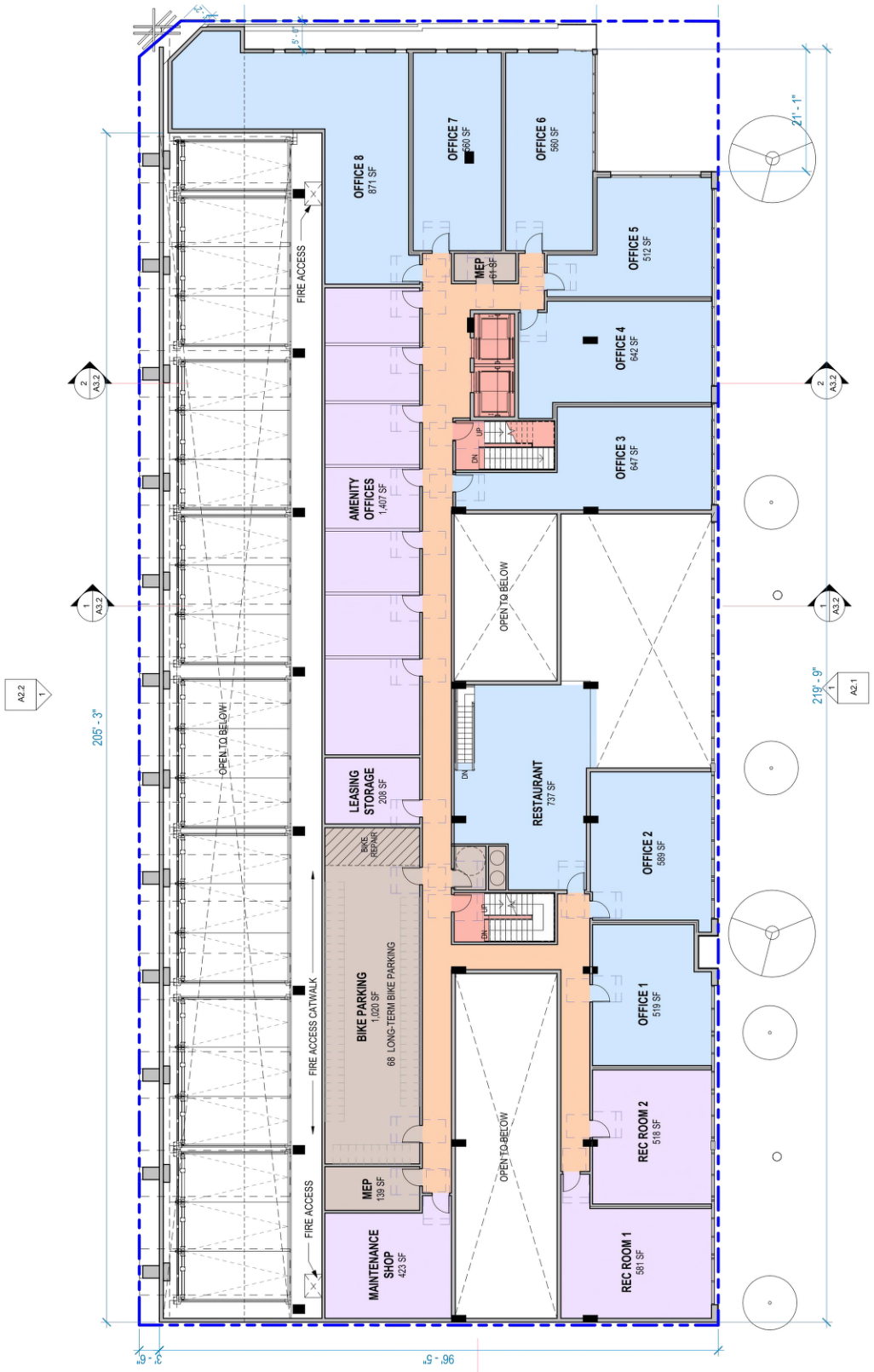



FIGURE 2(b)

5/10/2021

FN: Sunset(3225 W)ResidentialMixedUse\SITE-PLAN

CONCEPTUAL PROJECT SITE PLAN
MEZZANINE LEVEL

# 3 ENVIRONMENTAL SETTING

The Project is located at 3225 W. Sunset Boulevard, situated within the Silver Lake neighborhood of the City. The Project site is located along the Sunset Boulevard commercial corridor that generally runs in a northwest-southeast direction adjacent to the site. Commercial uses are located immediately adjacent to the site to the northwest and southeast and across Sunset Boulevard. Multifamily and single-family residential uses are situated behind the site on Hamilton Way.

The Project site is not located in close proximity to any major landmarks, the closest being the Silver Lake Reservoir and Sunset Junction (where Sunset Boulevard and Santa Monica Boulevard meet). These landmarks are located approximately three-quarters of one mile to the northeast and northwest of the Project site, respectively. The local area surrounding the site is primarily residential in nature, with commercial uses concentrated along the Sunset Boulevard corridor.

The Project site and surrounding uses in the Silver Lake neighborhood are well-served by Freeways, Avenues, and Local Streets. Freeways are located northeast and southwest of the Project site and provide convenient access to the larger, regional roadway network. Within the study area, the primary roadways and roadway classifications, according to the City of Los Angeles Mobility Plan 2035, include Sunset Boulevard designated as an Avenue I, Micheltorena Street classified as a Collector, and Descanso Drive identified as a Local Street. The site is easily accessed via public transportation with bus stops provided at the intersections of Sunset Boulevard with Micheltorena Street (to the northwest) and Descanso Drive (to the southeast). The Project area transportation facilities, depicted previously in Figure 1, are described below in more detail.

## 3.1 EXISTING ROADWAY NETWORK

Regional access to the Project vicinity is provided by an extensive network that includes freeways, arterials, collectors, and local streets. The Hollywood (US-101), Glendale (SR-2), and Golden State (I-5) Freeways are located to the south, east, and north of the Project site, respectively. These freeways provide convenient access to the larger, regional roadway network. Surface streets within the Project study area include Sunset Boulevard, Micheltorena Street, and Descanso Drive. These facilities, in addition to key nearby freeways, are described in greater detail below.

### 3.1.1 EXISTING FREEWAYS

The Hollywood Freeway (US-101) primarily provides north-south regional access to the vicinity of the study area, with access located approximately 0.75 miles southwest of the Project site. This freeway is a major traffic corridor between the San Fernando Valley to the northwest and East Los Angeles to the southeast where it merges with Interstate 5 (the Santa Ana Freeway) at the southernmost limit of the route. The Hollywood Freeway connects Orange County and Downtown Los Angeles with Hollywood and the San Fernando Valley. In the vicinity of the Project, this freeway typically provides four general-purpose travel lanes in each direction with full or partial ramp connections at Silver Lake Boulevard, Benton Way/Rampart Boulevard, and Alvarado Street. According to the most current (2019) data available on the State of

California Department of Transportation ("Caltrans") website, the Hollywood Freeway has an average daily traffic volume of approximately 254,000 vehicles north of Silver Lake Boulevard.

The Glendale Freeway (SR-2) provides north-south regional access in the general vicinity of the study area, with access located approximately one mile east of the Project site. The Glendale Freeway has a northern terminus in La Cañada Flintridge, where it merges with the Foothill Freeway (I-210) and continues south to Silver Lake, where it transitions to Glendale Boulevard. In the vicinity of the Project, this freeway typically provides three general-purpose travel lanes in each direction. According to most current (2019) data available on the Caltrans website, the Glendale Freeway has an average daily traffic volume of approximately 58,000 vehicles between Glendale Boulevard and the Golden State Freeway.

The Golden State Freeway (I-5) is the primary north-south freeway in Los Angeles County and is located approximately two miles northeast of the Project site. The Golden State Freeway is a continuous thoroughfare across Los Angeles County as it enters from the Central Valley through Gorman. Inside Los Angeles County, the Golden State Freeway passes through Castaic and Santa Clarita shortly before entering the San Fernando Valley and Central Los Angeles, then continues into the Gateway Cities, Orange County, and further south into San Diego. Near the Project site, the Golden State Freeway connects Los Angeles to Glendale and the San Fernando Valley. The Golden State Freeway mainline generally has four travel lanes in each direction. Glendale Boulevard is a major arterial that connects the Silver Lake and Echo Park neighborhoods to the Golden State Freeway and the Glendale area. According to the most current (2019) data available on the Caltrans website, average daily traffic volumes on the Golden State Freeway near Glendale Boulevard are approximately 224,000 to 233,000 vehicles.

### 3.1.2 EXISTING HIGHWAYS AND STREETS

Sunset Blvd is one of the City's most iconic thoroughfares and bounds the Project site to the southwest, where it is designated as an Avenue I roadway. Sunset Boulevard begins at the intersection of Figueroa Street and Cesar E. Chavez Avenue in Downtown Los Angeles and extends west toward the Pacific Ocean, ending at Pacific Coast Highway. In the Project vicinity, Sunset Boulevard is a commercial corridor that runs in a general northwest-southeast direction of travel, with two through travel lanes in each direction, a center two-way left turn lane, and bicycle lanes on both sides of the roadway. Parking is generally permitted on both sides of the street.

Micheltorena Street provides one travel lane in each direction and serves as a Collector for the residential neighborhood located north of the Project site. This discontinuous roadway traverses throughout Silver Lake. In the study area, Micheltorena Street terminates at its intersection with Sunset Boulevard, where the south leg provides access to a mixed-use development on the south side of Sunset Boulevard. Parking is permitted on both sides of the roadway.

Descanso Drive is a short curvilinear roadway that is designated as a Local Street. Descanso Drive provides one travel lane in each direction. Between Larissa Drive and Robinson Street, a landscaped raised median separates the two directions of travel. Parking is permitted on both sides of the roadway.

## 3.2 EXISTING PUBLIC TRANSIT

The roadways adjacent to the Project site are served by bus lines managed by the Los Angeles County Metropolitan Transportation Authority ("Metro"). These bus lines provide a variety of bus services and, when transfer opportunities are considered, the bus lines outlined below provide access to Metro rail services, Amtrak, Metrolink, and numerous other bus routes served by Metro, the LADOT, and other municipal bus operators. The bus lines within a reasonable/comfortable walking distance (approximately one-quarter mile) of the Project site are shown in Figure 3 and described below.

It should be noted that the transit services listed below may have been modified as a result of COVID-19. Most of the service details are based on operating headways during the pandemic.

**METRO**

*Line 2* provides east-west local bus service mainly along Sunset Boulevard between Downtown Los Angeles and Westwood. Bus stops are located in both directions of travel on Sunset Boulevard, at the intersections of Micheltorena Street and Descanso Drive. Weekday headways are approximately 12-20 minutes during the peak hours, and weekend headways are approximately 20 minutes.

*Line 4* is a local bus route that provides east-west service between Downtown Los Angeles and Santa Monica. Bus stops are located in both directions of travel on Sunset Boulevard, at the intersections of Micheltorena Street and Descanso Drive. Weekday headways are approximately 12-15 minutes during the peak hours, while weekend headways are approximately 15 minutes.

*Line 201* provides north-south local bus service connecting Glendale and Koreatown. Service is primarily along Silver Lake Boulevard. Bus stops are located at the intersection of Sunset Boulevard and Silver Lake Boulevard/Parkman Avenue, with a southbound stop on Silver Lake Boulevard just north of Sunset Boulevard and a northbound stop on Parkman Avenue just south of Sunset Boulevard. Weekday headways are approximately 60 minutes, while weekend headways are approximately 60-70 minutes.

*Line 704* operates daily with rapid service between Santa Monica and Downtown Los Angeles. This rapid line provides bus stops in both directions of travel on Sunset Boulevard, just west (north) of its intersection with Silver Lake Boulevard/Parkman Avenue. Weekday headways are approximately 16-30 minutes during the peak hours, while weekend headways are approximately 20-25 minutes.




FIGURE 3

3/8/2021

FN: Sunset(3225 W)ResidentialMixedUse\TRANSIT

EXISTING PUBLIC TRANSIT SERVICE

# 4 CEQA ANALYSIS OF TRANSPORTATION IMPACTS

Following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under CEQA. These guidelines are intended to promote the reduction of greenhouse gas emissions and develop multimodal and diverse transportation networks by shifting the transportation performance metric from automobile delay and level of service (LOS) to vehicle miles traveled (VMT). As a result, OPR determined that under the proposed update to the CEQA guidelines, VMT would be established as the primary metric for evaluating environmental and transportation impacts.

In response to the updates to the CEQA guidelines, the LADOT updated the City's TAG in July 2020 to conform to the requirements of SB 743. The TAG replaced the *Transportation Impact Studies Guidelines* and shifted the performance metric for evaluating transportation impacts under the CEQA from LOS to VMT for studies completed within the City. The TAG establishes thresholds to identify development projects that would conflict with the updated CEQA guidelines.

As part of the updated TAG, the LADOT has identified three significance thresholds to apply in order to determine if a development project would result in transportation impacts under the updated CEQA guidelines. The development project would have a significant impact should any of the following be true:

1. The development project would conflict with the City's plans, programs, ordinances, or policies.
2. The development project would cause substantial VMT.
3. The development project would substantially increase hazards due to a geometric design feature or incompatible use(s).

An evaluation of the Project's potential impacts under these three metrics follows the updated TAG and is presented in the following sections.

## 4.1 CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES (THRESHOLD T-1)

In line with the City's efforts to achieve a transportation system that meets the needs of all roadway users, the City has adopted numerous transportation-related plans and policies that promote safety for motorists, pedestrians, bicyclists, and transit riders. In order for the goals of these policies to be fully realized, it is paramount that development projects align with these plans and policies. For this reason, the updated TAG establishes the following threshold to ensure that proposed development projects contribute to achieving an accessible and sustainable transportation network.

> *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?*

The TAG has also established three screening criteria for determining which development projects are required to assess compliance with the City's plans, programs, ordinances, and policies. If any of the criteria are met, a compliance assessment is required. The criteria are listed below:

1. The development project requires a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan.
2. The development project is known to directly conflict with a transportation plan, policy, or program adopted to support multi-modal transportation options or public safety.
3. The development project is proposing to, or is required to, make modifications to the public right-of-way (e.g., street dedications and/or improvements in the right-of-way, reconfigurations of the curb line, etc.).

Based on the above screening criteria, the Project would meet the following screening questions:

- The Project requires a discretionary action.
- The Project is proposing to modify the existing driveways on Sunset Boulevard. This includes the removal of three existing driveways and the installation of a new Project driveway.

Therefore, the Project's compliance with the City's plans and policies will need to be assessed and is discussed in further detail below.

The review of the applicable plans and policies included the Mobility Plan 2035, Plan for A Health Los Angeles, Silver Lake – Echo Park – Elysian Valley Community Plan, Los Angeles Vision Zero Plan, Citywide Design Guidelines, LAMC, Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), and City Planning Department's Walkability Checklist. These are discussed in further detail below. Additionally, Appendix B includes the LADOT Attachment D: Plan Consistency Worksheet (the "Plan Worksheet") that outlines general questions that assist in the determination of whether or not a development project conflicts with a plan, policy, or program.

In conclusion, the Project will support and not preclude the implementation of the City's transportation-related goals and policies, as explained below. Therefore, the Project will not have a significant impact regarding compliance with the City's plans, programs, ordinances, or policies. The Project is also not expected to contribute to a cumulative impact related to implementation of the City's transportation-related goals and policies, as there are no related development projects in the direct Project vicinity that could affect local policy compliance.

### 4.1.1 *MOBILITY PLAN 2035*

The Project would embrace the objectives of the Mobility Plan 2035, which also includes the goals and policies of the City of Los Angeles General Plan and Bicycle Plan. The Mobility Plan designates Sunset Boulevard, the major arterial bordering the Project site to the southwest, as an Avenue I. This designation entails a 70-foot wide roadway within a 100-foot wide right-of-way. The segment of Sunset Boulevard adjacent to the Project site presently has an approximately 76-foot wide roadway within a 100-foot wide right-of-way. The Mobility Plan indicates that Sunset Boulevard is identified as part of the City's Transit Enhanced Network (TEN), Bicycle Enhanced Network (BEN), and Pedestrian Enhanced District (PED). The City requires no modifications to Sunset Boulevard.

The Mobility Plan does not designate any of the surrounding street network as part of the Neighborhood Enhanced Network, which will serve local travel by non-motorized modes by prioritizing traffic calming

improvements on streets that have low vehicle traffic volumes, vehicle speeds, and/or walkable design/dimensions. Therefore, there are no foreseeable conflicts that would require a more thorough investigation.

In terms of driveway access, the Project aligns with Mobility Plan 2035 policy based on the characteristics of the Project site. Although the Project is allowed to provide up to two driveways, the Project will be providing one driveway access point along an arterial roadway in order to minimize interference with other travel modes and vehicular movements.

In summary, the Project is consistent with the Mobility Plan 2035 for public right-of-way classification standards and dedications; policy alignment with Project-initiated changes; and network access (Plan Worksheet, Sections II.A, II.B, and II.C, respectively).

### 4.1.2 *PLAN FOR A HEALTHY LOS ANGELES*

The Plan for a Healthy Los Angeles, as established in March 2015, is meant to prioritize health and social equity in the City's plans for future growth and development. The Plan is guided by principles of holistic health, the link between community design and health, and active transportation, among other principles. Chapter 2 of The Plan, A City Built for Health, promotes multi-modal corridors and accessible services as features of a safe and healthy city. The development of the Project will not preclude the Plan's goals of promoting active transportation and a healthy city. As a mixed-use project with short-term and long-term bicycle parking, the Project will be conducive to this active mode of travel for residents and patrons alike.

### 4.1.3 *SILVER LAKE – ECHO PARK – ELYSIAN VALLEY COMMUNITY PLAN*

The Silver Lake – Echo Park – Elysian Valley Community Plan, as adopted in August 2004, summarizes key issues and opportunities in the area through the development of goals, objectives, policies, and programs associated with multiple land uses including residential, commercial, and industrial projects that lie within its boundaries. Under the Land Use Policies and Programs (Chapter 3), transportation section, several transportation goals and policies are noted for the area. The transportation-related programs, goals, and objectives applicable to the Project includes Transportation Demand Management (TDM), Transportation System Management (TSM), and non-motorized transportation programs.

The goal of the TDM program is to reduce private vehicle trips by encouraging alternative modes of transportation. The Project will implement reduced parking and bicycle parking features that qualify as TDM strategies. These TDM measures will help fulfill this goal by not inducing automobile travel by providing more parking than necessary and promoting an active non-motorized mode of travel.

The goal of the TSM program is to improve the existing transportation network through minor physical improvements. Specific to the Project, a goal under the TSM program is to maintain consistency with the Mobility Plan 2035 and Community Plan policies that promote multi-modal transportation and safety in conjunction with the maintenance of acceptable/satisfactory roadway operations. Acceptable/satisfactory roadway operations are considered LOS D for Boulevards, Avenues, and Collectors. If the existing levels of service are at LOS E or LOS F, then the future level of service should be maintained at LOS E where feasible and consistent with Mobility Plan 2035 policies. Project effects on local circulation conditions are analyzed

in Section 5.2. The Project results in minor increases to intersection delay and queues at the three study intersections evaluated. The With Project conditions will maintain LOS A at Sunset Boulevard & Descanso Drive during both peak hours under both existing (2021) and future year (2024) conditions. Additionally, Sunset Boulevard & Micheltorena Street is anticipated to operate at LOS F and LOS C during the weekday AM and PM peak hours, respectively, under future (2024) pre-Project conditions. This intersection will continue to operate at the same LOS during both peak hours under With Project conditions. Finally, under future (2024) pre-Project conditions, the existing site driveway approach would operate at LOS D. Under With Project conditions, the unsignalized Project driveway approach would operate at LOS E. However, this would not considerably impact the operation of the local transportation network as the delay would only be experienced for motorists exiting the Project and overall delays at the intersection would be minor.

As part of the TSM program, public streets should be designed to enhance the pedestrian experience. Additionally, under the non-motorized transportation program, the goal includes designing a safe, efficient, and attractive bicycle and pedestrian environment. The Project will be providing accent paving in front of the commercial access points fronting Sunset Boulevard along with planting four new native street trees. Short-term bicycle parking, a total of 12 spaces, will be provided within the public right-of-way along Sunset Boulevard.

The Project will help realize several of the transportation programs noted within the area Community Plan.

### 4.1.4 *VISION ZERO*

Vision Zero was launched by the Mayor of Los Angeles in August 2015 with the goal of eliminating all traffic fatalities citywide by 2025. Vision Zero specifically seeks to implement traffic safety treatments at intersections and along roadway segments to improve safety for pedestrians, bicyclists, and other vulnerable road users. The City of Los Angeles has developed a High Injury Network (HIN) that identifies roadways having a high number of traffic collisions causing serious injury and death. Development projects proposed on a roadway identified as part of the City's HIN should be designed to enhance safety for non-motorized users. The Project is located on a roadway in the HIN, so these provisions apply. The only available automobile access for the Project is on Sunset Boulevard. A key element to improving safety for vulnerable users of Sunset Boulevard is the removal of three existing driveways and replacement of only one on this block of Sunset Boulevard. Fewer driveways will reduce the number of potential conflicts with pedestrians, bicycles, and other vehicles.

### 4.1.5 *CITYWIDE DESIGN GUIDELINES*

The Los Angeles Department of City Planning established *Citywide Design Guidelines* meant to promote maintaining neighborhood character, quality design, and creative development solutions. Guidelines 1-3 provide best practices in the area of Pedestrian-First Design that are as follows:

- Guideline 1 is to promote a safe, comfortable, and accessible pedestrian experience for all;
- Guideline 2 is to carefully incorporate vehicular access such that it does not degrade the pedestrian experience; and
- Guideline 3 is to design projects to actively engage with streets and public space and maintain human scale.

The Citywide Design Guidelines also recommend integrating vehicular access that does not degrade the pedestrian experience. The Project proposes to close three existing driveways on Sunset Boulevard along the site frontage and replace access with a single driveway at the southwest end. The Project complies with City driveway access policies and reduces the potential for vehicle-pedestrian and vehicle-bicycle conflicts on Sunset Boulevard.

### 4.1.6 *LOS ANGELES MUNICIPAL CODE*

The LAMC bicycle parking ordinance (§ 12.21 A.16) requires the provision of short-term bicycle parking spaces at a rate of 1 space per 10 units for the first 25 units of a residential development; 1 space per 15 units for units 26 through 100; 1 space per 20 units for units 101 through 200; and 1 space per 30 units for units 201 and above. The LAMC requires the provision of long-term bicycle parking spaces at a rate of 1 space per unit for the first 25 units of a residentfial development; 1 space per 1.5 units for units 26 through 100; 1 space per 2 units for units 101 through 200; and 1 space per 4 units for units 201 and above. Based on these rates and the intensity of Project development, the LAMC requires a minimum provision of 12 short-term and 68 long-term bicycle spaces in the Project. The Project will provide the required 12 short-term and 68 long-term bicycle spaces, located along Sunset Boulevard and within the Project's mezzanine level, respectively. The Project will, therefore, provide convenient and adequate bicycle parking facilities.

Per the standard parking requirements outlined in LAMC **§** 12.21 A.4 and the Project's proposed mix of uses that include residential and commercial components, the Project would require 174 automobile parking spaces. As part of the State density bonus law, the City implemented the Density Bonus program that is tied to the development of affordable housing. The Project is requesting an off-menu incentive that would reduce the number of required parking spaces for both the residential and commercial land uses. The Project proposes to provide up to 93 parking spaces. By providing fewer parking spaces than dictated by standard LAMC parking requirement rates, the reduced parking supply will help reduce single-occupancy vehicle travel.

The current TDM requirements (LAMC **§** 12.26J) outline TDM measures that a new development with more than 25,000 square feet in new non-residential uses must implement. These measures include displaying mobility information, designating parking for carpool/vanpools, and providing bicycle parking. Since the Project will contain less than 25,000 square feet of new non-residential uses, these TDM measure are not required for the Project. However, it should be noted that the Project will feature a reduced parking supply and bicycle parking as TDM strategies.

Based on a review of the abovementioned LAMC requirements, the Project does not conflict with the bicycle, vehicle, or TDM policies. This is also addressed in the Plan Worksheet Section II.D.

### 4.1.7 *SCAG RTP/SCS*

The SCAG RTP/SCS balances future mobility and housing needs with economic, environmental, and public health goals in a long-term plan laid out from 2020-2045. The Plan Worksheet Section II.E addresses whether or not a development project is consistent with regional plans such as the SCAG RTP/SCS. The Project is consistent with the SCAG RTP/SCS because the Project does not result in a significant VMT impact as detailed further in Section 4.2.

### 4.1.8 *WALKABILITY CHECKLIST*

The Los Angeles Department of City Planning's Walkability Checklist provides design strategies and guidelines for walkable streets. The Department's Residential Citywide Design Guidelines for Multi-Family Residential & Commercial Mixed-Use Projects provide a blueprint for sustainable and aesthetically-pleasing residential development. These documents promote the provision of pedestrian-friendly, street-fronting entrances to residential developments at surface grade. The Project provides multiple street-fronting pedestrian entrances at-grade on Sunset Boulevard to access the residential and commercial land use components of the development.

## 4.2 CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (THRESHOLD T-2.1)

As outlined in the Mobility Plan 2035, the City has a goal of reaching a 20 percent reduction in VMT by 2035. In line with these goals, the City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

> *For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis is required of a land use project's VMT impact. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. The land use project would generate a net increase of 250 or more daily vehicle trips.
2. The land use project would generate a net increase in daily VMT.

In addition, the TAG provides specific instructions for evaluating the VMT contributions of retail and restaurant uses. Should a land use project contain retail or restaurant components that are small-scale or local-serving in nature, the retail/restaurant portion of the land use project can be assumed not to result in a significant VMT impact. The retail/restaurant component of a land use project should be considered small-scale or local-serving if the total retail and restaurant square footage does not exceed 50,000 square feet. For a mixed-use development, if the retail/restaurant component does not exceed 50,000 square feet in floor area, that component can be considered to have a less-than-significant VMT impact; however, the remaining portions of the land use project are subject to further VMT analysis per the above screening criteria.

After the initial screening, the TAG provides guidance for further analysis of the VMT contribution of a land use project. Under the updated TAG, two forms of VMT are analyzed: (1) household VMT per capita and (2) work VMT per employee. The household VMT per capita is the home-based VMT produced by the residential component of a land use project divided by the number of residents within the development. The work VMT per employee is the home-based work VMT attracted by the non-residential uses of a land use project divided by the number of employees within the development. As outlined in the TAG, in order

for a proposed land use project to have a less-than-significant VMT impact, two criteria must be met: (1) the land use project's household VMT per capita must be at least 15 percent below the average household VMT per capita, and (2) the land use project's work VMT per employee must be at least 15 percent below the average work VMT per employee. Table 1 shows the thresholds corresponding to 15 percent below the average household VMT per capita and average work VMT per employee. These thresholds have been determined individually for each of the seven Area Planning Commission (APC) areas comprising the City. The significance thresholds to be applied are determined based on the land use project's APC area, in this case East Los Angeles.

**Table 1: LADOT Thresholds for Significant VMT Impacts**

| Area Planning Commission | Daily Household VMT per Capita | Daily Work VMT per Employee |
|---|---|---|
| Central | 6.0 | 7.6 |
| East LA | 7.2 | 12.7 |
| Harbor | 9.2 | 12.3 |
| North Valley | 9.2 | 15.0 |
| South LA | 6.0 | 11.6 |
| South Valley | 9.4 | 11.6 |
| West LA | 7.4 | 11.1 |

Along with the updated TAG, LADOT developed the VMT Calculator, which calculates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's (EPA's) Mixed-Use (MXD) Model and the City's Travel Demand Forecasting (TDF) Model.

The VMT Calculator also determines population and employment estimates for a land use project based on rates developed from U.S. Census data for the City of Los Angeles and employment data from a variety of sources, including the Los Angeles Unified School District and the San Diego Association of Governments (SANDAG). The VMT Calculator then uses trip length information from the TDF Model, in combination with the daily trips and population/employment estimates, to calculate the land use project's daily VMT, household VMT per capita, and work VMT per employee. The VMT Calculator also provides a menu of TDM strategies that can be implemented for a land use project, either as project features or mitigation measures, to reduce a project's daily vehicle trips and VMT. Further detail on the VMT Calculator can be found in the *City of Los Angeles VMT Calculator Documentation* (Version 1.3, May 2020).

To determine whether the Project requires further VMT analysis, the Project's existing and proposed land uses were inputted into the VMT Calculator. As shown in Appendix C, the existing land use is designated

as Retail (Auto Repair). The proposed Project's components include Housing (Multi-Family), Housing (Affordable Housing – Family), Retail (General Retail), Retail (High-Turnover Sit-Down Restaurant), and Office (General Office) land uses. Appendix C contains a summary report of the VMT Calculator outputs, which include the number of daily trips, the anticipated number of residents, etc. As shown, using the VMT Calculator, the Project would generate 452 net daily vehicle trips and 3,051 net daily VMT per the screening analysis. As the Project would generate more than 250 net daily vehicle trips and would result in a net increase in daily VMT, the Project would meet both screening criteria and require further VMT analysis. It should be noted that, for the purposes of VMT screening per the TAG, Project features that qualify as TDM measures are excluded from the calculations.

The VMT Calculator was then utilized to determine household VMT per capita and VMT per employee. The Project proposes to incorporate some of the TDM strategies listed in the VMT Calculator (allowable per the LAMC) as part of the Project development. Therefore, certain Project design features were considered in the VMT calculations for the Project. The TDM measures included as Project features are:

1. Reduce Parking Supply: The LAMC, without consideration of parking reduction mechanisms, would require a total of 174 automobile parking spaces (§ 12.21 A.4). The Project proposes to provide up to 93 on-site automobile parking spaces, which represents a reduction of 81 automobile parking spaces from the amount required by direct application of the LAMC.
2. Include Bike Parking Per LAMC: The Project meets City bicycle requirements per the LAMC (§ 12.21 A.16).

With the abovementioned TDM strategies implemented as Project features, the Project is anticipated to generate 674 proposed daily vehicle trips and 4,551 proposed daily VMT. The VMT Calculator determined that the residential portion of the Project would generate a household VMT per capita of 6.7 and the commercial portion would generate a work VMT per employee of 8.4. Since the Project is located within the East Los Angeles APC area, the appropriate thresholds of significance with which to compare the Project's VMT estimates are 7.2 daily household VMT per capita and 12.7 daily work VMT per employee, as shown previously in Table 1. Therefore, the Project is not expected to have a significant VMT impact based on its household VMT per capita and work VMT per employee. In addition, per guidance from the TAG, as a project with a less-than-significant household VMT per capita impact and work VMT per employee impact, the Project can be assumed not to have a cumulative impact related to VMT.

## 4.3 SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL (THRESHOLD T-2.2)

Transportation projects that contribute to increased vehicular capacity may contribute to inducing vehicular travel. The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(2) of the CEQA Guidelines, which gives the discretion to agencies to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. The TAG sets the following criteria for determining significant transportation impacts based on VMT for transportation projects:

*For a transportation project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?*

Since the Project is not a transportation project, threshold T-2.2 does not apply.

## 4.4 SUBSTANTIALLY INCREASING HAZARDS DUE TO GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE (THRESHOLD T-3)

In line with Vision Zero policies, the TAG seeks to identify any potential impacts that could arise due to roadway modifications proposed as part of a development project. These impacts include potential conflicts between motorists, bicyclists, and pedestrians, as well as increases in operational delays and vehicle queuing at development project driveways. Potential impacts would be determined based on the location of proposed driveways and the ability for motorists entering and exiting the project site to identify conflicting vehicular, pedestrian, and bicycle traffic. Therefore, the TAG has established the following threshold to determine if a development project would result in a significant impact based on the creation of roadway hazards:

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

The TAG also establishes two screening criteria to assist in determining which development projects would potentially result in impacts due to geometric design hazards or incompatible uses. If either of the following conditions is present for a proposed development project, then further analysis of the potential hazards is required:

1. The land use project proposes new driveways, or introduces new vehicular access to the property from the public right-of-way.
2. The land use project proposes, or is required, to make modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.).

The Project will remove three existing driveways and install a new driveway at the southwest end of the Project site frontage on Sunset Boulevard, an Avenue I. Sunset Boulevard, adjacent to the Project site, has been identified as a part of the following: HIN, TEN, PED, and BEN. The Project is reducing the number of driveways from three to one, thereby reducing the number of conflict points for pedestrians, bicycles, and vehicles. The Project's frontage along Sunset Boulevard, with its wide sidewalks and bicycle lanes in each direction, has been designed for pedestrian, bicycle, and transit user access. The Project's pedestrian entries and short-term bicycle parking facilities are located along Sunset Boulevard. Based on this assessment, the Project is not anticipated to have a significant impact related to geometric design feature of incompatible use hazards. Although there are nearby related projects, the Project is not expected to contribute to a significant cumulative hazard impact since the number of driveways on the Project site will be reduced from three to one.

# 5 NON-CEQA TRANSPORTATION ANALYSIS

In addition to the analysis required under the revised CEQA Guidelines, the LADOT has outlined four additional analysis areas that should be reviewed for proposed development projects. This section outlines the methodologies applied for and the results of these four analyses.

## 5.1 PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT

Per the updated TAG, a development project must evaluate the potential negative effects on the pedestrian, bicycle, and transit facilities that surround the site. These effects can include either the removal or degradation of existing facilities, or the increasing of demand on inadequate facilities. The TAG has established the following three screening criteria, which all must be met to require further analysis regarding a development project's effect on the pedestrian, bicycle, and transit networks:

1. The land use project involves a discretionary action that would be under review by the Department of City Planning.
2. The land use project would include the construction or addition of either of the following: (1) 50 or more dwelling units, guest rooms, or combination thereof; or (2) 50,000 or more square feet of non-residential space.
3. The land use project would generate a net increase of 1,000 or more daily vehicle trips; or the project has frontage along an Avenue, Boulevard, or Collector of 250 or more linear feet; or the project has frontage spanning an entire block along a roadway designated as an Avenue or Boulevard.

As described previously, the Project proposes a total of 82 multifamily dwelling units (8 reserved for affordable housing) along with up to 10,000 square feet of commercial land uses. The Project would require a review by City Planning per the VMT Calculator results, which show the Project would generate 674 net daily vehicle trips with consideration of the Project features that qualify as TDM measures. Additionally, as shown in Figure 2, the Project has approximately 225.02 feet of frontage on Sunset Boulevard (Avenue I). The Project does not have frontage spanning an entire block of an Avenue or Boulevard. Therefore, the Project does not meet the third screening criterion and no further assessment of access is required. The Project is not anticipated to have an adverse effect on the pedestrian, bicycle, and transit facilities surrounding the Project site.

## 5.2 PROJECT ACCESS AND CIRCULATION EVALUATION

The TAG requires development projects to evaluate potential operational and capacity constraints related to access to and egress from the project site. These constraints are typically affected by the configuration and placement of driveways, location of nearby bicycle and pedestrian facilities, and design of access points. The TAG has established the following two screening criteria, both of which must be met to require further analysis of potential operational and capacity constraints:

1. The land use project involves a discretionary action that would be under review by the Department of City Planning.

2. The land use project would generate a net increase of 250 or more daily vehicle trips.

As noted previously, based on the VMT calculator (output reports in Appendix C), the Project would generate 452 net daily vehicle trips. Additionally, the Project would be under review by the Department of City Planning. Therefore, further analysis must be conducted of potential access and circulation constraints of the Project site. Per the TAG, operational and passenger loading evaluations must be conducted to determine the Project's effects on adjacent roadway travel. These evaluations are detailed in the sections below.

### 5.2.1 OPERATIONAL EVALUATION

To determine the effects of the Project on the operation of vehicular travel within the immediate Project vicinity, an evaluation was conducted to determine the Project's contribution to delay and queuing at intersections adjacent to the Project under existing and future conditions. For purposes of a conservative traffic analysis, a Project completion year of 2024 has been assumed. In consultation with the LADOT, the following site-adjacent and nearby study intersections were selected for the analysis of potentially negative Project traffic effects:

1. Sunset Boulevard & Micheltorena Street (signalized)
2. Sunset Boulevard & Descanso Drive (signalized)
3. Sunset Boulevard & Project Driveway (unsignalized)

This section outlines the results of the delay and queuing analysis for Existing (2021) and Future (2024) conditions during the weekday AM and PM peak hours. This analysis was conducted in accordance with the methodology outlined in the TAG.

#### 5.2.1.1 ANALYSIS METHODOLOGY

An analysis of existing and future weekday AM and PM peak-hour traffic conditions at the study intersections, listed above, was performed through the use of established traffic engineering techniques. Two methodologies were used to determine the traffic operations at the study intersections. The analyses for both methodologies were undertaken using Trafficware's Synchro Studio, which includes both Synchro and SimTraffic software, to model the traffic operations at the study intersections.

The first methodology used to analyze and evaluate traffic operations at the study intersections is based on procedures outlined in the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis* (HCM). The HCM methodology determines intersection LOS based on operational vehicle delay. For unsignalized, two-way stop controlled intersections, the operational delay corresponds to the delay for the stop-controlled movements. The term LOS describes the quality of traffic flow. LOS values of A through C indicate excellent-to-decent traffic flow conditions. LOS D corresponds with fair conditions that may experience substantial delay during portions of the peak hours, but without excessive backups. LOS E represents poor conditions, with volumes at or near the capacity of the intersection and long lines of vehicles that may have to wait through several signal cycles. LOS F is characteristic of failure (i.e., the intersection is overloaded, vehicular movements may be restricted or prevented, and delays and vehicle

queues become increasingly longer). The LOS ranges for the HCM methodology are shown in Tables 2 and 3 for signalized and unsignalized intersections, respectively.

**Table 2: HCM LOS & Delay for Signalized Intersections**

| LOS | Delay (seconds/vehicle) | | | |
|---|---|---|---|---|
| A | <= | 10.0 | | |
| B | > | 10.0 | <= | 20.0 |
| C | > | 20.0 | <= | 35.0 |
| D | > | 35.0 | <= | 55.0 |
| E | > | 55.0 | <= | 80.0 |
| F | > | 80.0 | | |

Source: *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis*, Exhibit 19-8 for signalized intersections.

**Table 3: HCM LOS & Delay for Two-Way and All-Way Stop-Controlled Intersections**

| LOS | Delay (seconds/vehicle) | | | |
|---|---|---|---|---|
| A | <= | 10.0 | | |
| B | > | 10.0 | <= | 15.0 |
| C | > | 15.0 | <= | 25.0 |
| D | > | 25.0 | <= | 35.0 |
| E | > | 35.0 | <= | 50.0 |
| F | > | 50.0 | | |

Source: *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis*, Exhibit 20-2 for two-way STOP-controlled intersections and Exhibit 21-8 for all-way STOP-controlled intersections.

The second methodology consisted of a Synchro queuing analysis in order to evaluate potential issues associated with queued vehicles entering or exiting the Project site. A Synchro traffic model was constructed to model all three study intersections. Queuing conditions along Sunset Boulevard were evaluated to identify potential queuing issues associated with "gridlock" congestion. Gridlock refers to the traffic condition where queues from a congested intersection impede traffic flow through upstream intersections. Additionally, the left-turn queues at the study intersections were analyzed specifically to determine whether vehicles would spillover from the left-turn pockets or center two-way left-turn lane into adjacent through traffic lanes.

Per the TAG, access constraints can be related to extensive queueing or operational delays. For this reason, results from the quantitative delay-based and queuing analyses were evaluated in combination to determine whether the Project would have an adverse effect on the operations of Project-adjacent vehicular facilities. Adverse impacts were determined when the results of these analyses demonstrated considerable increases in vehicular delay and queuing associated with the addition of Project traffic.

#### 5.2.1.2 EXISTING (2021) TRAFFIC VOLUMES

As a result of the COVID-19 pandemic, traffic volumes for existing conditions at the study intersections had to be obtained for periods during which local and state governments had not enacted stay-at-home orders, which resulted in atypical traffic conditions. As a result, historical traffic count data at the intersections of Sunset Boulevard & Micheltorena Street and Sunset Boulevard & Descanso Drive were obtained from manual traffic counts conducted in May 2017, prior to the pandemic and when schools were in session. In accordance with the TAG, the traffic counts at this intersection cover the weekday morning and afternoon peak commute periods. Peak-hour volumes were determined individually for this intersection based on the highest one-hour volumes for all vehicular movements at the intersection. The manual traffic count data sheets are provided in Appendix D. As these manual counts were collected in May 2017, a one percent annual growth factor was applied to the turning movement volumes to estimate 2021 traffic volumes for the existing year analysis.

When the intersection turning movement counts were taken at the intersection of Sunset Boulevard & Micheltorena Street in May 2017, the intersection operated as a three-legged facility without a west leg. Since the traffic count date, a new mixed-use development has been constructed at 3400 Sunset Boulevard, and the driveway to its parking garage forms the west leg of this intersection. In order to generate traffic volumes for this driveway leg (opposite Micheltorena Street), trip generation estimates were calculated for the new development using rates from the ITE *Trip Generation Manual*. These trips were then assigned to turning movements at the study intersections. The trip generation and assignment assumptions for the 3400 Sunset Boulevard project are provided in Appendix E.

Historical manual traffic counts were not available at the intersection of Sunset Boulevard and the existing site (Sunset Body Works) driveway. The peak-hour volumes at this intersection were developed using the turning movement volume data from the adjacent study intersection, Sunset Boulevard & Descanso Drive. Trip generation estimates for the existing land use (auto repair) and the Project trip distribution pattern were used to determine existing turning movements into and out of the Project site. Weekday AM and PM peak-hour volumes at the study intersections are illustrated in Figures 4(a) and 4(b), respectively.

A number of traffic improvements have been implemented in the study area in recent years to make more efficient and effective use of the existing street system. The signalized study intersections are operating under the City's Adaptive Traffic Control System (ATCS) and Automated Traffic Surveillance and Control (ATSAC) System have been implemented throughout the City. ATCS/ATSAC is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system and modifies traffic signal timing in real time to maximize capacity and decrease overall delay. These intersection capacity improvements have been incorporated in the analysis of existing (2021) and future (2024) traffic conditions by optimizing signal timing in the Synchro network at the signalized study intersections.

Information pertaining to intersection characteristics, such as geometrics, traffic signal operations, and on-street parking restrictions were obtained from field checks and City engineering plans. The existing lane configuration and traffic control conditions for the three study intersections are illustrated in Appendix F.

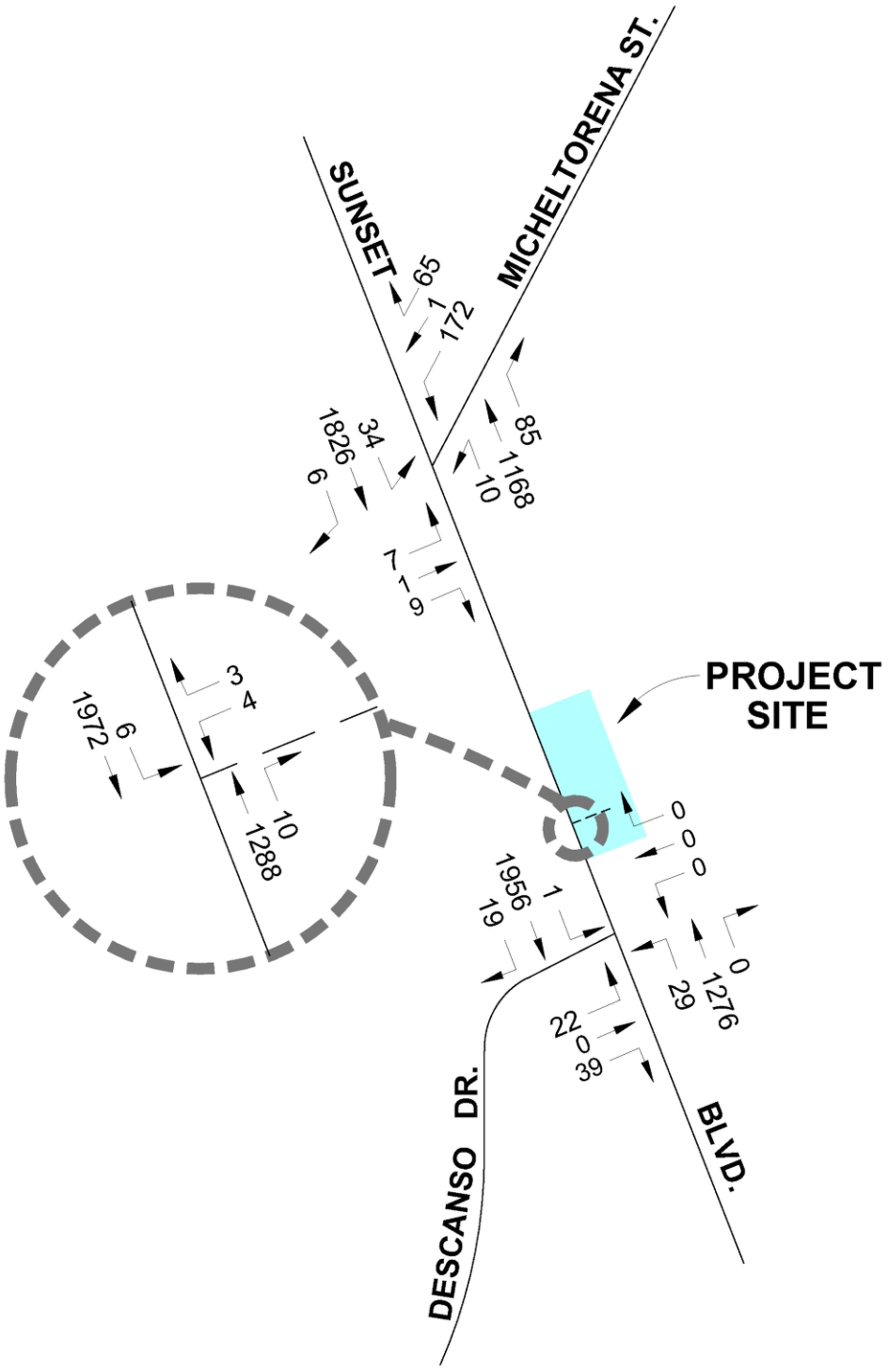



FIGURE 4(a)

3/12/2021

Sunset(3225 W)ResidentialMixedUse\AM2021

EXISTING (2021) TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

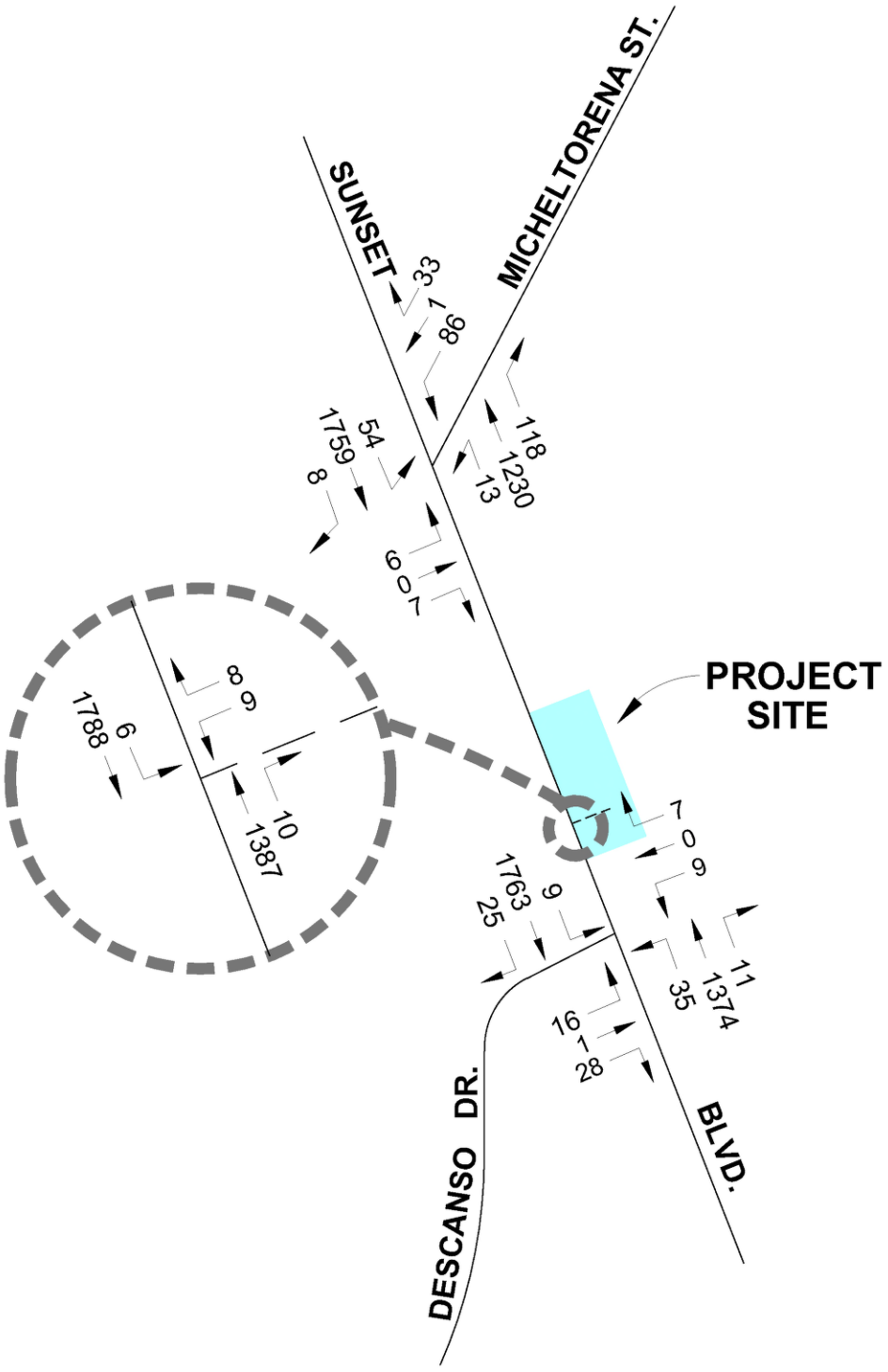



FIGURE 4(b)

3/12/2021

Sunset(3225 W)ResidentialMixedUse\PM2021

EXISTING (2021) TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

#### 5.2.1.3 PROJECT TRAFFIC

The following section describes the methodology used to determine the trip generation, distribution, and assignment of the Project.

*Trip Generation*

Per the approved TA MOU signed by LADOT staff on February 1, 2021 and included as Appendix A to this report, the ITE *Trip Generation Manual* (10th Edition, 2017) was used to develop the traffic characteristics of the Project's existing and proposed uses. The trip generation equations, rates, and directional distributions in the ITE manual are nationally recognized and are used as the basis for most transportation-related studies conducted in the City and the surrounding region. Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise), LUC 710 – General Office, LUC 820 – Shopping Center, LUC 932 – High-Turnover (Sit-Down) Restaurant, and LUC 942 – Automobile Care Center. In addition, the LADOT has developed weekday daily and peak-hour trip generation rates for affordable housing units from a survey of affordable housing sites performed within the City in 2016. Rates from these sources were applied to develop the Project's trip generation estimates. Table 4 presents the trip generation rates used to generate the weekday peak-hour traffic volumes for the Project.

**Table 4: Project Weekday Trip Generation Rates**

Multifamily Housing (Mid-Rise), ITE LUC 221 – General Urban/Suburban setting[1]
AM Peak Hour: T = 0.36 trips per dwelling unit; IB = 26%, OB = 74%
PM Peak Hour: T = 0.44 trips per dwelling unit; IB = 61%, OB = 39%

General Office, ITE LUC 710 – General Urban/Suburban setting[1]
AM Peak Hour: T = 1.16 trips per 1,000 square feet of GFA; IB = 86%, OB = 14%
PM Peak Hour: T = 1.15 trips per 1,000 square feet of GFA; IB = 16%, OB = 84%

Shopping Center, ITE LUC 820 – General Urban/Suburban setting[1]
AM Peak Hour: T = 0.94 trips per 1,000 square feet of GFA; IB = 62%, OB = 38%
PM Peak Hour: T = 3.81 trips per 1,000 square feet of GFA; IB = 48%, OB = 52%

High-Turnover (Sit-Down) Restaurant, ITE LUC 932 – General Urban/Suburban setting[1]
AM Peak Hour: T = 9.94 trips per 1,000 square feet of GFA; IB = 55%, OB = 45%
PM Peak Hour: T = 9.77 trips per 1,000 square feet of GFA; IB = 62%, OB = 38%

Automobile Care Center, ITE LUC 942 – General Urban/Suburban setting[1]
AM Peak Hour: T = 2.25 trips per 1,000 square feet of GFA; IB = 66%, OB = 34%
PM Peak Hour: T = 3.11 trips per 1,000 square feet of GFA; IB = 48%, OB = 52%

Affordable Housing (Family) – Outside Transit Priority Area setting[2]
AM Peak Hour: T = 0.55 trips per dwelling unit; IB = 40%, OB = 60%
PM Peak Hour: T = 0.43 trips per dwelling unit; IB = 55%, OB = 45%

Notes:
[1] Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017).
[2] Source: Los Angeles Department of Transportation (LADOT) *Transportation Assessment Guidelines* (July 2020).
IB = Inbound; OB = Outbound; GFA = Gross Leasable Floor Area or Gross Floor Area.

For this analysis, since the VMT Calculator does not calculate weekday AM or PM peak-hour trip generation estimates, the ITE *Trip Generation Manual* and LADOT survey-based trip generation rates provided in Table 4 were used to determine the weekday AM peak-hour and PM peak-hour vehicle trips anticipated for the Project. As these rates do not account for such trip-reducing factors as internally captured trips, significant transit usage and/or walk-trip potential, or pass-by trips, the baseline vehicle trip estimates reflect a conservative condition. These trip-reducing factors are important considerations in determining the actual traffic-generating characteristics of a development project and, therefore, adjustments were made to the baseline trip generation estimates to develop the Project's vehicle trips.

Given the mix of proposed uses on the Project site, it is expected that there would be trip interactions between individual uses that would not require the use of a vehicle. It is generally recognized that residents, visitors, employees, and patrons of a site will utilize other on-site uses if they are conveniently located and/or provide useful services or amenities, with the level of interaction dependent upon the number of residents, visitors, employees, and patrons; service providers; accessibility; and other factors. For the proposed Project, some of the residents and office employees would be expected to patronize the on-site commercial retail and restaurant uses. Thus, a reduction in external trips is expected as some can be made internally between the residential, office, and commercial retail and restaurant use components. As recommended in the ITE *Trip Generation Handbook* (3rd Edition, 2017) and the TAG, the methodology outlined in the National Cooperative Highway Research Program (NCHRP) Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* was used to estimate internal trip capture between Project land use components. This was achieved through the use of the NCHRP 684 Internal Trip Capture Estimation Tool. The baseline peak-hour vehicular trip generations for the existing and proposed Project land uses were estimated using the rates from the ITE *Trip Generation Manual* (10th Edition, 2017). They were then inputted into the NCHRP Estimation Tool, along with mode split and vehicle occupancy ratio (VOR) data that was provided by the LADOT from the City's TDF model. The mode split and VOR data was calculated from the Transportation Analysis Zone (TAZ) in which the Project is located for the model base year (2016) and the model future year (2040). The mode split and VOR factors for this study's existing (2021) and future (2024) analysis years were determined by interpolating between the factors for the model's existing and future years. The NCHRP 684 Internal Trip Capture Estimation Tool Worksheets are provided in Appendix A and present the internal trip capture anticipated between the proposed Project uses. The internal capture methodology and calculations have been approved by LADOT staff in the MOU signed on February 1, 2021 and included as Appendix A of this report.

The use of public transportation is an important consideration in the evaluation of a project's trip-generating potential. As noted previously in the Existing Public Transit section of this report, the Project is well served by multiple bus lines. These local and regional routes are readily accessible to Project residents, patrons, employees, and visitors. Significant transit use is not accounted for in the ITE *Trip Generation Manual* General Urban/Suburban setting trip rates and equations. Because the trip rates for the General Urban/Suburban setting do not consider significant transit connectivity, adjustments were made to the Project trip generation estimates to account for transit usage associated with the proposed and existing land uses. The NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* was also used to estimate the transit and non-motorized trip generation for the proposed

Project and existing uses. The transit and non-motorized adjustments have been approved by LADOT staff in the MOU signed on February 1, 2021 and included as Appendix A of this report.

Trip adjustment factors for the Project also account for the presence of "pass-by" trips. As motorists pass by the Project, the specific convenient facilities provided by the Project (or other factors) may produce a stop at the site. Such activity is considered to be an interim stop along a trip which existed irrespective of the development of the Project, and therefore vehicles making these stops are not considered to be newly generated Project-related traffic. The LADOT has developed a series of recommended pass-by trip reduction percentages for various development types and sizes. In line with these guidelines, pass-by trip reductions were applied to the Project's proposed commercial retail [Shopping Center] and restaurant [High-Turnover (Sit-Down) Restaurant] components, as well as the existing commercial (Automobile Care Center) use. These pass-by trip adjustment factors have been approved by LADOT staff in an MOU signed on February 1, 2021 and included as Appendix A of this report.

The trip generation rates and aforementioned adjustment factors were employed to derive Project vehicle trip projections. Table 5 summarizes the trip generation estimates for the Project. As shown in Table 5, once completed and occupied, the Project is anticipated to generate a total of 22 net vehicle trips during the AM peak hour (4 inbound, 18 outbound) and 12 net trips during the PM peak hour (12 inbound, 0 outbound). These peak-hour trips were distributed to the three study intersections for the Project impact analysis.

*Trip Distribution and Assignment*

Estimation of the directional distribution of Project trips was the next step in the analytical process. The primary factors affecting the trip distribution patterns are the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project site and its proximity to freeways and major travel routes, employment centers to which residents would likely be attracted, residential areas from which employees would likely be drawn, and the various regions generating visitors. Based on these factors, the overall Project directional trip distribution percentages were determined and are summarized in Table 6.

The general 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 for Project access/egress. The estimated Project trip assignment percentages for the proposed Project uses at the study intersections were reviewed and approved by LADOT staff in an MOU signed on February 1, 2021 and included as Appendix A. The Project's trip distribution percentages are presented in Figure 5.

Applying these inbound and outbound percentages to the Project trip generation estimates previously calculated in Table 5, net Project traffic volumes at the three study intersections were determined for the weekday AM and PM peak hours. The net Project volumes at the Project driveway include pass-by trips. The net Project weekday AM and PM peak-hour traffic volumes are depicted in Figures 6(a) and 6(b), respectively.

## Table 5: Project Weekday Trip Generation Summary[1]

| Land Use | ITE Code | Intensity[2] | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hour In | PM Peak Hour Out | PM Peak Hour Total |
|---|---|---|---|---|---|---|---|---|
| ***Trip Generation Rates*** | | | | | | | | |
| Multifamily Housing (Mid-Rise) | 221 | 1 du | 26% | 74% | 0.36 | 61% | 39% | 0.44 |
| General Office Building | 710 | 1 ksf | 86% | 14% | 1.16 | 16% | 84% | 1.15 |
| Shopping Center | 820 | 1 ksf | 62% | 38% | 0.94 | 48% | 52% | 3.81 |
| High-Turnover (Sit-Down) Restaurant | 932 | 1 ksf | 55% | 45% | 9.94 | 62% | 38% | 9.77 |
| Automobile Care Center | 942 | 1 ksf | 66% | 34% | 2.25 | 48% | 52% | 3.11 |
| Affordable Housing - Family (LADOT) | -- | 1 du | 40% | 60% | 0.55 | 55% | 45% | 0.43 |

| ***Trip Generation Summary*** | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Description** | **Size** | **AM Peak Hour In** | **AM Peak Hour Out** | **AM Peak Hour Total** | **PM Peak Hour In** | **PM Peak Hour Out** | **PM Peak Hour Total** |
| *PROPOSED USES* | | | | | | | |
| *Residential* | | | | | | | |
| Multifamily Housing (Mid-Rise) | 74 du | 7 | 20 | 27 | 20 | 13 | 33 |
| Affordable Housing - Family | 8 du | 2 | 2 | 4 | 2 | 1 | 3 |
| Residential Total Baseline Vehicle Trips | 82 du | 9 | 22 | 31 | 22 | 14 | 36 |
| Residential Person Trips[3] | | 14 | 33 | 47 | 33 | 21 | 54 |
| Residential Internal Person Trips[4] | | 1 | 5 | 6 | 5 | 6 | 11 |
| Residential External Person Trips[4] | | 13 | 28 | 41 | 28 | 15 | 43 |
| Residential External Trips by Vehicle (including pass-by trips)[4] | | 7 | 15 | 22 | 15 | 7 | 22 |
| Residential External Trips by Transit[4] | | 1 | 1 | 2 | 1 | 1 | 2 |
| Residential External Trips by Walk/Bicycle[4] | | 2 | 5 | 7 | 5 | 3 | 8 |
| Residential External Trips by Vehicle (with pass-by trip adjustment)[5] | | 7 | 15 | 22 | 15 | 7 | 22 |
| *Retail* | | | | | | | |
| Retail Baseline Vehicle Trips | 2.500 ksf | 1 | 1 | 2 | 5 | 5 | 10 |
| Retail Total Person Trips[3] | | 2 | 2 | 4 | 8 | 8 | 16 |
| Retail Total Internal Person Trips[4] | | 0 | 0 | 0 | 6 | 4 | 10 |
| Retail Total External Person Trips[4] | | 2 | 2 | 4 | 2 | 4 | 6 |
| Retail External Trips by Vehicle (including pass-by trips)[4] | | 1 | 1 | 2 | 1 | 2 | 3 |
| Retail External Trips by Transit[4] | | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail External Trips by Walk/Bicycle[4] | | 0 | 0 | 0 | 0 | 1 | 1 |
| Retail External Trips by Vehicle (with pass-by trip adjustment)[6] | | 1 | 1 | 2 | 1 | 1 | 2 |
| *Restaurant* | | | | | | | |
| High-Turnover (Sit-Down) Restaurant Baseline Vehicle Trips | 2.900 ksf | 16 | 13 | 29 | 17 | 11 | 28 |
| Restaurant Total Person Trips[3] | | 24 | 20 | 44 | 26 | 17 | 43 |
| Restaurant Total Internal Person Trips[4] | | 6 | 2 | 8 | 6 | 7 | 13 |
| Restaurant Total External Person Trips[4] | | 18 | 18 | 36 | 20 | 10 | 30 |
| Restaurant External Trips by Vehicle (including pass-by trips)[4] | | 9 | 9 | 18 | 11 | 5 | 16 |
| Restaurant External Trips by Transit[4] | | 1 | 1 | 2 | 1 | 0 | 1 |
| Restaurant External Trips by Walk/Bicycle[4] | | 3 | 3 | 6 | 3 | 2 | 5 |
| Restaurant External Trips by Vehicle (with pass-by trip adjustment)[7] | | 7 | 7 | 14 | 9 | 4 | 13 |
| *Office* | | | | | | | |
| Office Baseline Vehicle Trips | 4.600 ksf | 4 | 1 | 5 | 1 | 4 | 5 |
| Office Total Person Trips[3] | | 6 | 2 | 8 | 2 | 6 | 8 |
| Office Total Internal Person Trips[4] | | 1 | 1 | 2 | 1 | 1 | 2 |
| Office Total External Person Trips[4] | | 5 | 1 | 6 | 1 | 5 | 6 |
| Office External Trips by Vehicle (including pass-by trips)[4] | | 3 | 1 | 4 | 1 | 3 | 4 |
| Office External Trips by Transit[4] | | 0 | 0 | 0 | 0 | 0 | 0 |
| Office External Trips by Walk/Bicycle[4] | | 1 | 0 | 1 | 0 | 1 | 1 |
| Office External Trips by Vehicle (with pass-by trip adjustment)[5] | | 3 | 1 | 4 | 1 | 3 | 4 |
| **Proposed Project Total External Trips by Vehicle (incl. Pass-By Trips)** | | **20** | **26** | **46** | **28** | **17** | **45** |
| **Proposed Project Total External Project Trips by Vehicle** | | **18** | **24** | **42** | **26** | **15** | **41** |
| *EXISTING USE* | | | | | | | |
| *Retail* | | | | | | | |
| Automobile Care Center Baseline Vehicle Trips | 13.350 ksf | 20 | 10 | 30 | 20 | 22 | 42 |
| Retail Person Trips[8] | | 30 | 15 | 45 | 30 | 33 | 63 |
| Retail External Trips by Vehicle (including pass-by trips)[9] | | 16 | 7 | 23 | 16 | 17 | 33 |
| Retail External Trips by Transit[9] | | 1 | 1 | 2 | 1 | 1 | 2 |
| Retail External Trips by Walk/Bicycle[9] | | 5 | 3 | 8 | 5 | 6 | 11 |
| Retail External Trips by Vehicle (with pass-by trip adjustment)[10] | | 14 | 6 | 20 | 14 | 15 | 29 |
| **Existing Project Driveway Trips (including Pass-By Trips)** | | **16** | **7** | **23** | **16** | **17** | **33** |
| **Existing Project Trips** | | **14** | **6** | **20** | **14** | **15** | **29** |
| **Net Project Driveway Trips (including Pass-By Trips)** | | **4** | **19** | **23** | **12** | **0** | **12** |
| **Net Project Trips** | | **4** | **18** | **22** | **12** | **0** | **12** |

## Table 5: Project Weekday Trip Generation Summary[1] (Cont.)

Notes (See Appendix A for referenced tables):

1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and directional distributions applied for Land Use Codes 221 (Multifamily Housing [Mid-Rise]), 710 (General Office Building), 820 (Shopping Center), 932 (High-Turnover [Sit-Down] Restaurant), and 942 (Automobile Care Center) to develop baseline vehicle trips for each proposed and existing land use. The General Urban/Suburban setting was used given that the majority of these land use codes have a limited number of or no studies in the daily and peak-hour period datasets for the Dense Multi-Use Urban setting. Transit and walk/bicycle adjustments were, therefore, applied to the baseline vehicle trip calculations, as the availability of these modes is not accounted for in the General Urban/Suburban setting rates. In addition, locally derived affordable housing rates are provided in the LADOT *Transportation Assessment Guidelines* (July 2020). Outside TPA Area rates were used for the Project's affordable housing component, as the Project is not within a one-half mile walking distance of a major transit stop.

   ITE *Trip Generation Handbook* (3rd Edition, 2017) recommended methodology for estimating the trip generation of a mixed-use development utilized for the Project. The ITE methodology follows the recommended procedures from the National Cooperative Highway Research Program (NCHRP) Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* (Transportation Research Board, 2011). The NCHRP 684 Internal Trip Capture Estimation Tool spreadsheet provided on the ITE website was used, with worksheets attached on the following pages for the Proposed Project and Existing Use scenarios.

2) du = Dwelling Units; ksf = Thousands of Square Feet of Gross Leasable Floor Area or Gross Floor Area.

3) See Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends and Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends from the NCHRP 684 Internal Trip Capture Estimation Tool for the Proposed Project scenario.

4) See Table 9-A (D): Internal and External Trips Summary (Entering Trips), Table 9-A (O): Internal and External Trips Summary (Exiting Trips), Table 9-P (D): Internal and External Trips Summary (Entering Trips), and Table 9-P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the Proposed Project scenario.

5) No pass-by trips assumed for proposed residential and office land use components.

6) Per Attachment H of the LADOT *Transportation Assessment Guidelines* (July 2020), Land Use Code 820 (Shopping Center) had an average pass-by trip percentage of 50 percent for uses less than 50,000 square feet in size.

7) Per Attachment H of the LADOT *Transportation Assessment Guidelines* (July 2020), Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) had an average pass-by trip percentage of 20 percent.

8) See Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends and Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends from the NCHRP 684 Internal Trip Capture Estimation Tool for the Existing Use scenario.

9) See Table 9-A (D): Internal and External Trips Summary (Entering Trips), Table 9-A (O): Internal and External Trips Summary (Exiting Trips), Table 9-P (D): Internal and External Trips Summary (Entering Trips), and Table 9-P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the Existing Use scenario.

10) Per Attachment H of the LADOT *Transportation Assessment Guidelines* (July 2020), Land Use Code 942 (Automobile Care Center) had an average pass-by trip percentage of 10 percent.

## Table 6: Project Directional Trip Distribution Percentages

| Direction | Percentage |
|---|---|
| North | 20% |
| South | 25% |
| East | 25% |
| West | 30% |
| Total | 100% |

### 5.2.1.4 EXISTING (2021) AND EXISTING (2021) PLUS PROJECT CONDITIONS

The analysis of existing traffic conditions at the study intersections for existing year (2021) was performed using the two methodologies described previously. The Existing (2021) intersection traffic volumes for the weekday AM and PM peak hours were shown previously in Figures 4(a) and 4(b), respectively. These estimates are the "benchmark" volumes used in determining the Project effects on queuing and delay conditions for the surrounding roadway system.

The Existing (2021) Plus Project traffic volumes were determined by superimposing the net Project traffic volumes onto the Existing (2021) traffic volumes. The Existing (2021) Plus Project traffic volumes at the study intersections are shown in Figures 7(a) and 7(b) for the weekday AM and PM peak hours, respectively. These volumes were used to create a Synchro traffic model for the "Existing Plus Project" scenario to

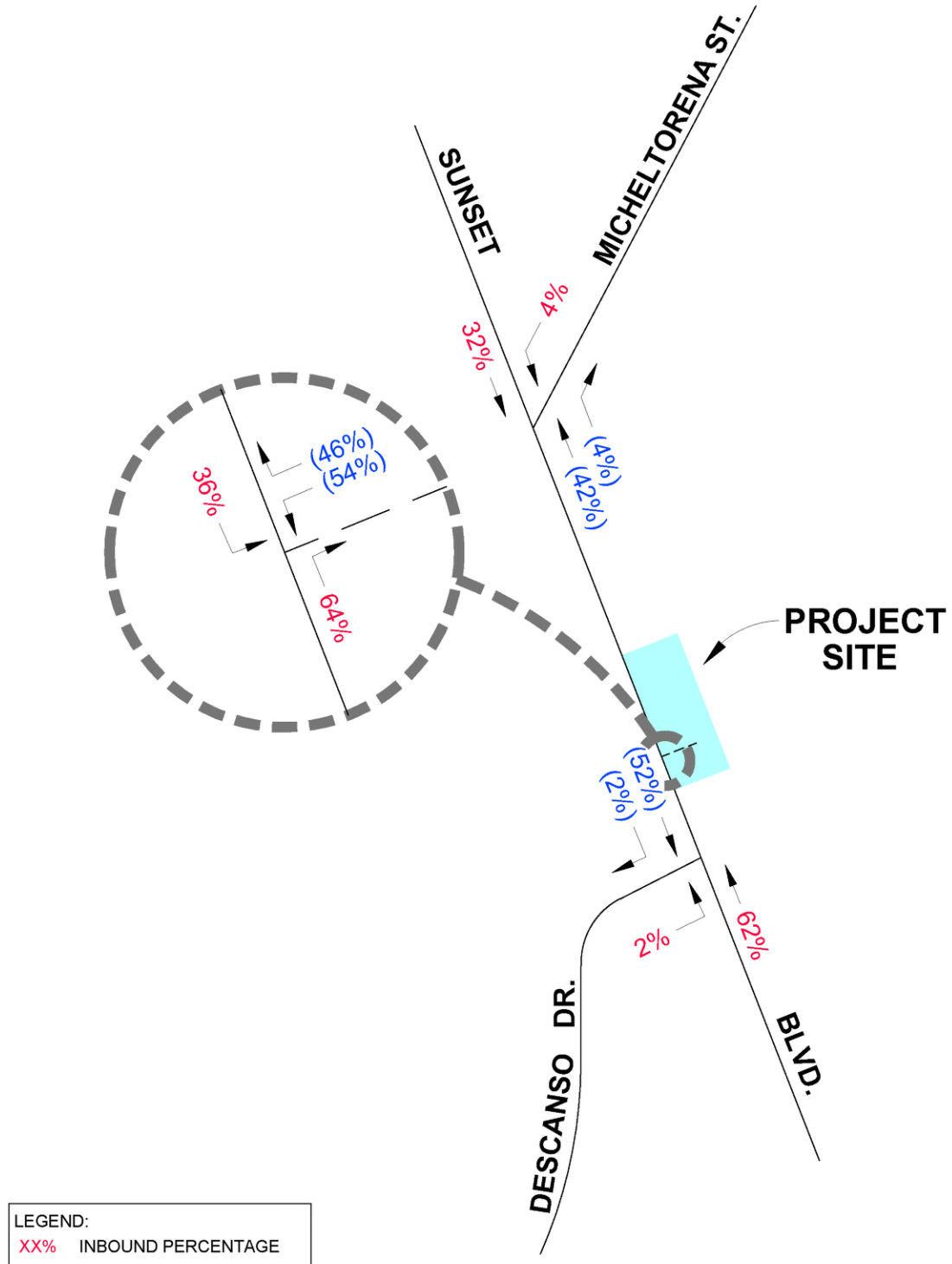



FIGURE 5

3/8/2021

FN: Sunset(3225 W)ResidentialMixedUse\PROJ-DIST

PROJECT TRIP DISTRIBUTION PERCENTAGES

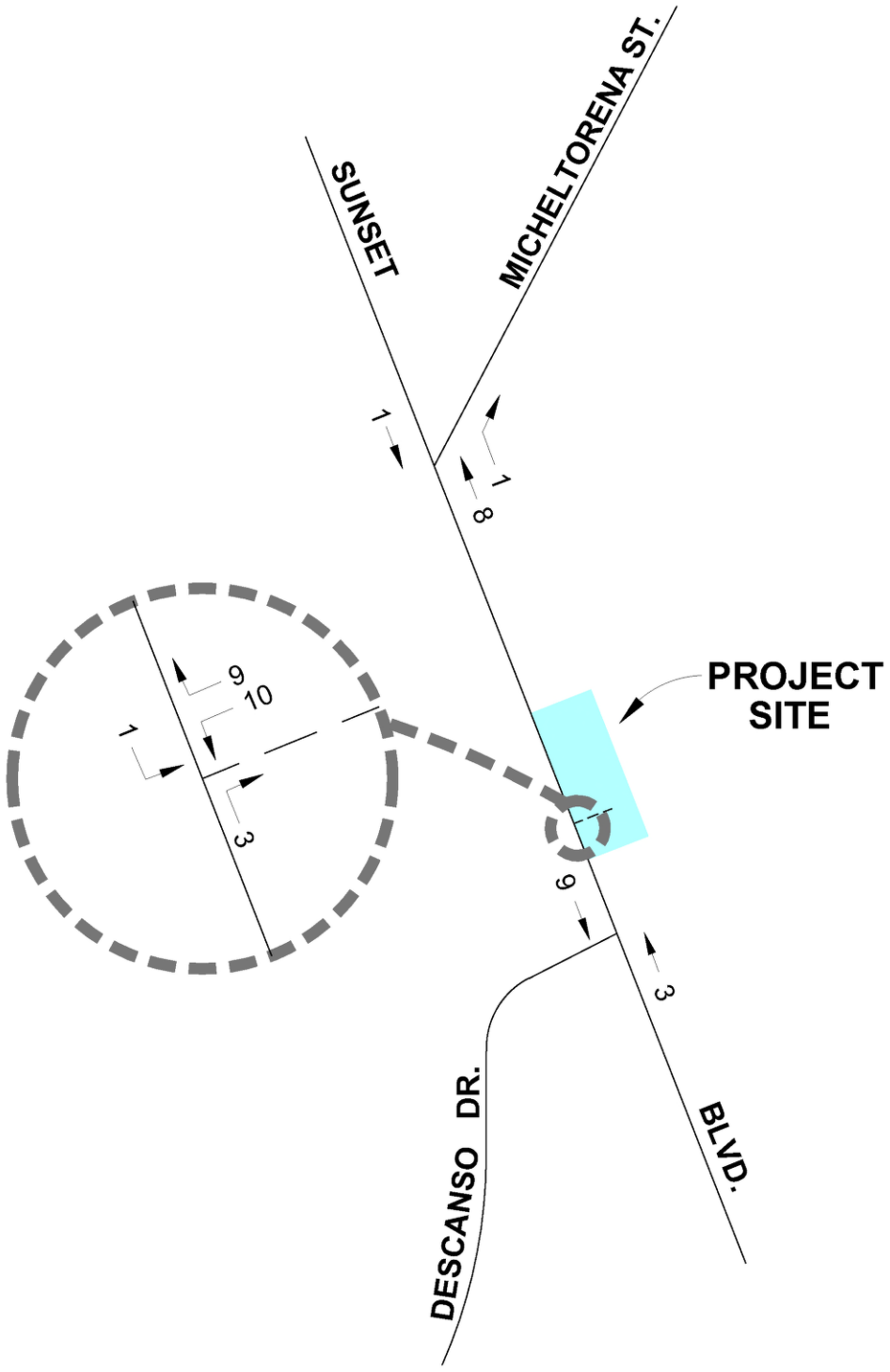



FIGURE 6(a)

3/12/2021

Sunset(3225 W)ResidentialMixedUse\PROJAM

NET PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

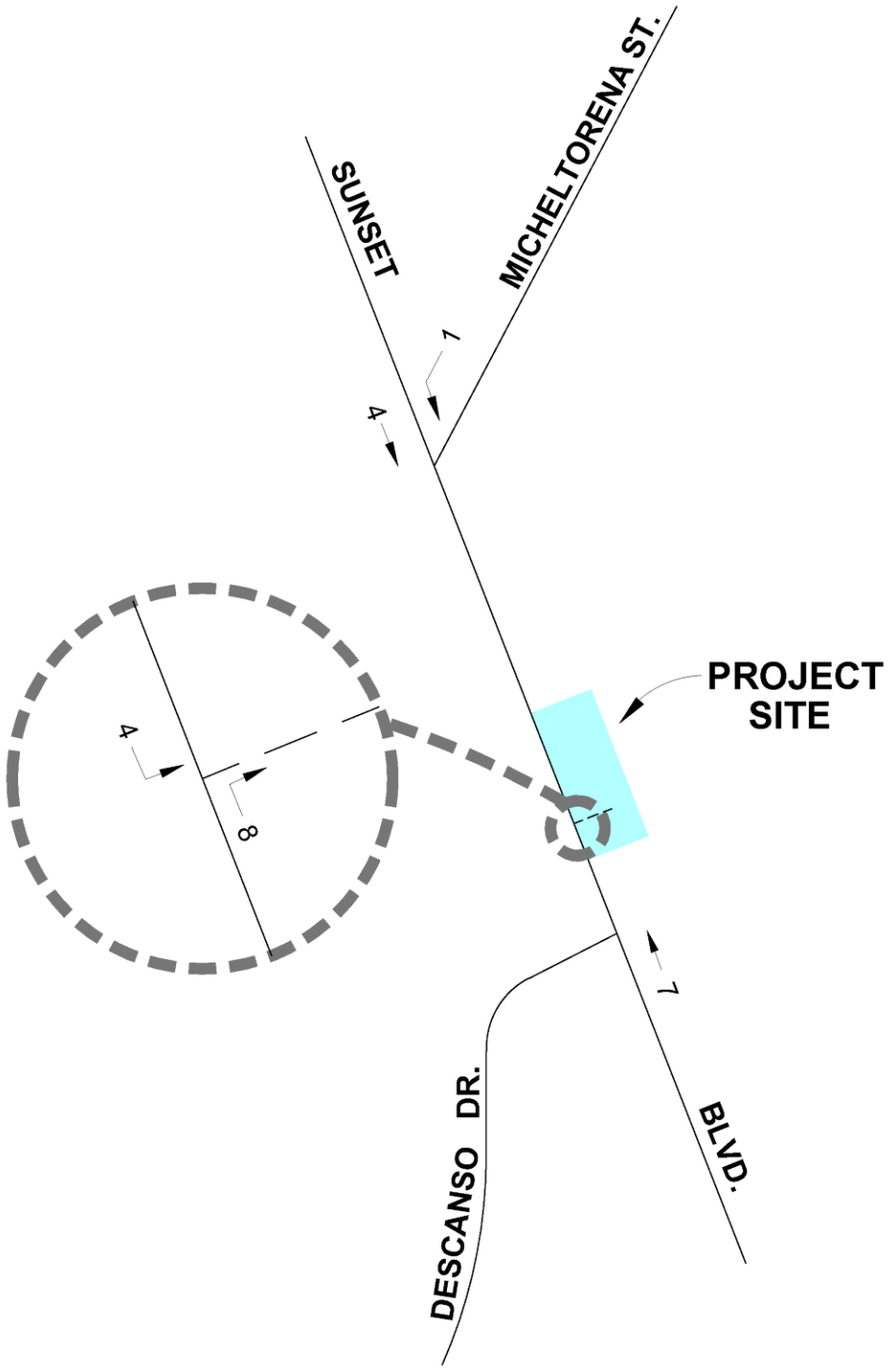



FIGURE 6(b)

3/12/2021

Sunset(3225 W)ResidentialMixedUse\PROJPM

NET PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

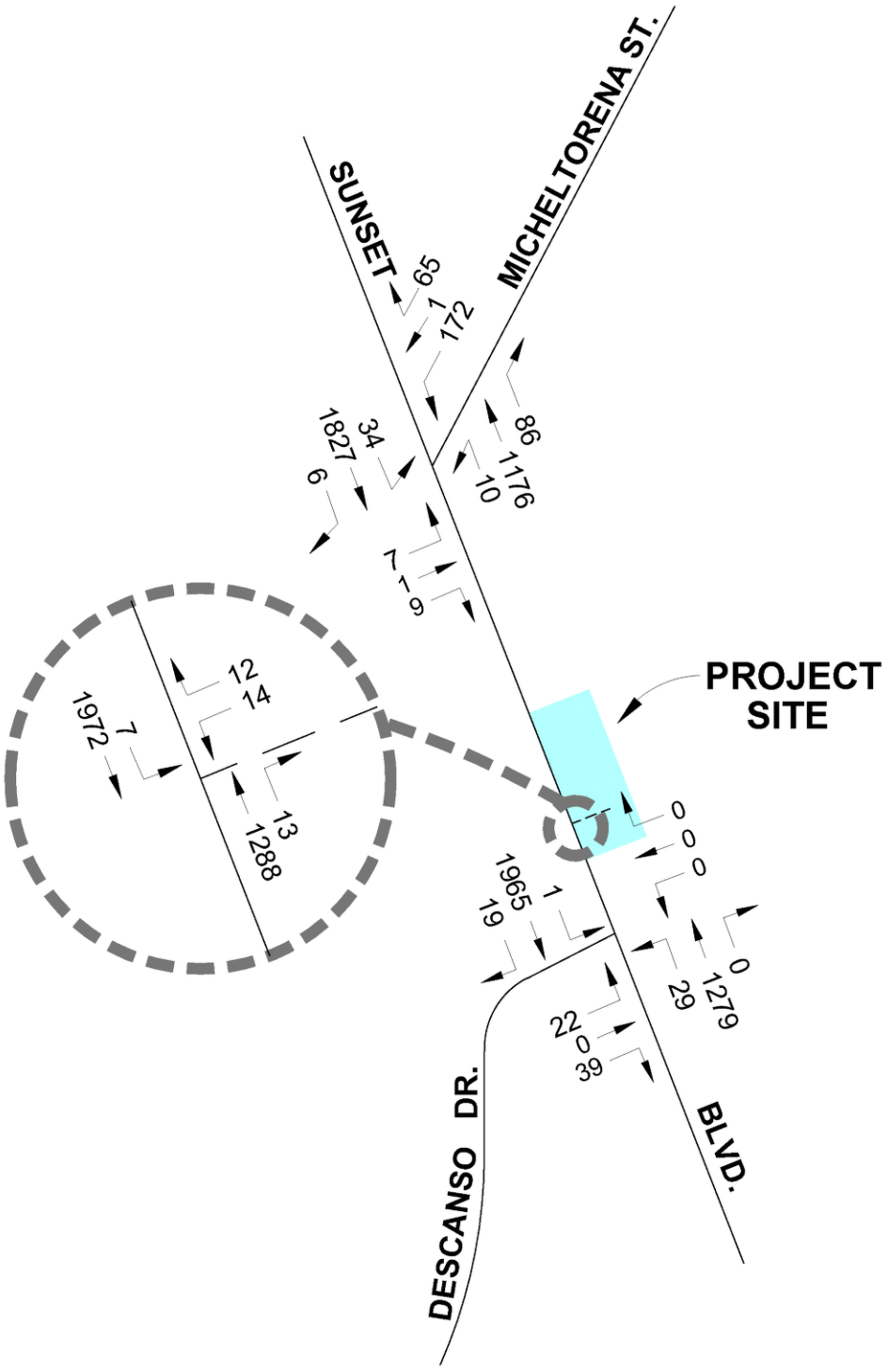



FIGURE 7(a)

3/12/2021

Sunset(3225 W)ResidentialMixedUse\AMWP2021

EXISTING (2021) PLUS PROJECT
TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

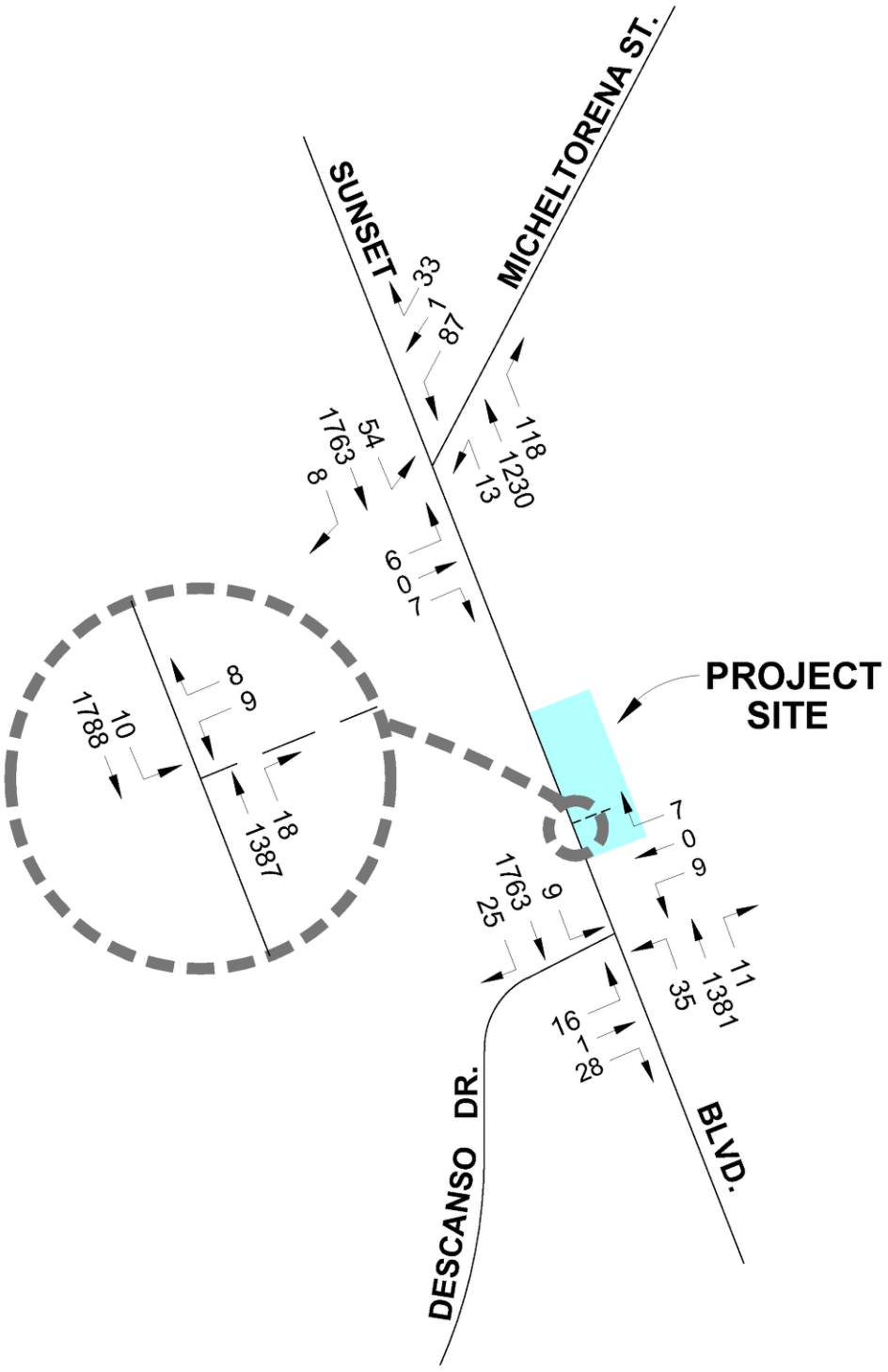



FIGURE 7(b)

3/12/2021

Sunset(3225 W)ResidentialMixedUse\PMWP2021

EXISTING (2021) PLUS PROJECT
TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

determine changes to vehicle queuing and delay conditions directly attributable to the Project using the previously described methodologies. The Synchro delay and queue calculation worksheets are included in Appendix G.

Table 7 presents the results of the delay-based quantitative analysis of Existing (2021) and Existing (2021) Plus Project conditions. As shown, under Existing (2021) conditions, Sunset Boulevard & Descanso Drive operates at LOS A during both peak hours, while the intersection of Sunset Boulevard & Micheltorena Street operates at LOS E and LOS B during the AM and PM peak hours, respectively. The unsignalized Project driveway intersection currently operates with overall delays of 0.2 seconds or less during both peak hours. The westbound stop-controlled driveway approach of the Project driveway intersection currently operates at LOS D during both peak hours, with delays ranging from 28.6 to 29.1 seconds. Following the addition of Project traffic, both signalized study intersections would continue to operate at the same LOS during both peak hours, with expected minor increases in overall delay (0.2 seconds or less during the peak hours). At the intersection of Sunset Boulevard & the Project driveway, the overall intersection would experience minor delay increases (0.1 seconds or less) during both peak hours. The westbound approach of this intersection would continue to operate at LOS D during both peak hours, with delay increases of 2.7 and 0.5 seconds during the AM and PM peak hours, respectively. Therefore, the Project is not expected to substantially increase delays at any of the study intersections.

**Table 7: Existing (2021) Traffic Conditions**
**Intersection Delay Summary**

| | | Peak | | Existing | | Plus Project | | |
|---|---|---|---|---|---|---|---|---|
| No. | Intersection | Hour | Approach | Delay[1] | LOS[2] | Delay[1] | LOS[2] | Change[3] |
| 1 | Sunset Boulevard & Micheltorena Street | AM | | 75.1 | E | 75.3 | E | 0.2 |
| | | PM | | 15.4 | B | 15.6 | B | 0.2 |
| 2 | Sunset Boulevard & Descanso Drive | AM | | 4.9 | A | 5.0 | A | 0.1 |
| | | PM | | 4.5 | A | 4.5 | A | 0.0 |
| 3 | Sunset Boulevard & Project Driveway | AM | Overall | 0.1 | - | 0.2 | - | 0.1 |
| | | | NB | 0.0 | - | 0.0 | - | 0.0 |
| | | | SB | 0.0 | - | 0.0 | - | 0.0 |
| | | | WB | 28.6 | D | 31.3 | D | 2.7 |
| | | PM | Overall | 0.2 | - | 0.2 | - | 0.0 |
| | | | NB | 0.0 | - | 0.0 | - | 0.0 |
| | | | SB | 0.0 | - | 0.1 | - | 0.1 |
| | | | WB | 29.1 | D | 29.6 | D | 0.5 |

Note:
[1] Delay in seconds; [2] LOS = Level of Service; [3] Change in delay reported in seconds.
Per the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis* , at two-way stop-controlled intersections, LOS is not defined for the intersection or for the major-street approaches.

Queuing conditions were analyzed at the unsignalized Project driveway intersection. The queue lengths, measured in number of vehicles, are shown in Table 8 for Existing (2021) and Existing (2021) Plus Project conditions. As shown in Table 8, at Sunset Boulevard & the Project driveway, no southbound left-turn queuing is currently experienced entering the Project site. The queuing along the Project driveway westbound approach experiences queues of 0.1 and 0.4 vehicle lengths during the AM and PM peak hours,

respectively. The addition of Project traffic would result in minor queue length increases (0.1 vehicle lengths or less) for the southbound left-turn movement. Westbound queues along the Project driveway would extend by 0.5 vehicle lengths during the AM peak hour and would not extend during the PM peak hour due to Project traffic. Queuing along the driveway approach is expected to remain under one vehicle length during both peak hours for the Existing (2021) Plus Project scenario. Based on these results, the Project is not expected to significantly worsen queuing conditions at the unsignalized Project driveway intersection and would not interfere with access to adjacent properties.

**Table 8: Existing (2021) Traffic Conditions**
**Unsignalized Intersection Queuing Summary**

| No. | Intersection | Peak Hour | Approach | Existing Length[3] | Plus Project Length[3] | Plus Project Change[4] |
|---|---|---|---|---|---|---|
| 3 | Sunset Boulevard & Project Driveway | AM | NB[1] | - | - | - |
| | | | SB[2] | 0.0 | 0.0 | 0.0 |
| | | | WB | 0.1 | 0.6 | 0.5 |
| | | PM | NB[1] | - | - | - |
| | | | SB[2] | 0.0 | 0.1 | 0.1 |
| | | | WB | 0.4 | 0.4 | 0.0 |

Notes:
[1] No queue length reported as the approach is uncontrolled and left-turns are not permitted.
[2] Queues lengths along uncontrolled approach corresponds to the queue of left-turning vehicles.
[3] 95th percentile queue length in number of vehicles.
[4] Change in queue length reported in number of vehicles.

Queuing conditions were also analyzed at the signalized study intersections. Table 9 presents the 95th percentile vehicle queue results for all approaches to the two signalized study intersections under Existing (2021) and Existing (2021) Plus Project conditions. As shown, at the intersection of Sunset Boulevard & Micheltorena Street, maximum queues extend past the upstream intersection for the southbound and westbound through movements during the AM peak hour and for the southbound through movement during the PM peak hour. As under Existing (2021) conditions, the only queues that would extend past upstream intersections following the addition of Project traffic would be the southbound and westbound through movement queues during the AM peak hour and the southbound through movement queue during the PM peak hour. The addition of Project traffic would lengthen the through movement queues along the northbound approach during the AM peak hour and along the northbound, southbound, and westbound approaches during the PM peak hour. All through movement queues would extend by 7 feet or less with the addition of the Project. The movements experiencing the greatest increase in queue lengths at this intersection are the northbound through movement during the AM (increase of 7 feet) and the southbound through movement during the PM peak hours (increase of 4 feet). Assuming an average vehicle length of 25 feet, these movements' queues would lengthen by less than one vehicle during both peak hours.

In addition, at Sunset Boulevard & Micheltorena Street, the southbound left-turn queues extend beyond the existing left-turn pocket storage capacity during the PM peak hour. All other turning movement queues are contained within the existing turn pocket lengths during both peak hours. Following the

addition of Project traffic, turning movement queues are not expected to lengthen for the southbound left-turn movement during the PM peak hour. Thus, the Project is not anticipated to cause or substantially extend queuing that extends beyond upstream intersections, blocks cross streets, or results in spillover from turn pockets at Sunset Boulevard & Micheltorena Street.

**Table 9: Existing (2021) Traffic Conditions**
**Signalized Intersection Queuing Summary**

| No. | Intersection | Peak Hour | Approach | Storage Capacity (ft) | Existing Queue Length[1] | | Plus Project Queue Length[1] | | Change[2] |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Sunset Boulevard & Micheltorena Street | AM | NBL | 60 | 12 | | 13 | | 1 |
| | | | NBT | 765 | 627 | | 634 | | 7 |
| | | | SBL | 75 | 60 | | 60 | | 0 |
| | | | SBT | 280 | 970 | * | 970 | * | 0 |
| | | | EBT[3] | 50 | 26 | | 26 | | 0 |
| | | | WBT | 275 | 394 | * | 394 | * | 0 |
| | | PM | NBL | 60 | 16 | | 15 | | -1 |
| | | | NBT | 765 | 608 | | 609 | | 1 |
| | | | SBL | 75 | 94 | * | 94 | * | 0 |
| | | | SBT | 280 | 877 | * | 881 | * | 4 |
| | | | EBT[3] | 50 | 0 | | 0 | | 0 |
| | | | WBT | 275 | 104 | | 105 | | 1 |
| 2 | Sunset Boulevard & Descanso Drive | AM | NBL | 55 | 56 | * | 56 | * | 0 |
| | | | NBT | 160 | 342 | * | 344 | * | 2 |
| | | | SBL | 60 | 0 | | 0 | | 0 |
| | | | SBT | 755 | 592 | | 596 | | 4 |
| | | | EBT | 170 | 74 | | 74 | | 0 |
| | | | WBT[3] | 50 | 0 | | 0 | | 0 |
| | | PM | NBL | 55 | 61 | * | 61 | * | 0 |
| | | | NBT | 160 | 368 | * | 372 | * | 4 |
| | | | SBL | 60 | 0 | | 0 | | 0 |
| | | | SBT | 755 | 767 | * | 764 | * | -3 |
| | | | EBT | 170 | 11 | | 11 | | 0 |
| | | | WBT[3] | 50 | 22 | | 22 | | 0 |

Notes:
[1] 95th percentile vehicle queue lengths in number of feet.
[2] Change in queue length reported in number of feet.
[3] Storage capacity along development project driveway approach assumed to be two vehicle lengths (approximately 50 feet).
* Queue extends beyond upstream intersection or exceeds turn-pocket capacity.
NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; L = Left-turn, T = Through, R = Right-Turn.

At Sunset Boulevard & Descanso Drive, northbound through movements are expected to extend past the upstream intersection during both peak hours, while southbound through movement queues are projected to extend past the upstream intersection during only the PM peak hour. The addition of Project traffic would lengthen only these through movement queues. Northbound through movement queues would lengthen by 2 feet and 4 feet during the AM and PM peak hours, respectively. Southbound through movement queues would extend by 4 feet during the AM peak hour and would shorten during the PM peak hour. Assuming an average vehicle length of 25 feet, no queues would be increased by more than 0.2

vehicle lengths. Thus, the addition of the Project would not substantially lengthen queues that extend to upstream intersections under existing conditions.

Further, the northbound left-turn queues at Sunset Boulevard & Descanso Drive currently extend beyond the existing left-turn pocket storage capacity during both peak hours. The southbound left-turn queues are contained within the existing turn pocket length during both peak hours. The addition of Project traffic is not anticipated to lengthen the northbound left-turn queues during either peak hour. Thus, the Project is not anticipated to cause or substantially extend queuing that extends beyond upstream intersections, blocks cross streets, or results in spillover from turn pockets at Sunset Boulevard & Descanso Drive.

#### 5.2.1.5 FUTURE (2024) WITHOUT AND WITH PROJECT CONDITIONS

There are a number of other projects either under construction or planned for development in the surrounding area that may contribute future traffic volumes to the study locations. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected to be generated by these other projects. In order to evaluate future traffic conditions in the Project area, an analysis of Existing (2021) traffic volumes was first conducted, as described previously. For the analysis of future conditions, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to these existing volumes at the three study intersections to develop future year (2024) baseline traffic volumes.

The inclusion of the annual growth factor generally accounts for area-wide traffic volume increases. To ensure a conservative estimate of cumulative traffic conditions, the traffic volumes generated by "related projects" in the study area were also added to the future baseline traffic volumes. The total future volumes, including those due to related projects, formed the basis for the Future (2024) Without Project condition. Finally, the traffic expected to be generated by the Project was analyzed as an incremental addition to the Future (2024) Without Project condition, resulting in the Future (2024) With Project condition.

*Ambient Traffic Growth*

Based on an analysis of traffic growth projections in the Silver Lake – Echo Park – Elysian Valley Community Plan Area, the LADOT recommended the application of an ambient traffic growth factor of 1.0 percent per year for future traffic growth. This growth factor was used to account for increases in traffic volumes due to potential development projects not yet proposed or outside the study area. Compounded annually, the ambient traffic growth factor was applied to the Existing (2021) traffic volumes to develop the estimated baseline volumes for the future study year of 2024.

*Related Projects*

In addition to the use of the ambient growth rate, listings of potential projects located in the surrounding area ("related projects") that might be developed or under construction within the study time frame were obtained from the LADOT and Department of City Planning. Recently published transportation impact studies and environmental reports for development projects in the area were also reviewed. Per the TAG, the related projects from these sources and within an approximate 0.5-mile radius of the Project site were

included. Refinement of the information resulted in a total of five related projects in the surrounding area that could add traffic to the study intersections.

The locations of the related projects are shown in Figure 8, Related Project Location Map. The related project locations, descriptions, and trip generation estimates are summarized in Table 10. The number of trips expected to be generated by the related projects was obtained from information provided by public agencies, transportation impact analyses, and environmental reports, to the extent available. For related projects with incomplete trip generation and/or peak-hour directional (inbound/outbound) distribution information, estimates were determined by applying the appropriate trip generation rates and/or directional splits from the ITE *Trip Generation Manual* (10th Edition, 2017).

For the analysis of Future (2024) Without Project traffic conditions, each related project's generated trips were distributed and assigned to the study area circulation system, using methodologies similar to those previously described for the Project trip distribution and assignment. Summing the individual related project traffic volume assignments, the total related project traffic volumes at the study intersections were calculated and are shown in Figures 9(a) and 9(b) for the weekday AM and PM peak hours, respectively.

*Highway System Improvements*

In order to analyze properly future traffic conditions, an investigation was conducted regarding relevant future transportation improvements to the roadway system infrastructure in the Project study area. No traffic improvements were identified as scheduled for implementation that would affect use of the existing street system.

The goals and policies of the City's 2010 Bicycle Plan (City of Los Angeles Department of Planning, adopted March 1, 2011) have been folded into the Mobility Plan 2035. It is a Mobility Plan 2035 objective to complete the proposed bicycle paths, protected cycle tracks, bicycle lanes, routes, and priority Neighborhood Enhanced Network roadway segments by 2035. While some of these improvements have already been realized, the following improvements are schedules for implementation within the Project study area:

- Sunset Boulevard will add Tier 1 protected bicycle lanes between Hillhurst Avenue/Virgil Avenue and Figueroa Street, where the protected bicycle lanes will continue eastward along Cesar E Chavez Avenue. Striped bicycle lanes are already provided in both the eastbound and westbound directions along Sunset Boulevard in the vicinity of the Project, but the implementation of physically separated lanes would represent a facility upgrade. Vehicular lanes may have to be reconfigured to accommodate the bicycle facility upgrade.

Per information provided by LADOT staff, the abovementioned bicycle infrastructure improvement is not expected to be designed or constructed between now and the Project buildout year of 2024. As such, no changes to the future (2024) study intersection geometrics and/or traffic control conditions due to bicycle facility improvements have been assumed in the operational analysis.

A review of the LADOT Capital Improvement Projects and Bureau of Engineering Street Improvement Master Schedule revealed no projects that would affect operations at any of the study locations. As no

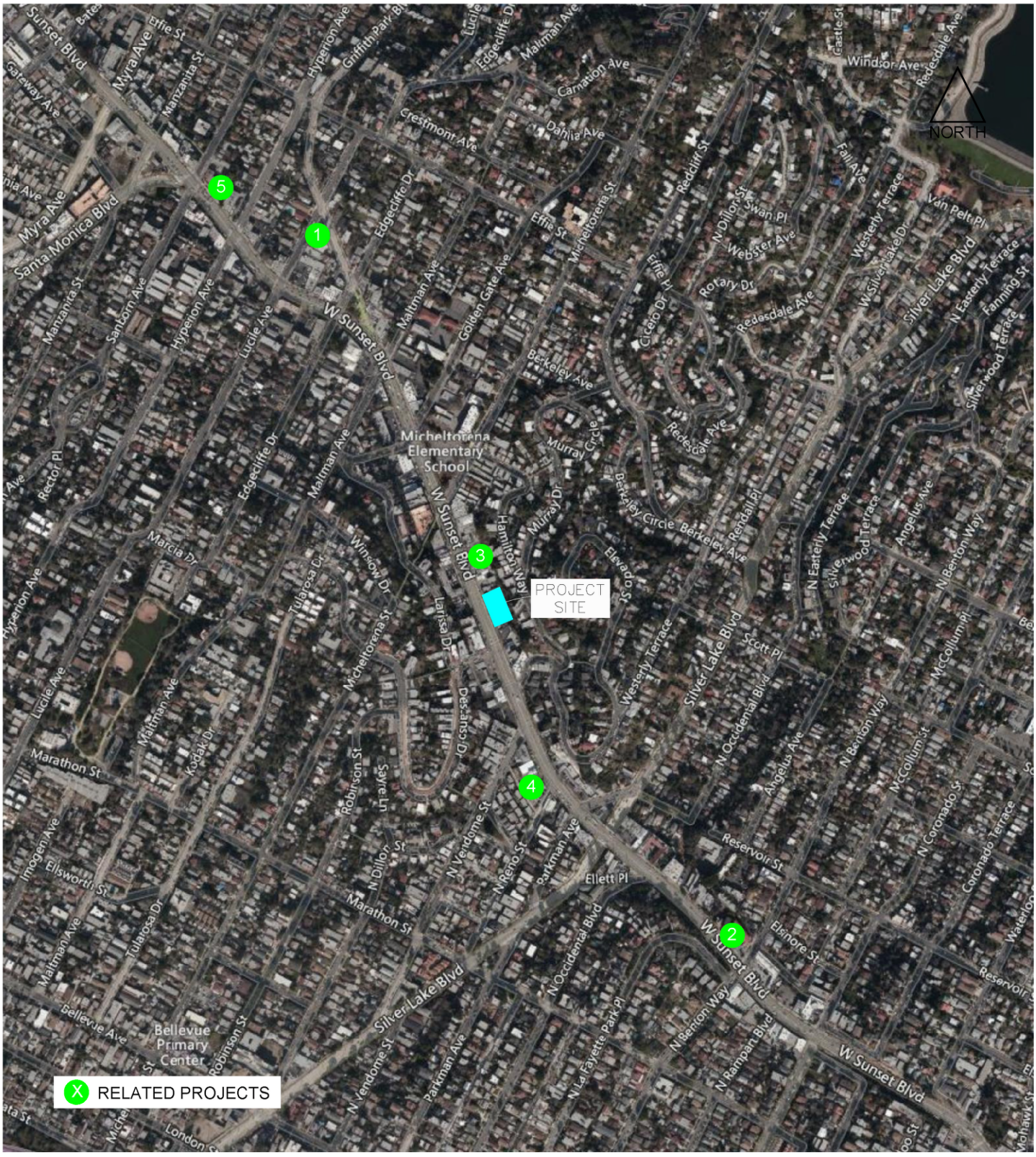



FIGURE 8

4/7/2021

FN: Sunset(3225 W)ResidentialMixedUse\GRAPHICS\RELPROJLOC

RELATED PROJECT LOCATION MAP

## Table 10: Related Project Locations, Descriptions, and Trip Generation Estimates

| NO. | ADDRESS/LOCATION | SIZE | PROJECT DESCRIPTION | DAILY | IN | OUT | TOTAL | IN | OUT | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. | 1629 N Griffith Park Boulevard | | **1629 Griffith Park Boulevard Hotel** [1] | **141** | **2** | **7** | **9** | **7** | **4** | **11** |
| | | 26 rm | Hotel | | | | | | | |
| | | 3,784 sf | Restaurant | | | | | | | |
| | | 2,497 sf | Bar | | | | | | | |
| 2. | 2711 W Sunset Boulevard | | **2711 W Sunset Boulevard Restaurant** [2] | **283** | **14** | **11** | **25** | **16** | **9** | **25** |
| | | 2,525 sf | Restaurant | | | | | | | |
| 3. | 3303 W Sunset Boulevard | | **Sunset (3303) Mixed-Use Project** [3] | **953** | **42** | **50** | **92** | **45** | **26** | **71** |
| | | 104 du | Apartments | | | | | | | |
| | | 800 sf | Coffee Shop | | | | | | | |
| | | 3,000 sf | Shopping Center | | | | | | | |
| | | 5,248 sf | Restaurant | | | | | | | |
| | | *(5,765) sf* | *Church (to be removed)* | | | | | | | |
| | | *(6,065) sf* | *Shopping Center (to be removed)* | | | | | | | |
| 4. | 3004 W Sunset Boulevard | | **3004 W. Sunset Boulevard Residential Project** [4] | **339** | **6** | **17** | **23** | **16** | **11** | **27** |
| | | 74 du | Apartments | | | | | | | |
| 5. | 3921 W Sunset Boulevard | | **Tartine Silver Lake** [2] | **347** | **17** | **14** | **31** | **19** | **11** | **30** |
| | | 3,097 sf | Restaurant | | | | | | | |

Notes:

rm = Rooms; sf = Square Feet; du = Dwelling Units.

[1] Net trip generation and peak-hour directional distribution provided by the LADOT Case Logging and Tracking System (CLATS) related projects database.

[2] Project description provided by the CIty Planning list of cases deemed complete for the Silver Lake - Echo Park - Elysian Valley Community Plan area and the City Planning website. Daily and peak-hour trip generation and directional trip distribution of trips based on ITE Land Use Code 932 (High-Turnover Sit-Down Restaurant), per the General Urban/Suburban setting.

[3] Traffic Impact Report for Proposed Sunset (3303) Mixed-Use Project, City of Los Angeles (Crain & Associates, April 2019).

[4] Transportation Assessment for the 3004 W. Sunset Boulevard Residential Project, City of Los Angeles (Crain & Associates, December 18, 2020).

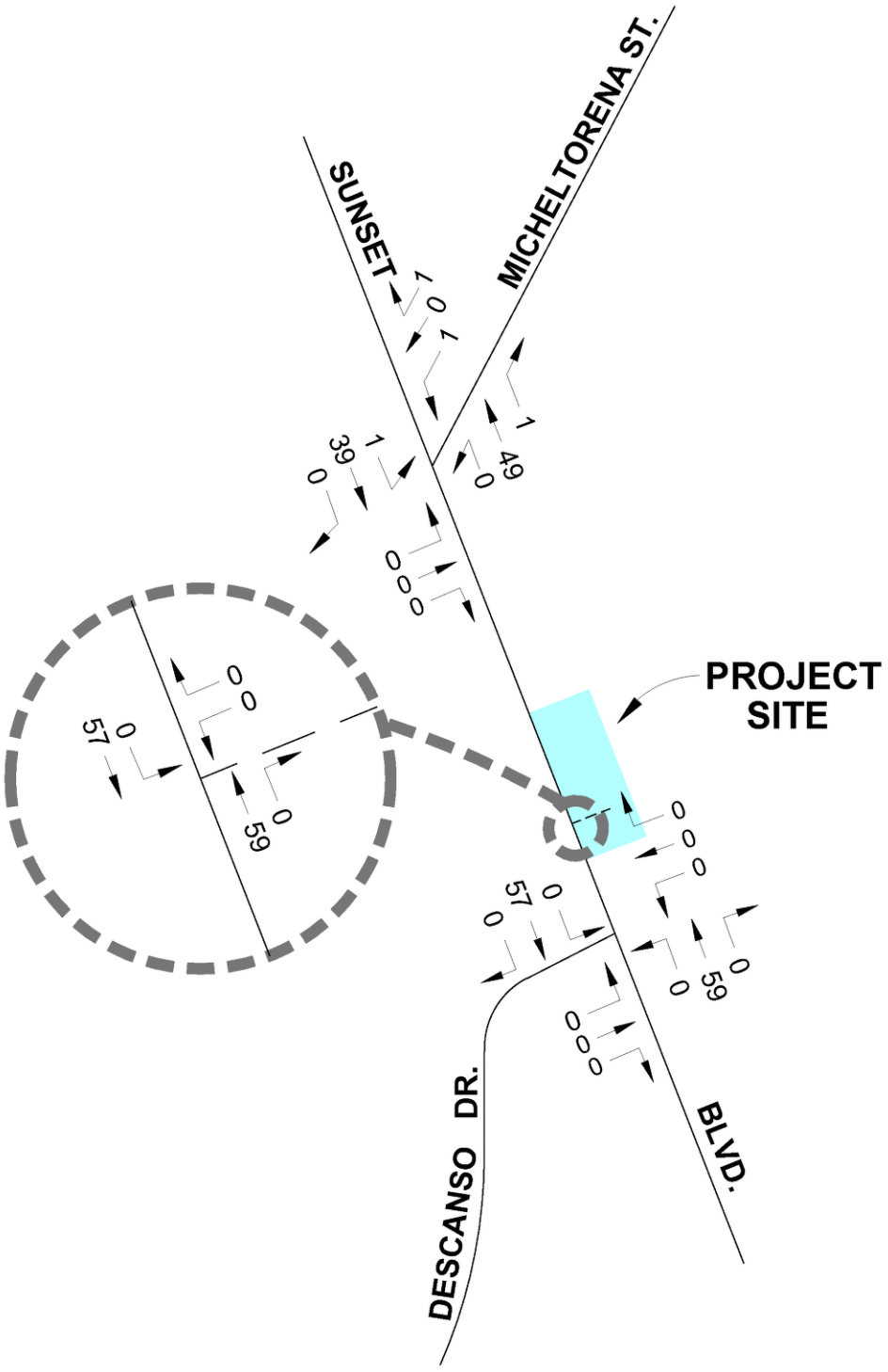



FIGURE 9(a)

3/12/2021

Sunset(3225 W)ResidentialMixedUseAM2024WO

TOTAL RELATED PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

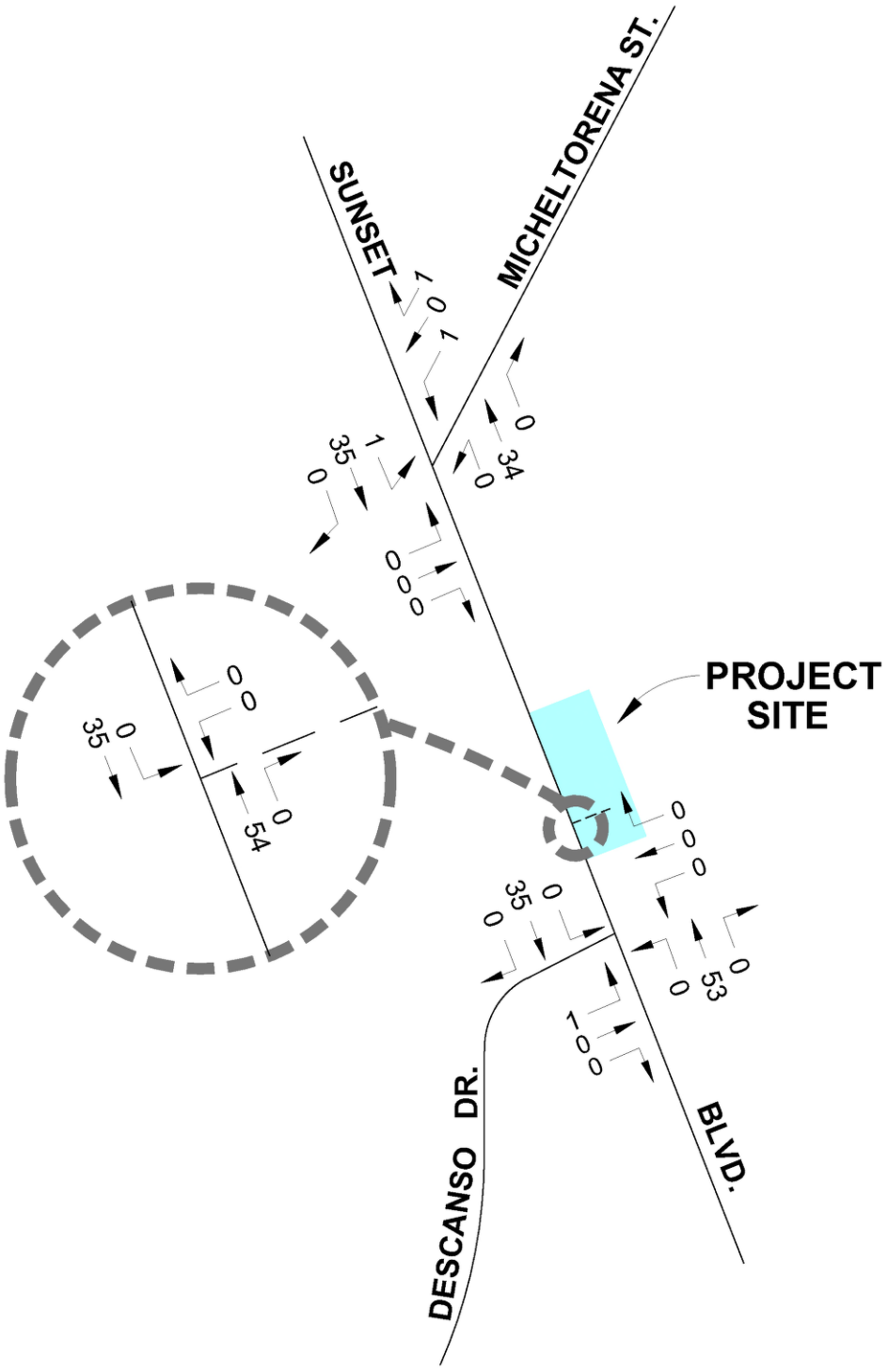



FIGURE 9(b)

3/12/2021

Sunset(3225 W)ResidentialMixedUse\PM2024WO

TOTAL RELATED PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

highway system improvements were identified, the existing and future intersection geometrics and traffic control conditions are assumed to be the same, as illustrated in Appendix F.

*Analysis of Future (2024) Traffic Conditions, Without and With Project*

The analysis of future traffic conditions at the study intersections was performed using the analysis procedures described previously in this report. Future (2024) baseline traffic volumes for the Without Project condition were determined by superimposing area-wide ambient traffic growth and the total related projects traffic volumes onto Existing (2021) traffic volumes. The Future (2024) Without Project traffic volumes are illustrated in Figures 10(a) and 10(b) for the weekday AM and PM peak hours, respectively. These volumes were used in the development of a Synchro model for Future (2024) Without Project conditions.

Net Project volumes [Figures 6(a) and 6(b)], as determined earlier, were then added to the Future (2024) Without Project traffic volumes to develop the Future (2024) With Project traffic volumes. The Future (2024) With Project weekday AM and PM peak-hour traffic volumes are shown in Figures 11(a) and 11(b), respectively. The Future (2024) With Project traffic volumes were incorporated into a Synchro model to determine the future delay and queuing conditions at the study intersections after Project completion. The Synchro delay and queue calculation worksheets for future traffic conditions are included in Appendix G.

The results of the delay-based quantitative analysis of future traffic conditions at the study intersections are summarized in Table 11. As shown, under Future (2024) Without Project conditions, traffic operations are expected to degrade when compared with existing conditions, due to ambient and related project traffic volume growth. The signalized study intersection of Sunset Boulevard & Descanso Drive is projected to operate at LOS A during both peak hours, while the intersection of Sunset Boulevard & Micheltorena Street is expected to operate at LOS F and LOS C during the AM and PM peak hours, respectively. The unsignalized intersection of Sunset Boulevard & the Project driveway is anticipated to operate with overall delays ranging from 0.1 to 0.2 seconds. The westbound, stop-controlled approach of this intersection is projected to operate at LOS D during both peak hours, with delays of 31.8 and 32.3 seconds during the AM and PM peak hours, respectively.

Following the addition of Project traffic, most approaches at the study intersections would experience increases in delay. Both signalized study intersections are projected to operate at the same LOS as under Future (2024) Without Project conditions, with increases in overall delay ranging between 0.0 to 0.4 seconds. At Sunset Boulevard & the Project driveway, the overall intersection is projected to experience delay increases of 0.2 seconds during the AM peak hour and 0.0 seconds during the PM peak hour. The westbound approach of this intersection is expected to degrade in LOS during only the AM peak hour. Under Future (2024) With Project conditions, the driveway approach would experience an increase in delay of 3.7 seconds during the AM peak hour and operate at LOS E, while in the PM peak hour it would experience an increase in delay of 0.7 seconds and continue to operate at LOS D. While operations along this approach are expected to degrade, the delay is expected to be experienced by a relatively small number of motorists and all queueing will occur on the Project site. Therefore, the increases in delay due to the Project at the study intersections are not expected to substantially affect the operations of the roadway network adjacent to the site.

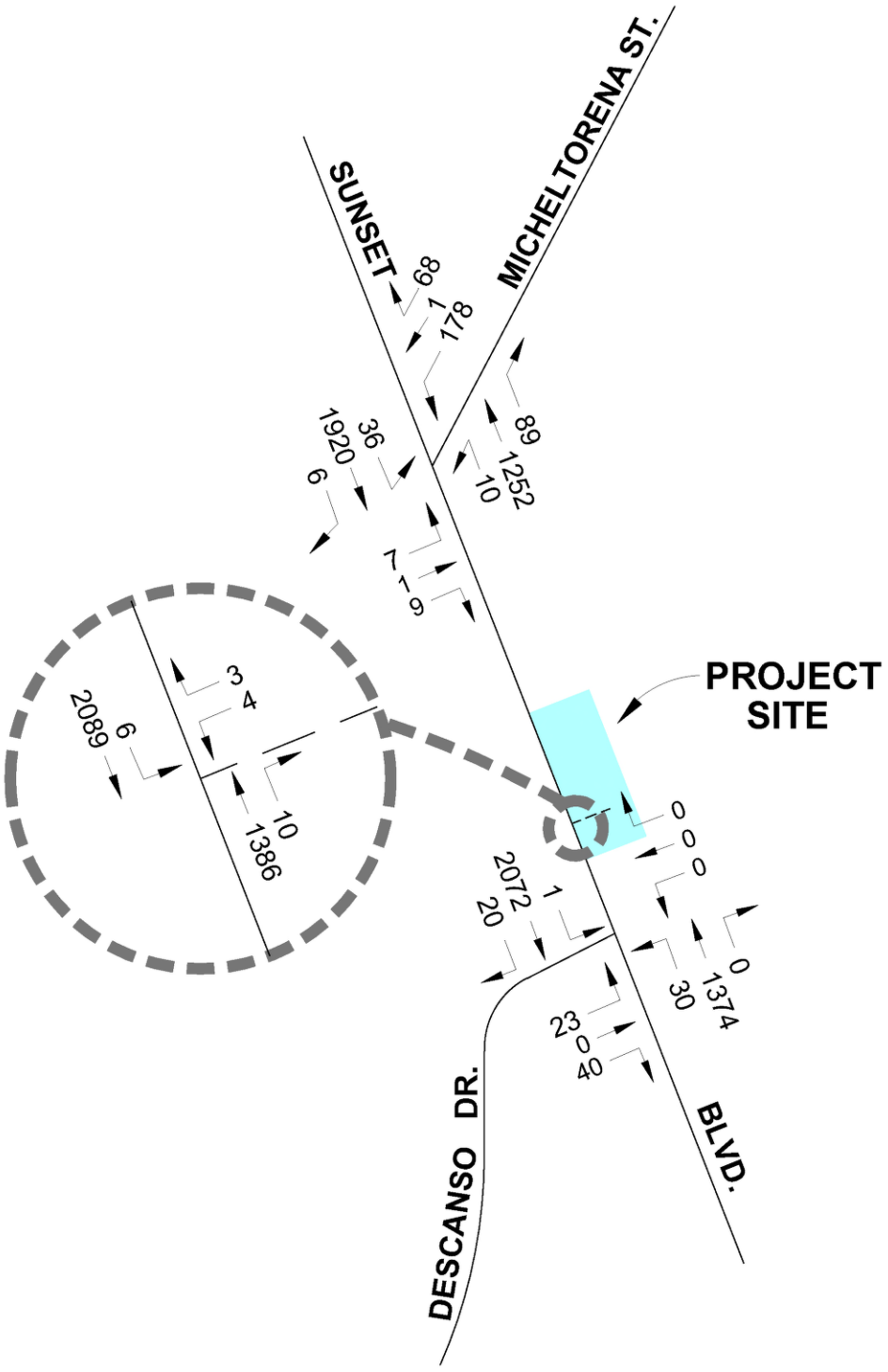



FIGURE 10(a)

3/12/2021

Sunset(3225 W)ResidentialMixedUseAM2024WO

FUTURE (2024) WITHOUT PROJECT
TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

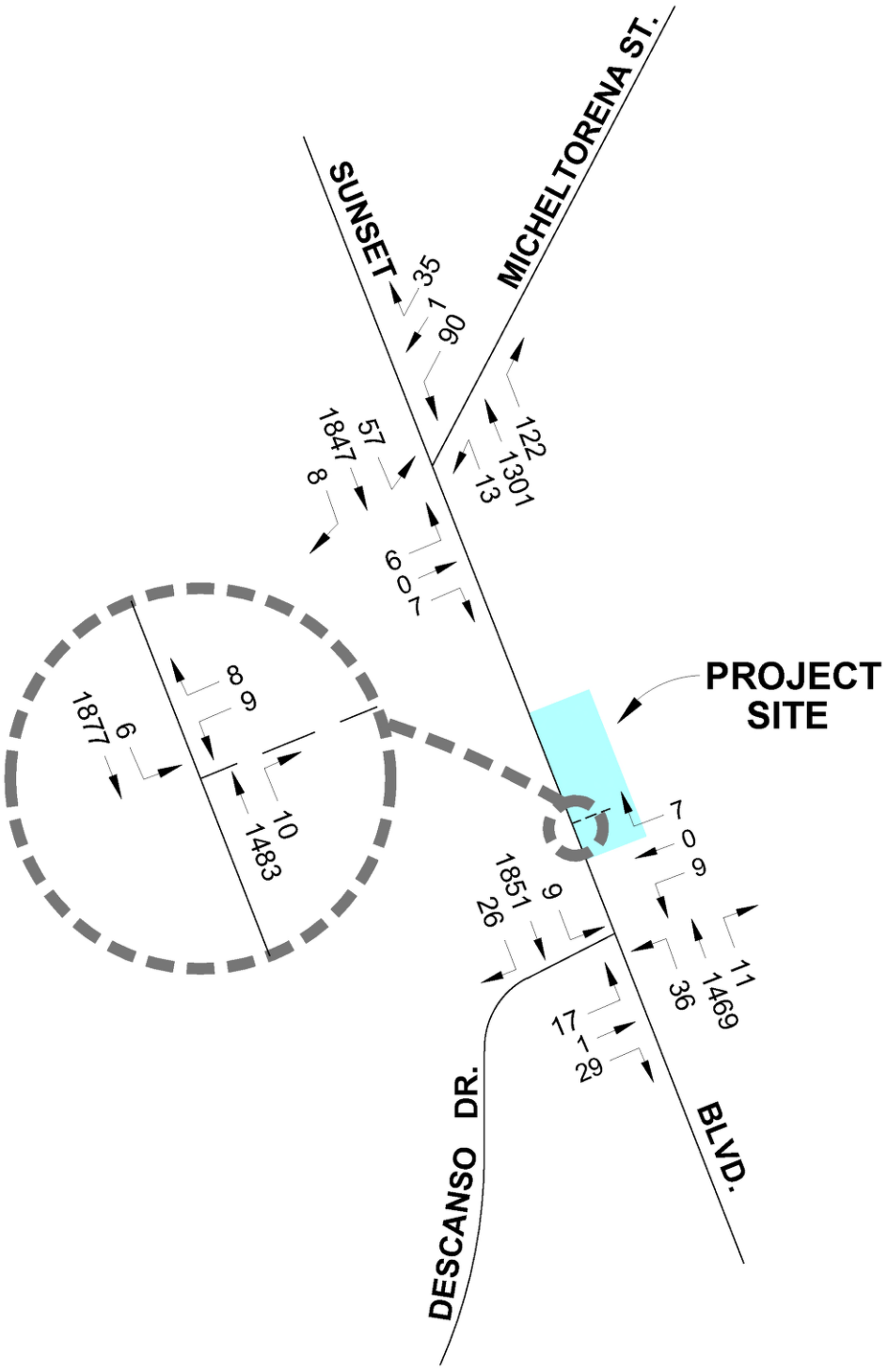



FIGURE 10(b)

3/12/2021

Sunset(3225 W)ResidentialMixedUse\PM2024WO

FUTURE (2024) WITHOUT PROJECT
TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

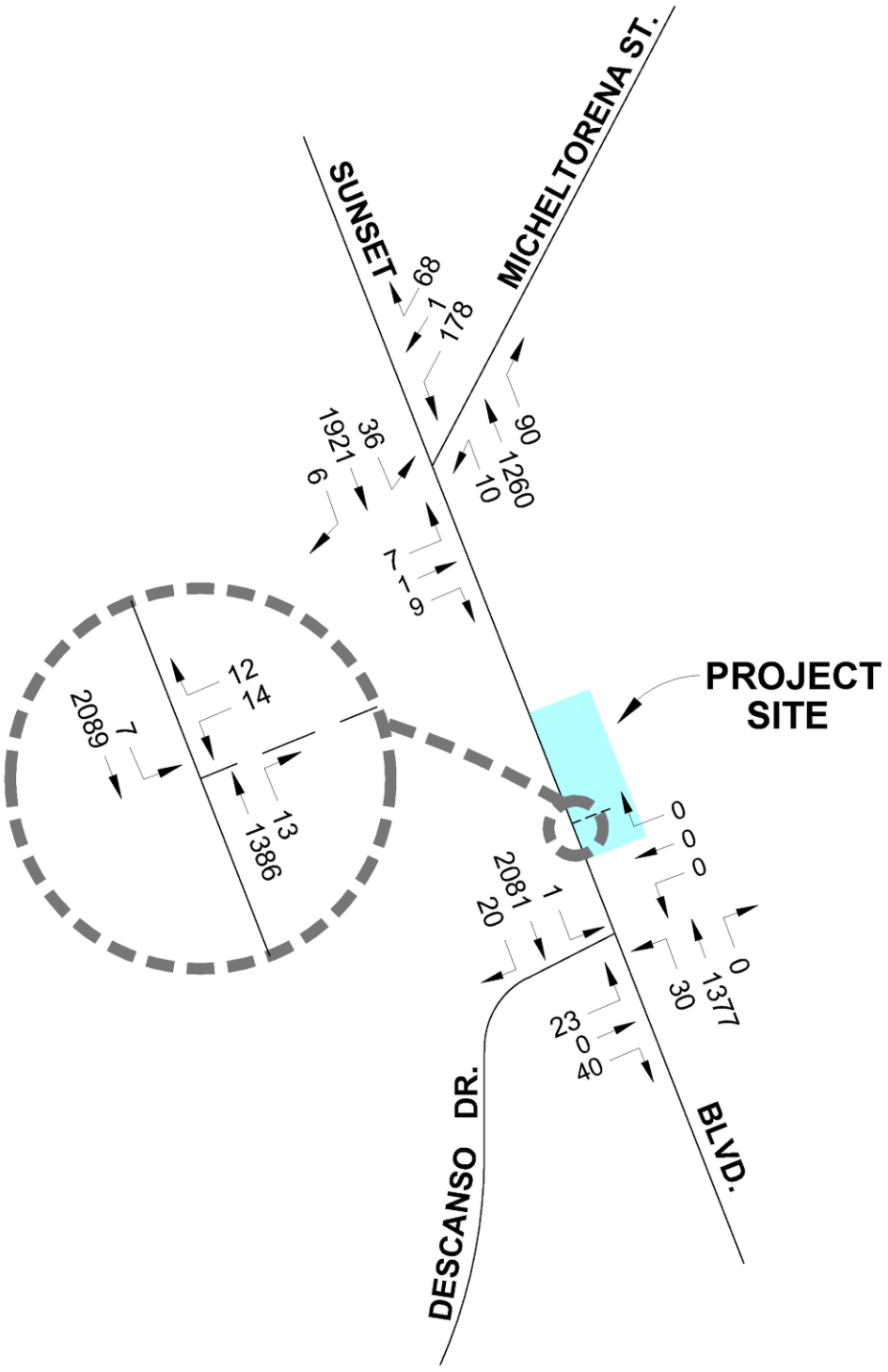



FIGURE 11(a)

3/12/2021

Sunset(3225 W)ResidentialMixedUse\AM2024WP

FUTURE (2024) WITH PROJECT
TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR

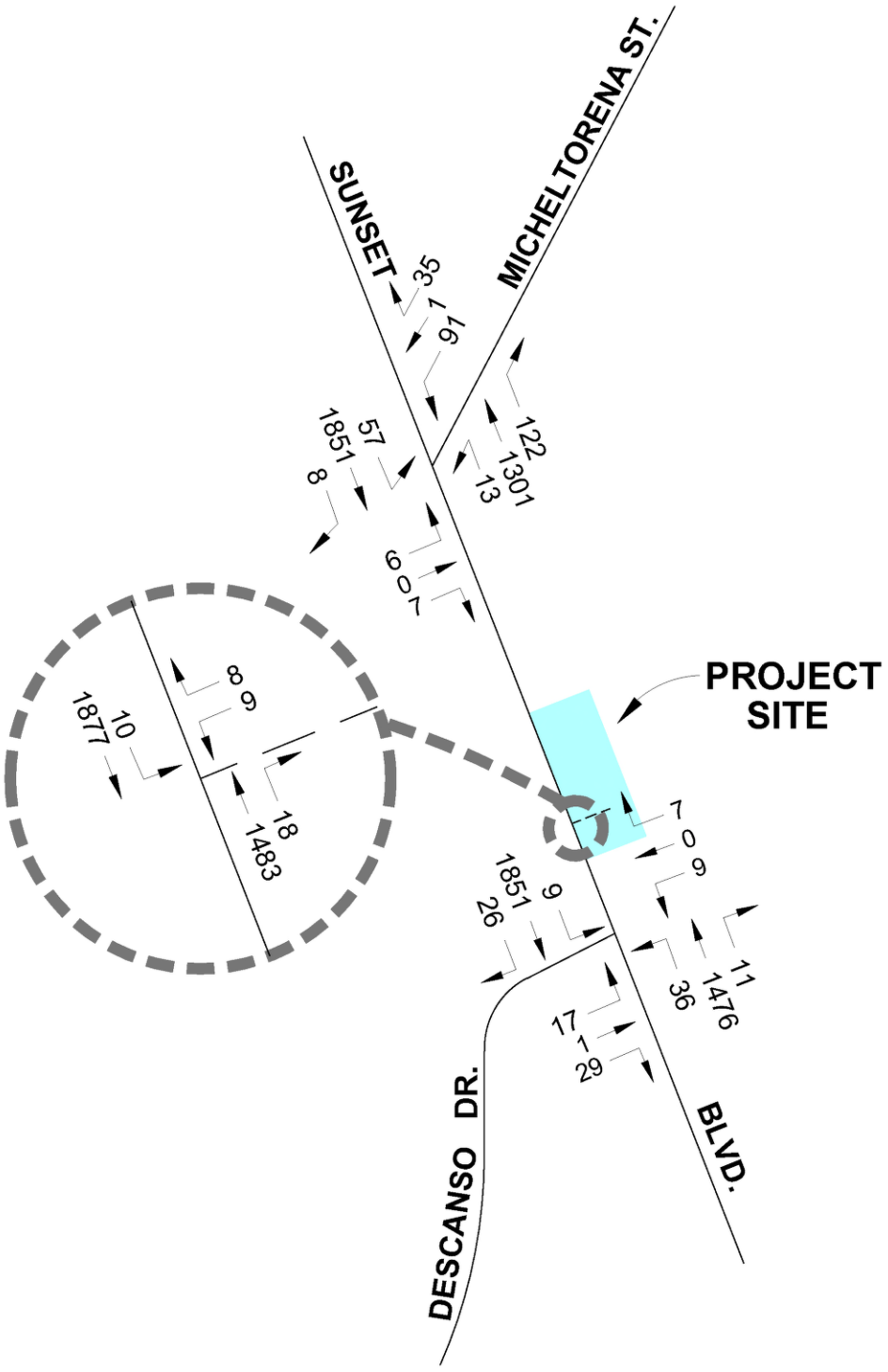



FIGURE 11(b)

3/12/2021

Sunset(3225 W)ResidentialMixedUse\PM2024WP

FUTURE (2024) WITH PROJECT
TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

## Table 11: Future (2024) Traffic Conditions
## Intersection Delay Summary

| No. | Intersection | Peak Hour | Approach | Without Project Delay[1] | Without Project LOS[2] | With Project Delay[1] | With Project LOS[2] | Change[3] |
|---|---|---|---|---|---|---|---|---|
| 1 | Sunset Boulevard & Micheltorena Street | AM | | 92.6 | F | 93.0 | F | 0.4 |
| | | PM | | 20.5 | C | 20.7 | C | 0.2 |
| 2 | Sunset Boulevard & Descanso Drive | AM | | 5.7 | A | 5.7 | A | 0.0 |
| | | PM | | 4.9 | A | 5.0 | A | 0.1 |
| 3 | Sunset Boulevard & Project Driveway | AM | Overall | 0.1 | - | 0.3 | - | 0.2 |
| | | | NB | 0.0 | - | 0.0 | - | 0.0 |
| | | | SB | 0.0 | - | 0.0 | - | 0.0 |
| | | | WB | 31.8 | D | 35.5 | E | 3.7 |
| | | PM | Overall | 0.2 | - | 0.2 | - | 0.0 |
| | | | NB | 0.0 | - | 0.0 | - | 0.0 |
| | | | SB | 0.0 | - | 0.1 | - | 0.1 |
| | | | WB | 32.3 | D | 33.0 | D | 0.7 |

Note:
[1] Delay in seconds; [2] LOS = Level of Service; [3] Change in delay reported in seconds.
Per the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis* , at two-way stop-controlled intersections, LOS is not defined for the intersection or for the major-street approaches.

Queuing conditions were analyzed under future conditions at the unsignalized study intersection. The queue lengths, measured in number of vehicles, are shown in Table 12 for Future (2024) traffic conditions. Under Future (2024) Without Project conditions, the Sunset Boulevard & Project driveway intersection is expected to experience minimal vehicle queuing, with southbound and westbound left-turn queues of 0.4 vehicle lengths or less during both peak hours. The addition of Project traffic is expected to result in minor increases to queue lengths along the southbound approach during both peak hours and the westbound approaches during only the AM peak hour. The southbound left-turn queues are projected to lengthen by 0.1 vehicle lengths during both peak hours, while the westbound left-turn queue is expected to lengthen by 0.5 vehicle lengths during the AM peak hour. Despite the increase, queuing along the Project driveway approach is expected to remain under one vehicle length during both peak hours. Therefore, the Project is not anticipated to significantly worsen or contribute to adverse queuing conditions at the unsignalized study intersection.

Queuing conditions were also analyzed at the signalized study intersections under future conditions. Table 13 presents the 95th percentile vehicle queue results for all approaches and turning movements at the two signalized study intersections under Future (2024) traffic conditions. Under Future (2024) Without Project conditions, maximum queues at the intersection of Sunset Boulevard & Micheltorena Street are expected to extend past upstream intersections for the westbound through movement during the AM peak hour and the southbound through movement during both peak hours. Following the addition of Project traffic, only queues for these through movements are expected to extend past upstream intersections during the same peak hours. The addition of Project traffic is anticipated to lengthen the northbound through movement queue during the AM peak hour and the southbound and westbound through movement queues during the PM peak hour. All queues would extend by less than 10 feet due to Project

**Table 12: Future (2024) Traffic Conditions**
**Unsignalized Intersection Queuing Summary**

| No. | Intersection | Peak Hour | Approach | Without Project Length[3] | With Project Length[3] | With Project Change[4] |
|---|---|---|---|---|---|---|
| 3 | Sunset Boulevard & Project Driveway | AM | NB[1] | - | - | - |
| | | | SB[2] | 0.0 | 0.1 | 0.1 |
| | | | WB | 0.2 | 0.7 | 0.5 |
| | | PM | NB[1] | - | - | - |
| | | | SB[2] | 0.0 | 0.1 | 0.1 |
| | | | WB | 0.4 | 0.4 | 0.0 |

Notes:
[1] No queue length reported as the approach is uncontrolled and left-turns are not permitted.
[2] Queues lengths along uncontrolled approach corresponds to the queue of left-turning vehicles.
[3] 95th percentile queue length in number of vehicles.
[4] Change in queue length reported in number of vehicles.

traffic. The movements experiencing the greatest increase in queue lengths at this intersection are the northbound through movement during the AM peak hour (increase of 9 feet) and the southbound through movement during the PM peak hour (increase of 3 feet). Assuming an average vehicle length of 25 feet, these movements' queues would lengthen by less than 0.4 vehicle lengths during the peak hours.

In addition, at Sunset Boulevard & Micheltorena Street, southbound left-turn queues are projected to extend beyond the existing turn pocket storage capacity during the PM peak hour under Future (2024) Without Project conditions. All other turning movement queues are expected to be accommodated by the existing turn pocket capacity. Following the addition of Project traffic, turning movement queues would not lengthen for any turning movements during either peak hour. Thus, the Project is not anticipated to cause or substantially extend queuing that extends beyond upstream intersections, blocks cross streets, or results in spillover from turn pockets at Sunset Boulevard & Micheltorena Street.

Under Future (2024) Without Project conditions, at Sunset Boulevard & Descanso Drive, northbound through movement queues are projected to extend past the upstream intersection during both peak hours and southbound through movement queues are expected to extend past the upstream intersection during the PM peak hour. The addition of Project traffic would lengthen only these through movement queues. Northbound through queues would lengthen by 2 feet and 4 feet during the AM and PM peak hours, respectively, and southbound through queues would extend by 4 feet during the AM peak hour and shorten during the PM peak hour. Assuming an average vehicle length of 25 feet, these queues would be increased by less than 0.2 vehicle lengths.

Further, the northbound left-turn queues at Sunset Boulevard & Descanso Drive are projected to extend beyond the existing left-turn pocket capacity during both peak hours under Future (2024) Without Project conditions. Southbound left-turn queues would not extend beyond the left-turn pocket storage. The addition of Project traffic would not lengthen any of these left-turn queues under future conditions. Therefore, the Project is not anticipated to cause or substantially extend queuing that extends beyond upstream intersections, blocks cross streets, or results in spillover from turn pockets at Sunset Boulevard & Descanso Drive.

**Table 13: Future (2024) Traffic Conditions**
**Signalized Intersection Queuing Summary**

| No. | Intersection | Peak Hour | Approach | Storage Capaity (ft) | Without Project Queue Length[1] | | With Project Queue Length[1] | | Change[2] |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Sunset Boulevard & Micheltorena Street | AM | NBL | 60 | 11 | | 11 | | 0 |
| | | | NBT | 765 | 694 | | 703 | | 9 |
| | | | SBL | 75 | 65 | | 65 | | 0 |
| | | | SBT | 280 | 1035 | * | 1035 | * | 0 |
| | | | EBT[3] | 50 | 26 | | 26 | | 0 |
| | | | WBT | 275 | 416 | * | 416 | * | 0 |
| | | PM | NBL | 60 | 15 | | 15 | | 0 |
| | | | NBT | 765 | 661 | | 661 | | 0 |
| | | | SBL | 75 | 108 | * | 108 | * | 0 |
| | | | SBT | 280 | 938 | * | 941 | * | 3 |
| | | | EBT[3] | 50 | 0 | | 0 | | 0 |
| | | | WBT | 275 | 110 | | 111 | | 1 |
| 2 | Sunset Boulevard & Descanso Drive | AM | NBL | 55 | 59 | * | 59 | * | 0 |
| | | | NBT | 160 | 394 | * | 396 | * | 2 |
| | | | SBL | 60 | 0 | | 0 | | 0 |
| | | | SBT | 755 | 602 | | 606 | | 4 |
| | | | EBT | 170 | 77 | | 77 | | 0 |
| | | | WBT[3] | 50 | 0 | | 0 | | 0 |
| | | PM | NBL | 55 | 71 | * | 71 | * | 0 |
| | | | NBT | 160 | 418 | * | 422 | * | 4 |
| | | | SBL | 60 | 0 | | 0 | | 0 |
| | | | SBT | 755 | 770 | * | 767 | * | -3 |
| | | | EBT | 170 | 13 | | 13 | | 0 |
| | | | WBT[3] | 50 | 22 | | 22 | | 0 |

Notes:
[1] 95th percentile vehicle queue lengths in number of feet.
[2] Change in queue length reported in number of feet.
[3] Storage capacity along driveway approaches assumed to be two vehicle lengths (approximately 50 feet).
* Queue extends beyond upstream intersection or exceeds turn-pocket capacity.
NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; L = Left-turn, T = Through, R = Right-Turn.

### 5.2.2 PASSENGER LOADING EVALUATION

Due to the increased prevalence of driver-for-hire transportation network companies (TNCs), the TAG requires an evaluation of passenger loading areas for development projects. On-street parking is provided along Sunset Boulevard. Therefore, the majority of passenger loading will occur within the Project's parking facilities. Passenger loading within the Project site will allow passengers to unload in an area with few vehicular conflicts and slow-moving vehicles, allowing loading activities not to interfere with through traffic along Sunset Boulevard. It is anticipated that the site's passenger loading demand will be low enough to be accommodated in this location. Thus, the Project's passenger loading activities are not anticipated to adversely affect the operations of the adjacent roadways.

## 5.3 PROJECT CONSTRUCTION

The TAG requires an evaluation of potential effects to pedestrian, bicycle, transit, and vehicle circulation resulting from the construction activities of development projects. In order to assist in determining whether further analysis of these construction-related effects is required, the TAG establishes seven screening criteria to identify development projects that may reduce the functionality of nearby transportation facilities. Further analysis of construction activities is required if any of the following screening criteria are met:

1. The development project requires construction activities to take place within the right-of-way of a Boulevard or Avenue, which would necessitate temporary, lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street).
2. The development project requires construction activities to take place within the right-of-way of a Collector or Local Street, which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and overnight closures if on a residential street).
3. In-street construction activities would result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of bicycle parking to an existing land use for more than one day (including day and evening hours and overnight closures if access is lost to residential uses).
4. In-street construction activities would result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours.
5. In-street construction activities would result in the temporary loss, for more than one day, of an existing bus stop or the rerouting of a bus route that serves the development project site.
6. Construction activities would result in the temporary removal and/or loss of on-street metered parking for more than 30 days.
7. The development project would involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24 feet wide in a hillside area.

Most construction activities for the Project are anticipated to be contained within the Project site. Concrete pours may require the temporary closure of a portion of the roadway width along Sunset Boulevard, adjacent to the site. The duration of these closures is expected to be short-term. Pedestrian circulation around the site will remain accessible during most phases of construction as overhead sidewalk protection will be erected along the sidewalk adjacent to the Project site. However, the existing site driveways on Sunset Boulevard will be removed and a new driveway will be constructed at the southwest corner of the Project site. The removal of existing driveways and construction of a new driveway will involve the short-term closure of the sidewalk in front the Project site. Although the short-term sidewalk closure technically blocks an ADA pedestrian access route, the presence of a sidewalk on the other side of Sunset Boulevard (as well as convenient crosswalks crossing Sunset Boulevard at Descanso Drive and Micheltorena Street) continue to ensure appropriate ADA access to transit facilities along Sunset Boulevard. Construction staging may occupy the parking lane adjacent to the Project site. This may require the displacement of some on-street parking. All construction activity is temporary; therefore, any disruptions would be relatively short-term in nature.

In addition, the Project will prepare a Construction Staging and Traffic Management Plan, to be approved by the LADOT. This plan will detail the measures enacted to mitigate negative effects on traffic during construction related to designated haul routes and staging areas, traffic control procedures, emergency access provisions, and construction crew parking. The Project shall obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction will be coordinated with the City of Los Angeles Department of Building and Safety (LADBS) to minimize the effects of construction traffic to congested roadways and residential streets. With the implementation of these measures, the Project construction would not adversely affect the pedestrian, bicycle, transit, and vehicular circulation around the Project site and no further analysis is required.

## 5.4 RESIDENTIAL STREET CUT-THROUGH ANALYSIS

The TAG seeks to identify whether cut-through traffic resulting from a development project would considerably increase average daily traffic (ADT) along residential Local Streets near the development site. Cut-through trips result from the traffic diverting from congested arterial streets to roadways with residential use frontage that are designated as Local Streets. The TAG establishes preliminary screening criteria to identify development projects that may contribute a significant amount of cut-through traffic to nearby residential streets. Further analysis may be required if both of the following screening criteria are met:

1. The development project would generate a net increase of 250 or more daily vehicle trips.
2. The development project includes a discretionary action that would be under review by the Department of City Planning.

As described previously, the Project proposes a total of 82 multifamily residential dwelling units, 8 of which would be reserved for affordable housing, and up to 10,000 square feet of commercial land uses. These uses will generate, per the VMT Calculator, 452 net daily vehicle trips without consideration of the Project's proposed TDM features. The Project also requires review by the Department of City Planning. Therefore, an assessment of the roadways in the vicinity of the Project area must be conducted to determine whether Project traffic is likely to be shifted from the arterial roadways to residential Local Streets. The following three conditions must be present when selecting residential street segments for analysis:

- The development project is located along a currently congested Boulevard or Avenue and adds trips that may lead to trip diversion to parallel routes along residential Local Streets.
- The development project is projected to add a substantial amount of traffic to the congested Boulevard(s), Avenue(s), or Collector(s) that could potentially cause a shift to alternative route(s).
- Nearby local residential street(s) provide motorists with a viable alternative route.

The Project is located on the east (north) side of Sunset Boulevard, which is classified as an Avenue I roadway per Mobility Plan 2035. All Project traffic will arrive to and depart from the Project site using this roadway. The area surrounding the Project site is hilly and is generally served by curvy and discontinuous Local Streets which would not be considered viable alternative routes to nearby Boulevards and Avenues. Therefore, it is not anticipated that Project traffic will result in adverse conditions along residential Local Street segments.

# 6 MITIGATION MEASURES AND RECOMMENDED ACTIONS

Project transportation impacts were analyzed for CEQA and non-CEQA related issues in this transportation assessment report. As indicated in the preceding analyses, the Project is not expected to conflict with City plans, programs, ordinances, or policies; cause substantial VMT; or substantially increase hazards. Thus, no CEQA transportation-related mitigation measures are required for the Project.

Additionally, the Project is not anticipated to adversely affect pedestrian, bicycle, and transit access; cause Project access or circulation constraints; generate substantial construction interference to pedestrian, bicycle, transit, and vehicle circulation; or result in residential street cut-through burdens. Therefore, based on the non-CEQA analysis, no recommended actions were deemed necessary to address deficiencies in the circulation system surrounding the Project site.

# APPENDIX A

# TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING (SIGNED FEBRUARY 1, 2021)

LADOT

# Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

## I. Project Information

Project Name: 3225 Sunset

Project Address: 3209, 3211, 3213, 3215, 3217, 3221, 3223, 3225, 3227 W. Sunset Boulevard

Project Description: The project consists of a new six-story, residential mixed-use project with 82 multifamily residential dwelling units (8 of which will be reserved for affordable housing), up to 2,500 square feet of retail space, up to 2,800 square feet of restaurant space, and up to 4,000 square feet of office space. The existing on-site use (13,380 square-foot Sunset Body Works auto repair facility) will be removed as part of the project. Automobile parking will be provided on-site, with up to 93 automobile parking spaces accessed via a single driveway intersecting Sunset Boulevard at the southeast end of the site. Bicycle parking will be provided in accordance with LAMC requirements.

LADOT Project Case Number: CEN20-50861 Project Site Plan attached? *(Required)* ■ Yes □ No

## II. Transportation Demand Management (TDM) Measures

Provide any transportation demand management measures that are being considered where the eligibility needs to be verified in advance (e.g. bike share kiosks, unbundled parking, microstransit service, etc.). Note that LADOT staff will make the final determination if TDM measures eligibility for a particular project. Please confirm eligibility with the LADOT Planning and Bureau staff assigned to your project.

1 Reduce Parking Supply
2 Include Bike Parking Per LAMC
3 _____
4 _____

Select any TDM measures that are currently being considered that may be eligible as a Project Design Feature[1]:

| | |
|---|---|
| ☒ | Reduced Parking Supply[2] |
| ☒ | Bicycle Parking and Amenities |
| ☐ | Parking Cash Out |

## III. Trip Generation

Trip Generation Rate(s) Source: ITE 10th Edition / Other City of Los Angeles Affordable Housing Trip Generation Rates

| Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)* | Yes | No |
|---|---|---|
| Transit Usage | ■ | □ |
| Existing Active or Previous Land Use | ■ | □ |
| Internal Trip | ■ | □ |
| Pass-By Trip | ■ | □ |
| Transportation Demand Management (See above) | □ | ■ |

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ■ Yes □ No

| | IN | OUT | TOTAL |
|---|---|---|---|
| AM Trips | 4 | 18 | 22 |
| PM Trips | 12 | 0 | 12 |

NET Daily Vehicle Trips (DVT)
____ DVT (ITE __ ed.)
452 DVT (VMT Calculator ver. 1.3 )

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or state law.
[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or a the City/s Transit Oriented ted Community Guidelines.

LADOT

City of Los Angeles Transportation Assessment MOU
LADOT Project Case No: _____

## IV. Study Area and Assumptions

Project Buildout Year: 2024 Ambient Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ■ Yes □ No

STUDY INTERSECTIONS and/or STREET SEGMENTS *(May be subject to LADOT revision after access, safety and circulation evaluation)*

1 Micheltorena Street & Sunset Boulevard
2 Descanso Drive & Sunset Boulevard
3 Project Driveway & Sunset Boulevard
4 _____

Is this Project located on a street within the High Injury Network? ■ Yes □ No

## V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 total DVT? □ Yes ■ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? □ Yes ■ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? □ Yes ■ No

If questions a., b., or c. is Yes then complete **Attachment C.1: Access Assessment Criteria.**

## VI. SITE PLAN and MAP of Study Area

| Does the attached site plan or map of study area show | Yes | No | Not Applicable |
|---|---|---|---|
| Each study intersection and/or street segment | ■ | □ | □ |
| Project Vehicle Peak Hour trips at each study intersection | ■ | □ | □ |
| Project Vehicle Peak Hour trips at each project access point | ■ | □ | □ |
| Project driveways (show widths and directions or lane assignment) | ■ | □ | □ |
| Pedestrian access points and any pedestrian paths | ■ | □ | □ |
| Pedestrian loading zones | ■ | □ | □ |
| Delivery loading zone or area | □ | □ | ■ |
| Bicycle parking onsite | ■ | □ | □ |
| Bicycle parking offsite (in public right-of-way) | ■ | □ | □ |

## VII. Contact Information

| | CONSULTANT | DEVELOPER |
|---|---|---|
| Name: | KOA/Crain & Associates | Sunset Twins-HH, LLC |
| Address: | 300 Corporate Pointe, Suite 470, Culver City, CA 90230 | 1525 S. Broadway, Los Angeles, CA 90015 |
| Phone Number: | 310-473-6508 | 425-765-8512 |
| E-Mail: | rkelly@crainandassociates.com | mike.mayer@ryda.us |

| Approved by: | x Ryan J. Kelly (Digitally signed by Ryan J. Kelly Date: 2021.01.22 11:06:03 -08'00') | 1/22/21 | x | 2-1-2021 |
|---|---|---|---|---|
| | Consultant's Representative | Date | LADOT Representative | *Date |

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

# ATTACHMENT 1

# CONCEPTUAL PROJECT SITE PLAN

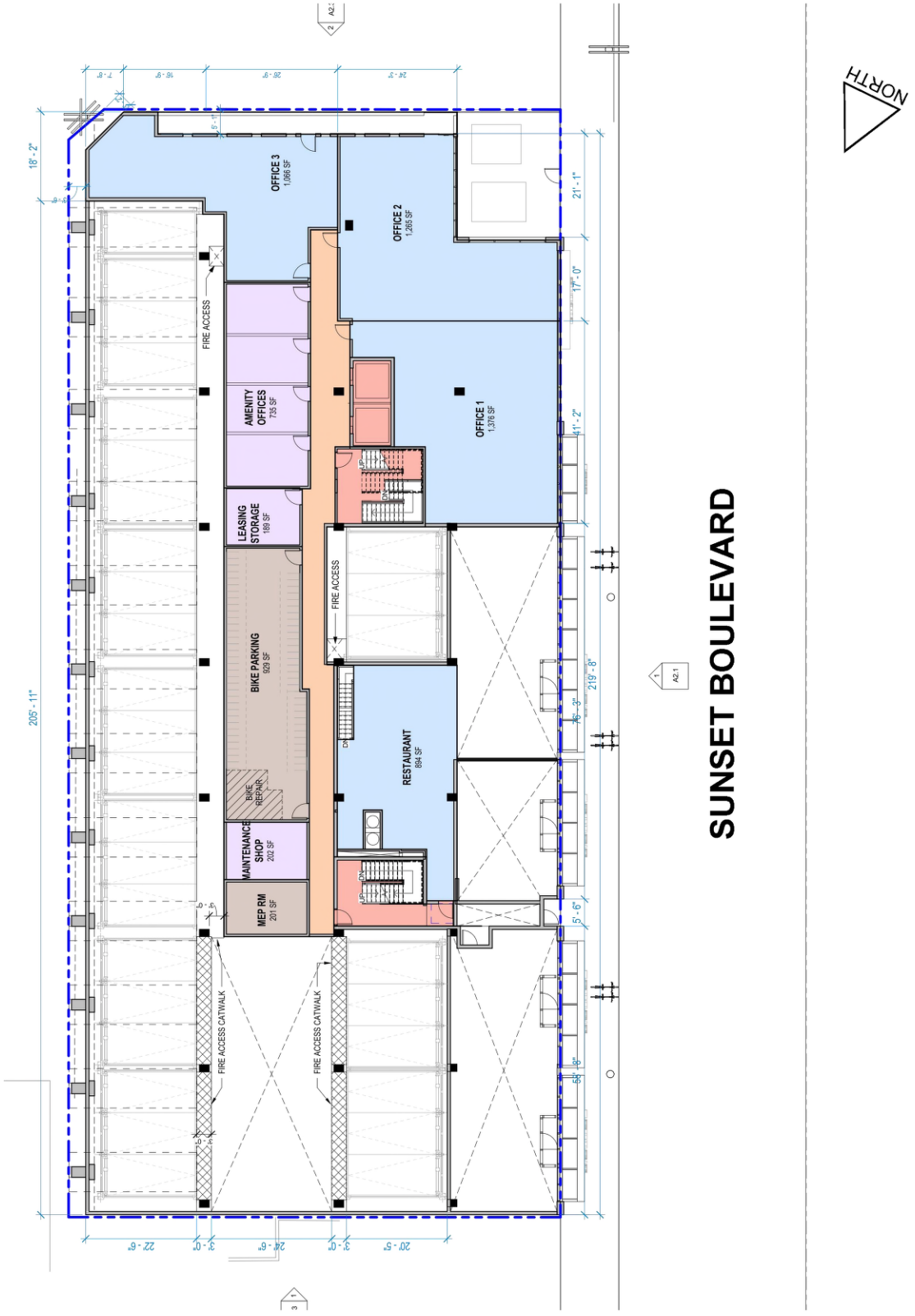



ATTACHMENT 1(a)

1/21/2021

FN: Sunset(3225 W)ResidentialMixedUse\SITE-PLAN

CONCEPTUAL PROJECT SITE PLAN
GROUND LEVEL




ATTACHMENT 1(b)

1/21/2021

FN: Sunset(3225 W)ResidentialMixedUse\SITE-PLAN

CONCEPTUAL PROJECT SITE PLAN
MEZZANINE LEVEL

# ATTACHMENT 2

# WEEKDAY TRIP GENERATION RATES AND SUMMARY

**ATTACHMENT 2**

**3225 SUNSET PROJECT**
**WEEKDAY TRIP GENERATION RATES AND SUMMARY[1]**

| Land Use | ITE Code | Intensity[2] | AM Peak Hour In | AM Peak Hour Out | AM Peak Hour Total | PM Peak Hour In | PM Peak Hour Out | PM Peak Hour Total |
|---|---|---|---|---|---|---|---|---|
| ***Trip Generation Rates*** | | | | | | | | |
| Multifamily Housing (Mid-Rise) | 221 | 1 du | 26% | 74% | 0.36 | 61% | 39% | 0.44 |
| General Office Building | 710 | 1 ksf | 86% | 14% | 1.16 | 16% | 84% | 1.15 |
| Shopping Center | 820 | 1 ksf | 62% | 38% | 0.94 | 48% | 52% | 3.81 |
| High-Turnover (Sit-Down) Restaurant | 932 | 1 ksf | 55% | 45% | 9.94 | 62% | 38% | 9.77 |
| Automobile Care Center | 942 | 1 ksf | 66% | 34% | 2.25 | 48% | 52% | 3.11 |
| Affordable Housing - Family (LADOT) | -- | 1 du | 40% | 60% | 0.55 | 55% | 45% | 0.43 |

| ***Trip Generation Summary*** | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Description** | **Size** | **AM Peak Hour In** | **AM Peak Hour Out** | **AM Peak Hour Total** | **PM Peak Hour In** | **PM Peak Hour Out** | **PM Peak Hour Total** |
| *PROPOSED USES* | | | | | | | |
| *Residential* | | | | | | | |
| Multifamily Housing (Mid-Rise) | 74 du | 7 | 20 | 27 | 20 | 13 | 33 |
| Affordable Housing - Family | 8 du | 2 | 2 | 4 | 2 | 1 | 3 |
| Residential Total Baseline Vehicle Trips | 82 du | 9 | 22 | 31 | 22 | 14 | 36 |
| Residential Person Trips[3] | | 14 | 33 | 47 | 33 | 21 | 54 |
| Residential Internal Person Trips[4] | | 1 | 5 | 6 | 5 | 6 | 11 |
| Residential External Person Trips[4] | | 13 | 28 | 41 | 28 | 15 | 43 |
| Residential External Trips by Vehicle (including pass-by trips)[4] | | 7 | 15 | 22 | 15 | 7 | 22 |
| Residential External Trips by Transit[4] | | 1 | 1 | 2 | 1 | 1 | 2 |
| Residential External Trips by Walk/Bicycle[4] | | 2 | 5 | 7 | 5 | 3 | 8 |
| Residential External Trips by Vehicle (with pass-by trip adjustment)[5] | | 7 | 15 | 22 | 15 | 7 | 22 |
| *Retail* | | | | | | | |
| Retail Baseline Vehicle Trips | 2.500 ksf | 1 | 1 | 2 | 5 | 5 | 10 |
| Retail Total Person Trips[3] | | 2 | 2 | 4 | 8 | 8 | 16 |
| Retail Total Internal Person Trips[4] | | 0 | 0 | 0 | 6 | 4 | 10 |
| Retail Total External Person Trips[4] | | 2 | 2 | 4 | 2 | 4 | 6 |
| Retail External Trips by Vehicle (including pass-by trips)[4] | | 1 | 1 | 2 | 1 | 2 | 3 |
| Retail External Trips by Transit[4] | | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail External Trips by Walk/Bicycle[4] | | 0 | 0 | 0 | 0 | 1 | 1 |
| Retail External Trips by Vehicle (with pass-by trip adjustment)[6] | | 1 | 1 | 2 | 1 | 1 | 2 |
| *Restaurant* | | | | | | | |
| High-Turnover (Sit-Down) Restaurant Baseline Vehicle Trips | 2.900 ksf | 16 | 13 | 29 | 17 | 11 | 28 |
| Restaurant Total Person Trips[3] | | 24 | 20 | 44 | 26 | 17 | 43 |
| Restaurant Total Internal Person Trips[4] | | 6 | 2 | 8 | 6 | 7 | 13 |
| Restaurant Total External Person Trips[4] | | 18 | 18 | 36 | 20 | 10 | 30 |
| Restaurant External Trips by Vehicle (including pass-by trips)[4] | | 9 | 9 | 18 | 11 | 5 | 16 |
| Restaurant External Trips by Transit[4] | | 1 | 1 | 2 | 1 | 0 | 1 |
| Restaurant External Trips by Walk/Bicycle[4] | | 3 | 3 | 6 | 3 | 2 | 5 |
| Restaurant External Trips by Vehicle (with pass-by trip adjustment)[7] | | 7 | 7 | 14 | 9 | 4 | 13 |
| *Office* | | | | | | | |
| Office Baseline Vehicle Trips | 4.600 ksf | 4 | 1 | 5 | 1 | 4 | 5 |
| Office Total Person Trips[3] | | 6 | 2 | 8 | 2 | 6 | 8 |
| Office Total Internal Person Trips[4] | | 1 | 1 | 2 | 1 | 1 | 2 |
| Office Total External Person Trips[4] | | 5 | 1 | 6 | 1 | 5 | 6 |
| Office External Trips by Vehicle (including pass-by trips)[4] | | 3 | 1 | 4 | 1 | 3 | 4 |
| Office External Trips by Transit[4] | | 0 | 0 | 0 | 0 | 0 | 0 |
| Office External Trips by Walk/Bicycle[4] | | 1 | 0 | 1 | 0 | 1 | 1 |
| Office External Trips by Vehicle (with pass-by trip adjustment)[5] | | 3 | 1 | 4 | 1 | 3 | 4 |
| **Proposed Project Total External Trips by Vehicle (incl. Pass-By Trips)** | | **20** | **26** | **46** | **28** | **17** | **45** |
| **Proposed Project Total External Project Trips by Vehicle** | | **18** | **24** | **42** | **26** | **15** | **41** |
| *EXISTING USE* | | | | | | | |
| *Retail* | | | | | | | |
| Automobile Care Center Baseline Vehicle Trips | 13.350 ksf | 20 | 10 | 30 | 20 | 22 | 42 |
| Retail Person Trips[8] | | 30 | 15 | 45 | 30 | 33 | 63 |
| Retail External Trips by Vehicle (including pass-by trips)[9] | | 16 | 7 | 23 | 16 | 17 | 33 |
| Retail External Trips by Transit[9] | | 1 | 1 | 2 | 1 | 1 | 2 |
| Retail External Trips by Walk/Bicycle[9] | | 5 | 3 | 8 | 5 | 6 | 11 |
| Retail External Trips by Vehicle (with pass-by trip adjustment)[10] | | 14 | 6 | 20 | 14 | 15 | 29 |
| **Existing Project Driveway Trips (including Pass-By Trips)** | | **16** | **7** | **23** | **16** | **17** | **33** |
| **Existing Project Trips** | | **14** | **6** | **20** | **14** | **15** | **29** |
| **Net Project Driveway Trips (including Pass-By Trips)** | | **4** | **19** | **23** | **12** | **0** | **12** |
| **Net Project Trips** | | **4** | **18** | **22** | **12** | **0** | **12** |

Notes:

1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and directional distributions applied for Land Use Codes 221 (Multifamily Housing [Mid-Rise]), 710 (General Office Building), 820 (Shopping Center), 932 (High-Turnover [Sit-Down] Restaurant), and 942 (Automobile Care Center) to develop baseline vehicle trips for each proposed and existing land use. The General Urban/Suburban setting was used given that the majority of these land use codes have a limited number of or no studies in the daily and peak-hour period datasets for the Dense Multi-Use Urban setting. Transit and walk/bicycle adjustments were, therefore, applied to the baseline vehicle trip calculations, as the availability of these modes is not accounted for in the General Urban/Suburban setting rates. In addition, locally derived affordable housing rates are provided in the LADOT *Transportation Assessment Guidelines* (July 2020). Outside TPA Area rates were used for the Project's affordable housing component, as the Project is not within a one-half mile walking distance of a major transit stop.

   ITE *Trip Generation Handbook* (3rd Edition, 2017) recommended methodology for estimating the trip generation of a mixed-use development utilized for the Project. The ITE methodology follows the recommended procedures from the National Cooperative Highway Research Program (NCHRP) Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* (Transportation Research Board, 2011). The NCHRP 684 Internal Trip Capture Estimation Tool spreadsheet provided on the ITE website was used, with worksheets attached on the following pages for the Proposed Project and Existing Use scenarios.
2) du = Dwelling Units; ksf = Thousands of Square Feet of Gross Leasable Floor Area or Gross Floor Area.
3) See Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends and Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends from the NCHRP 684 Internal Trip Capture Estimation Tool for the Proposed Project scenario.
4) See Table 9-A (D): Internal and External Trips Summary (Entering Trips), Table 9-A (O): Internal and External Trips Summary (Exiting Trips), Table 9-P (D): Internal and External Trips Summary (Entering Trips), and Table 9-P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the Proposed Project scenario.
5) No pass-by trips assumed for proposed residential and office land use components.
6) Per Attachment H of the LADOT *Transportation Assessment Guidelines* (July 2020), Land Use Code 820 (Shopping Center) had an average pass-by trip percentage of 50 percent for uses less than 50,000 square feet in size.
7) Per Attachment H of the LADOT *Transportation Assessment Guidelines* (July 2020), Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) had an average pass-by trip percentage of 20 percent.
8) See Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends and Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends from the NCHRP 684 Internal Trip Capture Estimation Tool for the Existing Use scenario.
9) See Table 9-A (D): Internal and External Trips Summary (Entering Trips), Table 9-A (O): Internal and External Trips Summary (Exiting Trips), Table 9-P (D): Internal and External Trips Summary (Entering Trips), and Table 9-P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP 684 Internal Trip Capture Estimation Tool for the Existing Use scenario.
10) Per Attachment H of the LADOT *Transportation Assessment Guidelines* (July 2020), Land Use Code 942 (Automobile Care Center) had an average pass-by trip percentage of 10 percent.

| NCHRP 684 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | 3225 Sunset | **Organization:** | Crain & Associates |
| **Project Location:** | 3225 W. Sunset Boulevard, Los Angeles | **Performed By:** | DBH |
| **Scenario Description:** | Proposed Project | **Date:** | 21-Jan-21 |
| **Analysis Year:** | 2024 | **Checked By:** | RJK |
| **Analysis Period:** | **AM Street Peak Hour** | **Date:** | 1/21/2021 |

**Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips[3] | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | 710 | 4,600 | sf | 5 | 4 | 1 |
| Retail | 820 | 2,500 | sf | 2 | 1 | 1 |
| Restaurant | 932 | 2,900 | sf | 29 | 16 | 13 |
| Cinema/Entertainment | | | | 0 | | |
| Residential | 221, Aff. | 82 | du | 31 | 9 | 22 |
| Hotel | | | | 0 | | |
| All Other Land Uses[2] | | | | 0 | | |
| | | | | 67 | 30 | 37 |

**Table 2-A: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ.[4] | % Transit | % Non-Motorized | Veh. Occ.[4] | % Transit | % Non-Motorized |
| Office | 1.50 | 4% | 17% | 1.50 | 4% | 17% |
| Retail | 1.50 | 4% | 17% | 1.50 | 4% | 17% |
| Restaurant | 1.50 | 4% | 17% | 1.50 | 4% | 17% |
| Cinema/Entertainment | | | | | | |
| Residential | 1.50 | 4% | 17% | 1.50 | 4% | 17% |
| Hotel | | | | | | |
| All Other Land Uses[2] | | | | | | |

**Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-A: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 1 | 0 | 0 | 0 |
| Retail | 0 | | 0 | 0 | 0 | 0 |
| Restaurant | 1 | 0 | | 0 | 1 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 0 | 5 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 5-A: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 103 | 46 | 57 |
| Internal Capture Percentage | 16% | 17% | 14% |
| | | | |
| External Vehicle-Trips[5] | 46 | 20 | 26 |
| External Transit-Trips[6] | 4 | 2 | 2 |
| External Non-Motorized Trips[6] | 14 | 6 | 8 |

**Table 6-A: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | 17% | 50% |
| Retail | 0% | 0% |
| Restaurant | 25% | 10% |
| Cinema/Entertainment | N/A | N/A |
| Residential | 7% | 15% |
| Hotel | N/A | N/A |

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

| Project Name: | 3225 Sunset |
|---|---|
| Analysis Period: | AM Street Peak Hour |

**Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends**

| Land Use | Table 7-A (D): Entering Trips | | | Table 7-A (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.50 | 4 | 6 | 1.50 | 1 | 2 |
| Retail | 1.50 | 1 | 2 | 1.50 | 1 | 2 |
| Restaurant | 1.50 | 16 | 24 | 1.50 | 13 | 20 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.50 | 9 | 14 | 1.50 | 22 | 33 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

**Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 1 | 1 | 0 | 0 | 0 |
| Retail | 1 | | 0 | 0 | 0 | 0 |
| Restaurant | 6 | 3 | | 0 | 1 | 1 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 1 | 0 | 7 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 1 | 6 | 0 | 0 | 0 |
| Retail | 0 | | 12 | 0 | 0 | 0 |
| Restaurant | 1 | 0 | | 0 | 1 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 0 | 5 | 0 | | 0 |
| Hotel | 0 | 0 | 1 | 0 | 0 | |

**Table 9-A (D): Internal and External Trips Summary (Entering Trips)**

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 1 | 5 | 6 | 3 | 0 | 1 |
| Retail | 0 | 2 | 2 | 1 | 0 | 0 |
| Restaurant | 6 | 18 | 24 | 9 | 1 | 3 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 1 | 13 | 14 | 7 | 1 | 2 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 9-A (O): Internal and External Trips Summary (Exiting Trips)**

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 1 | 1 | 2 | 1 | 0 | 0 |
| Retail | 0 | 2 | 2 | 1 | 0 | 0 |
| Restaurant | 2 | 18 | 20 | 9 | 1 | 3 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 5 | 28 | 33 | 15 | 1 | 5 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

| NCHRP 684 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | 3225 Sunset | **Organization:** | Crain & Associates |
| **Project Location:** | 3225 W. Sunset Boulevard, Los Angeles | **Performed By:** | DBH |
| **Scenario Description:** | Proposed Project | **Date:** | 21-Jan-21 |
| **Analysis Year:** | 2024 | **Checked By:** | RJK |
| **Analysis Period:** | **PM Street Peak Hour** | **Date:** | 1/21/2021 |

**Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips[3] | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | 710 | 4,600 | sf | 5 | 1 | 4 |
| Retail | 820 | 2,500 | sf | 10 | 5 | 5 |
| Restaurant | 932 | 2,900 | sf | 28 | 17 | 11 |
| Cinema/Entertainment | | | | 0 | | |
| Residential | 221, Aff. | 82 | du | 36 | 22 | 14 |
| Hotel | | | | 0 | | |
| All Other Land Uses[2] | | | | 0 | | |
| | | | | 79 | 45 | 34 |

**Table 2-P: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ.[4] | % Transit | % Non-Motorized | Veh. Occ.[4] | % Transit | % Non-Motorized |
| Office | 1.50 | 4% | 17% | 1.50 | 4% | 17% |
| Retail | 1.50 | 4% | 17% | 1.50 | 4% | 17% |
| Restaurant | 1.50 | 4% | 17% | 1.50 | 4% | 17% |
| Cinema/Entertainment | | | | | | |
| Residential | 1.50 | 4% | 17% | 1.50 | 4% | 17% |
| Hotel | | | | | | |
| All Other Land Uses[2] | | | | | | |

**Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-P: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 1 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 2 | 0 | 2 | 0 |
| Restaurant | 0 | 4 | | 0 | 3 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 1 | 1 | 4 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 5-P: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 121 | 69 | 52 |
| Internal Capture Percentage | 30% | 26% | 35% |
| | | | |
| External Vehicle-Trips[5] | 45 | 28 | 17 |
| External Transit-Trips[6] | 3 | 2 | 1 |
| External Non-Motorized Trips[6] | 15 | 8 | 7 |

**Table 6-P: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | 50% | 17% |
| Retail | 75% | 50% |
| Restaurant | 23% | 41% |
| Cinema/Entertainment | N/A | N/A |
| Residential | 15% | 29% |
| Hotel | N/A | N/A |

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

| Project Name: | 3225 Sunset |
|---|---|
| Analysis Period: | PM Street Peak Hour |

**Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends**

| Land Use | Table 7-P (D): Entering Trips | | | Table 7-P (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.50 | 1 | 2 | 1.50 | 4 | 6 |
| Retail | 1.50 | 5 | 8 | 1.50 | 5 | 8 |
| Restaurant | 1.50 | 17 | 26 | 1.50 | 11 | 17 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.50 | 22 | 33 | 1.50 | 14 | 21 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

**Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 1 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 2 | 0 | 2 | 0 |
| Restaurant | 1 | 7 | | 1 | 3 | 1 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 1 | 9 | 4 | 0 | | 1 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 1 | 1 | 0 | 1 | 0 |
| Retail | 1 | | 8 | 0 | 15 | 0 |
| Restaurant | 1 | 4 | | 0 | 5 | 0 |
| Cinema/Entertainment | 0 | 0 | 1 | | 1 | 0 |
| Residential | 1 | 1 | 4 | 0 | | 0 |
| Hotel | 0 | 0 | 1 | 0 | 0 | |

**Table 9-P (D): Internal and External Trips Summary (Entering Trips)**

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 1 | 1 | 2 | 1 | 0 | 0 |
| Retail | 6 | 2 | 8 | 1 | 0 | 0 |
| Restaurant | 6 | 20 | 26 | 11 | 1 | 3 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 5 | 28 | 33 | 15 | 1 | 5 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 9-P (O): Internal and External Trips Summary (Exiting Trips)**

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 1 | 5 | 6 | 3 | 0 | 1 |
| Retail | 4 | 4 | 8 | 2 | 0 | 1 |
| Restaurant | 7 | 10 | 17 | 5 | 0 | 2 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 6 | 15 | 21 | 7 | 1 | 3 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

| Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development | | | |
|---|---|---|---|
| Land Use Pairs | | Weekday | |
| | | AM Peak Hour | PM Peak Hour |
| From OFFICE | To Office | 0.0% | 0.0% |
| | To Retail | 28.0% | 20.0% |
| | To Restaurant | 63.0% | 4.0% |
| | To Cinema/Entertainment | 0.0% | 0.0% |
| | To Residential | 1.0% | 2.0% |
| | To Hotel | 0.0% | 0.0% |
| From RETAIL | To Office | 29.0% | 2.0% |
| | To Retail | 0.0% | 0.0% |
| | To Restaurant | 13.0% | 29.0% |
| | To Cinema/Entertainment | 0.0% | 4.0% |
| | To Residential | 14.0% | 26.0% |
| | To Hotel | 0.0% | 5.0% |
| From RESTAURANT | To Office | 31.0% | 3.0% |
| | To Retail | 14.0% | 41.0% |
| | To Restaurant | 0.0% | 0.0% |
| | To Cinema/Entertainment | 0.0% | 8.0% |
| | To Residential | 4.0% | 18.0% |
| | To Hotel | 3.0% | 7.0% |
| From CINEMA/ENTERTAINMENT | To Office | 0.0% | 2.0% |
| | To Retail | 0.0% | 21.0% |
| | To Restaurant | 0.0% | 31.0% |
| | To Cinema/Entertainment | 0.0% | 0.0% |
| | To Residential | 0.0% | 8.0% |
| | To Hotel | 0.0% | 2.0% |
| From RESIDENTIAL | To Office | 2.0% | 4.0% |
| | To Retail | 1.0% | 42.0% |
| | To Restaurant | 20.0% | 21.0% |
| | To Cinema/Entertainment | 0.0% | 0.0% |
| | To Residential | 0.0% | 0.0% |
| | To Hotel | 0.0% | 3.0% |
| From HOTEL | To Office | 75.0% | 0.0% |
| | To Retail | 14.0% | 16.0% |
| | To Restaurant | 9.0% | 68.0% |
| | To Cinema/Entertainment | 0.0% | 0.0% |
| | To Residential | 0.0% | 2.0% |
| | To Hotel | 0.0% | 0.0% |

| Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development | | | |
|---|---|---|---|
| Land Use Pairs | | Weekday | |
| | | AM Peak Hour | PM Peak Hour |
| To OFFICE | From Office | 0.0% | 0.0% |
| | From Retail | 4.0% | 31.0% |
| | From Restaurant | 14.0% | 30.0% |
| | From Cinema/Entertainment | 0.0% | 6.0% |
| | From Residential | 3.0% | 57.0% |
| | From Hotel | 3.0% | 0.0% |
| To RETAIL | From Office | 32.0% | 8.0% |
| | From Retail | 0.0% | 0.0% |
| | From Restaurant | 8.0% | 50.0% |
| | From Cinema/Entertainment | 0.0% | 4.0% |
| | From Residential | 17.0% | 10.0% |
| | From Hotel | 4.0% | 2.0% |
| To RESTAURANT | From Office | 23.0% | 2.0% |
| | From Retail | 50.0% | 29.0% |
| | From Restaurant | 0.0% | 0.0% |
| | From Cinema/Entertainment | 0.0% | 3.0% |
| | From Residential | 20.0% | 14.0% |
| | From Hotel | 6.0% | 5.0% |
| To CINEMA/ENTERTAINMENT | From Office | 0.0% | 1.0% |
| | From Retail | 0.0% | 26.0% |
| | From Restaurant | 0.0% | 32.0% |
| | From Cinema/Entertainment | 0.0% | 0.0% |
| | From Residential | 0.0% | 0.0% |
| | From Hotel | 0.0% | 0.0% |
| To RESIDENTIAL | From Office | 0.0% | 4.0% |
| | From Retail | 2.0% | 46.0% |
| | From Restaurant | 5.0% | 16.0% |
| | From Cinema/Entertainment | 0.0% | 4.0% |
| | From Residential | 0.0% | 0.0% |
| | From Hotel | 0.0% | 0.0% |
| To HOTEL | From Office | 0.0% | 0.0% |
| | From Retail | 0.0% | 17.0% |
| | From Restaurant | 4.0% | 71.0% |
| | From Cinema/Entertainment | 0.0% | 1.0% |
| | From Residential | 0.0% | 12.0% |
| | From Hotel | 0.0% | 0.0% |

| NCHRP 684 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | 3225 Sunset | **Organization:** | Crain & Associates |
| **Project Location:** | 3225 W. Sunset Boulevard, Los Angeles | **Performed By:** | RJK |
| **Scenario Description:** | Existing Use | **Date:** | 11-Jan-21 |
| **Analysis Year:** | 2021 | **Checked By:** | DBH |
| **Analysis Period:** | **AM Street Peak Hour** | **Date:** | 1/14/2021 |

**Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips[3] | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 0 | | |
| Retail | 942 | 13,350 | sf | 30 | 20 | 10 |
| Restaurant | | | | 0 | | |
| Cinema/Entertainment | | | | 0 | | |
| Residential | | | | 0 | | |
| Hotel | | | | 0 | | |
| All Other Land Uses[2] | | | | 0 | | |
| | | | | 30 | 20 | 10 |

**Table 2-A: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ.[4] | % Transit | % Non-Motorized | Veh. Occ.[4] | % Transit | % Non-Motorized |
| Office | | | | | | |
| Retail | 1.50 | 4% | 17% | 1.50 | 4% | 17% |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |
| All Other Land Uses[2] | | | | | | |

**Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-A: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 0 | 0 | 0 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 5-A: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 45 | 30 | 15 |
| Internal Capture Percentage | 0% | 0% | 0% |
| | | | |
| External Vehicle-Trips[5] | 23 | 16 | 7 |
| External Transit-Trips[6] | 2 | 1 | 1 |
| External Non-Motorized Trips[6] | 8 | 5 | 3 |

**Table 6-A: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | N/A | N/A |
| Retail | 0% | 0% |
| Restaurant | N/A | N/A |
| Cinema/Entertainment | N/A | N/A |
| Residential | N/A | N/A |
| Hotel | N/A | N/A |

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

| Project Name: | 3225 Sunset |
|---|---|
| Analysis Period: | AM Street Peak Hour |

**Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends**

| Land Use | Table 7-A (D): Entering Trips | | | Table 7-A (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Retail | 1.50 | 20 | 30 | 1.50 | 10 | 15 |
| Restaurant | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

**Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 4 | | 2 | 0 | 2 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 10 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 0 | 0 | 0 | 0 |
| Restaurant | 0 | 2 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 5 | 0 | 0 | | 0 |
| Hotel | 0 | 1 | 0 | 0 | 0 | |

**Table 9-A (D): Internal and External Trips Summary (Entering Trips)**

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | 30 | 30 | 16 | 1 | 5 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 9-A (O): Internal and External Trips Summary (Exiting Trips)**

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | 15 | 15 | 7 | 1 | 3 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

| NCHRP 684 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | 3225 Sunset | **Organization:** | Crain & Associates |
| **Project Location:** | 3225 W. Sunset Boulevard, Los Angeles | **Performed By:** | RJK |
| **Scenario Description:** | Existing Use | **Date:** | 11-Jan-21 |
| **Analysis Year:** | 2021 | **Checked By:** | DBH |
| **Analysis Period:** | **PM Street Peak Hour** | **Date:** | 1/14/2021 |

**Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips[3] | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 0 | | |
| Retail | 942 | 13,350 | sf | 42 | 20 | 22 |
| Restaurant | | | | 0 | | |
| Cinema/Entertainment | | | | 0 | | |
| Residential | | | | 0 | | |
| Hotel | | | | 0 | | |
| All Other Land Uses[2] | | | | 0 | | |
| | | | | 42 | 20 | 22 |

**Table 2-P: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ.[4] | % Transit | % Non-Motorized | Veh. Occ.[4] | % Transit | % Non-Motorized |
| Office | | | | | | |
| Retail | 1.50 | 4% | 17% | 1.50 | 4% | 17% |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |
| All Other Land Uses[2] | | | | | | |

**Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-P: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 0 | 0 | 0 | 0 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 5-P: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 63 | 30 | 33 |
| Internal Capture Percentage | 0% | 0% | 0% |
| | | | |
| External Vehicle-Trips[5] | 33 | 16 | 17 |
| External Transit-Trips[6] | 2 | 1 | 1 |
| External Non-Motorized Trips[6] | 11 | 5 | 6 |

**Table 6-P: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | N/A | N/A |
| Retail | 0% | 0% |
| Restaurant | N/A | N/A |
| Cinema/Entertainment | N/A | N/A |
| Residential | N/A | N/A |
| Hotel | N/A | N/A |

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

| Project Name: | 3225 Sunset |
|---|---|
| Analysis Period: | PM Street Peak Hour |

**Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends**

| Land Use | Table 7-P (D): Entering Trips | | | Table 7-P (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Retail | 1.50 | 20 | 30 | 1.50 | 22 | 33 |
| Restaurant | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

**Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 1 | | 10 | 1 | 9 | 2 |
| Restaurant | 0 | 0 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 2 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 0 | 0 | 0 | 0 |
| Restaurant | 0 | 15 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 1 | 0 | | 0 | 0 |
| Residential | 0 | 3 | 0 | 0 | | 0 |
| Hotel | 0 | 1 | 0 | 0 | 0 | |

**Table 9-P (D): Internal and External Trips Summary (Entering Trips)**

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | 30 | 30 | 16 | 1 | 5 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 9-P (O): Internal and External Trips Summary (Exiting Trips)**

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | 33 | 33 | 17 | 1 | 6 |
| Restaurant | 0 | 0 | 0 | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

| Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development | | | |
|---|---|---|---|
| Land Use Pairs | | Weekday | |
| | | AM Peak Hour | PM Peak Hour |
| From OFFICE | To Office | 0.0% | 0.0% |
| | To Retail | 28.0% | 20.0% |
| | To Restaurant | 63.0% | 4.0% |
| | To Cinema/Entertainment | 0.0% | 0.0% |
| | To Residential | 1.0% | 2.0% |
| | To Hotel | 0.0% | 0.0% |
| From RETAIL | To Office | 29.0% | 2.0% |
| | To Retail | 0.0% | 0.0% |
| | To Restaurant | 13.0% | 29.0% |
| | To Cinema/Entertainment | 0.0% | 4.0% |
| | To Residential | 14.0% | 26.0% |
| | To Hotel | 0.0% | 5.0% |
| From RESTAURANT | To Office | 31.0% | 3.0% |
| | To Retail | 14.0% | 41.0% |
| | To Restaurant | 0.0% | 0.0% |
| | To Cinema/Entertainment | 0.0% | 8.0% |
| | To Residential | 4.0% | 18.0% |
| | To Hotel | 3.0% | 7.0% |
| From CINEMA/ENTERTAINMENT | To Office | 0.0% | 2.0% |
| | To Retail | 0.0% | 21.0% |
| | To Restaurant | 0.0% | 31.0% |
| | To Cinema/Entertainment | 0.0% | 0.0% |
| | To Residential | 0.0% | 8.0% |
| | To Hotel | 0.0% | 2.0% |
| From RESIDENTIAL | To Office | 2.0% | 4.0% |
| | To Retail | 1.0% | 42.0% |
| | To Restaurant | 20.0% | 21.0% |
| | To Cinema/Entertainment | 0.0% | 0.0% |
| | To Residential | 0.0% | 0.0% |
| | To Hotel | 0.0% | 3.0% |
| From HOTEL | To Office | 75.0% | 0.0% |
| | To Retail | 14.0% | 16.0% |
| | To Restaurant | 9.0% | 68.0% |
| | To Cinema/Entertainment | 0.0% | 0.0% |
| | To Residential | 0.0% | 2.0% |
| | To Hotel | 0.0% | 0.0% |

| Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development | | | |
|---|---|---|---|
| Land Use Pairs | | Weekday | |
| | | AM Peak Hour | PM Peak Hour |
| To OFFICE | From Office | 0.0% | 0.0% |
| | From Retail | 4.0% | 31.0% |
| | From Restaurant | 14.0% | 30.0% |
| | From Cinema/Entertainment | 0.0% | 6.0% |
| | From Residential | 3.0% | 57.0% |
| | From Hotel | 3.0% | 0.0% |
| To RETAIL | From Office | 32.0% | 8.0% |
| | From Retail | 0.0% | 0.0% |
| | From Restaurant | 8.0% | 50.0% |
| | From Cinema/Entertainment | 0.0% | 4.0% |
| | From Residential | 17.0% | 10.0% |
| | From Hotel | 4.0% | 2.0% |
| To RESTAURANT | From Office | 23.0% | 2.0% |
| | From Retail | 50.0% | 29.0% |
| | From Restaurant | 0.0% | 0.0% |
| | From Cinema/Entertainment | 0.0% | 3.0% |
| | From Residential | 20.0% | 14.0% |
| | From Hotel | 6.0% | 5.0% |
| To CINEMA/ENTERTAINMENT | From Office | 0.0% | 1.0% |
| | From Retail | 0.0% | 26.0% |
| | From Restaurant | 0.0% | 32.0% |
| | From Cinema/Entertainment | 0.0% | 0.0% |
| | From Residential | 0.0% | 0.0% |
| | From Hotel | 0.0% | 0.0% |
| To RESIDENTIAL | From Office | 0.0% | 4.0% |
| | From Retail | 2.0% | 46.0% |
| | From Restaurant | 5.0% | 16.0% |
| | From Cinema/Entertainment | 0.0% | 4.0% |
| | From Residential | 0.0% | 0.0% |
| | From Hotel | 0.0% | 0.0% |
| To HOTEL | From Office | 0.0% | 0.0% |
| | From Retail | 0.0% | 17.0% |
| | From Restaurant | 4.0% | 71.0% |
| | From Cinema/Entertainment | 0.0% | 1.0% |
| | From Residential | 0.0% | 12.0% |
| | From Hotel | 0.0% | 0.0% |

# ATTACHMENT 3

# VMT CALCULATOR OUTPUT REPORTS

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** 3225 Sunset

**Scenario:** With Project

**Address:** 3225 W SUNSET BLVD, 90026




**Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?**

○ Yes ○ No

## Existing Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| Auto Repair | 13.35 | ksf |

☐ Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Affordable Housing - Family | 8 | DU |
| Housing \| Multi-Family | 74 | DU |
| Retail \| General Retail | 2.5 | ksf |
| Retail \| High-Turnover Sit-Down Restaurant | 2.9 | ksf |
| Office \| General Office | 4.6 | ksf |
| Housing \| Affordable Housing - Family | 8 | DU |

☐ Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

| Existing Land Use | Proposed Project |
|---|---|
| 323 Daily Vehicle Trips | 775 Daily Vehicle Trips |
| 2,182 Daily VMT | 5,233 Daily VMT |

### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

### Tier 2 Screening Criteria

| | |
|---|---|
| The net increase in daily trips < 250 trips | 452 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 3,051 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 5,400 ksf |

**The proposed project is required to perform VMT analysis.**

Measuring the Miles

1/21/2021

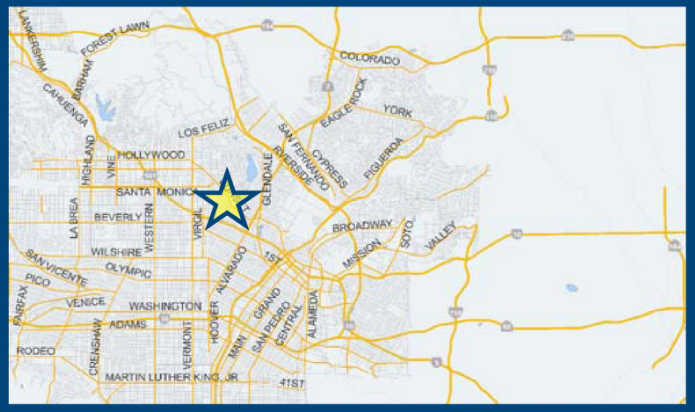
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

## Project Information

**Project:** 3225 Sunset

**Scenario:** With Project

**Address:** 3225 W SUNSET BLVD, 90026




| Proposed Project Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Multi-Family | | |
| Retail \| General Retail | | |
| Retail \| High-Turnover Sit-Down | | |
| Office \| General Office | | |
| Housing \| Affordable Housing - F | | |

## TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

| | Proposed Project | With Mitigation |
|---|---|---|
| **Max Home Based TDM Achieved?** | **No** | **No** |
| **Max Work Based TDM Achieved?** | **No** | **No** |

### A Parking

**Reduce Parking Supply**
☑ Proposed Prj ☐ Mitigation
172 city code parking provision for the project site
93 actual parking provision for the project site

**Unbundle Parking**
☐ Proposed Prj ☐ Mitigation
175 monthly parking cost (dollar) for the project site

**Parking Cash-Out**
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

**Price Workplace Parking**
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

**Residential Area Parking Permits**
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

### B Transit

### C Education & Encouragement

### D Commute Trip Reductions

### E Shared Mobility

### F Bicycle Infrastructure

### G Neighborhood Enhancement

## Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| **674** Daily Vehicle Trips | **674** Daily Vehicle Trips |
| **4,551** Daily VMT | **4,551** Daily VMT |
| **6.7** Household VMT per Capita | **6.7** Household VMT per Capita |
| **8.4** Work VMT per Employee | **8.4** Work VMT per Employee |

### Significant VMT Impact?

| Proposed Project | With Mitigation |
|---|---|
| **Household: No** Threshold = 7.2 15% Below APC | **Household: No** Threshold = 7.2 15% Below APC |
| **Work: No** Threshold = 12.7 15% Below APC | **Work: No** Threshold = 12.7 15% Below APC |

Measuring the Miles

1/21/2021

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: January 21, 2021
Project Name: 3225 Sunset
Project Scenario: With Project
Project Address: 3225 W SUNSET BLVD, 90026

*Version 1.3*

| Project Information | | | |
|---|---|---|---|
| **Land Use Type** | | **Value** | **Units** |
| **Housing** | *Single Family* | *0* | *DU* |
| | Multi Family | 74 | DU |
| | *Townhouse* | *0* | *DU* |
| | *Hotel* | *0* | *Rooms* |
| | *Motel* | *0* | *Rooms* |
| **Affordable Housing** | Family | 8 | DU |
| | *Senior* | *0* | *DU* |
| | *Special Needs* | *0* | *DU* |
| | *Permanent Supportive* | *0* | *DU* |
| **Retail** | General Retail | 2.500 | ksf |
| | *Furniture Store* | *0.000* | *ksf* |
| | *Pharmacy/Drugstore* | *0.000* | *ksf* |
| | *Supermarket* | *0.000* | *ksf* |
| | *Bank* | *0.000* | *ksf* |
| | *Health Club* | *0.000* | *ksf* |
| | High-Turnover Sit-Down Restaurant | 2.900 | ksf |
| | *Fast-Food Restaurant* | *0.000* | *ksf* |
| | *Quality Restaurant* | *0.000* | *ksf* |
| | *Auto Repair* | *0.000* | *ksf* |
| | *Home Improvement* | *0.000* | *ksf* |
| | *Free-Standing Discount* | *0.000* | *ksf* |
| | *Movie Theater* | *0* | *Seats* |
| **Office** | General Office | 4.600 | ksf |
| | *Medical Office* | *0.000* | *ksf* |
| *Industrial* | *Light Industrial* | *0.000* | *ksf* |
| | *Manufacturing* | *0.000* | *ksf* |
| | *Warehousing/Self-Storage* | *0.000* | *ksf* |
| *School* | *University* | *0* | *Students* |
| | *High School* | *0* | *Students* |
| | *Middle School* | *0* | *Students* |
| | *Elementary* | *0* | *Students* |
| | *Private School (K-12)* | *0* | *Students* |
| *Other* | | *0* | *Trips* |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: January 21, 2021
Project Name: 3225 Sunset
Project Scenario: With Project
Project Address: 3225 W SUNSET BLVD, 90026

*Version 1.3*

| Analysis Results | | | |
|---|---|---|---|
| Total Employees: 35<br>Total Population: 192 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **674** | **Daily Vehicle Trips** | **674** | **Daily Vehicle Trips** |
| **4,551** | **Daily VMT** | **4,551** | **Daily VMT** |
| **6.7** | **Household VMT per Capita** | **6.7** | **Household VMT per Capita** |
| **8.4** | **Work VMT per Employee** | **8.4** | **Work VMT per Employee** |

| Significant VMT Impact? | | | |
|---|---|---|---|
| **APC: East Los Angeles** | | | |
| Impact Threshold: 15% Below APC Average<br>Household = 7.2<br>Work = 12.7 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **VMT Threshold** | **Impact** | **VMT Threshold** | **Impact** |
| Household > 7.2 | No | Household > 7.2 | No |
| Work > 12.7 | No | Work > 12.7 | No |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: January 21, 2021
Project Name: 3225 Sunset
Project Scenario: With Project
Project Address: 3225 W SUNSET BLVD, 90026

*Version 1.3*

### TDM Strategy Inputs

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Parking** | Reduce parking supply | City code parking provision (spaces) | 172 | 172 |
| | | Actual parking provision (spaces) | 93 | 93 |
| | *Unbundle parking* | *Monthly cost for parking ($)* | *$0* | *$0* |
| | *Parking cash-out* | *Employees eligible (%)* | *0%* | *0%* |
| | *Price workplace parking* | *Daily parking charge ($)* | *$0.00* | *$0.00* |
| | | *Employees subject to priced parking (%)* | *0%* | *0%* |
| | *Residential area parking permits* | *Cost of annual permit ($)* | *$0* | *$0* |

(cont. on following page)

## TDM Strategy Inputs, Cont.

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| Transit | Reduce transit headways | Reduction in headways (increase in frequency) (%) | 0% | 0% |
| | | Existing transit mode share (as a percent of total daily trips) (%) | 0% | 0% |
| | | Lines within project site improved (<50%, >=50%) | 0 | 0 |
| | Implement neighborhood shuttle | Degree of implementation (low, medium, high) | 0 | 0 |
| | | Employees and residents eligible (%) | 0% | 0% |
| | Transit subsidies | Employees and residents eligible (%) | 0% | 0% |
| | | Amount of transit subsidy per passenger (daily equivalent) ($) | $0.00 | $0.00 |
| Education & Encouragement | Voluntary travel behavior change program | Employees and residents participating (%) | 0% | 0% |
| | Promotions and marketing | Employees and residents participating (%) | 0% | 0% |

(cont. on following page)

## TDM Strategy Inputs, Cont.

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Commute Trip Reductions** | *Required commute trip reduction program* | *Employees participating (%)* | *0%* | *0%* |
| | *Alternative Work Schedules and Telecommute* | *Employees participating (%)* | *0%* | *0%* |
| | | *Type of program* | *0* | *0* |
| | *Employer sponsored vanpool or shuttle* | *Degree of implementation (low, medium, high)* | *0* | *0* |
| | | *Employees eligible (%)* | *0%* | *0%* |
| | | *Employer size (small, medium, large)* | *0* | *0* |
| | *Ride-share program* | *Employees eligible (%)* | *0%* | *0%* |
| **Shared Mobility** | *Car share* | *Car share project setting (Urban, Suburban, All Other)* | *0* | *0* |
| | *Bike share* | *Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)* | *0* | *0* |
| | *School carpool program* | *Level of implementation (Low, Medium, High)* | *0* | *0* |

(cont. on following page)

## TDM Strategy Inputs, Cont.

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Bicycle Infrastructure** | *Implement/Improve on-street bicycle facility* | *Provide bicycle facility along site (Yes/No)* | *0* | *0* |
| | Include Bike parking per LAMC | Meets City Bike Parking Code (Yes/No) | Yes | Yes |
| | *Include secure bike parking and showers* | *Includes indoor bike parking/lockers, showers, & repair station (Yes/No)* | *0* | *0* |
| **Neighborhood Enhancement** | *Traffic calming improvements* | *Streets with traffic calming improvements (%)* | *0%* | *0%* |
| | | *Intersections with traffic calming improvements (%)* | *0%* | *0%* |
| | *Pedestrian network improvements* | *Included (within project and connecting off-site/within project only)* | *0* | *0* |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: January 21, 2021
Project Name: 3225 Sunset
Project Scenario: With Project
Project Address: 3225 W SUNSET BLVD, 90026

*Version 1.3*

### TDM Adjustments by Trip Purpose & Strategy

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Parking** | Reduce parking supply | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Parking cash-out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Price workplace parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Residential area parking permits | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| **Transit** | Reduce transit headways | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Transit subsidies | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| **Education & Encouragement** | Voluntary travel behavior change program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| **Commute Trip Reductions** | Required commute trip reduction program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Alternative Work Schedules and Telecommute Program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Employer sponsored vanpool or shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Ride-share program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| **Shared Mobility** | Car-share | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| | School carpool program | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

# CITY OF LOS ANGELES VMT CALCULATOR

**Report 3: TDM Outputs**

Date: January 21, 2021
Project Name: 3225 Sunset
Project Scenario: With Project
Project Address: 3225 W SUNSET BLVD, 90026

*Version 1.3*

## TDM Adjustments by Trip Purpose & Strategy, Cont.

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Bicycle Infrastructure** | Implement/ Improve on-street bicycle facility | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3 |
| | Include Bike parking per LAMC | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | |
| | Include secure bike parking and showers | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |
| **Neighborhood Enhancement** | Traffic calming improvements | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2 |
| | Pedestrian network improvements | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |

## Final Combined & Maximum TDM Effect

| | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated |
| **COMBINED TOTAL** | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* |
| **MAX. TDM EFFECT** | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* |

***= Minimum (X%, 1-[(1-A)*(1-B)…])***
*where X%=*

| | | |
|---|---|---|
| **PLACE TYPE MAX:** | *urban* | *75%* |
| | compact infill | *40%* |
| | *suburban center* | *20%* |
| | *suburban* | *15%* |

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: January 21, 2021
Project Name: 3225 Sunset
Project Scenario: With Project
Project Address: 3225 W SUNSET BLVD, 90026

*Version 1.3*

### MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---|---|---|---|---|---|---|
| Home Based Work Production | 73 | -21.9% | 57 | 8.0 | 584 | 456 |
| Home Based Other Production | 202 | -17.3% | 167 | 6.1 | 1,232 | 1,019 |
| Non-Home Based Other Production | 177 | -2.3% | 173 | 6.8 | 1,204 | 1,176 |
| Home-Based Work Attraction | 51 | -29.4% | 36 | 9.4 | 479 | 338 |
| Home-Based Other Attraction | 285 | -16.1% | 239 | 6.5 | 1,853 | 1,554 |
| Non-Home Based Other Attraction | 106 | -2.8% | 103 | 6.7 | 710 | 690 |

### MXD Methodology with TDM Measures

| | *Proposed Project* | | | *Project with Mitigation Measures* | | |
|---|---|---|---|---|---|---|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | -13.0% | 50 | 397 | -13.0% | 50 | 397 |
| Home Based Other Production | -13.0% | 145 | 886 | -13.0% | 145 | 886 |
| Non-Home Based Other Production | -13.0% | 150 | 1,023 | -13.0% | 150 | 1,023 |
| Home-Based Work Attraction | -13.0% | 31 | 294 | -13.0% | 31 | 294 |
| Home-Based Other Attraction | -13.0% | 208 | 1,351 | -13.0% | 208 | 1,351 |
| Non-Home Based Other Attraction | -13.0% | 90 | 600 | -13.0% | 90 | 600 |

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 192
Total Employees: 35
APC: East Los Angeles

| | *Proposed Project* | *Project with Mitigation Measures* |
|---|---|---|
| *Total Home Based Production VMT* | **1,283** | **1,283** |
| *Total Home Based Work Attraction VMT* | **294** | **294** |
| *Total Home Based VMT Per Capita* | **6.7** | **6.7** |
| *Total Work Based VMT Per Employee* | **8.4** | **8.4** |

## ATTACHMENT 4

## RELATED PROJECTS LIST

The LADOT related projects list and Department of City Planning list of cases deemed complete for the Silver Lake – Echo Park – Elysian Valley Community Plan Area have been requested and received (the LADOT list is attached). Both of these lists are currently being reviewed and refined for use in the Transportation Assessment.

# CLATS

Welcome **jimmy**! | Log Out | Profile | Admin

## RELATED PROJECTS

Centroid Info:
PROJ ID: 50861
Address: 3225 W SUNSET BLVD
LOS ANGELES , CA 90026
Lat/Long: 34.0862, -118.275

Buffer Radius: 0.5 mile

Search

Column

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":

Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Record Count: 3 | Record Per Page: All Records

*Results generated since: (1/13/2021 3:38:55 PM)*

| Proj ID | Office | Area | CD | Year | Project Title | Project Desc | Address | First Study Submittal Date | Distance (mile) | Trip Info |
|---|---|---|---|---|---|---|---|---|---|---|

**40843** | Metro | HWD | 13 | 2012 | Hotel - Restaurant | 26 Rm Hotel, 3784 SF Restaurant, 2497 SF Lounge | 1629 N Griffith park bl | 03/07/2013 | 0.4

| Land_Use | Unit_ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments |
|---|---|---|---|---|---|---|---|---|---|---|
| Other | Rooms | 26 | | | | | | | | Hotel |
| Other | S.F. Gross Area | 3784 | | | | | | | | Restaurant |
| Other | S.F. Gross Area | 2497 | | 38 | | | | 25 | 13 | Bar/Lounge |
| | | | **0** | **38** | **0** | | **0** | **0** | **25** | **13** |

**46732** | Metro | MTR | 13 | 2018 | 3301 Sunset MU | 83 DU & 14,862 SF Commercial | 3301 W SUNSET BL | 04/05/2019 | 0.0

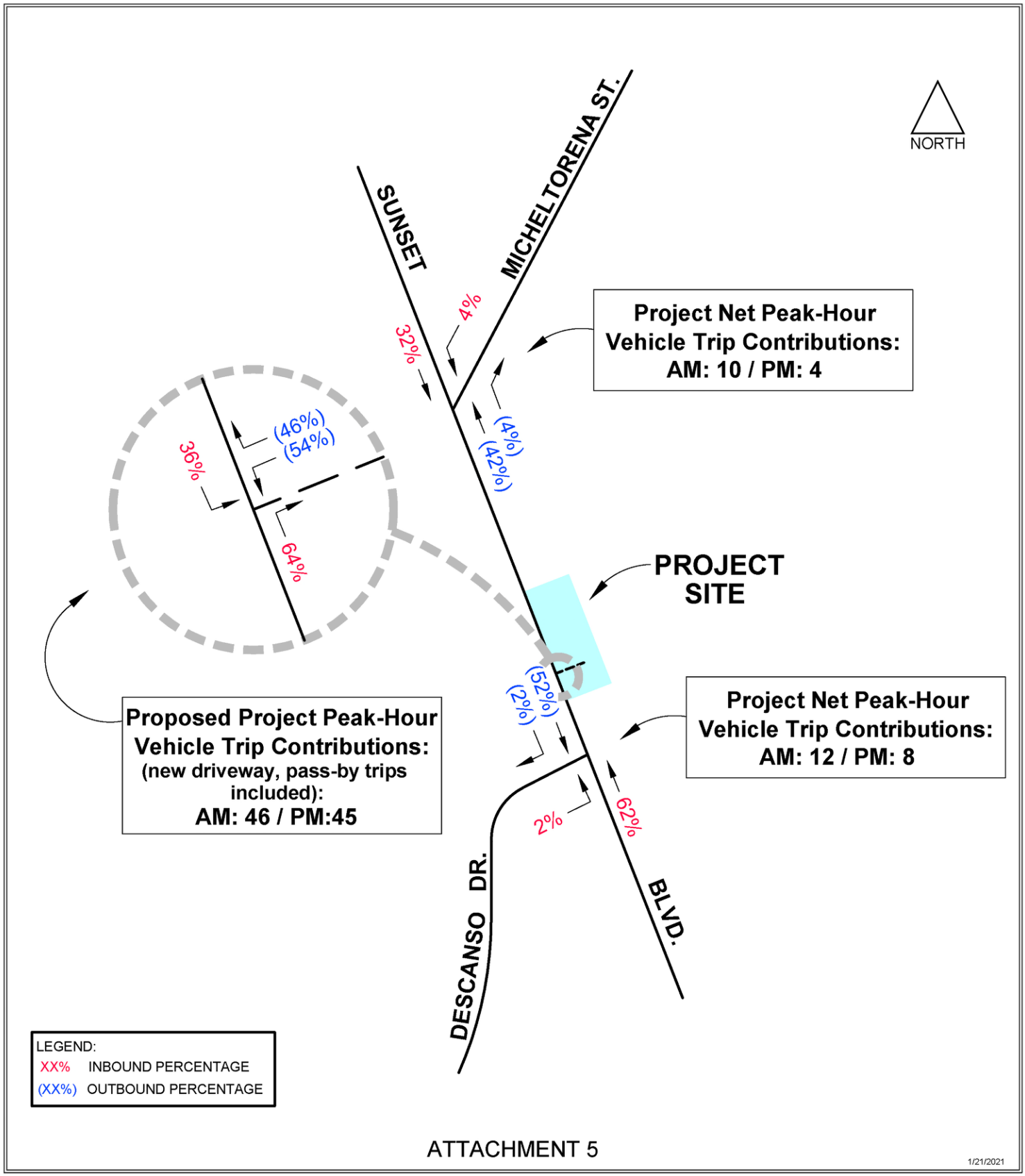
| Land_Use | Unit_ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments |
|---|---|---|---|---|---|---|---|---|---|---|
| Apartments | Total Units | 104 | 91 | 69 | 923 | 42 | 49 | 43 | 26 | (live/work apartments) Total includes credits for transit, internal, pass-by, and existing uses. |
| Other | S.F. Gross Area | 800 | | | | | | | | land use=coffee shop |
| Retail | S.F. Gross Area | 3000 | | | | | | | | |
| Other | S.F. Gross Area | 5236 | | | | | | | | land use=high-turnover restaurant |
| | | | **91** | **69** | **923** | | **42** | **49** | **43** | **26** |

**50417** | Metro | HWD | 13 | 2020 | Residential | 68 Apartments, 6 Affordable | 3004 W Sunset bl | 12/02/2020 | 0.2

| Land_Use | Unit_ID | size | Net_AM_Trips | Net_PM_Trips | Net_Daily_Trips | NetAMIn | NetAMOut | NetPMIn | NetPMOut | Comments |
|---|---|---|---|---|---|---|---|---|---|---|
| Apartments | Total Units | 68 | 23 | 27 | 339 | 6 | 17 | 16 | 11 | Total net project trips |
| Other | Total Units | 6 | | | | | | | | Family Affordable Housing |
| | | | **23** | **27** | **339** | | **6** | **17** | **16** | **11** |

# ATTACHMENT 5

# PROJECT TRIP DISTRIBUTION PERCENTAGES




ATTACHMENT 5

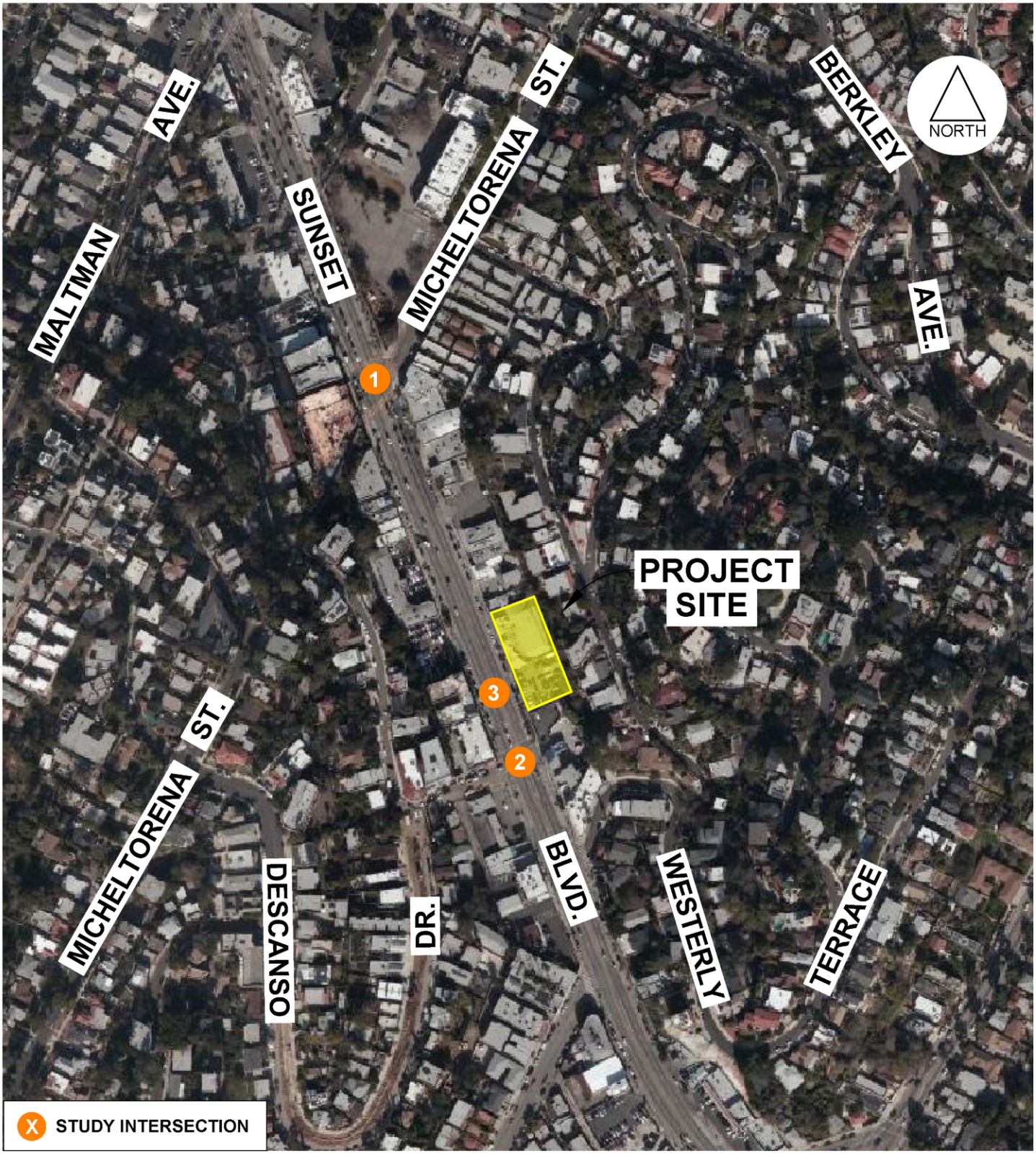
1/21/2021

FN: Sunset(3225 W)ResidentialMixedUse\PROJ-DIST

PROJECT TRIP DISTRIBUTION PERCENTAGES

# ATTACHMENT 6

# PROJECT SITE VICINITY AND PROPOSED STUDY INTERSECTIONS




ATTACHMENT 6

1/15/2021

FN: Sunset(3225 W)ResidentialMixedUse\STUDY-INT

PROJECT SITE VICINITY AND PROPOSED STUDY INTERSECTIONS

# APPENDIX B

# TAG ATTACHMENT D: PLAN CONSISTENCY WORKSHEET

LADOT

# Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e.□ **Yes** or □ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

## I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

▣ Yes □ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

□ Yes ▣ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

▣ Yes □ No

## II. PLAN CONSISTENCY ANALYSIS

### A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

LADOT

Plan, Policy, and Program Consistency Worksheet

***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

**Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ▣ Yes □ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. □ Yes ▣ No □ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

□ Yes □ No ▣ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

□ **Yes** □ **No** ▣ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing
_____Required_____Proposed_____

Frontage 2 Existing PROW'/Curb' : Existing
_____Required_____Proposed_____

Frontage 3 Existing PROW'/Curb' : Existing
_____Required_____Proposed_____

Frontage 4 Existing PROW'/Curb' : Existing
_____Required_____Proposed_____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

## B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

### B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

■ Yes □ No

**B.2 Driveway Access**

These questions address potential conflict with:

***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

***Mobility Plan 2035 Program PL.1. Driveway Access.*** *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

***Citywide Design Guidelines - Guideline 2****: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

*Site Planning Best Practices:*

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

■ **Yes** □ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

**Impact Analysis**

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

□ **Yes** ■ No □ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

□ **Yes** □ No □ N/A

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

## C. Network Access

**C. 1 Alley, Street and Stairway Access**

These questions address potential conflict with:

***Mobility Plan Policy 3.9*** *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ▣ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ▣ N/A

**C.2 New Cul-de-sacs**

These questions address potential conflict with:

***Mobility Plan 2035 Policy 3.10*** *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ▣ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ▣ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

## D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

***Mobility Plan 2035 Policy 3.8*** *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

LADOT

Plan, Policy, and Program Consistency Worksheet

***Mobility Plan 2035 Policy 4.8*** *– Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

***Mobility Plan 2035 Policy 4.13*** *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

□ Yes ▣ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

□ Yes ◘ **No** ▣ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

▣ Yes ◘ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

□ Yes ▣ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

□ Yes ◘ **No** ▣ N/A

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

## E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

■ Yes □ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

□ **Yes** ■ No □ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

■ **Yes** □ No □ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

## References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

# *CITY PLAN, POLICIES AND GUIDELINES*

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

# APPENDIX C

# VMT CALCULATOR OUTPUT REPORTS

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** 3225 Sunset

**Scenario:** With Project

**Address:** 3225 W SUNSET BLVD, 90026




**Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?**

○ Yes ○ No

## Existing Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| Auto Repair | 13.35 | ksf |

☐ Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Affordable Housing - Family | 8 | DU |
| Housing \| Multi-Family | 74 | DU |
| Retail \| General Retail | 2.5 | ksf |
| Retail \| High-Turnover Sit-Down Restaurant | 2.9 | ksf |
| Office \| General Office | 4.6 | ksf |
| Housing \| Affordable Housing - Family | 8 | DU |

☐ Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

| Existing Land Use | Proposed Project |
|---|---|
| 323 Daily Vehicle Trips | 775 Daily Vehicle Trips |
| 2,182 Daily VMT | 5,233 Daily VMT |

### Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

### Tier 2 Screening Criteria

| | |
|---|---|
| The net increase in daily trips < 250 trips | 452 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 3,051 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 5,400 ksf |

**The proposed project is required to perform VMT analysis.**

Measuring the Miles

5/10/2021

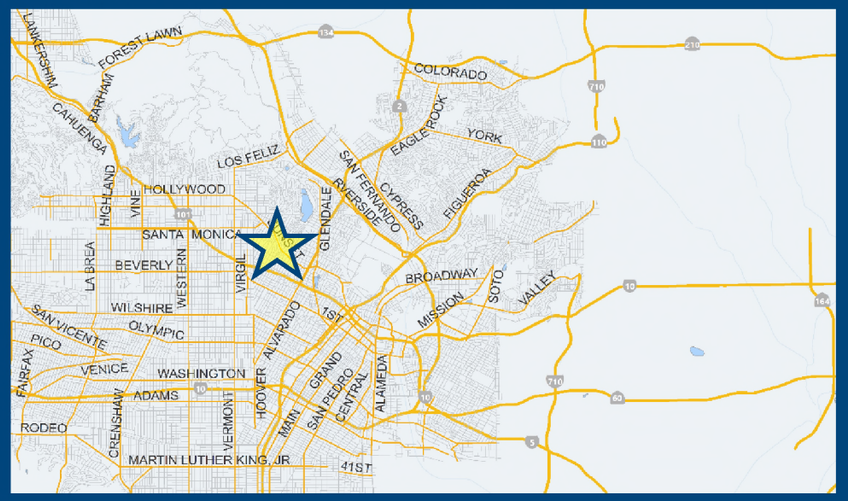
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

## Project Information

**Project:** 3225 Sunset

**Scenario:** With Project

**Address:** 3225 W SUNSET BLVD, 90026




| Proposed Project Land Use Type | Value | Unit |
|---|---|---|
| Housing | | |
| Retail \| G | | |
| Retail \| H | | |
| Office \| G | | |

## TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

| | Proposed Project | With Mitigation |
|---|---|---|
| **Max Home Based TDM Achieved?** | **No** | **No** |
| **Max Work Based TDM Achieved?** | **No** | **No** |

### A Parking

**Reduce Parking Supply**

☑ Proposed Prj ☐ Mitigation

174 city code parking provision for the project site

93 actual parking provision for the project site

**Unbundle Parking**

☐ Proposed Prj ☐ Mitigation

175 monthly parking cost (dollar) for the project site

**Parking Cash-Out**

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

**Price Workplace Parking**

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

**Residential Area Parking Permits**

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

### B Transit

### C Education & Encouragement

### D Commute Trip Reductions

### E Shared Mobility

### F Bicycle Infrastructure

### G Neighborhood Enhancement

## Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| **674** Daily Vehicle Trips | **674** Daily Vehicle Trips |
| **4,551** Daily VMT | **4,551** Daily VMT |
| **6.7** Household VMT per Capita | **6.7** Household VMT per Capita |
| **8.4** Work VMT per Employee | **8.4** Work VMT per Employee |

### Significant VMT Impact?

| Proposed Project | With Mitigation |
|---|---|
| **Household: No** Threshold = 7.2 15% Below APC | **Household: No** Threshold = 7.2 15% Below APC |
| **Work: No** Threshold = 12.7 15% Below APC | **Work: No** Threshold = 12.7 15% Below APC |

Measuring the Miles

*5/10/2021*

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: May 10, 2021
Project Name: 3225 Sunset
Project Scenario: With Project
Project Address: 3225 W SUNSET BLVD, 90026

*Version 1.3*

| Project Information | | | |
|---|---|---|---|
| **Land Use Type** | | **Value** | **Units** |
| **Housing** | *Single Family* | *0* | *DU* |
| | Multi Family | 74 | DU |
| | *Townhouse* | *0* | *DU* |
| | *Hotel* | *0* | *Rooms* |
| | *Motel* | *0* | *Rooms* |
| **Affordable Housing** | Family | 8 | DU |
| | *Senior* | *0* | *DU* |
| | *Special Needs* | *0* | *DU* |
| | *Permanent Supportive* | *0* | *DU* |
| **Retail** | General Retail | 2.500 | ksf |
| | *Furniture Store* | *0.000* | *ksf* |
| | *Pharmacy/Drugstore* | *0.000* | *ksf* |
| | *Supermarket* | *0.000* | *ksf* |
| | *Bank* | *0.000* | *ksf* |
| | *Health Club* | *0.000* | *ksf* |
| | High-Turnover Sit-Down Restaurant | 2.900 | ksf |
| | *Fast-Food Restaurant* | *0.000* | *ksf* |
| | *Quality Restaurant* | *0.000* | *ksf* |
| | *Auto Repair* | *0.000* | *ksf* |
| | *Home Improvement* | *0.000* | *ksf* |
| | *Free-Standing Discount* | *0.000* | *ksf* |
| | *Movie Theater* | *0* | *Seats* |
| **Office** | General Office | 4.600 | ksf |
| | *Medical Office* | *0.000* | *ksf* |
| *Industrial* | *Light Industrial* | *0.000* | *ksf* |
| | *Manufacturing* | *0.000* | *ksf* |
| | *Warehousing/Self-Storage* | *0.000* | *ksf* |
| *School* | *University* | *0* | *Students* |
| | *High School* | *0* | *Students* |
| | *Middle School* | *0* | *Students* |
| | *Elementary* | *0* | *Students* |
| | *Private School (K-12)* | *0* | *Students* |
| *Other* | | *0* | *Trips* |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: May 10, 2021
Project Name: 3225 Sunset
Project Scenario: With Project
Project Address: 3225 W SUNSET BLVD, 90026

*Version 1.3*

| Analysis Results | | | |
|---|---|---|---|
| Total Employees: 35<br>Total Population: 192 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **674** | **Daily Vehicle Trips** | **674** | **Daily Vehicle Trips** |
| **4,551** | **Daily VMT** | **4,551** | **Daily VMT** |
| **6.7** | **Household VMT per Capita** | **6.7** | **Household VMT per Capita** |
| **8.4** | **Work VMT per Employee** | **8.4** | **Work VMT per Employee** |

| Significant VMT Impact? | | | |
|---|---|---|---|
| **APC: East Los Angeles** | | | |
| Impact Threshold: 15% Below APC Average<br>Household = 7.2<br>Work = 12.7 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **VMT Threshold** | **Impact** | **VMT Threshold** | **Impact** |
| Household > 7.2 | No | Household > 7.2 | No |
| Work > 12.7 | No | Work > 12.7 | No |

## TDM Strategy Inputs

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Parking** | Reduce parking supply | City code parking provision (spaces) | 174 | 174 |
| | | Actual parking provision (spaces) | 93 | 93 |
| | *Unbundle parking* | *Monthly cost for parking ($)* | *$0* | *$0* |
| | *Parking cash-out* | *Employees eligible (%)* | *0%* | *0%* |
| | *Price workplace parking* | *Daily parking charge ($)* | *$0.00* | *$0.00* |
| | | *Employees subject to priced parking (%)* | *0%* | *0%* |
| | *Residential area parking permits* | *Cost of annual permit ($)* | *$0* | *$0* |

(cont. on following page)

## TDM Strategy Inputs, Cont.

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| Transit | Reduce transit headways | Reduction in headways (increase in frequency) (%) | 0% | 0% |
| | | Existing transit mode share (as a percent of total daily trips) (%) | 0% | 0% |
| | | Lines within project site improved (<50%, >=50%) | 0 | 0 |
| | Implement neighborhood shuttle | Degree of implementation (low, medium, high) | 0 | 0 |
| | | Employees and residents eligible (%) | 0% | 0% |
| | Transit subsidies | Employees and residents eligible (%) | 0% | 0% |
| | | Amount of transit subsidy per passenger (daily equivalent) ($) | $0.00 | $0.00 |
| Education & Encouragement | Voluntary travel behavior change program | Employees and residents participating (%) | 0% | 0% |
| | Promotions and marketing | Employees and residents participating (%) | 0% | 0% |

(cont. on following page)

## TDM Strategy Inputs, Cont.

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Commute Trip Reductions** | *Required commute trip reduction program* | *Employees participating (%)* | *0%* | *0%* |
| | *Alternative Work Schedules and Telecommute* | *Employees participating (%)* | *0%* | *0%* |
| | | *Type of program* | *0* | *0* |
| | *Employer sponsored vanpool or shuttle* | *Degree of implementation (low, medium, high)* | *0* | *0* |
| | | *Employees eligible (%)* | *0%* | *0%* |
| | | *Employer size (small, medium, large)* | *0* | *0* |
| | *Ride-share program* | *Employees eligible (%)* | *0%* | *0%* |
| **Shared Mobility** | *Car share* | *Car share project setting (Urban, Suburban, All Other)* | *0* | *0* |
| | *Bike share* | *Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)* | *0* | *0* |
| | *School carpool program* | *Level of implementation (Low, Medium, High)* | *0* | *0* |

(cont. on following page)

## TDM Strategy Inputs, Cont.

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Bicycle Infrastructure** | *Implement/Improve on-street bicycle facility* | *Provide bicycle facility along site (Yes/No)* | *0* | *0* |
| | Include Bike parking per LAMC | Meets City Bike Parking Code (Yes/No) | Yes | Yes |
| | *Include secure bike parking and showers* | *Includes indoor bike parking/lockers, showers, & repair station (Yes/No)* | *0* | *0* |
| **Neighborhood Enhancement** | *Traffic calming improvements* | *Streets with traffic calming improvements (%)* | *0%* | *0%* |
| | | *Intersections with traffic calming improvements (%)* | *0%* | *0%* |
| | *Pedestrian network improvements* | *Included (within project and connecting off-site/within project only)* | *0* | *0* |

# CITY OF LOS ANGELES VMT CALCULATOR

**Report 3: TDM Outputs**

Date: May 10, 2021
Project Name: 3225 Sunset
Project Scenario: With Project
Project Address: 3225 W SUNSET BLVD, 90026

*Version 1.3*

## TDM Adjustments by Trip Purpose & Strategy

### Place type: Compact Infill

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Parking** | Reduce parking supply | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | 13% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Parking cash-out | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Price workplace parking | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Residential area parking permits | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | |
| **Transit** | Reduce transit headways | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Transit subsidies | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Education & Encouragement** | Voluntary travel behavior change program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Commute Trip Reductions** | Required commute trip reduction program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4 |
| | Alternative Work Schedules and Telecommute Program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Employer sponsored vanpool or shuttle | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| | Ride-share program | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | |
| **Shared Mobility** | Car-share | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Shared Mobility sections 1 - 3 |
| | Bike share | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | *0.00%* | |
| | School carpool program | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |

## TDM Adjustments by Trip Purpose & Strategy, Cont.

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Bicycle Infrastructure** | Implement/ Improve on-street bicycle facility | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3 |
| | Include Bike parking per LAMC | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | |
| | Include secure bike parking and showers | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |
| **Neighborhood Enhancement** | Traffic calming improvements | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2 |
| | Pedestrian network improvements | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |

## Final Combined & Maximum TDM Effect

| | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated |
| **COMBINED TOTAL** | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* |
| **MAX. TDM EFFECT** | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* | *13%* |

***= Minimum (X%, 1-[(1-A)*(1-B)…])***
*where X%=*

| | | |
|---|---|---|
| **PLACE TYPE MAX:** | *urban* | *75%* |
| | compact infill | *40%* |
| | *suburban center* | *20%* |
| | *suburban* | *15%* |

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: May 10, 2021
Project Name: 3225 Sunset
Project Scenario: With Project
Project Address: 3225 W SUNSET BLVD, 90026

*Version 1.3*

### MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---|---|---|---|---|---|---|
| Home Based Work Production | 73 | -21.9% | 57 | 8.0 | 584 | 456 |
| Home Based Other Production | 202 | -17.3% | 167 | 6.1 | 1,232 | 1,019 |
| Non-Home Based Other Production | 177 | -2.3% | 173 | 6.8 | 1,204 | 1,176 |
| Home-Based Work Attraction | 51 | -29.4% | 36 | 9.4 | 479 | 338 |
| Home-Based Other Attraction | 285 | -16.1% | 239 | 6.5 | 1,853 | 1,554 |
| Non-Home Based Other Attraction | 106 | -2.8% | 103 | 6.7 | 710 | 690 |

### MXD Methodology with TDM Measures

| | *Proposed Project* | | | *Project with Mitigation Measures* | | |
|---|---|---|---|---|---|---|
| | TDM Adjustment | Project Trips | Project VMT | TDM Adjustment | Mitigated Trips | Mitigated VMT |
| Home Based Work Production | -13.0% | 50 | 397 | -13.0% | 50 | 397 |
| Home Based Other Production | -13.0% | 145 | 886 | -13.0% | 145 | 886 |
| Non-Home Based Other Production | -13.0% | 150 | 1,023 | -13.0% | 150 | 1,023 |
| Home-Based Work Attraction | -13.0% | 31 | 294 | -13.0% | 31 | 294 |
| Home-Based Other Attraction | -13.0% | 208 | 1,351 | -13.0% | 208 | 1,351 |
| Non-Home Based Other Attraction | -13.0% | 90 | 600 | -13.0% | 90 | 600 |

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 192
Total Employees: 35
APC: East Los Angeles

| | *Proposed Project* | *Project with Mitigation Measures* |
|---|---|---|
| *Total Home Based Production VMT* | **1,283** | **1,283** |
| *Total Home Based Work Attraction VMT* | **294** | **294** |
| *Total Home Based VMT Per Capita* | **6.7** | **6.7** |
| *Total Work Based VMT Per Employee* | **8.4** | **8.4** |

# APPENDIX D

# TRAFFIC VOLUME DATA SHEETS

# City Of Los Angeles
# Department Of Transportation
# MANUAL TRAFFIC COUNT SUMMARY

STREET:

**North/South** Sunset Boulevard

**East/West** Micheltorena Street

**Day:** Tuesday **Date:** May 23, 2017 **Weather:** CLEAR

**Hours:** 7-10AM 3-6PM **Staff:** CUI

**School Day:** YES **District:** Hollywood I/S CODE 19837

| | N/B | S/B | E/B | W/B |
|---|---|---|---|---|
| **DUAL-WHEELED** | 136 | 183 | 0 | 12 |
| **BIKES** | 94 | 115 | 0 | 5 |
| **BUSES** | 108 | 136 | 0 | 5 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|---|---|---|---|---|---|---|---|---|
| *AM PK 15 MIN* | 334 | 7.45 | 506 | 8.15 | 0 | 7.00 | 102 | 8.00 |
| *PM PK 15 MIN* | 339 | 5.30 | 458 | 4.45 | 0 | 3.00 | 36 | 3.15 |
| *AM PK HOUR* | 1219 | 7.15 | 1828 | 8.00 | 0 | 7.00 | 249 | 7.45 |
| *PM PK HOUR* | 1302 | 5.00 | 1744 | 4.45 | 0 | 3.00 | 135 | 3.15 |

**NORTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 0 | 1117 | 48 | 1165 |
| *8-9* | 0 | 1015 | 69 | 1084 |
| *9-10* | 0 | 1020 | 42 | 1062 |
| *3-4* | 0 | 1166 | 67 | 1233 |
| *4-5* | 0 | 1119 | 81 | 1200 |
| *5-6* | 0 | 1173 | 129 | 1302 |
| TOTAL | 0 | 6610 | 436 | 7046 |

**SOUTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 24 | 1350 | 0 | 1374 |
| *8-9* | 35 | 1793 | 0 | 1828 |
| *9-10* | 40 | 1282 | 0 | 1322 |
| *3-4* | 44 | 1643 | 0 | 1687 |
| *4-5* | 38 | 1687 | 0 | 1725 |
| *5-6* | 49 | 1623 | 0 | 1672 |
| TOTAL | 230 | 9378 | 0 | 9608 |

| **TOTAL** | **XING S/L** | | **XING N/L** | |
|---|---|---|---|---|
| N-S | Ped | Sch | Ped | Sch |
| 2539 | 16 | 4 | 29 | 2 |
| 2912 | 28 | 1 | 26 | 1 |
| 2384 | 18 | 0 | 16 | 1 |
| 2920 | 39 | 2 | 27 | 1 |
| 2925 | 26 | 1 | 22 | 0 |
| 2974 | 39 | 3 | 37 | 5 |
| 16654 | 166 | 11 | 157 | 10 |

**EASTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 0 | 0 | 0 | 0 |
| *8-9* | 0 | 0 | 0 | 0 |
| *9-10* | 0 | 0 | 0 | 0 |
| *3-4* | 0 | 0 | 0 | 0 |
| *4-5* | 0 | 0 | 0 | 0 |
| *5-6* | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

**WESTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 93 | 0 | 30 | 123 |
| *8-9* | 176 | 0 | 68 | 244 |
| *9-10* | 95 | 0 | 51 | 146 |
| *3-4* | 80 | 0 | 54 | 134 |
| *4-5* | 77 | 0 | 30 | 107 |
| *5-6* | 77 | 0 | 41 | 118 |
| TOTAL | 598 | 0 | 274 | 872 |

| **TOTAL** | **XING W/L** | | **XING E/L** | |
|---|---|---|---|---|
| E-W | Ped | Sch | Ped | Sch |
| 123 | 0 | 0 | 40 | 2 |
| 244 | 0 | 0 | 87 | 6 |
| 146 | 0 | 0 | 62 | 0 |
| 134 | 0 | 0 | 81 | 4 |
| 107 | 0 | 0 | 42 | 1 |
| 118 | 0 | 0 | 66 | 6 |
| 872 | 0 | 0 | 378 | 19 |

(Rev Oct 06)

City of Los Angeles

Department of Transportation

# BICYCLE COUNT SUMMARY

**STREET:**

| | | | | | |
|---|---|---|---|---|---|
| **North/South:** | Sunset Boulevard | | | | |
| **East/West:** | Micheltorena Street | | | | |
| Day: | Tuesday | Date: | 5/23/17 | Weather: | CLEAR |
| School Day: | YES | District: | Hollywood | I/S Code: | 19837 |
| Hours: | 7-10 AM, 3-6 PM | Staff: | CUI | | |

**NORTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 10 | 0 | 10 |
| 8-9 | 0 | 13 | 1 | 14 |
| 9-10 | 1 | 13 | 0 | 14 |
| 3-4 | 0 | 12 | 0 | 12 |
| 4-5 | 0 | 22 | 0 | 22 |
| 5-6 | 0 | 22 | 0 | 22 |
| TOTAL | 1 | 92 | 1 | 94 |

**SOUTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 1 | 15 | 0 | 16 |
| 8-9 | 1 | 23 | 0 | 24 |
| 9-10 | 1 | 9 | 0 | 10 |
| 3-4 | 0 | 20 | 0 | 20 |
| 4-5 | 0 | 27 | 0 | 27 |
| 5-6 | 0 | 18 | 0 | 18 |
| TOTAL | 3 | 112 | 0 | 115 |

**TOTAL**

| N-S |
|---|
| 26 |
| 38 |
| 24 |
| 32 |
| 49 |
| 40 |
| 209 |

**EASTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

**WESTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 1 | 0 | 0 | 1 |
| 8-9 | 0 | 0 | 2 | 2 |
| 9-10 | 0 | 0 | 1 | 1 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 1 | 1 |
| TOTAL | 1 | 0 | 4 | 5 |

**TOTAL**

| N-S |
|---|
| 1 |
| 2 |
| 1 |
| 0 |
| 0 |
| 1 |
| 5 |

**REMARKS (6 hour total):**

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| - Female Riders | 19 | 10 | 0 | 1 | 30 |
| - No helmet riders | 42 | 43 | 1 | 3 | 89 |
| - Sidewalk Riding | 14 | 7 | 0 | 3 | 24 |
| - Wrong way riding | 9 | 9 | 0 | 2 | 20 |

**NB**: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

*Source:* Counts Unlimited, Inc. LADOT 2015 CMP

City of Los Angeles

Department of Transportation

# PEDESTRIAN COUNT SUMMARY

**STREET:**

| | | | | | |
|---|---|---|---|---|---|
| **North/South:** | Sunset Boulevard | | | | |
| **East/West:** | Micheltorena Street | | | | |
| Day: | Tuesday | Date: | 5/23/17 | Weather: | CLEAR |
| School Day: | YES | District: | Hollywood | I/S Code: | 19837 |
| Hours: | 7-10 AM, 3-6 PM | Staff: | CUI | | |

AM PEAK PERIOD

| 15 Min. Interv | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| 7:00-7:15 | 6 | 5 | 13 | 0 | 24 |
| 7:15-7:30 | 9 | 4 | 9 | 0 | 22 |
| 7:30-7:45 | 10 | 2 | 6 | 0 | 18 |
| 7:45-8:00 | 6 | 9 | 14 | 0 | 29 |
| 8:00-8:15 | 14 | 12 | 51 | 0 | 77 |
| 8:15-8:30 | 6 | 10 | 26 | 0 | 42 |
| 8:30-8:45 | 4 | 4 | 8 | 0 | 16 |
| 8:45-9:00 | 3 | 3 | 8 | 0 | 14 |
| 9:00-9:15 | 8 | 5 | 26 | 0 | 39 |
| 9:15-9:30 | 2 | 2 | 15 | 0 | 19 |
| 9:30-9:45 | 4 | 4 | 8 | 0 | 16 |
| 9:45-10:00 | 3 | 7 | 13 | 0 | 23 |
| **Hours** | | | | | |
| 7 - 8 | 31 | 20 | 42 | 0 | 93 |
| 8 - 9 | 27 | 29 | 93 | 0 | 149 |
| 9 - 10 | 17 | 18 | 62 | 0 | 97 |
| **TOTAL** | 75 | 67 | 197 | 0 | 339 |

PM PEAK PERIOD

| 15 Min. Interva | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| 3:00-3:15 | 13 | 13 | 15 | 0 | 41 |
| 3:15-3:30 | 18 | 18 | 25 | 0 | 61 |
| 3:30-3:45 | 8 | 8 | 24 | 0 | 40 |
| 3:45-4:00 | 2 | 2 | 21 | 0 | 25 |
| 4:00-4:15 | 10 | 10 | 12 | 0 | 32 |
| 4:15-4:30 | 7 | 7 | 10 | 0 | 24 |
| 4:30-4:45 | 7 | 7 | 12 | 0 | 26 |
| 4:45-5:00 | 3 | 3 | 9 | 0 | 15 |
| 5:00-5:15 | 11 | 11 | 9 | 0 | 31 |
| 5:15-5:30 | 15 | 15 | 25 | 0 | 55 |
| 5:30-5:45 | 8 | 8 | 22 | 0 | 38 |
| 5:45-6:00 | 8 | 8 | 16 | 0 | 32 |
| **Hours** | | | | | |
| 3 - 4 | 41 | 41 | 85 | 0 | 167 |
| 4 - 5 | 27 | 27 | 43 | 0 | 97 |
| 5 - 6 | 42 | 42 | 72 | 0 | 156 |
| | 110 | 110 | 200 | 0 | 420 |

**REMARKS (6 hour total):**

| | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| - Wheelchair/special needs assistance | 0 | 0 | 0 | 0 | 0 |
| - Skateboard/scooter | 0 | 0 | 1 | 0 | 1 |

**N**: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

*Source:* Counts Unlimited, Inc. LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Sunset Boulevard
E/W: Micheltorena Street
Weather: Clear

File Name : LACSUMIAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 5 | 234 | 239 | 11 | 4 | 15 | 239 | 6 | 245 | 499 |
| 07:15 AM | 4 | 306 | 310 | 16 | 6 | 22 | 259 | 2 | 261 | 593 |
| 07:30 AM | 7 | 376 | 383 | 23 | 9 | 32 | 317 | 8 | 325 | 740 |
| 07:45 AM | 8 | 434 | 442 | 43 | 11 | 54 | 302 | 32 | 334 | 830 |
| Total | 24 | 1350 | 1374 | 93 | 30 | 123 | 1117 | 48 | 1165 | 2662 |
| | | | | | | | | | | |
| 08:00 AM | 6 | 453 | 459 | 73 | 29 | 102 | 270 | 29 | 299 | 860 |
| 08:15 AM | 12 | 494 | 506 | 26 | 13 | 39 | 234 | 13 | 247 | 792 |
| 08:30 AM | 8 | 402 | 410 | 40 | 14 | 54 | 233 | 14 | 247 | 711 |
| 08:45 AM | 9 | 444 | 453 | 37 | 12 | 49 | 278 | 13 | 291 | 793 |
| Total | 35 | 1793 | 1828 | 176 | 68 | 244 | 1015 | 69 | 1084 | 3156 |
| | | | | | | | | | | |
| 09:00 AM | 7 | 377 | 384 | 35 | 18 | 53 | 274 | 11 | 285 | 722 |
| 09:15 AM | 8 | 304 | 312 | 27 | 12 | 39 | 245 | 13 | 258 | 609 |
| 09:30 AM | 9 | 318 | 327 | 18 | 13 | 31 | 241 | 7 | 248 | 606 |
| 09:45 AM | 16 | 283 | 299 | 15 | 8 | 23 | 260 | 11 | 271 | 593 |
| Total | 40 | 1282 | 1322 | 95 | 51 | 146 | 1020 | 42 | 1062 | 2530 |
| | | | | | | | | | | |
| Grand Total | 99 | 4425 | 4524 | 364 | 149 | 513 | 3152 | 159 | 3311 | 8348 |
| Apprch % | 2.2 | 97.8 | | 71 | 29 | | 95.2 | 4.8 | | |
| Total % | 1.2 | 53 | 54.2 | 4.4 | 1.8 | 6.1 | 37.8 | 1.9 | 39.7 | |
| Passenger Vehicles | 97 | 4264 | 4361 | 362 | 141 | 503 | 2997 | 152 | 3149 | 8013 |
| % Passenger Vehicles | 98 | 96.4 | 96.4 | 99.5 | 94.6 | 98.1 | 95.1 | 95.6 | 95.1 | 96 |
| Dual Wheeled | 2 | 99 | 101 | 1 | 6 | 7 | 90 | 6 | 96 | 204 |
| % Dual Wheeled | 2 | 2.2 | 2.2 | 0.3 | 4 | 1.4 | 2.9 | 3.8 | 2.9 | 2.4 |
| Buses | 0 | 62 | 62 | 1 | 2 | 3 | 65 | 1 | 66 | 131 |
| % Buses | 0 | 1.4 | 1.4 | 0.3 | 1.3 | 0.6 | 2.1 | 0.6 | 2 | 1.6 |

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 7 | 376 | 383 | 23 | 9 | 32 | **317** | 8 | 325 | 740 |
| 07:45 AM | 8 | 434 | 442 | 43 | 11 | 54 | 302 | **32** | **334** | 830 |
| 08:00 AM | 6 | 453 | 459 | **73** | **29** | **102** | 270 | 29 | 299 | **860** |
| 08:15 AM | **12** | **494** | **506** | 26 | 13 | 39 | 234 | 13 | 247 | 792 |
| Total Volume | 33 | 1757 | 1790 | 165 | 62 | 227 | 1123 | 82 | 1205 | 3222 |
| % App. Total | 1.8 | 98.2 | | 72.7 | 27.3 | | 93.2 | 6.8 | | |
| PHF | .688 | .889 | .884 | .565 | .534 | .556 | .886 | .641 | .902 | .937 |

Counts Unlimited
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City of Los Angeles
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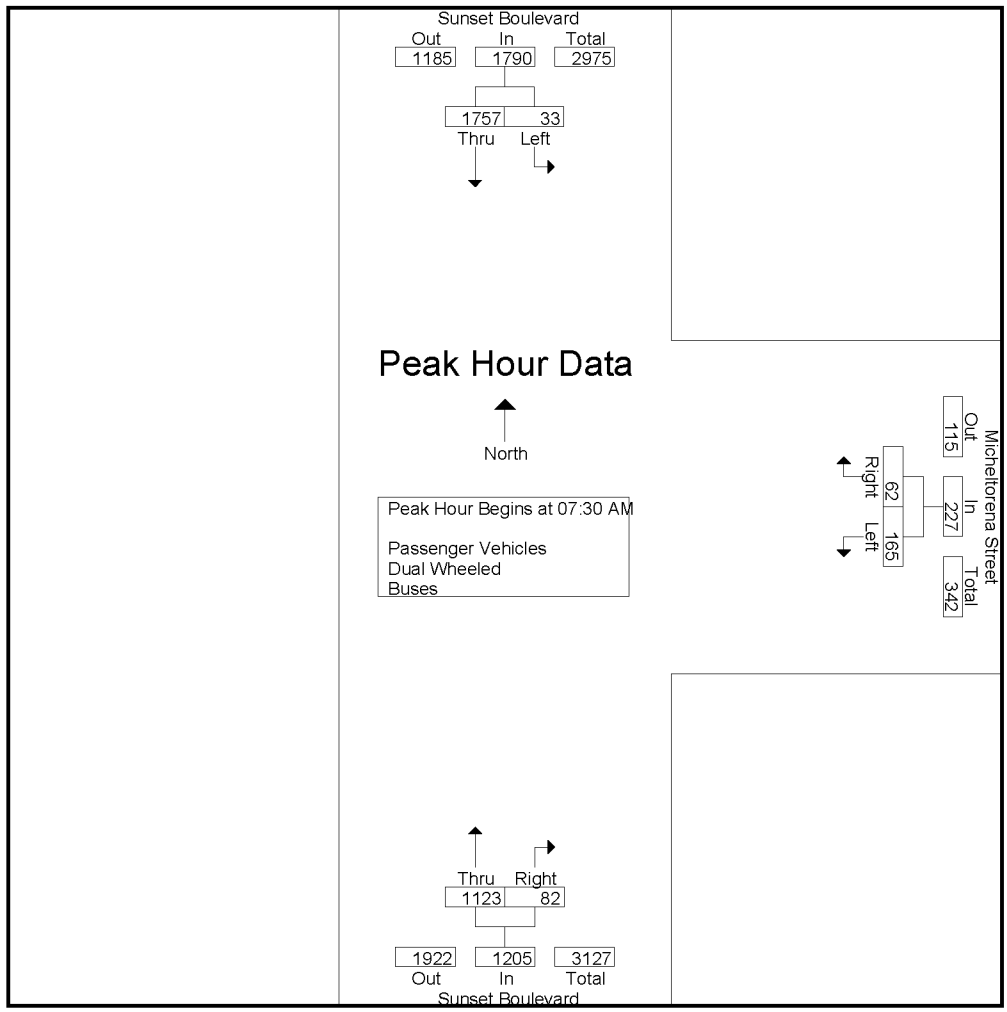
E/W: Micheltorena Street
Weather: Clear

File Name : LACSUMIAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 08:00 AM | | | 07:45 AM | | | 07:15 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 6 | 453 | 459 | 43 | 11 | 54 | 259 | 2 | 261 |
| +15 mins. | **12** | **494** | **506** | **73** | **29** | **102** | **317** | 8 | 325 |
| +30 mins. | 8 | 402 | 410 | 26 | 13 | 39 | 302 | **32** | **334** |
| +45 mins. | 9 | 444 | 453 | 40 | 14 | 54 | 270 | 29 | 299 |
| Total Volume | 35 | 1793 | 1828 | 182 | 67 | 249 | 1148 | 71 | 1219 |
| % App. Total | 1.9 | 98.1 | | 73.1 | 26.9 | | 94.2 | 5.8 | |
| PHF | .729 | .907 | .903 | .623 | .578 | .610 | .905 | .555 | .912 |

Counts Unlimited
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City of Los Angeles
N/S: Sunset Boulevard
E/W: Micheltorena Street
Weather: Clear

File Name : LACSUMIAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Passenger Vehicles

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 5 | 227 | 232 | 11 | 4 | 15 | 217 | 5 | 222 | 469 |
| 07:15 AM | 4 | 298 | 302 | 16 | 5 | 21 | 246 | 2 | 248 | 571 |
| 07:30 AM | 5 | 364 | 369 | 23 | 9 | 32 | 306 | 6 | 312 | 713 |
| 07:45 AM | 8 | 417 | 425 | 43 | 11 | 54 | 296 | 32 | 328 | 807 |
| Total | 22 | 1306 | 1328 | 93 | 29 | 122 | 1065 | 45 | 1110 | 2560 |
| | | | | | | | | | | |
| 08:00 AM | 6 | 434 | 440 | 72 | 27 | 99 | 257 | 28 | 285 | 824 |
| 08:15 AM | 12 | 467 | 479 | 26 | 13 | 39 | 223 | 13 | 236 | 754 |
| 08:30 AM | 8 | 390 | 398 | 39 | 12 | 51 | 227 | 13 | 240 | 689 |
| 08:45 AM | 9 | 430 | 439 | 37 | 11 | 48 | 266 | 13 | 279 | 766 |
| Total | 35 | 1721 | 1756 | 174 | 63 | 237 | 973 | 67 | 1040 | 3033 |
| | | | | | | | | | | |
| 09:00 AM | 7 | 366 | 373 | 35 | 17 | 52 | 258 | 10 | 268 | 693 |
| 09:15 AM | 8 | 294 | 302 | 27 | 12 | 39 | 228 | 13 | 241 | 582 |
| 09:30 AM | 9 | 303 | 312 | 18 | 13 | 31 | 231 | 7 | 238 | 581 |
| 09:45 AM | 16 | 274 | 290 | 15 | 7 | 22 | 242 | 10 | 252 | 564 |
| Total | 40 | 1237 | 1277 | 95 | 49 | 144 | 959 | 40 | 999 | 2420 |
| | | | | | | | | | | |
| Grand Total | 97 | 4264 | 4361 | 362 | 141 | 503 | 2997 | 152 | 3149 | 8013 |
| Apprch % | 2.2 | 97.8 | | 72 | 28 | | 95.2 | 4.8 | | |
| Total % | 1.2 | 53.2 | 54.4 | 4.5 | 1.8 | 6.3 | 37.4 | 1.9 | 39.3 | |

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 5 | 364 | 369 | 23 | 9 | 32 | **306** | 6 | 312 | 713 |
| 07:45 AM | 8 | 417 | 425 | 43 | 11 | 54 | 296 | **32** | **328** | 807 |
| 08:00 AM | 6 | 434 | 440 | **72** | **27** | **99** | 257 | 28 | 285 | **824** |
| 08:15 AM | **12** | **467** | **479** | 26 | 13 | 39 | 223 | 13 | 236 | 754 |
| Total Volume | 31 | 1682 | 1713 | 164 | 60 | 224 | 1082 | 79 | 1161 | 3098 |
| % App. Total | 1.8 | 98.2 | | 73.2 | 26.8 | | 93.2 | 6.8 | | |
| PHF | .646 | .900 | .894 | .569 | .556 | .566 | .884 | .617 | .885 | .940 |

Counts Unlimited
PO Box 1178
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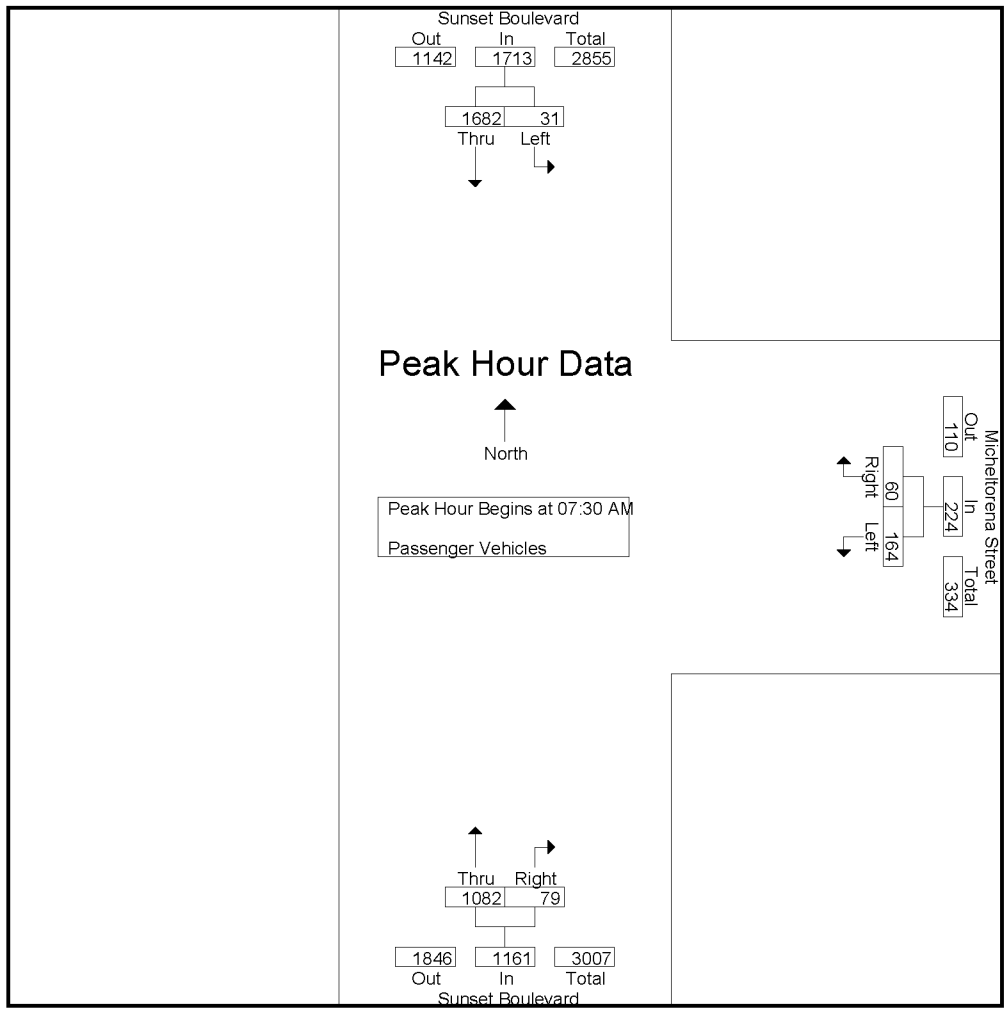
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 5 | 364 | 369 | 23 | 9 | 32 | **306** | 6 | 312 |
| +15 mins. | 8 | 417 | 425 | 43 | 11 | 54 | 296 | **32** | **328** |
| +30 mins. | 6 | 434 | 440 | **72** | **27** | **99** | 257 | 28 | 285 |
| +45 mins. | **12** | **467** | **479** | 26 | 13 | 39 | 223 | 13 | 236 |
| Total Volume | 31 | 1682 | 1713 | 164 | 60 | 224 | 1082 | 79 | 1161 |
| % App. Total | 1.8 | 98.2 | | 73.2 | 26.8 | | 93.2 | 6.8 | |
| PHF | .646 | .900 | .894 | .569 | .556 | .566 | .884 | .617 | .885 |

Counts Unlimited
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City of Los Angeles
N/S: Sunset Boulevard
E/W: Micheltorena Street
Weather: Clear

File Name : LACSUMIAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Dual Wheeled

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 2 | 2 | 0 | 0 | 0 | 8 | 1 | 9 | 11 |
| 07:15 AM | 0 | 4 | 4 | 0 | 1 | 1 | 7 | 0 | 7 | 12 |
| 07:30 AM | 2 | 6 | 8 | 0 | 0 | 0 | 5 | 2 | 7 | 15 |
| 07:45 AM | 0 | 11 | 11 | 0 | 0 | 0 | 2 | 0 | 2 | 13 |
| Total | 2 | 23 | 25 | 0 | 1 | 1 | 22 | 3 | 25 | 51 |
| | | | | | | | | | | |
| 08:00 AM | 0 | 13 | 13 | 0 | 0 | 0 | 8 | 0 | 8 | 21 |
| 08:15 AM | 0 | 15 | 15 | 0 | 0 | 0 | 6 | 0 | 6 | 21 |
| 08:30 AM | 0 | 7 | 7 | 1 | 2 | 3 | 2 | 1 | 3 | 13 |
| 08:45 AM | 0 | 9 | 9 | 0 | 1 | 1 | 8 | 0 | 8 | 18 |
| Total | 0 | 44 | 44 | 1 | 3 | 4 | 24 | 1 | 25 | 73 |
| | | | | | | | | | | |
| 09:00 AM | 0 | 7 | 7 | 0 | 1 | 1 | 11 | 1 | 12 | 20 |
| 09:15 AM | 0 | 6 | 6 | 0 | 0 | 0 | 14 | 0 | 14 | 20 |
| 09:30 AM | 0 | 11 | 11 | 0 | 0 | 0 | 6 | 0 | 6 | 17 |
| 09:45 AM | 0 | 8 | 8 | 0 | 1 | 1 | 13 | 1 | 14 | 23 |
| Total | 0 | 32 | 32 | 0 | 2 | 2 | 44 | 2 | 46 | 80 |
| | | | | | | | | | | |
| Grand Total | 2 | 99 | 101 | 1 | 6 | 7 | 90 | 6 | 96 | 204 |
| Apprch % | 2 | 98 | | 14.3 | 85.7 | | 93.8 | 6.2 | | |
| Total % | 1 | 48.5 | 49.5 | 0.5 | 2.9 | 3.4 | 44.1 | 2.9 | 47.1 | |

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | **2** | 6 | 8 | 0 | 0 | 0 | 5 | **2** | 7 | 15 |
| 07:45 AM | 0 | 11 | 11 | 0 | 0 | 0 | 2 | 0 | 2 | 13 |
| 08:00 AM | 0 | 13 | 13 | 0 | 0 | 0 | **8** | 0 | **8** | **21** |
| 08:15 AM | 0 | **15** | **15** | 0 | 0 | 0 | 6 | 0 | 6 | 21 |
| Total Volume | 2 | 45 | 47 | 0 | 0 | 0 | 21 | 2 | 23 | 70 |
| % App. Total | 4.3 | 95.7 | | 0 | 0 | | 91.3 | 8.7 | | |
| PHF | .250 | .750 | .783 | .000 | .000 | .000 | .656 | .250 | .719 | .833 |

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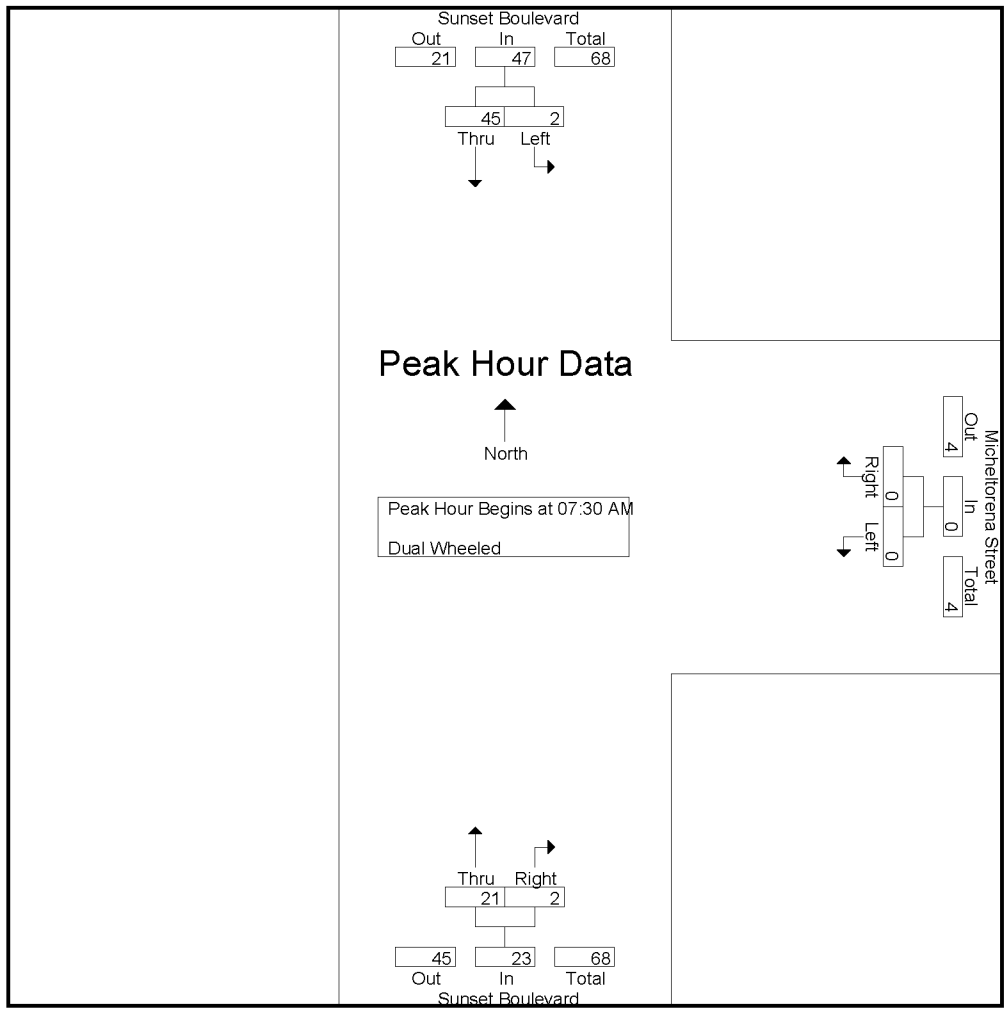
Weather: Clear

File Name : LACSUMIAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | 6 | 8 | 0 | 0 | 0 | 5 | **2** | 7 |
| +15 mins. | 0 | 11 | 11 | 0 | 0 | 0 | 2 | 0 | 2 |
| +30 mins. | 0 | 13 | 13 | 0 | 0 | 0 | **8** | 0 | **8** |
| +45 mins. | 0 | **15** | **15** | 0 | 0 | 0 | 6 | 0 | 6 |
| Total Volume | 2 | 45 | 47 | 0 | 0 | 0 | 21 | 2 | 23 |
| % App. Total | 4.3 | 95.7 | | 0 | 0 | | 91.3 | 8.7 | |
| PHF | .250 | .750 | .783 | .000 | .000 | .000 | .656 | .250 | .719 |

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Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Buses

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 5 | 5 | 0 | 0 | 0 | 14 | 0 | 14 | 19 |
| 07:15 AM | 0 | 4 | 4 | 0 | 0 | 0 | 6 | 0 | 6 | 10 |
| 07:30 AM | 0 | 6 | 6 | 0 | 0 | 0 | 6 | 0 | 6 | 12 |
| 07:45 AM | 0 | 6 | 6 | 0 | 0 | 0 | 4 | 0 | 4 | 10 |
| Total | 0 | 21 | 21 | 0 | 0 | 0 | 30 | 0 | 30 | 51 |
| 08:00 AM | 0 | 6 | 6 | 1 | 2 | 3 | 5 | 1 | 6 | 15 |
| 08:15 AM | 0 | 12 | 12 | 0 | 0 | 0 | 5 | 0 | 5 | 17 |
| 08:30 AM | 0 | 5 | 5 | 0 | 0 | 0 | 4 | 0 | 4 | 9 |
| 08:45 AM | 0 | 5 | 5 | 0 | 0 | 0 | 4 | 0 | 4 | 9 |
| Total | 0 | 28 | 28 | 1 | 2 | 3 | 18 | 1 | 19 | 50 |
| 09:00 AM | 0 | 4 | 4 | 0 | 0 | 0 | 5 | 0 | 5 | 9 |
| 09:15 AM | 0 | 4 | 4 | 0 | 0 | 0 | 3 | 0 | 3 | 7 |
| 09:30 AM | 0 | 4 | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| 09:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 0 | 5 | 6 |
| Total | 0 | 13 | 13 | 0 | 0 | 0 | 17 | 0 | 17 | 30 |
| Grand Total | 0 | 62 | 62 | 1 | 2 | 3 | 65 | 1 | 66 | 131 |
| Apprch % | 0 | 100 | | 33.3 | 66.7 | | 98.5 | 1.5 | | |
| Total % | 0 | 47.3 | 47.3 | 0.8 | 1.5 | 2.3 | 49.6 | 0.8 | 50.4 | |

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 0 | 6 | 6 | 0 | 0 | 0 | **6** | 0 | **6** | 12 |
| 07:45 AM | 0 | 6 | 6 | 0 | 0 | 0 | 4 | 0 | 4 | 10 |
| 08:00 AM | 0 | 6 | 6 | **1** | **2** | **3** | 5 | **1** | 6 | 15 |
| 08:15 AM | 0 | **12** | **12** | 0 | 0 | 0 | 5 | 0 | 5 | **17** |
| Total Volume | 0 | 30 | 30 | 1 | 2 | 3 | 20 | 1 | 21 | 54 |
| % App. Total | 0 | 100 | | 33.3 | 66.7 | | 95.2 | 4.8 | | |
| PHF | .000 | .625 | .625 | .250 | .250 | .250 | .833 | .250 | .875 | .794 |

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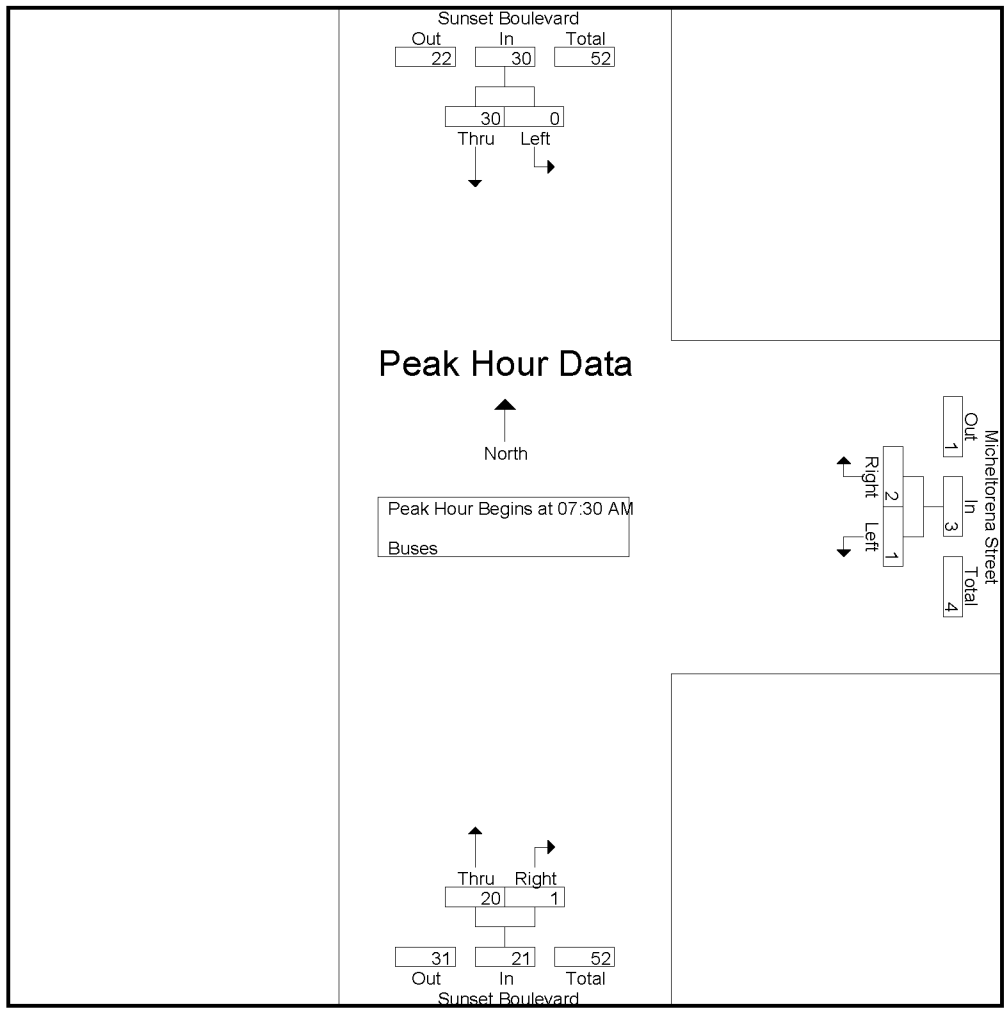
File Name : LACSUMIAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | 07:30 AM | | | 07:30 AM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 6 | 6 | 0 | 0 | 0 | **6** | 0 | **6** |
| +15 mins. | 0 | 6 | 6 | 0 | 0 | 0 | 4 | 0 | 4 |
| +30 mins. | 0 | 6 | 6 | **1** | **2** | **3** | 5 | **1** | 6 |
| +45 mins. | 0 | **12** | **12** | 0 | 0 | 0 | 5 | 0 | 5 |
| Total Volume | 0 | 30 | 30 | 1 | 2 | 3 | 20 | 1 | 21 |
| % App. Total | 0 | 100 | | 33.3 | 66.7 | | 95.2 | 4.8 | |
| PHF | .000 | .625 | .625 | .250 | .250 | .250 | .833 | .250 | .875 |

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Weather: Clear

File Name : LACSUMIPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 9 | 396 | 405 | 19 | 12 | 31 | 287 | 17 | 304 | 740 |
| 03:15 PM | 7 | 438 | 445 | 25 | 11 | 36 | 292 | 12 | 304 | 785 |
| 03:30 PM | 16 | 408 | 424 | 19 | 16 | 35 | 278 | 19 | 297 | 756 |
| 03:45 PM | 12 | 401 | 413 | 17 | 15 | 32 | 309 | 19 | 328 | 773 |
| Total | 44 | 1643 | 1687 | 80 | 54 | 134 | 1166 | 67 | 1233 | 3054 |
| | | | | | | | | | | |
| 04:00 PM | 9 | 421 | 430 | 24 | 8 | 32 | 246 | 25 | 271 | 733 |
| 04:15 PM | 11 | 403 | 414 | 13 | 5 | 18 | 286 | 19 | 305 | 737 |
| 04:30 PM | 8 | 415 | 423 | 21 | 7 | 28 | 278 | 17 | 295 | 746 |
| 04:45 PM | 10 | 448 | 458 | 19 | 10 | 29 | 309 | 20 | 329 | 816 |
| Total | 38 | 1687 | 1725 | 77 | 30 | 107 | 1119 | 81 | 1200 | 3032 |
| | | | | | | | | | | |
| 05:00 PM | 16 | 392 | 408 | 16 | 11 | 27 | 271 | 26 | 297 | 732 |
| 05:15 PM | 17 | 409 | 426 | 24 | 4 | 28 | 298 | 33 | 331 | 785 |
| 05:30 PM | 9 | 443 | 452 | 24 | 7 | 31 | 305 | 34 | 339 | 822 |
| 05:45 PM | 7 | 379 | 386 | 13 | 19 | 32 | 299 | 36 | 335 | 753 |
| Total | 49 | 1623 | 1672 | 77 | 41 | 118 | 1173 | 129 | 1302 | 3092 |
| | | | | | | | | | | |
| Grand Total | 131 | 4953 | 5084 | 234 | 125 | 359 | 3458 | 277 | 3735 | 9178 |
| Apprch % | 2.6 | 97.4 | | 65.2 | 34.8 | | 92.6 | 7.4 | | |
| Total % | 1.4 | 54 | 55.4 | 2.5 | 1.4 | 3.9 | 37.7 | 3 | 40.7 | |
| Passenger Vehicles | 129 | 4799 | 4928 | 229 | 123 | 352 | 3377 | 276 | 3653 | 8933 |
| % Passenger Vehicles | 98.5 | 96.9 | 96.9 | 97.9 | 98.4 | 98.1 | 97.7 | 99.6 | 97.8 | 97.3 |
| Dual Wheeled | 2 | 80 | 82 | 4 | 1 | 5 | 40 | 0 | 40 | 127 |
| % Dual Wheeled | 1.5 | 1.6 | 1.6 | 1.7 | 0.8 | 1.4 | 1.2 | 0 | 1.1 | 1.4 |
| Buses | 0 | 74 | 74 | 1 | 1 | 2 | 41 | 1 | 42 | 118 |
| % Buses | 0 | 1.5 | 1.5 | 0.4 | 0.8 | 0.6 | 1.2 | 0.4 | 1.1 | 1.3 |

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 10 | **448** | **458** | 19 | 10 | 29 | **309** | 20 | 329 | 816 |
| 05:00 PM | 16 | 392 | 408 | 16 | **11** | 27 | 271 | 26 | 297 | 732 |
| 05:15 PM | **17** | 409 | 426 | **24** | 4 | 28 | 298 | 33 | 331 | 785 |
| 05:30 PM | 9 | 443 | 452 | 24 | 7 | **31** | 305 | **34** | **339** | **822** |
| Total Volume | 52 | 1692 | 1744 | 83 | 32 | 115 | 1183 | 113 | 1296 | 3155 |
| % App. Total | 3 | 97 | | 72.2 | 27.8 | | 91.3 | 8.7 | | |
| PHF | .765 | .944 | .952 | .865 | .727 | .927 | .957 | .831 | .956 | .960 |

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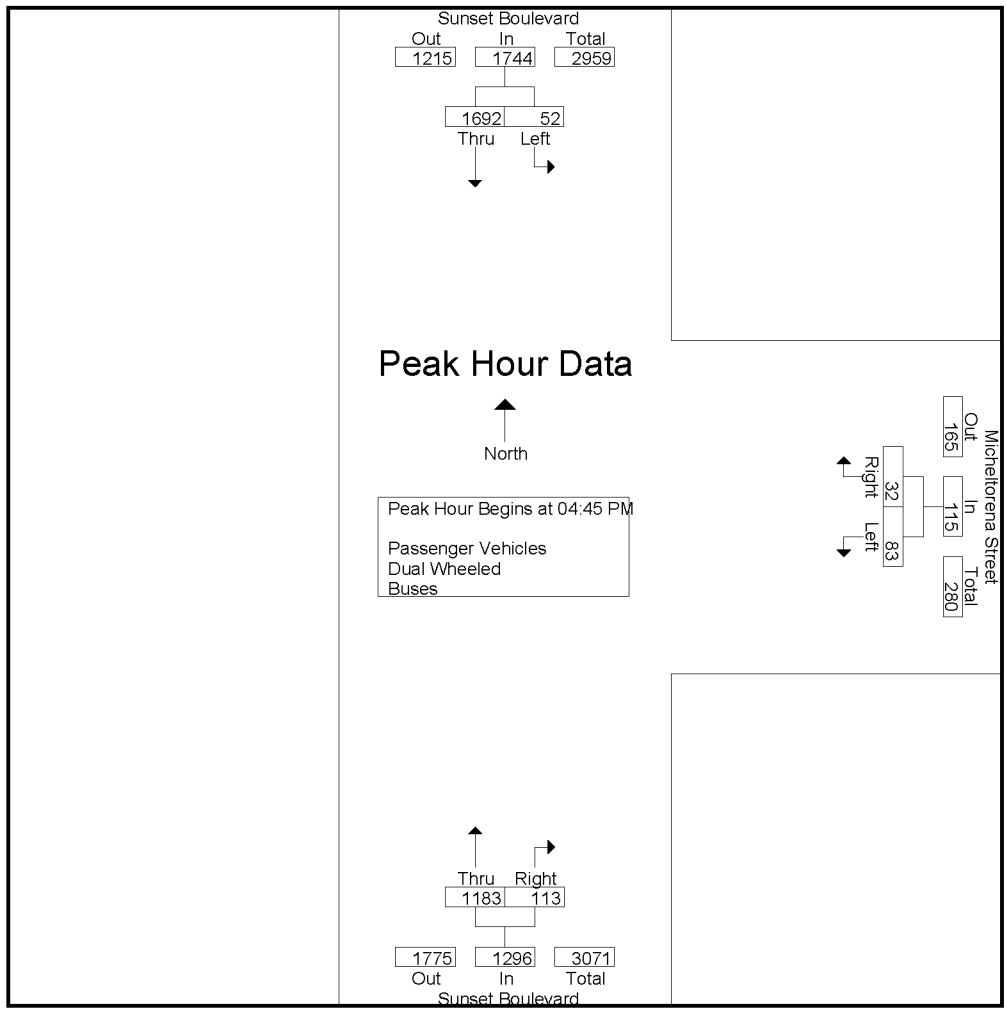
File Name : LACSUMIPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 03:15 PM | | | 05:00 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 10 | **448** | **458** | **25** | 11 | **36** | 271 | 26 | 297 |
| +15 mins. | 16 | 392 | 408 | 19 | **16** | 35 | 298 | 33 | 331 |
| +30 mins. | **17** | 409 | 426 | 17 | 15 | 32 | **305** | 34 | **339** |
| +45 mins. | 9 | 443 | 452 | 24 | 8 | 32 | 299 | **36** | 335 |
| Total Volume | 52 | 1692 | 1744 | 85 | 50 | 135 | 1173 | 129 | 1302 |
| % App. Total | 3 | 97 | | 63 | 37 | | 90.1 | 9.9 | |
| PHF | .765 | .944 | .952 | .850 | .781 | .938 | .961 | .896 | .960 |

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Weather: Clear

File Name : LACSUMIPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Passenger Vehicles

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 9 | 384 | 393 | 18 | 12 | 30 | 279 | 17 | 296 | 719 |
| 03:15 PM | 7 | 422 | 429 | 24 | 11 | 35 | 280 | 12 | 292 | 756 |
| 03:30 PM | 16 | 390 | 406 | 18 | 16 | 34 | 271 | 19 | 290 | 730 |
| 03:45 PM | 12 | 385 | 397 | 17 | 15 | 32 | 300 | 19 | 319 | 748 |
| Total | 44 | 1581 | 1625 | 77 | 54 | 131 | 1130 | 67 | 1197 | 2953 |
| | | | | | | | | | | |
| 04:00 PM | 8 | 412 | 420 | 24 | 8 | 32 | 239 | 25 | 264 | 716 |
| 04:15 PM | 11 | 387 | 398 | 12 | 4 | 16 | 279 | 19 | 298 | 712 |
| 04:30 PM | 8 | 404 | 412 | 20 | 6 | 26 | 272 | 16 | 288 | 726 |
| 04:45 PM | 10 | 434 | 444 | 19 | 10 | 29 | 303 | 20 | 323 | 796 |
| Total | 37 | 1637 | 1674 | 75 | 28 | 103 | 1093 | 80 | 1173 | 2950 |
| | | | | | | | | | | |
| 05:00 PM | 15 | 379 | 394 | 16 | 11 | 27 | 265 | 26 | 291 | 712 |
| 05:15 PM | 17 | 396 | 413 | 24 | 4 | 28 | 295 | 33 | 328 | 769 |
| 05:30 PM | 9 | 435 | 444 | 24 | 7 | 31 | 299 | 34 | 333 | 808 |
| 05:45 PM | 7 | 371 | 378 | 13 | 19 | 32 | 295 | 36 | 331 | 741 |
| Total | 48 | 1581 | 1629 | 77 | 41 | 118 | 1154 | 129 | 1283 | 3030 |
| | | | | | | | | | | |
| Grand Total | 129 | 4799 | 4928 | 229 | 123 | 352 | 3377 | 276 | 3653 | 8933 |
| Apprch % | 2.6 | 97.4 | | 65.1 | 34.9 | | 92.4 | 7.6 | | |
| Total % | 1.4 | 53.7 | 55.2 | 2.6 | 1.4 | 3.9 | 37.8 | 3.1 | 40.9 | |

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 10 | 434 | **444** | 19 | 10 | 29 | **303** | 20 | 323 | 796 |
| 05:00 PM | 15 | 379 | 394 | 16 | **11** | 27 | 265 | 26 | 291 | 712 |
| 05:15 PM | **17** | 396 | 413 | **24** | 4 | 28 | 295 | 33 | 328 | 769 |
| 05:30 PM | 9 | **435** | 444 | 24 | 7 | **31** | 299 | **34** | **333** | **808** |
| Total Volume | 51 | 1644 | 1695 | 83 | 32 | 115 | 1162 | 113 | 1275 | 3085 |
| % App. Total | 3 | 97 | | 72.2 | 27.8 | | 91.1 | 8.9 | | |
| PHF | .750 | .945 | .954 | .865 | .727 | .927 | .959 | .831 | .957 | .955 |

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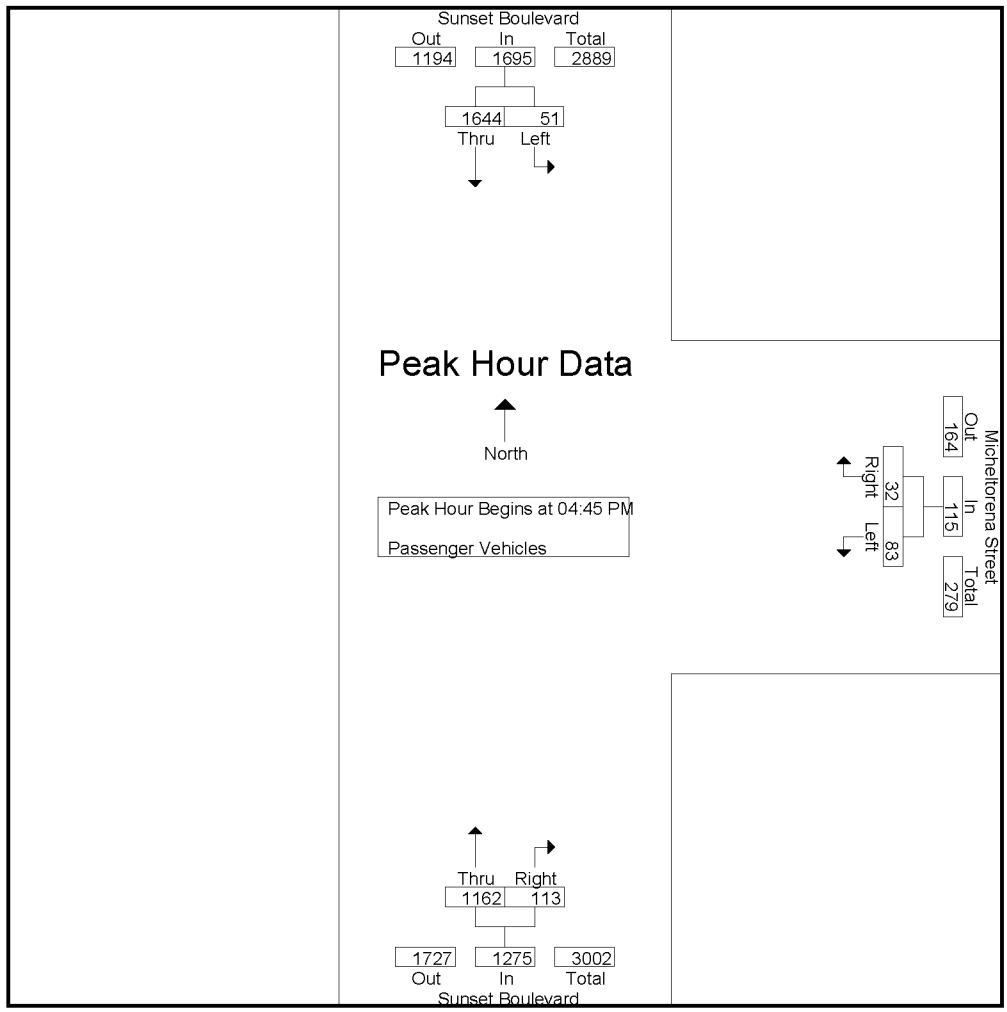


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 04:45 PM | | | 04:45 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 10 | 434 | **444** | 19 | 10 | 29 | **303** | 20 | 323 |
| +15 mins. | 15 | 379 | 394 | 16 | **11** | 27 | 265 | 26 | 291 |
| +30 mins. | **17** | 396 | 413 | **24** | 4 | 28 | 295 | 33 | 328 |
| +45 mins. | 9 | **435** | 444 | 24 | 7 | **31** | 299 | **34** | **333** |
| Total Volume | 51 | 1644 | 1695 | 83 | 32 | 115 | 1162 | 113 | 1275 |
| % App. Total | 3 | 97 | | 72.2 | 27.8 | | 91.1 | 8.9 | |
| PHF | .750 | .945 | .954 | .865 | .727 | .927 | .959 | .831 | .957 |

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Weather: Clear

File Name : LACSUMIPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Dual Wheeled

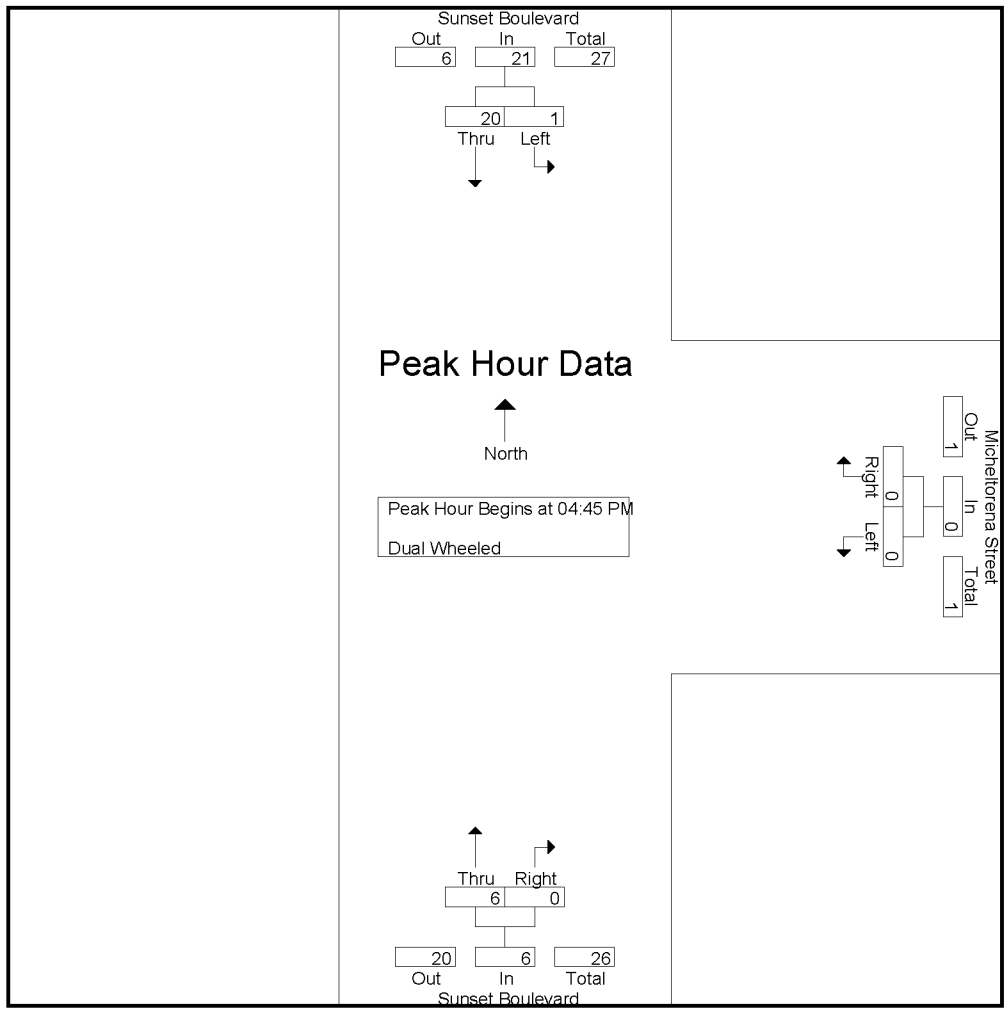
| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 0 | 8 | 8 | 0 | 0 | 0 | 4 | 0 | 4 | 12 |
| 03:15 PM | 0 | 10 | 10 | 1 | 0 | 1 | 10 | 0 | 10 | 21 |
| 03:30 PM | 0 | 11 | 11 | 1 | 0 | 1 | 5 | 0 | 5 | 17 |
| 03:45 PM | 0 | 8 | 8 | 0 | 0 | 0 | 6 | 0 | 6 | 14 |
| Total | 0 | 37 | 37 | 2 | 0 | 2 | 25 | 0 | 25 | 64 |
| | | | | | | | | | | |
| 04:00 PM | 1 | 7 | 8 | 0 | 0 | 0 | 2 | 0 | 2 | 10 |
| 04:15 PM | 0 | 8 | 8 | 1 | 1 | 2 | 2 | 0 | 2 | 12 |
| 04:30 PM | 0 | 7 | 7 | 1 | 0 | 1 | 4 | 0 | 4 | 12 |
| 04:45 PM | 0 | 5 | 5 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| Total | 1 | 27 | 28 | 2 | 1 | 3 | 10 | 0 | 10 | 41 |
| | | | | | | | | | | |
| 05:00 PM | 1 | 6 | 7 | 0 | 0 | 0 | 1 | 0 | 1 | 8 |
| 05:15 PM | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 05:30 PM | 0 | 5 | 5 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| 05:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 1 | 16 | 17 | 0 | 0 | 0 | 5 | 0 | 5 | 22 |
| | | | | | | | | | | |
| Grand Total | 2 | 80 | 82 | 4 | 1 | 5 | 40 | 0 | 40 | 127 |
| Apprch % | 2.4 | 97.6 | | 80 | 20 | | 100 | 0 | | |
| Total % | 1.6 | 63 | 64.6 | 3.1 | 0.8 | 3.9 | 31.5 | 0 | 31.5 | |

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 0 | 5 | 5 | 0 | 0 | 0 | **2** | 0 | **2** | 7 |
| 05:00 PM | **1** | **6** | **7** | 0 | 0 | 0 | 1 | 0 | 1 | **8** |
| 05:15 PM | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 05:30 PM | 0 | 5 | 5 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| Total Volume | 1 | 20 | 21 | 0 | 0 | 0 | 6 | 0 | 6 | 27 |
| % App. Total | 4.8 | 95.2 | | 0 | 0 | | 100 | 0 | | |
| PHF | .250 | .833 | .750 | .000 | .000 | .000 | .750 | .000 | .750 | .844 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Sunset Boulevard
E/W: Micheltorena Street
Weather: Clear

File Name : LACSUMIPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 04:45 PM | | | 04:45 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 5 | 5 | 0 | 0 | 0 | **2** | 0 | **2** |
| +15 mins. | **1** | **6** | **7** | 0 | 0 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 0 | 5 | 5 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total Volume | 1 | 20 | 21 | 0 | 0 | 0 | 6 | 0 | 6 |
| % App. Total | 4.8 | 95.2 | | 0 | 0 | | 100 | 0 | |
| PHF | .250 | .833 | .750 | .000 | .000 | .000 | .750 | .000 | .750 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Sunset Boulevard
E/W: Micheltorena Street
Weather: Clear

File Name : LACSUMIPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Buses

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 0 | 4 | 4 | 1 | 0 | 1 | 4 | 0 | 4 | 9 |
| 03:15 PM | 0 | 6 | 6 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| 03:30 PM | 0 | 7 | 7 | 0 | 0 | 0 | 2 | 0 | 2 | 9 |
| 03:45 PM | 0 | 8 | 8 | 0 | 0 | 0 | 3 | 0 | 3 | 11 |
| Total | 0 | 25 | 25 | 1 | 0 | 1 | 11 | 0 | 11 | 37 |
| | | | | | | | | | | |
| 04:00 PM | 0 | 2 | 2 | 0 | 0 | 0 | 5 | 0 | 5 | 7 |
| 04:15 PM | 0 | 8 | 8 | 0 | 0 | 0 | 5 | 0 | 5 | 13 |
| 04:30 PM | 0 | 4 | 4 | 0 | 1 | 1 | 2 | 1 | 3 | 8 |
| 04:45 PM | 0 | 9 | 9 | 0 | 0 | 0 | 4 | 0 | 4 | 13 |
| Total | 0 | 23 | 23 | 0 | 1 | 1 | 16 | 1 | 17 | 41 |
| | | | | | | | | | | |
| 05:00 PM | 0 | 7 | 7 | 0 | 0 | 0 | 5 | 0 | 5 | 12 |
| 05:15 PM | 0 | 9 | 9 | 0 | 0 | 0 | 2 | 0 | 2 | 11 |
| 05:30 PM | 0 | 3 | 3 | 0 | 0 | 0 | 4 | 0 | 4 | 7 |
| 05:45 PM | 0 | 7 | 7 | 0 | 0 | 0 | 3 | 0 | 3 | 10 |
| Total | 0 | 26 | 26 | 0 | 0 | 0 | 14 | 0 | 14 | 40 |
| | | | | | | | | | | |
| Grand Total | 0 | 74 | 74 | 1 | 1 | 2 | 41 | 1 | 42 | 118 |
| Apprch % | 0 | 100 | | 50 | 50 | | 97.6 | 2.4 | | |
| Total % | 0 | 62.7 | 62.7 | 0.8 | 0.8 | 1.7 | 34.7 | 0.8 | 35.6 | |

| | Sunset Boulevard Southbound | | | Micheltorena Street Westbound | | | Sunset Boulevard Northbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | App. Total | Left | Right | App. Total | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | |
| 04:45 PM | 0 | **9** | **9** | 0 | 0 | 0 | 4 | 0 | 4 | **13** |
| 05:00 PM | 0 | 7 | 7 | 0 | 0 | 0 | **5** | 0 | **5** | 12 |
| 05:15 PM | 0 | 9 | 9 | 0 | 0 | 0 | 2 | 0 | 2 | 11 |
| 05:30 PM | 0 | 3 | 3 | 0 | 0 | 0 | 4 | 0 | 4 | 7 |
| Total Volume | 0 | 28 | 28 | 0 | 0 | 0 | 15 | 0 | 15 | 43 |
| % App. Total | 0 | 100 | | 0 | 0 | | 100 | 0 | | |
| PHF | .000 | .778 | .778 | .000 | .000 | .000 | .750 | .000 | .750 | .827 |

Counts Unlimited
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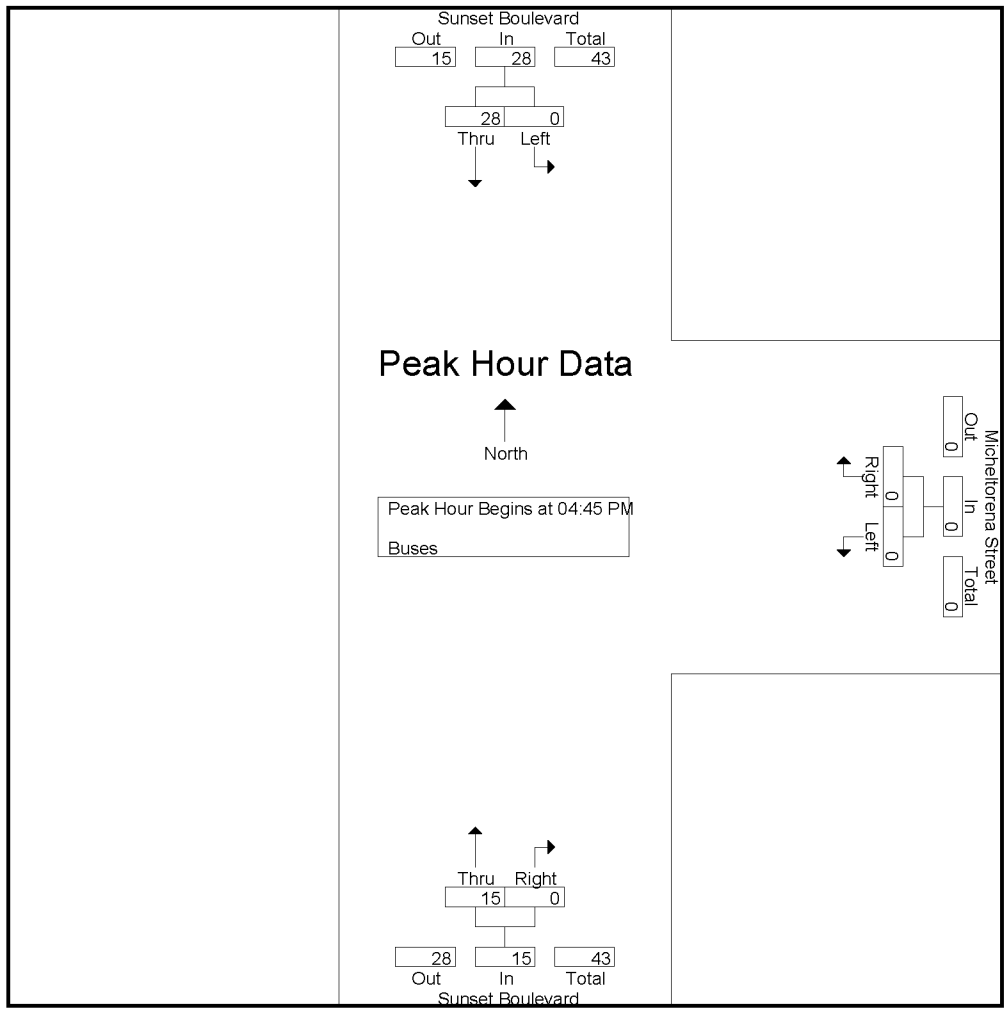
File Name : LACSUMIPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | 04:45 PM | | | 04:45 PM | | |
|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **9** | **9** | 0 | 0 | 0 | 4 | 0 | 4 |
| +15 mins. | 0 | 7 | 7 | 0 | 0 | 0 | **5** | 0 | **5** |
| +30 mins. | 0 | 9 | 9 | 0 | 0 | 0 | 2 | 0 | 2 |
| +45 mins. | 0 | 3 | 3 | 0 | 0 | 0 | 4 | 0 | 4 |
| Total Volume | 0 | 28 | 28 | 0 | 0 | 0 | 15 | 0 | 15 |
| % App. Total | 0 | 100 | | 0 | 0 | | 100 | 0 | |
| PHF | .000 | .778 | .778 | .000 | .000 | .000 | .750 | .000 | .750 |

# City Of Los Angeles
# Department Of Transportation
# MANUAL TRAFFIC COUNT SUMMARY

STREET:

**North/South** Sunset Boulevard

**East/West** Descanso Drive

**Day:** Tuesday **Date:** May 23, 2017 **Weather:** CLEAR

**Hours:** 7-10AM 3-6PM **Staff:** CUI

**School Day:** YES **District:** Hollywood I/S CODE 19580

| | N/B | S/B | E/B | W/B |
|---|---|---|---|---|
| **DUAL-WHEELED** | 113 | 131 | 3 | 0 |
| **BIKES** | 95 | 82 | 1 | 0 |
| **BUSES** | 114 | 138 | 0 | 0 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|---|---|---|---|---|---|---|---|---|
| *AM PK 15 MIN* | 350 | 7.30 | 512 | 8.00 | 24 | 8.15 | 1 | 8.45 |
| *PM PK 15 MIN* | 361 | 5.30 | 467 | 4.45 | 16 | 3.15 | 7 | 5.00 |
| *AM PK HOUR* | 1271 | 7.15 | 1922 | 8.00 | 62 | 7.45 | 2 | 8.45 |
| *PM PK HOUR* | 1370 | 5.00 | 1755 | 4.00 | 53 | 3.00 | 20 | 5.00 |

**NORTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 23 | 1162 | 0 | 1185 |
| *8-9* | 20 | 1101 | 0 | 1121 |
| *9-10* | 20 | 966 | 0 | 986 |
| *3-4* | 25 | 1097 | 2 | 1124 |
| *4-5* | 31 | 1177 | 6 | 1214 |
| *5-6* | 37 | 1320 | 13 | 1370 |
| TOTAL | 156 | 6823 | 21 | 7000 |

**SOUTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 1 | 1451 | 10 | 1462 |
| *8-9* | 0 | 1896 | 26 | 1922 |
| *9-10* | 2 | 1318 | 6 | 1326 |
| *3-4* | 6 | 1701 | 16 | 1723 |
| *4-5* | 10 | 1726 | 19 | 1755 |
| *5-6* | 11 | 1630 | 27 | 1668 |
| TOTAL | 30 | 9722 | 104 | 9856 |

| **TOTAL** | **XING S/L** | | **XING N/L** | |
|---|---|---|---|---|
| N-S | Ped | Sch | Ped | Sch |
| 2647 | 1 | 0 | 11 | 1 |
| 3043 | 0 | 0 | 12 | 0 |
| 2312 | 0 | 0 | 18 | 1 |
| 2847 | 0 | 0 | 25 | 1 |
| 2969 | 0 | 0 | 17 | 1 |
| 3038 | 0 | 0 | 16 | 0 |
| 16856 | 1 | 0 | 99 | 4 |

**EASTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 16 | 0 | 23 | 39 |
| *8-9* | 19 | 0 | 42 | 61 |
| *9-10* | 20 | 0 | 28 | 48 |
| *3-4* | 16 | 0 | 37 | 53 |
| *4-5* | 11 | 0 | 30 | 41 |
| *5-6* | 18 | 1 | 27 | 46 |
| TOTAL | 100 | 1 | 187 | 288 |

**WESTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| *7-8* | 0 | 0 | 0 | 0 |
| *8-9* | 1 | 0 | 0 | 1 |
| *9-10* | 1 | 1 | 0 | 2 |
| *3-4* | 2 | 0 | 7 | 9 |
| *4-5* | 6 | 0 | 7 | 13 |
| *5-6* | 9 | 0 | 11 | 20 |
| TOTAL | 19 | 1 | 25 | 45 |

| **TOTAL** | **XING W/L** | | **XING E/L** | |
|---|---|---|---|---|
| E-W | Ped | Sch | Ped | Sch |
| 39 | 21 | 4 | 2 | 0 |
| 62 | 36 | 0 | 6 | 0 |
| 50 | 23 | 1 | 5 | 0 |
| 62 | 57 | 3 | 2 | 0 |
| 54 | 77 | 1 | 0 | 0 |
| 66 | 66 | 1 | 1 | 0 |
| 333 | 280 | 10 | 16 | 0 |

(Rev Oct 06)

City of Los Angeles

Department of Transportation

# BICYCLE COUNT SUMMARY

**STREET:**

| | | | | | |
|---|---|---|---|---|---|
| **North/South:** | Sunset Boulevard | | | | |
| **East/West:** | Descanso Drive | | | | |
| Day: | Tuesday | Date: | 5/23/17 | Weather: | CLEAR |
| School Day: | YES | District: | Hollywood | I/S Code: | 19580 |
| Hours: | 7-10 AM, 3-6 PM | Staff: | CUI | | |

**NORTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 9 | 0 | 9 |
| 8-9 | 0 | 17 | 0 | 17 |
| 9-10 | 0 | 12 | 0 | 12 |
| 3-4 | 0 | 14 | 0 | 14 |
| 4-5 | 0 | 19 | 0 | 19 |
| 5-6 | 0 | 24 | 0 | 24 |
| TOTAL | 0 | 95 | 0 | 95 |

**SOUTHBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 11 | 0 | 11 |
| 8-9 | 0 | 16 | 0 | 16 |
| 9-10 | 0 | 5 | 0 | 5 |
| 3-4 | 0 | 18 | 2 | 20 |
| 4-5 | 0 | 16 | 0 | 16 |
| 5-6 | 0 | 14 | 0 | 14 |
| TOTAL | 0 | 80 | 2 | 82 |

**TOTAL**

| N-S |
|---|
| 20 |
| 33 |
| 17 |
| 34 |
| 35 |
| 38 |
| 177 |

**EASTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 1 | 1 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 1 | 1 |

**WESTBOUND Approach**

| Hours | Lt | Th | Rt | Total |
|---|---|---|---|---|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

**TOTAL**

| N-S |
|---|
| 0 |
| 0 |
| 0 |
| 1 |
| 0 |
| 0 |
| 1 |

**REMARKS (6 hour total):**

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| - Female Riders | 28 | 4 | 0 | 0 | 32 |
| - No helmet riders | 34 | 31 | 0 | 0 | 65 |
| - Sidewalk Riding | 7 | 5 | 0 | 0 | 12 |
| - Wrong way riding | 7 | 0 | 0 | 0 | 7 |

**NB**: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

*Source:* Counts Unlimited, Inc. LADOT 2015 CMP

City of Los Angeles

Department of Transportation

# PEDESTRIAN COUNT SUMMARY

**STREET:**

| | | | | | |
|---|---|---|---|---|---|
| **North/South:** | Sunset Boulevard | | | | |
| **East/West:** | Descanso Drive | | | | |
| Day: | Tuesday | Date: | 5/23/17 | Weather: | CLEAR |
| School Day: | YES | District: | Hollywood | I/S Code: | 19580 |
| Hours: | 7-10 AM, 3-6 PM | Staff: | CUI | | |

AM PEAK PERIOD

| 15 Min. Interv | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| 7:00-7:15 | 5 | 0 | 0 | 3 | 8 |
| 7:15-7:30 | 2 | 0 | 0 | 6 | 8 |
| 7:30-7:45 | 0 | 0 | 0 | 4 | 4 |
| 7:45-8:00 | 5 | 1 | 2 | 12 | 20 |
| 8:00-8:15 | 4 | 0 | 1 | 12 | 17 |
| 8:15-8:30 | 3 | 0 | 4 | 9 | 16 |
| 8:30-8:45 | 1 | 0 | 0 | 13 | 14 |
| 8:45-9:00 | 4 | 0 | 1 | 2 | 7 |
| 9:00-9:15 | 6 | 0 | 2 | 5 | 13 |
| 9:15-9:30 | 6 | 0 | 1 | 8 | 15 |
| 9:30-9:45 | 0 | 0 | 2 | 3 | 5 |
| 9:45-10:00 | 7 | 0 | 0 | 8 | 15 |
| **Hours** | | | | | |
| 7 - 8 | 12 | 1 | 2 | 25 | 40 |
| 8 - 9 | 12 | 0 | 6 | 36 | 54 |
| 9 - 10 | 19 | 0 | 5 | 24 | 48 |
| **TOTAL** | 43 | 1 | 13 | 85 | 142 |

PM PEAK PERIOD

| 15 Min. Interva | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| 3:00-3:15 | 0 | 0 | 0 | 19 | 19 |
| 3:15-3:30 | 0 | 0 | 0 | 19 | 19 |
| 3:30-3:45 | 0 | 0 | 2 | 13 | 15 |
| 3:45-4:00 | 0 | 0 | 0 | 9 | 9 |
| 4:00-4:15 | 0 | 0 | 0 | 21 | 21 |
| 4:15-4:30 | 0 | 0 | 0 | 24 | 24 |
| 4:30-4:45 | 0 | 0 | 0 | 18 | 18 |
| 4:45-5:00 | 0 | 0 | 0 | 15 | 15 |
| 5:00-5:15 | 0 | 0 | 0 | 19 | 19 |
| 5:15-5:30 | 0 | 0 | 0 | 6 | 6 |
| 5:30-5:45 | 0 | 0 | 0 | 18 | 18 |
| 5:45-6:00 | 0 | 0 | 1 | 24 | 25 |
| **Hours** | | | | | |
| 3 - 4 | 0 | 0 | 2 | 60 | 62 |
| 4 - 5 | 0 | 0 | 0 | 78 | 78 |
| 5 - 6 | 0 | 0 | 1 | 67 | 68 |
| | 0 | 0 | 3 | 205 | 208 |

**REMARKS (6 hour total):**

| | N-LEG | S-LEG | E-LEG | W-LEG | TOTAL |
|---|---|---|---|---|---|
| - Wheelchair/special needs assistance | 0 | 0 | 0 | 0 | 0 |
| - Skateboard/scooter | 0 | 0 | 2 | 0 | 2 |

**N**: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

*Source:* Counts Unlimited, Inc. LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Sunset Boulevard
E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 247 | 2 | 249 | 0 | 0 | 0 | 0 | 4 | 223 | 0 | 227 | 2 | 0 | 2 | 4 | 480 |
| 07:15 AM | 0 | 329 | 3 | 332 | 0 | 0 | 0 | 0 | 5 | 292 | 0 | 297 | 4 | 0 | 8 | 12 | 641 |
| 07:30 AM | 0 | 416 | 2 | 418 | 0 | 0 | 0 | 0 | 5 | 345 | 0 | 350 | 4 | 0 | 6 | 10 | 778 |
| 07:45 AM | 1 | 459 | 3 | 463 | 0 | 0 | 0 | 0 | 9 | 302 | 0 | 311 | 6 | 0 | 7 | 13 | 787 |
| Total | 1 | 1451 | 10 | 1462 | 0 | 0 | 0 | 0 | 23 | 1162 | 0 | 1185 | 16 | 0 | 23 | 39 | 2686 |
| 08:00 AM | 0 | 507 | 5 | 512 | 0 | 0 | 0 | 0 | 8 | 305 | 0 | 313 | 4 | 0 | 7 | 11 | 836 |
| 08:15 AM | 0 | 490 | 8 | 498 | 0 | 0 | 0 | 0 | 6 | 266 | 0 | 272 | 7 | 0 | 17 | 24 | 794 |
| 08:30 AM | 0 | 434 | 8 | 442 | 0 | 0 | 0 | 0 | 2 | 271 | 0 | 273 | 4 | 0 | 10 | 14 | 729 |
| 08:45 AM | 0 | 465 | 5 | 470 | 1 | 0 | 0 | 1 | 4 | 259 | 0 | 263 | 4 | 0 | 8 | 12 | 746 |
| Total | 0 | 1896 | 26 | 1922 | 1 | 0 | 0 | 1 | 20 | 1101 | 0 | 1121 | 19 | 0 | 42 | 61 | 3105 |
| 09:00 AM | 0 | 393 | 1 | 394 | 0 | 0 | 0 | 0 | 1 | 242 | 0 | 243 | 5 | 0 | 6 | 11 | 648 |
| 09:15 AM | 1 | 319 | 3 | 323 | 0 | 0 | 0 | 0 | 10 | 252 | 0 | 262 | 6 | 0 | 7 | 13 | 598 |
| 09:30 AM | 0 | 320 | 0 | 320 | 1 | 0 | 0 | 1 | 3 | 246 | 0 | 249 | 7 | 0 | 9 | 16 | 586 |
| 09:45 AM | 1 | 286 | 2 | 289 | 0 | 1 | 0 | 1 | 6 | 226 | 0 | 232 | 2 | 0 | 6 | 8 | 530 |
| Total | 2 | 1318 | 6 | 1326 | 1 | 1 | 0 | 2 | 20 | 966 | 0 | 986 | 20 | 0 | 28 | 48 | 2362 |
| Grand Total | 3 | 4665 | 42 | 4710 | 2 | 1 | 0 | 3 | 63 | 3229 | 0 | 3292 | 55 | 0 | 93 | 148 | 8153 |
| Apprch % | 0.1 | 99 | 0.9 | | 66.7 | 33.3 | 0 | | 1.9 | 98.1 | 0 | | 37.2 | 0 | 62.8 | | |
| Total % | 0 | 57.2 | 0.5 | 57.8 | 0 | 0 | 0 | 0 | 0.8 | 39.6 | 0 | 40.4 | 0.7 | 0 | 1.1 | 1.8 | |
| Passenger Vehicles | 3 | 4533 | 41 | 4577 | 2 | 1 | 0 | 3 | 61 | 3080 | 0 | 3141 | 53 | 0 | 93 | 146 | 7867 |
| % Passenger Vehicles | 100 | 97.2 | 97.6 | 97.2 | 100 | 100 | 0 | 100 | 96.8 | 95.4 | 0 | 95.4 | 96.4 | 0 | 100 | 98.6 | 96.5 |
| Dual Wheeled | 0 | 69 | 0 | 69 | 0 | 0 | 0 | 0 | 2 | 82 | 0 | 84 | 2 | 0 | 0 | 2 | 155 |
| % Dual Wheeled | 0 | 1.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 3.2 | 2.5 | 0 | 2.6 | 3.6 | 0 | 0 | 1.4 | 1.9 |
| Buses | 0 | 63 | 1 | 64 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 67 | 0 | 0 | 0 | 0 | 131 |
| % Buses | 0 | 1.4 | 2.4 | 1.4 | 0 | 0 | 0 | 0 | 0 | 2.1 | 0 | 2 | 0 | 0 | 0 | 0 | 1.6 |

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 416 | 2 | 418 | 0 | 0 | 0 | 0 | 5 | **345** | 0 | **350** | 4 | 0 | 6 | 10 | 778 |
| 07:45 AM | **1** | 459 | 3 | 463 | 0 | 0 | 0 | 0 | **9** | 302 | 0 | 311 | 6 | 0 | 7 | 13 | 787 |
| 08:00 AM | 0 | **507** | 5 | **512** | 0 | 0 | 0 | 0 | 8 | 305 | 0 | 313 | 4 | 0 | 7 | 11 | **836** |
| 08:15 AM | 0 | 490 | **8** | 498 | 0 | 0 | 0 | 0 | 6 | 266 | 0 | 272 | **7** | 0 | **17** | **24** | 794 |
| Total Volume | 1 | 1872 | 18 | 1891 | 0 | 0 | 0 | 0 | 28 | 1218 | 0 | 1246 | 21 | 0 | 37 | 58 | 3195 |
| % App. Total | 0.1 | 99 | 1 | | 0 | 0 | 0 | | 2.2 | 97.8 | 0 | | 36.2 | 0 | 63.8 | | |
| PHF | .250 | .923 | .563 | .923 | .000 | .000 | .000 | .000 | .778 | .883 | .000 | .890 | .750 | .000 | .544 | .604 | .955 |

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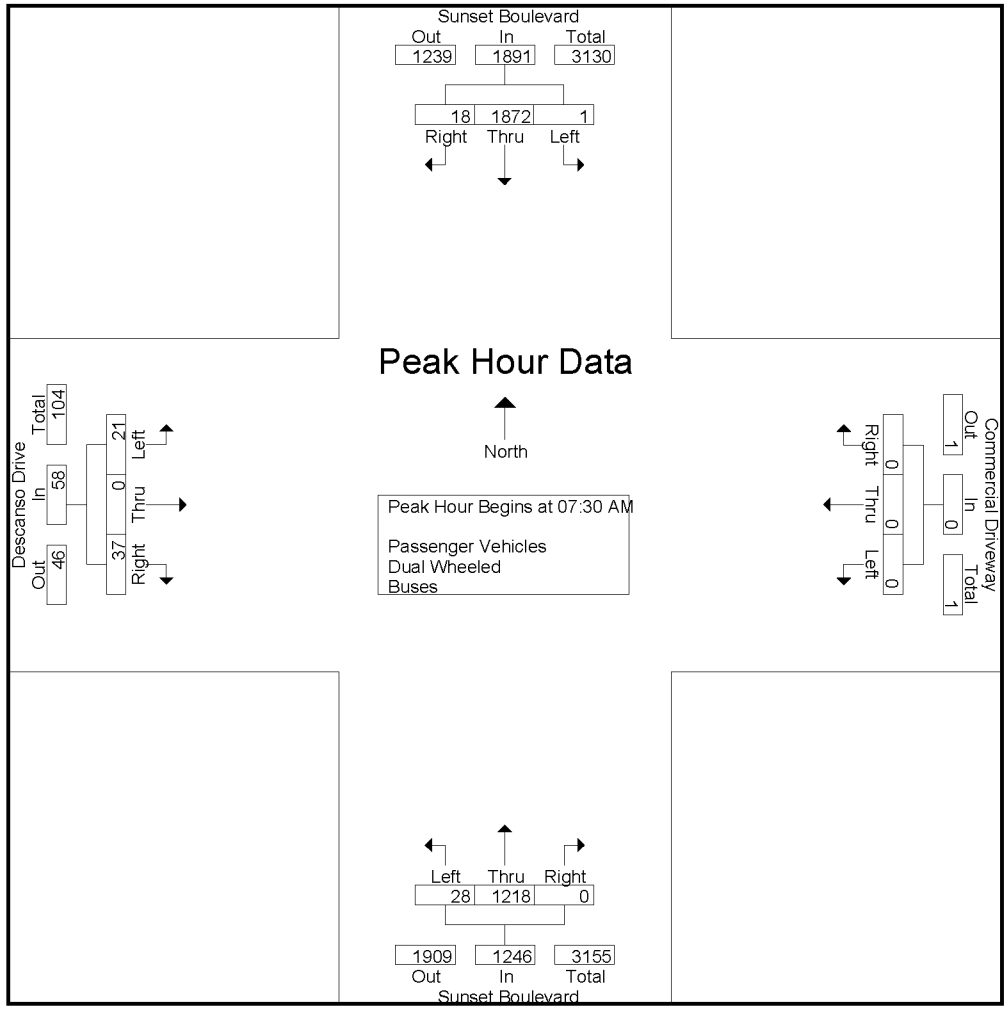
Weather: Clear

File Name : LACSUDEAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 08:00 AM | | | | 08:45 AM | | | | 07:15 AM | | | | 07:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **507** | 5 | **512** | **1** | 0 | 0 | **1** | 5 | 292 | 0 | 297 | 6 | 0 | 7 | 13 |
| +15 mins. | 0 | 490 | **8** | 498 | 0 | 0 | 0 | 0 | 5 | **345** | 0 | **350** | 4 | 0 | 7 | 11 |
| +30 mins. | 0 | 434 | 8 | 442 | 0 | 0 | 0 | 0 | **9** | 302 | 0 | 311 | **7** | 0 | **17** | **24** |
| +45 mins. | 0 | 465 | 5 | 470 | 1 | 0 | 0 | 1 | 8 | 305 | 0 | 313 | 4 | 0 | 10 | 14 |
| Total Volume | 0 | 1896 | 26 | 1922 | 2 | 0 | 0 | 2 | 27 | 1244 | 0 | 1271 | 21 | 0 | 41 | 62 |
| % App. Total | 0 | 98.6 | 1.4 | | 100 | 0 | 0 | | 2.1 | 97.9 | 0 | | 33.9 | 0 | 66.1 | |
| PHF | .000 | .935 | .813 | .938 | .500 | .000 | .000 | .500 | .750 | .901 | .000 | .908 | .750 | .000 | .603 | .646 |

Counts Unlimited
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City of Los Angeles
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Weather: Clear

File Name : LACSUDEAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Passenger Vehicles

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 242 | 2 | 244 | 0 | 0 | 0 | 0 | 4 | 206 | 0 | 210 | 2 | 0 | 2 | 4 | 458 |
| 07:15 AM | 0 | 320 | 3 | 323 | 0 | 0 | 0 | 0 | 5 | 278 | 0 | 283 | 4 | 0 | 8 | 12 | 618 |
| 07:30 AM | 0 | 405 | 2 | 407 | 0 | 0 | 0 | 0 | 5 | 328 | 0 | 333 | 4 | 0 | 6 | 10 | 750 |
| 07:45 AM | 1 | 443 | 3 | 447 | 0 | 0 | 0 | 0 | 9 | 290 | 0 | 299 | 6 | 0 | 7 | 13 | 759 |
| Total | 1 | 1410 | 10 | 1421 | 0 | 0 | 0 | 0 | 23 | 1102 | 0 | 1125 | 16 | 0 | 23 | 39 | 2585 |
| 08:00 AM | 0 | 488 | 5 | 493 | 0 | 0 | 0 | 0 | 7 | 287 | 0 | 294 | 4 | 0 | 7 | 11 | 798 |
| 08:15 AM | 0 | 466 | 8 | 474 | 0 | 0 | 0 | 0 | 6 | 254 | 0 | 260 | 6 | 0 | 17 | 23 | 757 |
| 08:30 AM | 0 | 425 | 8 | 433 | 0 | 0 | 0 | 0 | 1 | 262 | 0 | 263 | 4 | 0 | 10 | 14 | 710 |
| 08:45 AM | 0 | 454 | 4 | 458 | 1 | 0 | 0 | 1 | 4 | 251 | 0 | 255 | 4 | 0 | 8 | 12 | 726 |
| Total | 0 | 1833 | 25 | 1858 | 1 | 0 | 0 | 1 | 18 | 1054 | 0 | 1072 | 18 | 0 | 42 | 60 | 2991 |
| 09:00 AM | 0 | 385 | 1 | 386 | 0 | 0 | 0 | 0 | 1 | 225 | 0 | 226 | 5 | 0 | 6 | 11 | 623 |
| 09:15 AM | 1 | 313 | 3 | 317 | 0 | 0 | 0 | 0 | 10 | 243 | 0 | 253 | 5 | 0 | 7 | 12 | 582 |
| 09:30 AM | 0 | 312 | 0 | 312 | 1 | 0 | 0 | 1 | 3 | 238 | 0 | 241 | 7 | 0 | 9 | 16 | 570 |
| 09:45 AM | 1 | 280 | 2 | 283 | 0 | 1 | 0 | 1 | 6 | 218 | 0 | 224 | 2 | 0 | 6 | 8 | 516 |
| Total | 2 | 1290 | 6 | 1298 | 1 | 1 | 0 | 2 | 20 | 924 | 0 | 944 | 19 | 0 | 28 | 47 | 2291 |
| Grand Total | 3 | 4533 | 41 | 4577 | 2 | 1 | 0 | 3 | 61 | 3080 | 0 | 3141 | 53 | 0 | 93 | 146 | 7867 |
| Apprch % | 0.1 | 99 | 0.9 | | 66.7 | 33.3 | 0 | | 1.9 | 98.1 | 0 | | 36.3 | 0 | 63.7 | | |
| Total % | 0 | 57.6 | 0.5 | 58.2 | 0 | 0 | 0 | 0 | 0.8 | 39.2 | 0 | 39.9 | 0.7 | 0 | 1.2 | 1.9 | |

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 405 | 2 | 407 | 0 | 0 | 0 | 0 | 5 | **328** | 0 | **333** | 4 | 0 | 6 | 10 | 750 |
| 07:45 AM | **1** | 443 | 3 | 447 | 0 | 0 | 0 | 0 | **9** | 290 | 0 | 299 | **6** | 0 | 7 | 13 | 759 |
| 08:00 AM | 0 | **488** | 5 | **493** | 0 | 0 | 0 | 0 | 7 | 287 | 0 | 294 | 4 | 0 | 7 | 11 | **798** |
| 08:15 AM | 0 | 466 | **8** | 474 | 0 | 0 | 0 | 0 | 6 | 254 | 0 | 260 | 6 | 0 | **17** | **23** | 757 |
| Total Volume | 1 | 1802 | 18 | 1821 | 0 | 0 | 0 | 0 | 27 | 1159 | 0 | 1186 | 20 | 0 | 37 | 57 | 3064 |
| % App. Total | 0.1 | 99 | 1 | | 0 | 0 | 0 | | 2.3 | 97.7 | 0 | | 35.1 | 0 | 64.9 | | |
| PHF | .250 | .923 | .563 | .923 | .000 | .000 | .000 | .000 | .750 | .883 | .000 | .890 | .833 | .000 | .544 | .620 | .960 |

Counts Unlimited
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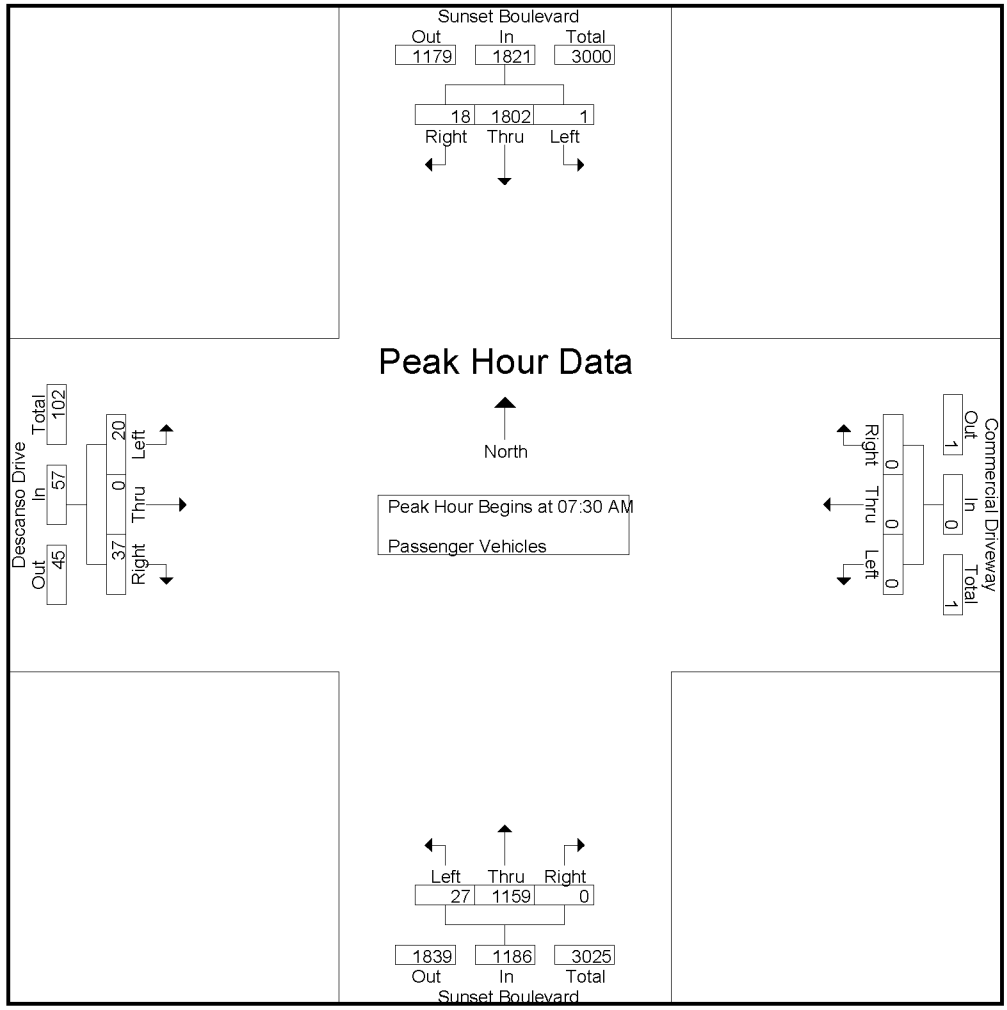
City of Los Angeles
N/S: Sunset Boulevard
E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 405 | 2 | 407 | 0 | 0 | 0 | 0 | 5 | **328** | 0 | **333** | 4 | 0 | 6 | 10 |
| +15 mins. | **1** | 443 | 3 | 447 | 0 | 0 | 0 | 0 | **9** | 290 | 0 | 299 | **6** | 0 | 7 | 13 |
| +30 mins. | 0 | **488** | 5 | **493** | 0 | 0 | 0 | 0 | 7 | 287 | 0 | 294 | 4 | 0 | 7 | 11 |
| +45 mins. | 0 | 466 | **8** | 474 | 0 | 0 | 0 | 0 | 6 | 254 | 0 | 260 | 6 | 0 | **17** | **23** |
| Total Volume | 1 | 1802 | 18 | 1821 | 0 | 0 | 0 | 0 | 27 | 1159 | 0 | 1186 | 20 | 0 | 37 | 57 |
| % App. Total | 0.1 | 99 | 1 | | 0 | 0 | 0 | | 2.3 | 97.7 | 0 | | 35.1 | 0 | 64.9 | |
| PHF | .250 | .923 | .563 | .923 | .000 | .000 | .000 | .000 | .750 | .883 | .000 | .890 | .833 | .000 | .544 | .620 |

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(951) 268-6268

City of Los Angeles
N/S: Sunset Boulevard
E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Dual Wheeled

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 7 |
| 07:15 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 10 |
| 07:30 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 12 |
| 07:45 AM | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 19 |
| Total | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 28 | 0 | 0 | 0 | 0 | 48 |
| 08:00 AM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 13 | 0 | 0 | 0 | 0 | 22 |
| 08:15 AM | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 20 |
| 08:30 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 11 |
| 08:45 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 33 | 0 | 33 | 0 | 0 | 0 | 0 | 2 | 28 | 0 | 30 | 1 | 0 | 0 | 1 | 64 |
| 09:00 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 13 |
| 09:15 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 1 | 0 | 0 | 1 | 12 |
| 09:30 AM | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 9 |
| 09:45 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 26 | 1 | 0 | 0 | 1 | 43 |
| Grand Total | 0 | 69 | 0 | 69 | 0 | 0 | 0 | 0 | 2 | 82 | 0 | 84 | 2 | 0 | 0 | 2 | 155 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 2.4 | 97.6 | 0 | | 100 | 0 | 0 | | |
| Total % | 0 | 44.5 | 0 | 44.5 | 0 | 0 | 0 | 0 | 1.3 | 52.9 | 0 | 54.2 | 1.3 | 0 | 0 | 1.3 | |

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 12 |
| 07:45 AM | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 19 |
| 08:00 AM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | **1** | **12** | 0 | **13** | 0 | 0 | 0 | 0 | **22** |
| 08:15 AM | 0 | **14** | 0 | **14** | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | **1** | 0 | 0 | **1** | 20 |
| Total Volume | 0 | 37 | 0 | 37 | 0 | 0 | 0 | 0 | 1 | 34 | 0 | 35 | 1 | 0 | 0 | 1 | 73 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 2.9 | 97.1 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .661 | .000 | .661 | .000 | .000 | .000 | .000 | .250 | .708 | .000 | .673 | .250 | .000 | .000 | .250 | .830 |

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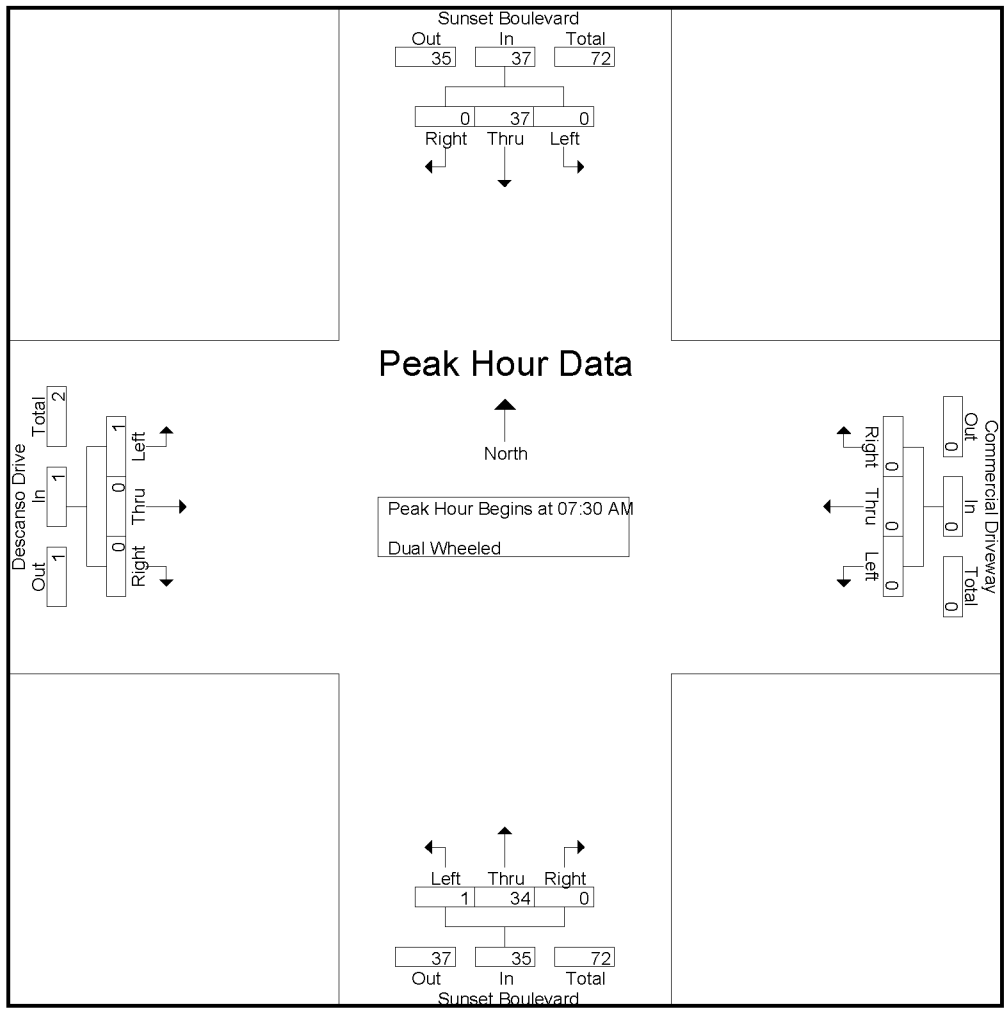
City of Los Angeles
N/S: Sunset Boulevard
E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | **1** | **12** | 0 | **13** | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | **14** | 0 | **14** | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | **1** | 0 | 0 | **1** |
| Total Volume | 0 | 37 | 0 | 37 | 0 | 0 | 0 | 0 | 1 | 34 | 0 | 35 | 1 | 0 | 0 | 1 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 2.9 | 97.1 | 0 | | 100 | 0 | 0 | |
| PHF | .000 | .661 | .000 | .661 | .000 | .000 | .000 | .000 | .250 | .708 | .000 | .673 | .250 | .000 | .000 | .250 |

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City of Los Angeles
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E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Buses

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 15 |
| 07:15 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 13 |
| 07:30 AM | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 16 |
| 07:45 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 53 |
| 08:00 AM | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 16 |
| 08:15 AM | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 17 |
| 08:30 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 8 |
| 08:45 AM | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 30 | 1 | 31 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 19 | 0 | 0 | 0 | 0 | 50 |
| 09:00 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 12 |
| 09:15 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 09:30 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 7 |
| 09:45 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 28 |
| Grand Total | 0 | 63 | 1 | 64 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 67 | 0 | 0 | 0 | 0 | 131 |
| Apprch % | 0 | 98.4 | 1.6 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| Total % | 0 | 48.1 | 0.8 | 48.9 | 0 | 0 | 0 | 0 | 0 | 51.1 | 0 | 51.1 | 0 | 0 | 0 | 0 | |

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | **8** | 0 | **8** | 0 | 0 | 0 | 0 | 16 |
| 07:45 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| 08:00 AM | 0 | **10** | 0 | **10** | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 16 |
| 08:15 AM | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | **17** |
| Total Volume | 0 | 33 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 58 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .825 | .000 | .825 | .000 | .000 | .000 | .000 | .000 | .781 | .000 | .781 | .000 | .000 | .000 | .000 | .853 |

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City of Los Angeles
N/S: Sunset Boulevard
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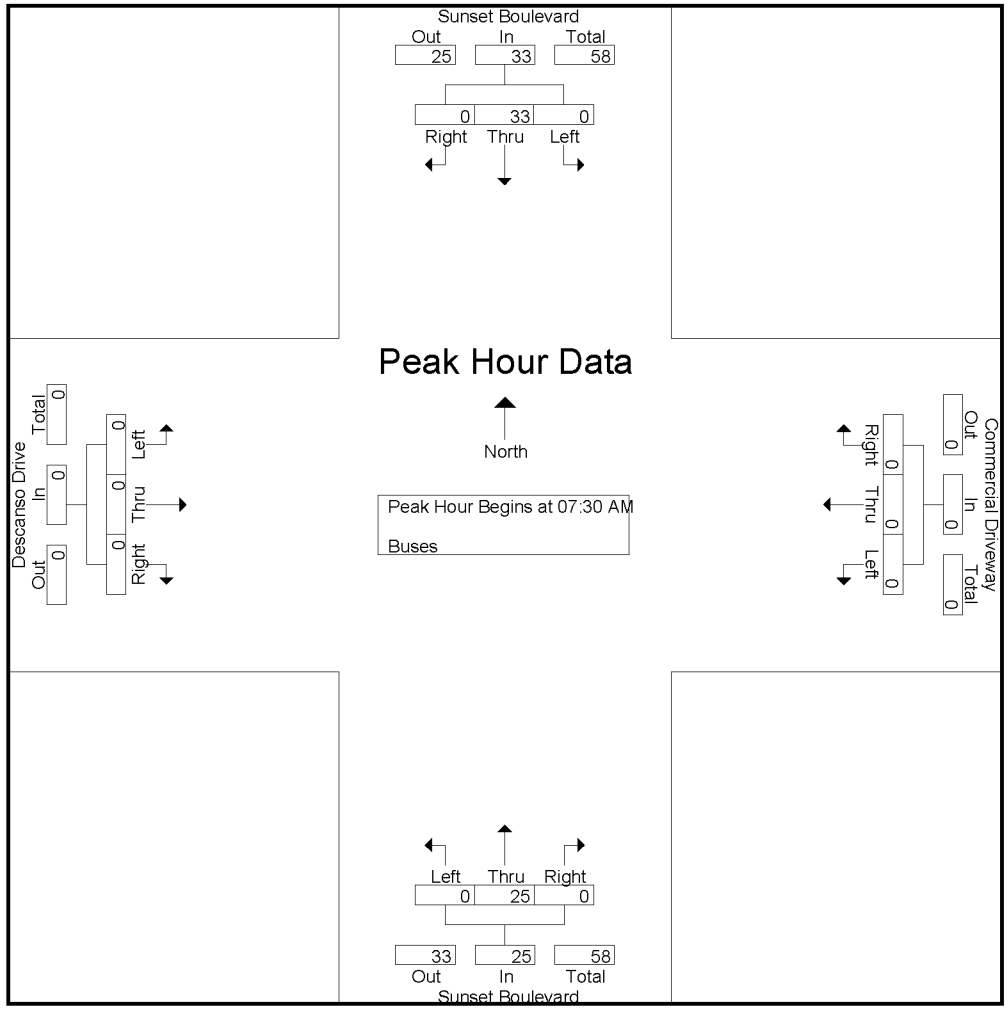
Weather: Clear

File Name : LACSUDEAM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | **8** | 0 | **8** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | **10** | 0 | **10** | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 33 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .825 | .000 | .825 | .000 | .000 | .000 | .000 | .000 | .781 | .000 | .781 | .000 | .000 | .000 | .000 |

Counts Unlimited
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City of Los Angeles
N/S: Sunset Boulevard
E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

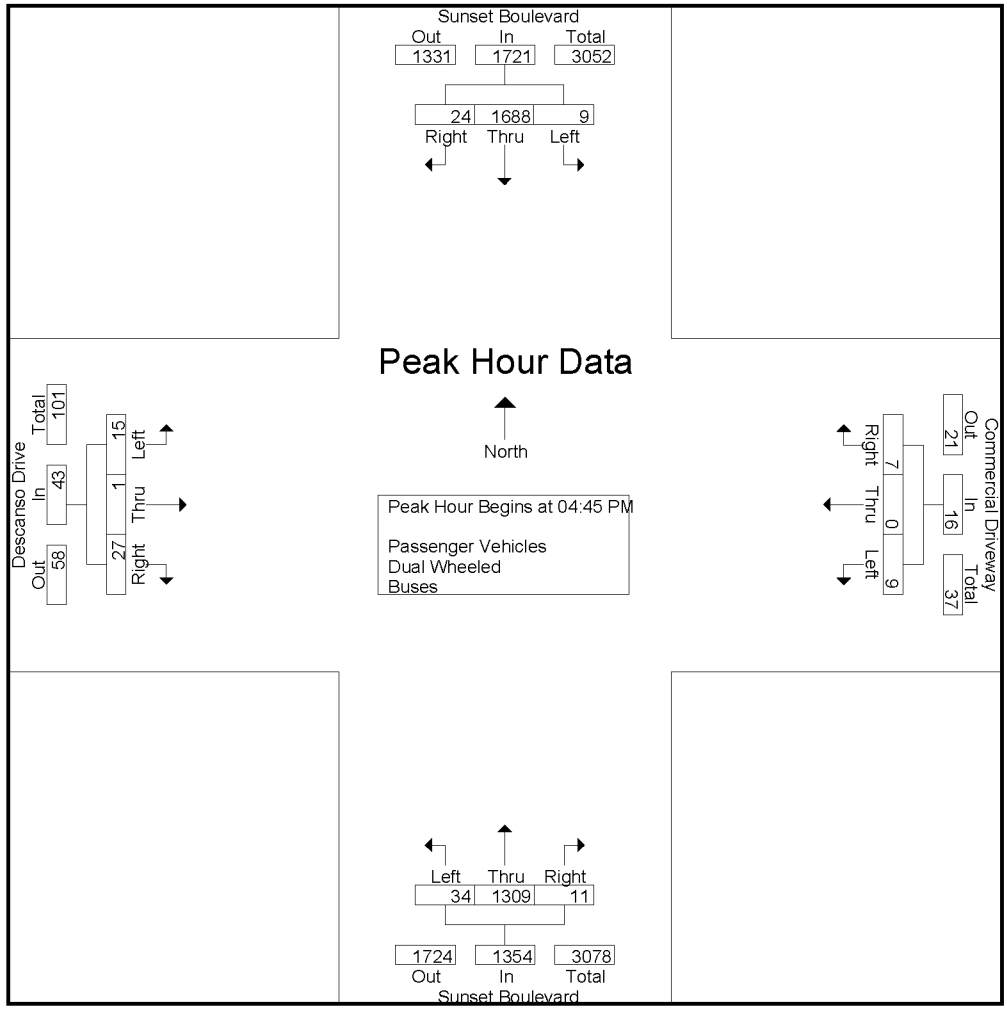
| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 3 | 428 | 6 | 437 | 0 | 0 | 4 | 4 | 6 | 307 | 0 | 313 | 6 | 0 | 6 | 12 | 766 |
| 03:15 PM | 1 | 444 | 1 | 446 | 0 | 0 | 2 | 2 | 4 | 196 | 1 | 201 | 5 | 0 | 11 | 16 | 665 |
| 03:30 PM | 1 | 422 | 5 | 428 | 1 | 0 | 0 | 1 | 5 | 310 | 1 | 316 | 1 | 0 | 15 | 16 | 761 |
| 03:45 PM | 1 | 407 | 4 | 412 | 1 | 0 | 1 | 2 | 10 | 284 | 0 | 294 | 4 | 0 | 5 | 9 | 717 |
| Total | 6 | 1701 | 16 | 1723 | 2 | 0 | 7 | 9 | 25 | 1097 | 2 | 1124 | 16 | 0 | 37 | 53 | 2909 |
| 04:00 PM | 3 | 427 | 7 | 437 | 1 | 0 | 3 | 4 | 5 | 272 | 3 | 280 | 3 | 0 | 5 | 8 | 729 |
| 04:15 PM | 2 | 402 | 7 | 411 | 2 | 0 | 1 | 3 | 14 | 286 | 0 | 300 | 2 | 0 | 10 | 12 | 726 |
| 04:30 PM | 3 | 435 | 2 | 440 | 2 | 0 | 1 | 3 | 5 | 292 | 1 | 298 | 5 | 0 | 7 | 12 | 753 |
| 04:45 PM | 2 | 462 | 3 | 467 | 1 | 0 | 2 | 3 | 7 | 327 | 2 | 336 | 1 | 0 | 8 | 9 | 815 |
| Total | 10 | 1726 | 19 | 1755 | 6 | 0 | 7 | 13 | 31 | 1177 | 6 | 1214 | 11 | 0 | 30 | 41 | 3023 |
| 05:00 PM | 2 | 390 | 8 | 400 | 3 | 0 | 4 | 7 | 11 | 319 | 2 | 332 | 6 | 0 | 8 | 14 | 753 |
| 05:15 PM | 3 | 409 | 10 | 422 | 2 | 0 | 0 | 2 | 10 | 311 | 4 | 325 | 5 | 0 | 9 | 14 | 763 |
| 05:30 PM | 2 | 427 | 3 | 432 | 3 | 0 | 1 | 4 | 6 | 352 | 3 | 361 | 3 | 1 | 2 | 6 | 803 |
| 05:45 PM | 4 | 404 | 6 | 414 | 1 | 0 | 6 | 7 | 10 | 338 | 4 | 352 | 4 | 0 | 8 | 12 | 785 |
| Total | 11 | 1630 | 27 | 1668 | 9 | 0 | 11 | 20 | 37 | 1320 | 13 | 1370 | 18 | 1 | 27 | 46 | 3104 |
| Grand Total | 27 | 5057 | 62 | 5146 | 17 | 0 | 25 | 42 | 93 | 3594 | 21 | 3708 | 45 | 1 | 94 | 140 | 9036 |
| Apprch % | 0.5 | 98.3 | 1.2 | | 40.5 | 0 | 59.5 | | 2.5 | 96.9 | 0.6 | | 32.1 | 0.7 | 67.1 | | |
| Total % | 0.3 | 56 | 0.7 | 56.9 | 0.2 | 0 | 0.3 | 0.5 | 1 | 39.8 | 0.2 | 41 | 0.5 | 0 | 1 | 1.5 | |
| Passenger Vehicles | 27 | 4921 | 62 | 5010 | 17 | 0 | 25 | 42 | 93 | 3519 | 20 | 3632 | 45 | 1 | 93 | 139 | 8823 |
| % Passenger Vehicles | 100 | 97.3 | 100 | 97.4 | 100 | 0 | 100 | 100 | 100 | 97.9 | 95.2 | 98 | 100 | 100 | 98.9 | 99.3 | 97.6 |
| Dual Wheeled | 0 | 62 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 29 | 0 | 0 | 1 | 1 | 92 |
| % Dual Wheeled | 0 | 1.2 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0.8 | 0 | 0.8 | 0 | 0 | 1.1 | 0.7 | 1 |
| Buses | 0 | 74 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 47 | 0 | 0 | 0 | 0 | 121 |
| % Buses | 0 | 1.5 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 1.3 | 4.8 | 1.3 | 0 | 0 | 0 | 0 | 1.3 |

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 2 | **462** | 3 | **467** | 1 | 0 | 2 | 3 | 7 | 327 | 2 | 336 | 1 | 0 | 8 | 9 | **815** |
| 05:00 PM | 2 | 390 | 8 | 400 | **3** | 0 | **4** | **7** | **11** | 319 | 2 | 332 | **6** | 0 | 8 | **14** | 753 |
| 05:15 PM | **3** | 409 | **10** | 422 | 2 | 0 | 0 | 2 | 10 | 311 | **4** | 325 | 5 | 0 | **9** | 14 | 763 |
| 05:30 PM | 2 | 427 | 3 | 432 | 3 | 0 | 1 | 4 | 6 | **352** | 3 | **361** | 3 | **1** | 2 | 6 | 803 |
| Total Volume | 9 | 1688 | 24 | 1721 | 9 | 0 | 7 | 16 | 34 | 1309 | 11 | 1354 | 15 | 1 | 27 | 43 | 3134 |
| % App. Total | 0.5 | 98.1 | 1.4 | | 56.2 | 0 | 43.8 | | 2.5 | 96.7 | 0.8 | | 34.9 | 2.3 | 62.8 | | |
| PHF | .750 | .913 | .600 | .921 | .750 | .000 | .438 | .571 | .773 | .930 | .688 | .938 | .625 | .250 | .750 | .768 | .961 |

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Sunset Boulevard
E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 03:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **3** | 427 | **7** | 437 | **3** | 0 | 4 | **7** | **11** | 319 | 2 | 332 | **6** | 0 | 6 | 12 |
| +15 mins. | 2 | 402 | 7 | 411 | 2 | 0 | 0 | 2 | 10 | 311 | **4** | 325 | 5 | 0 | 11 | **16** |
| +30 mins. | 3 | 435 | 2 | 440 | 3 | 0 | 1 | 4 | 6 | **352** | 3 | **361** | 1 | 0 | **15** | 16 |
| +45 mins. | 2 | **462** | 3 | **467** | 1 | 0 | **6** | 7 | 10 | 338 | 4 | 352 | 4 | 0 | 5 | 9 |
| Total Volume | 10 | 1726 | 19 | 1755 | 9 | 0 | 11 | 20 | 37 | 1320 | 13 | 1370 | 16 | 0 | 37 | 53 |
| % App. Total | 0.6 | 98.3 | 1.1 | | 45 | 0 | 55 | | 2.7 | 96.4 | 0.9 | | 30.2 | 0 | 69.8 | |
| PHF | .833 | .934 | .679 | .940 | .750 | .000 | .458 | .714 | .841 | .938 | .813 | .949 | .667 | .000 | .617 | .828 |

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City of Los Angeles
N/S: Sunset Boulevard
E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Passenger Vehicles

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 3 | 417 | 6 | 426 | 0 | 0 | 4 | 4 | 6 | 299 | 0 | 305 | 6 | 0 | 6 | 12 | 747 |
| 03:15 PM | 1 | 431 | 1 | 433 | 0 | 0 | 2 | 2 | 4 | 189 | 1 | 194 | 5 | 0 | 11 | 16 | 645 |
| 03:30 PM | 1 | 407 | 5 | 413 | 1 | 0 | 0 | 1 | 5 | 305 | 1 | 311 | 1 | 0 | 15 | 16 | 741 |
| 03:45 PM | 1 | 395 | 4 | 400 | 1 | 0 | 1 | 2 | 10 | 278 | 0 | 288 | 4 | 0 | 5 | 9 | 699 |
| Total | 6 | 1650 | 16 | 1672 | 2 | 0 | 7 | 9 | 25 | 1071 | 2 | 1098 | 16 | 0 | 37 | 53 | 2832 |
| 04:00 PM | 3 | 417 | 7 | 427 | 1 | 0 | 3 | 4 | 5 | 265 | 2 | 272 | 3 | 0 | 5 | 8 | 711 |
| 04:15 PM | 2 | 391 | 7 | 400 | 2 | 0 | 1 | 3 | 14 | 281 | 0 | 295 | 2 | 0 | 10 | 12 | 710 |
| 04:30 PM | 3 | 425 | 2 | 430 | 2 | 0 | 1 | 3 | 5 | 286 | 1 | 292 | 5 | 0 | 7 | 12 | 737 |
| 04:45 PM | 2 | 448 | 3 | 453 | 1 | 0 | 2 | 3 | 7 | 320 | 2 | 329 | 1 | 0 | 8 | 9 | 794 |
| Total | 10 | 1681 | 19 | 1710 | 6 | 0 | 7 | 13 | 31 | 1152 | 5 | 1188 | 11 | 0 | 30 | 41 | 2952 |
| 05:00 PM | 2 | 378 | 8 | 388 | 3 | 0 | 4 | 7 | 11 | 312 | 2 | 325 | 6 | 0 | 7 | 13 | 733 |
| 05:15 PM | 3 | 396 | 10 | 409 | 2 | 0 | 0 | 2 | 10 | 308 | 4 | 322 | 5 | 0 | 9 | 14 | 747 |
| 05:30 PM | 2 | 422 | 3 | 427 | 3 | 0 | 1 | 4 | 6 | 347 | 3 | 356 | 3 | 1 | 2 | 6 | 793 |
| 05:45 PM | 4 | 394 | 6 | 404 | 1 | 0 | 6 | 7 | 10 | 329 | 4 | 343 | 4 | 0 | 8 | 12 | 766 |
| Total | 11 | 1590 | 27 | 1628 | 9 | 0 | 11 | 20 | 37 | 1296 | 13 | 1346 | 18 | 1 | 26 | 45 | 3039 |
| Grand Total | 27 | 4921 | 62 | 5010 | 17 | 0 | 25 | 42 | 93 | 3519 | 20 | 3632 | 45 | 1 | 93 | 139 | 8823 |
| Apprch % | 0.5 | 98.2 | 1.2 | | 40.5 | 0 | 59.5 | | 2.6 | 96.9 | 0.6 | | 32.4 | 0.7 | 66.9 | | |
| Total % | 0.3 | 55.8 | 0.7 | 56.8 | 0.2 | 0 | 0.3 | 0.5 | 1.1 | 39.9 | 0.2 | 41.2 | 0.5 | 0 | 1.1 | 1.6 | |

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 2 | **448** | 3 | **453** | 1 | 0 | 2 | 3 | 7 | 320 | 2 | 329 | 1 | 0 | 8 | 9 | **794** |
| 05:00 PM | 2 | 378 | 8 | 388 | **3** | 0 | **4** | **7** | **11** | 312 | 2 | 325 | **6** | 0 | 7 | 13 | 733 |
| 05:15 PM | **3** | 396 | **10** | 409 | 2 | 0 | 0 | 2 | 10 | 308 | **4** | 322 | 5 | 0 | **9** | **14** | 747 |
| 05:30 PM | 2 | 422 | 3 | 427 | 3 | 0 | 1 | 4 | 6 | **347** | 3 | **356** | 3 | **1** | 2 | 6 | 793 |
| Total Volume | 9 | 1644 | 24 | 1677 | 9 | 0 | 7 | 16 | 34 | 1287 | 11 | 1332 | 15 | 1 | 26 | 42 | 3067 |
| % App. Total | 0.5 | 98 | 1.4 | | 56.2 | 0 | 43.8 | | 2.6 | 96.6 | 0.8 | | 35.7 | 2.4 | 61.9 | | |
| PHF | .750 | .917 | .600 | .925 | .750 | .000 | .438 | .571 | .773 | .927 | .688 | .935 | .625 | .250 | .722 | .750 | .966 |

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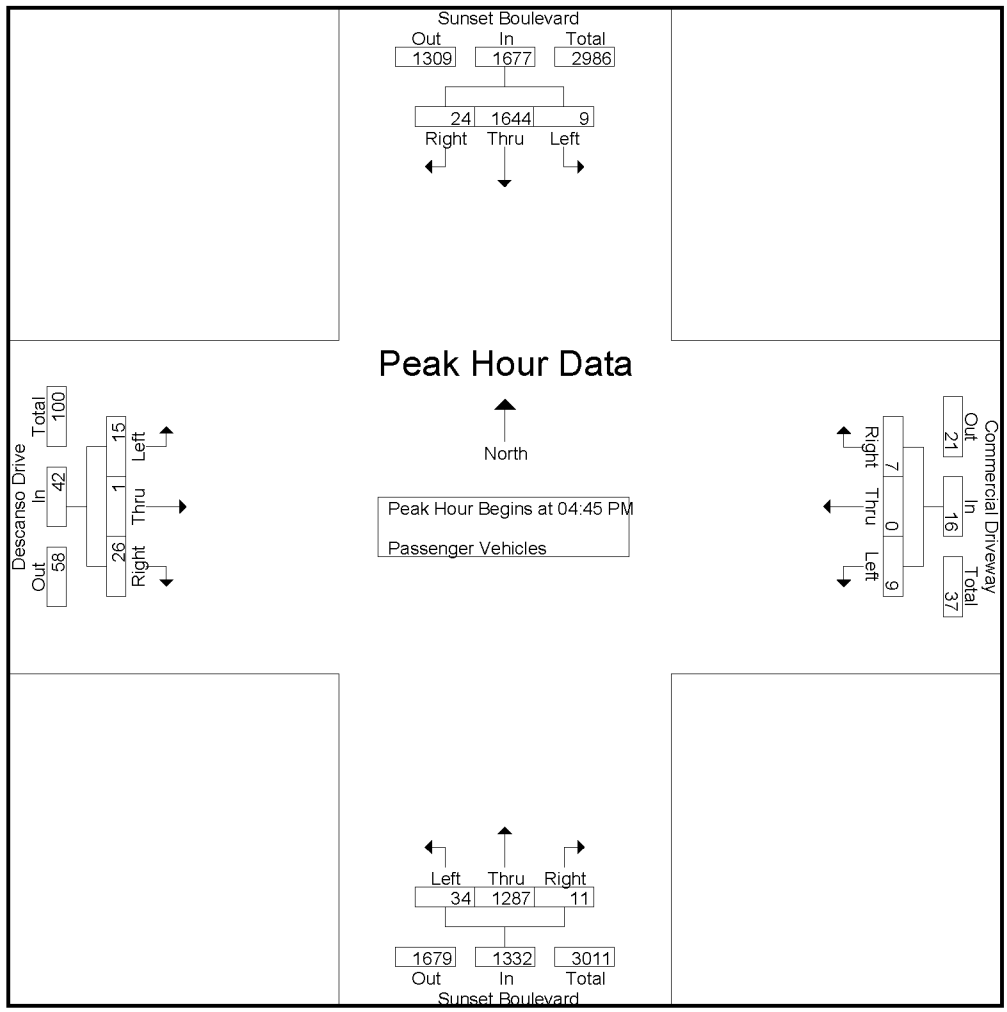
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Sunset Boulevard
E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 2 | **448** | 3 | **453** | 1 | 0 | 2 | 3 | 7 | 320 | 2 | 329 | 1 | 0 | 8 | 9 |
| +15 mins. | 2 | 378 | 8 | 388 | **3** | 0 | **4** | **7** | **11** | 312 | 2 | 325 | **6** | 0 | 7 | 13 |
| +30 mins. | **3** | 396 | **10** | 409 | 2 | 0 | 0 | 2 | 10 | 308 | **4** | 322 | 5 | 0 | **9** | **14** |
| +45 mins. | 2 | 422 | 3 | 427 | 3 | 0 | 1 | 4 | 6 | **347** | 3 | **356** | 3 | **1** | 2 | 6 |
| Total Volume | 9 | 1644 | 24 | 1677 | 9 | 0 | 7 | 16 | 34 | 1287 | 11 | 1332 | 15 | 1 | 26 | 42 |
| % App. Total | 0.5 | 98 | 1.4 | | 56.2 | 0 | 43.8 | | 2.6 | 96.6 | 0.8 | | 35.7 | 2.4 | 61.9 | |
| PHF | .750 | .917 | .600 | .925 | .750 | .000 | .438 | .571 | .773 | .927 | .688 | .935 | .625 | .250 | .722 | .750 |

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Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Sunset Boulevard
E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Dual Wheeled

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 11 |
| 03:15 PM | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 13 |
| 03:30 PM | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 11 |
| 03:45 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| Total | 0 | 27 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 40 |
| 04:00 PM | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 04:15 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 04:30 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| 04:45 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 29 |
| 05:00 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 8 |
| 05:15 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 05:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 1 | 1 | 23 |
| Grand Total | 0 | 62 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 29 | 0 | 0 | 1 | 1 | 92 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 100 | | |
| Total % | 0 | 67.4 | 0 | 67.4 | 0 | 0 | 0 | 0 | 0 | 31.5 | 0 | 31.5 | 0 | 0 | 1.1 | 1.1 | |

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | **5** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 7 |
| 05:00 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | **1** | **1** | **8** |
| 05:15 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 1 | 24 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 100 | | |
| PHF | .000 | .850 | .000 | .850 | .000 | .000 | .000 | .000 | .000 | .750 | .000 | .750 | .000 | .000 | .250 | .250 | .750 |

Counts Unlimited
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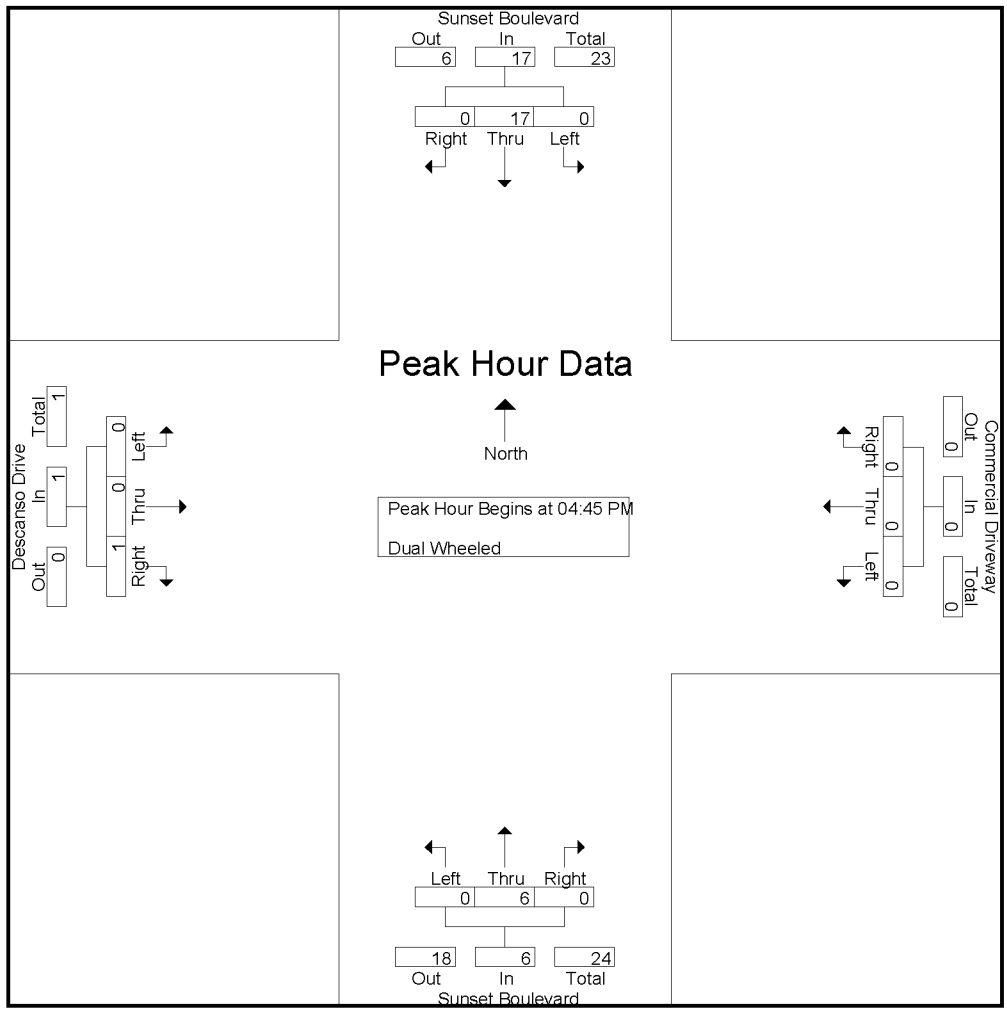
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Sunset Boulevard
E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2




Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **5** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | **1** | **1** |
| +30 mins. | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 1 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 100 | |
| PHF | .000 | .850 | .000 | .850 | .000 | .000 | .000 | .000 | .000 | .750 | .000 | .750 | .000 | .000 | .250 | .250 |

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City of Los Angeles
N/S: Sunset Boulevard
E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 1

Groups Printed- Buses

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 03:00 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 8 |
| 03:15 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 7 |
| 03:30 PM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 9 |
| 03:45 PM | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 37 |
| 04:00 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 11 |
| 04:15 PM | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 9 |
| 04:30 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| 04:45 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 14 |
| Total | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 18 | 0 | 0 | 0 | 0 | 42 |
| 05:00 PM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 12 |
| 05:15 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 12 |
| 05:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 05:45 PM | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 26 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 42 |
| Grand Total | 0 | 74 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 47 | 0 | 0 | 0 | 0 | 121 |
| Apprch % | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 97.9 | 2.1 | | 0 | 0 | 0 | | |
| Total % | 0 | 61.2 | 0 | 61.2 | 0 | 0 | 0 | 0 | 0 | 38 | 0.8 | 38.8 | 0 | 0 | 0 | 0 | |

| | Sunset Boulevard Southbound | | | | Commercial Driveway Westbound | | | | Sunset Boulevard Northbound | | | | Descanso Drive Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | **9** | 0 | **9** | 0 | 0 | 0 | 0 | 0 | **5** | 0 | **5** | 0 | 0 | 0 | 0 | **14** |
| 05:00 PM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 12 |
| 05:15 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 12 |
| 05:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 0 | 27 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 43 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .800 | .000 | .800 | .000 | .000 | .000 | .000 | .768 |

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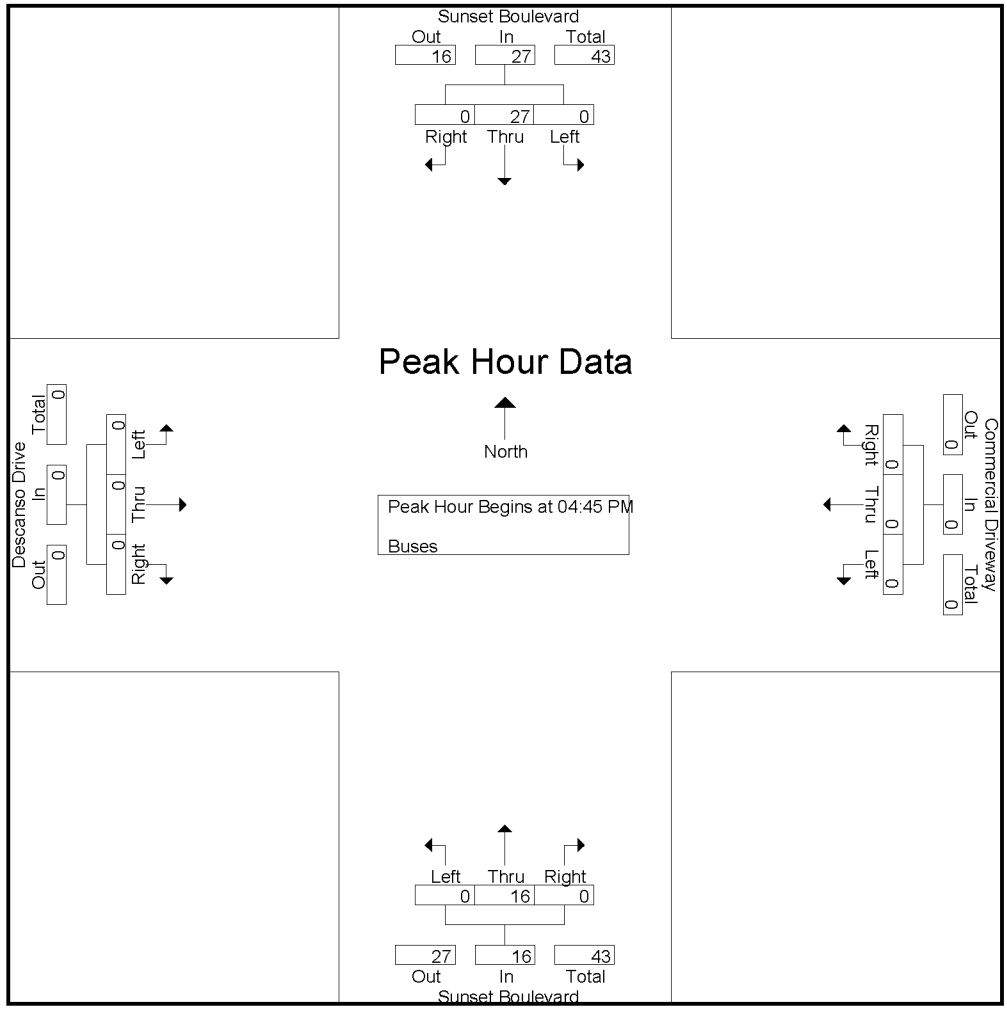
City of Los Angeles
N/S: Sunset Boulevard
E/W: Descanso Drive
Weather: Clear

File Name : LACSUDEPM
Site Code : 16617331
Start Date : 5/23/2017
Page No : 2

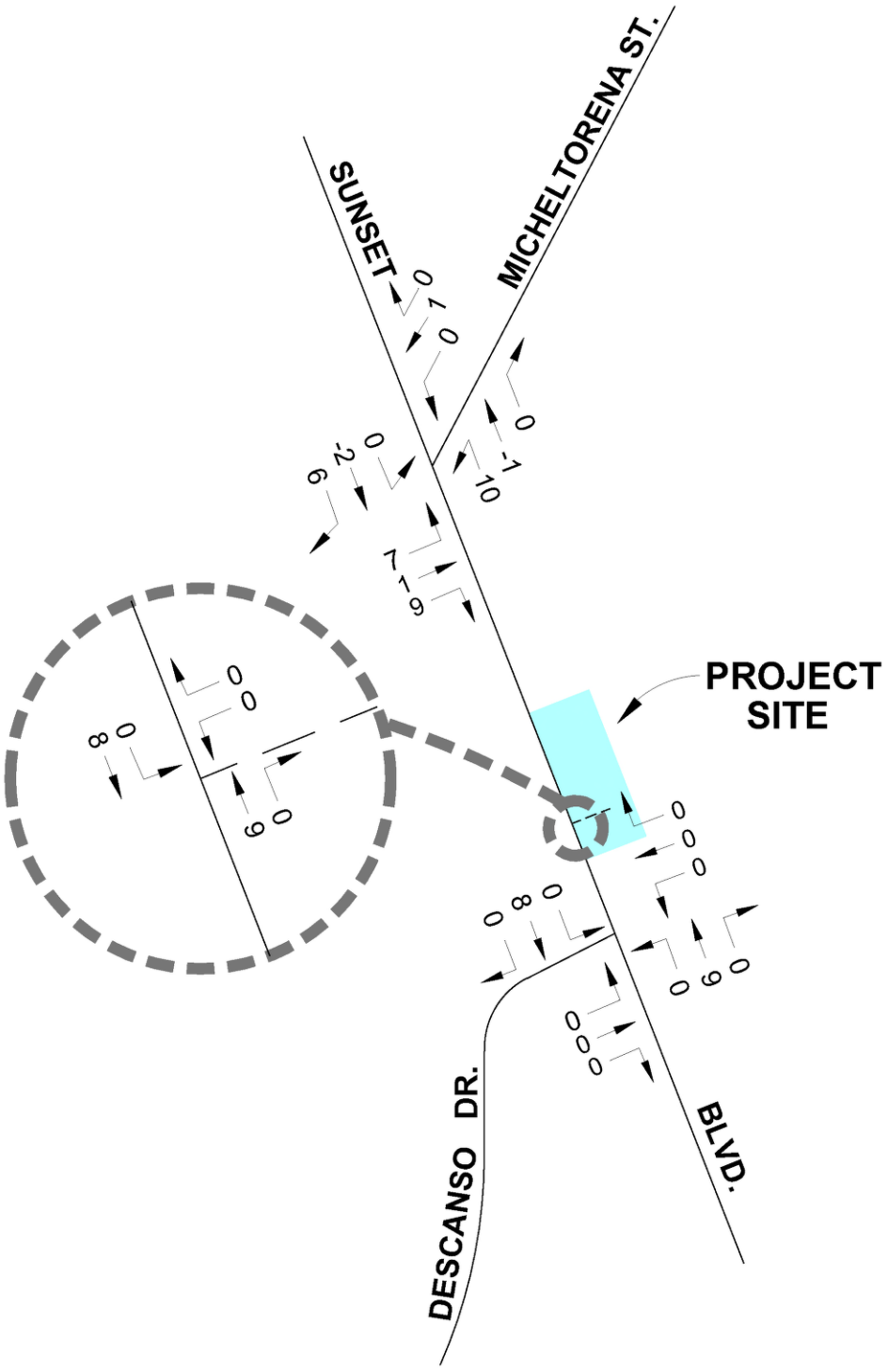



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | **9** | 0 | **9** | 0 | 0 | 0 | 0 | 0 | **5** | 0 | **5** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 27 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .750 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .800 | .000 | .800 | .000 | .000 | .000 | .000 |

# APPENDIX E

# 3400 SUNSET BOULEVARD MIXED-USE PROJECT
# TRIP GENERATION AND TRIP ASSIGNMENTS

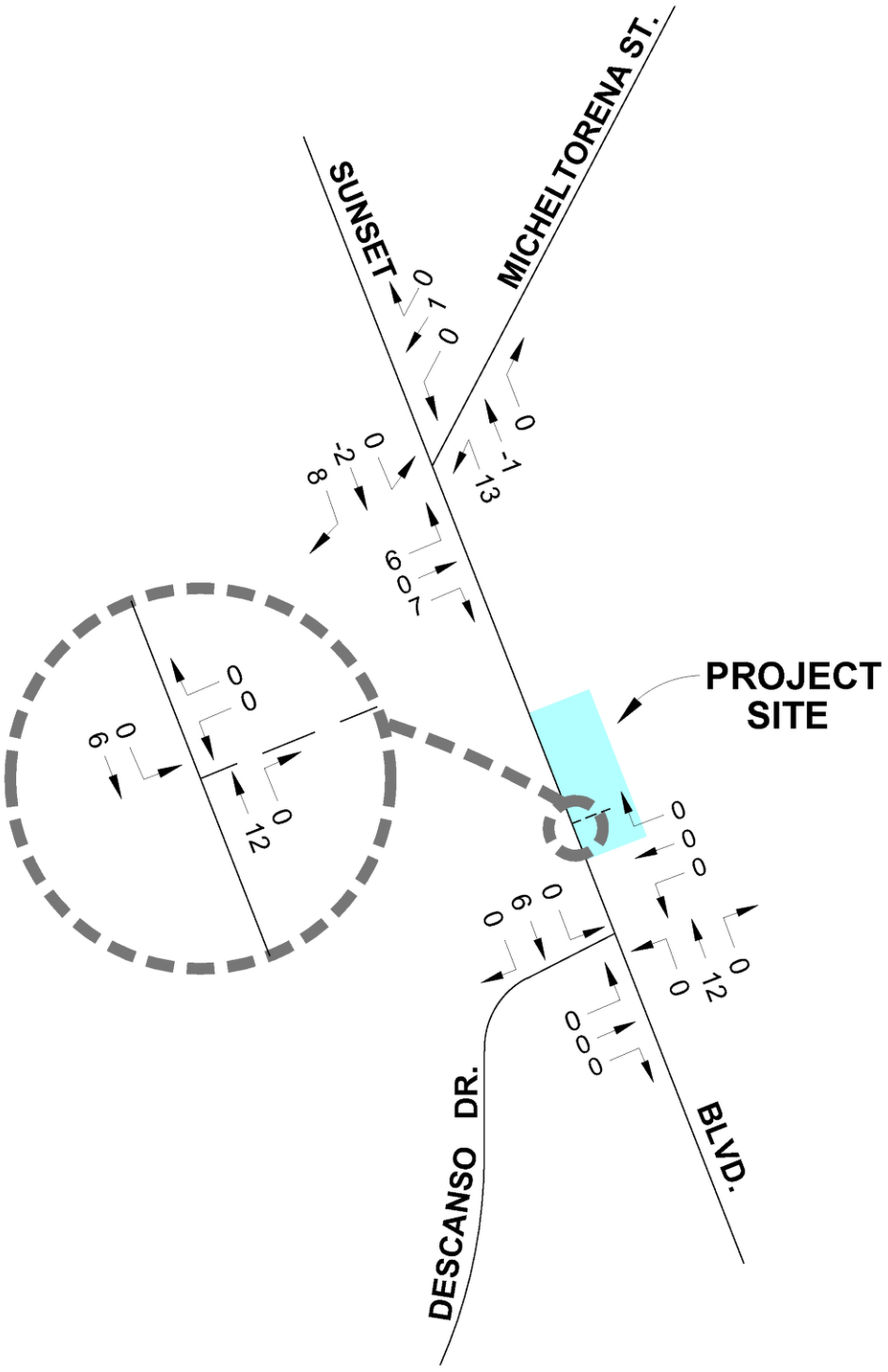



APPENDIX E

3/17/2021

Sunset(3225 W)ResidentialMixedUse\ADJAM

3400 SUNSET BOULEVARD TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR




APPENDIX E

3/17/2021

Sunset(3225 W)ResidentialMixedUse\ADJPM

3400 SUNSET BOULEVARD TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR

**Appendix E**

**3400 Sunset Boulevard Mixed-Use Project**
**Trip Generation Summary**

## CITY OF LOS ANGELES

| NO. | ADDRESS/LOCATION | SIZE | PROJECT DESCRIPTION | DAILY | AM PEAK HOUR | | | PM PEAK HOUR | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | IN | OUT | TOTAL | IN | OUT | TOTAL |
| 1. | 3400 Sunset Boulevard[1] | 31 du<br>2.900 ksf | Multifamily Housing<br>Restaurant | **365** | **14** | **15** | **29** | **19** | **12** | **31** |

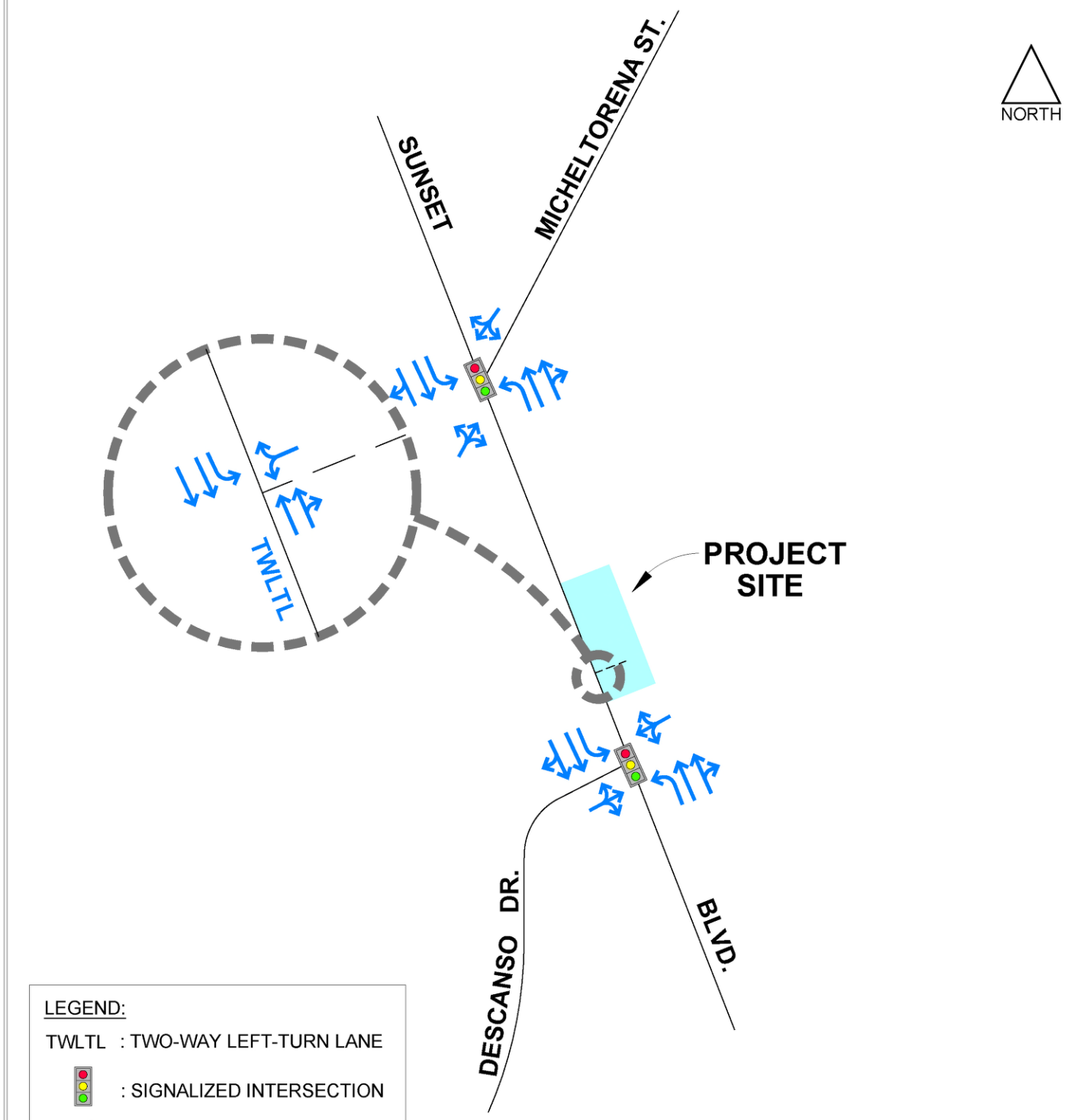
Notes:

du = Dwelling Units; ksf = Thousand Square Feet.

[1] Property information gathered from the City's Zone Information Map Access System (ZIMAS). Daily and peak-hour trip generation and directional distribution of trips based on ITE Land Use Codes 221 (Multifamily Housing [Mid-Rise]) and 932 (High-Turnover Sit-Down Restaurant), per the General Urban/Suburban setting. Conservative transit and pass-by adjustments applied per the LADOT *Transportation Assessment Guidelines* (July 2020).

# APPENDIX F

# STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS




APPENDIX F

3/8/2021

FN: Sunset(3225 W)ResidentialMixedUse\LANE-CONFIG

STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS

# APPENDIX G

# SYNCHRO DELAY AND QUEUE CALCULATION WORKSHEETS

# EXISTING (2021) CONDITIONS



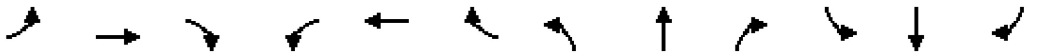
| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 19 | 431 | 11 | 1445 | 49 | 2059 |
| v/c Ratio | 0.13 | 0.91 | 0.13 | 0.86 | 0.59 | 1.17 |
| Control Delay | 28.1 | 55.6 | 30.1 | 30.4 | 54.4 | 107.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.1 | 55.6 | 30.1 | 30.4 | 54.4 | 107.7 |
| Queue Length 50th (ft) | 5 | 223 | 3 | 302 | 15 | ~692 |
| Queue Length 95th (ft) | 26 | #394 | m12 | #627 | #60 | #970 |
| Internal Link Dist (ft) | 83 | 451 | | 617 | | 535 |
| Turn Bay Length (ft) | | | 60 | | 75 | |
| Base Capacity (vph) | 143 | 492 | 84 | 1673 | 83 | 1754 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.13 | 0.88 | 0.13 | 0.86 | 0.59 | 1.17 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 1 | 9 | 172 | 1 | 65 | 10 | 1168 | 85 | 34 | 1826 | 6 |
| Future Volume (veh/h) | 7 | 1 | 9 | 172 | 1 | 65 | 10 | 1168 | 85 | 34 | 1826 | 6 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.88 | 1.00 | | 0.96 | 1.00 | | 0.88 | 1.00 | | 0.87 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1961 | 1900 | 1870 | 1900 | 1826 | 1841 | 1870 | 1841 | 1900 |
| Adj Flow Rate, veh/h | 8 | 1 | 10 | 307 | 1 | 123 | 11 | 1312 | 133 | 49 | 2052 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.56 | 0.92 | 0.53 | 0.92 | 0.89 | 0.64 | 0.69 | 0.89 | 0.92 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 4 | 2 | 4 | 0 |
| Cap, veh/h | 22 | 3 | 28 | 334 | 1 | 134 | 80 | 1568 | 158 | 114 | 1786 | 6 |
| Arrive On Green | 0.03 | 0.03 | 0.03 | 0.27 | 0.27 | 0.27 | 0.17 | 0.17 | 0.17 | 0.50 | 0.50 | 0.50 |
| Sat Flow, veh/h | 666 | 83 | 832 | 1229 | 4 | 493 | 206 | 3135 | 315 | 369 | 3573 | 12 |
| Grp Volume(v), veh/h | 19 | 0 | 0 | 431 | 0 | 0 | 11 | 721 | 724 | 49 | 1003 | 1056 |
| Grp Sat Flow(s),veh/h/ln | 1581 | 0 | 0 | 1726 | 0 | 0 | 206 | 1735 | 1716 | 369 | 1749 | 1836 |
| Q Serve(g_s), s | 1.1 | 0.0 | 0.0 | 21.8 | 0.0 | 0.0 | 0.0 | 36.2 | 36.8 | 8.2 | 45.0 | 45.0 |
| Cycle Q Clear(g_c), s | 1.1 | 0.0 | 0.0 | 21.8 | 0.0 | 0.0 | 45.0 | 36.2 | 36.8 | 45.0 | 45.0 | 45.0 |
| Prop In Lane | 0.42 | | 0.53 | 0.71 | | 0.29 | 1.00 | | 0.18 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 53 | 0 | 0 | 469 | 0 | 0 | 80 | 867 | 858 | 114 | 874 | 918 |
| V/C Ratio(X) | 0.36 | 0.00 | 0.00 | 0.92 | 0.00 | 0.00 | 0.14 | 0.83 | 0.84 | 0.43 | 1.15 | 1.15 |
| Avail Cap(c_a), veh/h | 141 | 0 | 0 | 479 | 0 | 0 | 80 | 867 | 858 | 114 | 874 | 918 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.5 | 0.0 | 0.0 | 31.8 | 0.0 | 0.0 | 60.1 | 33.9 | 34.2 | 42.2 | 22.5 | 22.5 |
| Incr Delay (d2), s/veh | 4.0 | 0.0 | 0.0 | 22.5 | 0.0 | 0.0 | 3.6 | 9.1 | 9.9 | 11.5 | 79.6 | 80.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 0.0 | 11.9 | 0.0 | 0.0 | 0.3 | 18.8 | 19.1 | 1.4 | 35.8 | 37.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 46.6 | 0.0 | 0.0 | 54.3 | 0.0 | 0.0 | 63.6 | 43.0 | 44.1 | 53.7 | 102.1 | 102.6 |
| LnGrp LOS | D | A | A | D | A | A | E | D | D | D | F | F |
| Approach Vol, veh/h | | 19 | | | 431 | | | 1456 | | | 2108 | |
| Approach Delay, s/veh | | 46.6 | | | 54.3 | | | 43.7 | | | 101.3 | |
| Approach LOS | | D | | | D | | | D | | | F | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 50.7 | | 30.5 | | 50.7 | | 8.8 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | 6.0 | | * 5.7 | | 5.8 | | | | |
| Max Green Setting (Gmax), s | | * 40 | | 25.0 | | * 40 | | 8.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 47.0 | | 23.8 | | 47.0 | | 3.1 | | | | |
| Green Ext Time (p_c), s | | 0.0 | | 0.4 | | 0.0 | | 0.0 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 75.1 |
| HCM 6th LOS | | E |

Notes

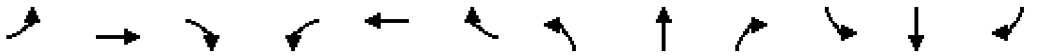
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Lane Group | EBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 101 | 37 | 1450 | 4 | 2160 |
| v/c Ratio | 0.39 | 0.47 | 0.57 | 0.02 | 0.84 |
| Control Delay | 29.9 | 34.3 | 7.0 | 1.0 | 9.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.9 | 34.3 | 7.0 | 1.0 | 9.4 |
| Queue Length 50th (ft) | 42 | 6 | 133 | 0 | 640 |
| Queue Length 95th (ft) | 74 | #56 | 342 | m0 | m592 |
| Internal Link Dist (ft) | 197 | | 295 | | 78 |
| Turn Bay Length (ft) | | 50 | | 50 | |
| Base Capacity (vph) | 474 | 79 | 2529 | 215 | 2569 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.21 | 0.47 | 0.57 | 0.02 | 0.84 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 22 | 0 | 39 | 0 | 0 | 0 | 29 | 1276 | 0 | 1 | 1956 | 19 |
| Future Volume (veh/h) | 22 | 0 | 39 | 0 | 0 | 0 | 29 | 1276 | 0 | 1 | 1956 | 19 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.96 | | 0.96 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1976 | 1900 | 1900 | 1900 | 1900 | 1856 | 1826 | 1900 | 1900 | 1856 | 1870 |
| Adj Flow Rate, veh/h | 29 | 0 | 72 | 0 | 0 | 0 | 37 | 1450 | 0 | 4 | 2126 | 34 |
| Peak Hour Factor | 0.75 | 0.92 | 0.54 | 0.92 | 0.92 | 0.92 | 0.78 | 0.88 | 0.92 | 0.25 | 0.92 | 0.56 |
| Percent Heavy Veh, % | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 3 | 2 |
| Cap, veh/h | 82 | 11 | 105 | 0 | 175 | 0 | 224 | 2745 | 0 | 319 | 2808 | 45 |
| Arrive On Green | 0.09 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.79 | 0.79 | 0.00 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h | 334 | 124 | 1138 | 0 | 1900 | 0 | 182 | 3561 | 0 | 373 | 3548 | 57 |
| Grp Volume(v), veh/h | 101 | 0 | 0 | 0 | 0 | 0 | 37 | 1450 | 0 | 4 | 1052 | 1108 |
| Grp Sat Flow(s),veh/h/ln | 1596 | 0 | 0 | 0 | 1900 | 0 | 182 | 1735 | 0 | 373 | 1763 | 1842 |
| Q Serve(g_s), s | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 13.5 | 0.0 | 0.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 13.5 | 0.0 | 13.7 | 0.0 | 0.0 |
| Prop In Lane | 0.29 | | 0.71 | 0.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 0.03 |
| Lane Grp Cap(c), veh/h | 198 | 0 | 0 | 0 | 175 | 0 | 224 | 2745 | 0 | 319 | 1395 | 1458 |
| V/C Ratio(X) | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.53 | 0.00 | 0.01 | 0.75 | 0.76 |
| Avail Cap(c_a), veh/h | 471 | 0 | 0 | 0 | 507 | 0 | 224 | 2745 | 0 | 319 | 1395 | 1458 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 3.4 | 0.0 | 1.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.7 | 0.0 | 0.1 | 3.8 | 3.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 2.9 | 0.0 | 0.0 | 1.5 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 41.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 4.1 | 0.0 | 1.4 | 3.8 | 3.8 |
| LnGrp LOS | D | A | A | A | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 101 | | | 0 | | | 1487 | | | 2164 | |
| Approach Delay, s/veh | | 41.5 | | | 0.0 | | | 4.1 | | | 3.8 | |
| Approach LOS | | D | | | | | | A | | | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 76.2 | | 13.8 | | 76.2 | | 13.8 | | | | |
| Change Period (Y+Rc), s | | * 5 | | * 5.5 | | * 5 | | * 5.5 | | | | |
| Max Green Setting (Gmax), s | | * 56 | | * 24 | | * 56 | | * 24 | | | | |
| Max Q Clear Time (g_c+I1), s | | 15.5 | | 7.5 | | 15.7 | | 0.0 | | | | |
| Green Ext Time (p_c), s | | 17.8 | | 0.5 | | 27.7 | | 0.0 | | | | |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 4.9 |
| HCM 6th LOS | A |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 3 | 1288 | 10 | 6 | 1972 |
| Future Vol, veh/h | 4 | 3 | 1288 | 10 | 6 | 1972 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 89 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 3 |
| Mvmt Flow | 4 | 3 | 1447 | 11 | 7 | 2143 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2539 | 729 | 0 | 0 | 1458 | 0 |
| Stage 1 | 1453 | - | - | - | - | - |
| Stage 2 | 1086 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 23 | 370 | - | - | 470 | - |
| Stage 1 | 185 | - | - | - | - | - |
| Stage 2 | 289 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 23 | 370 | - | - | 470 | - |
| Mov Cap-2 Maneuver | 112 | - | - | - | - | - |
| Stage 1 | 185 | - | - | - | - | - |
| Stage 2 | 285 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 28.6 | 0 | 0 |
| HCM LOS | D | | |

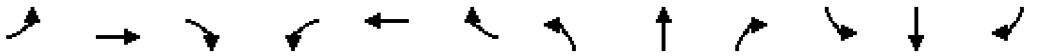
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 160 | 470 | - |
| HCM Lane V/C Ratio | - | - | 0.048 | 0.014 | - |
| HCM Control Delay (s) | - | - | 28.6 | 12.8 | - |
| HCM Lane LOS | - | - | D | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |



| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 15 | 146 | 14 | 1423 | 70 | 1880 |
| v/c Ratio | 0.07 | 0.39 | 0.16 | 0.71 | 0.58 | 0.91 |
| Control Delay | 0.6 | 26.4 | 28.5 | 20.8 | 40.7 | 26.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 0.6 | 26.4 | 28.5 | 20.8 | 40.7 | 26.1 |
| Queue Length 50th (ft) | 0 | 53 | 3 | 289 | 23 | 496 |
| Queue Length 95th (ft) | 0 | 104 | m16 | #608 | #94 | #877 |
| Internal Link Dist (ft) | 83 | 451 | | 617 | | 535 |
| Turn Bay Length (ft) | | | 60 | | 75 | |
| Base Capacity (vph) | 228 | 489 | 86 | 2017 | 121 | 2062 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.07 | 0.30 | 0.16 | 0.71 | 0.58 | 0.91 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 0 | 7 | 86 | 1 | 33 | 13 | 1230 | 118 | 54 | 1759 | 8 |
| Future Volume (veh/h) | 6 | 0 | 7 | 86 | 1 | 33 | 13 | 1230 | 118 | 54 | 1759 | 8 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.88 | 1.00 | | 0.92 | 1.00 | | 0.91 | 0.99 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1945 | 1900 | 1870 | 1900 | 1870 | 1900 | 1870 | 1856 | 1900 |
| Adj Flow Rate, veh/h | 7 | 0 | 8 | 100 | 1 | 45 | 14 | 1281 | 142 | 70 | 1871 | 9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.86 | 0.92 | 0.73 | 0.92 | 0.96 | 0.83 | 0.77 | 0.94 | 0.92 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 3 | 0 |
| Cap, veh/h | 20 | 0 | 23 | 198 | 2 | 89 | 124 | 1940 | 214 | 307 | 2185 | 10 |
| Arrive On Green | 0.03 | 0.00 | 0.03 | 0.17 | 0.17 | 0.17 | 1.00 | 1.00 | 1.00 | 0.61 | 0.61 | 0.61 |
| Sat Flow, veh/h | 733 | 0 | 838 | 1162 | 12 | 523 | 246 | 3194 | 352 | 374 | 3596 | 17 |
| Grp Volume(v), veh/h | 15 | 0 | 0 | 146 | 0 | 0 | 14 | 709 | 714 | 70 | 916 | 964 |
| Grp Sat Flow(s),veh/h/ln | 1571 | 0 | 0 | 1696 | 0 | 0 | 246 | 1777 | 1768 | 374 | 1763 | 1851 |
| Q Serve(g_s), s | 0.8 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 8.1 | 38.2 | 38.4 |
| Cycle Q Clear(g_c), s | 0.8 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 42.4 | 0.0 | 0.0 | 8.1 | 38.2 | 38.4 |
| Prop In Lane | 0.47 | | 0.53 | 0.68 | | 0.31 | 1.00 | | 0.20 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 44 | 0 | 0 | 289 | 0 | 0 | 124 | 1080 | 1074 | 307 | 1071 | 1124 |
| V/C Ratio(X) | 0.34 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 0.11 | 0.66 | 0.66 | 0.23 | 0.86 | 0.86 |
| Avail Cap(c_a), veh/h | 140 | 0 | 0 | 471 | 0 | 0 | 124 | 1080 | 1074 | 307 | 1071 | 1124 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.9 | 0.0 | 0.0 | 33.9 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | 8.5 | 14.4 | 14.5 |
| Incr Delay (d2), s/veh | 4.6 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.8 | 3.1 | 3.2 | 1.7 | 8.8 | 8.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.3 | 0.9 | 1.0 | 0.7 | 15.4 | 16.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 47.5 | 0.0 | 0.0 | 35.3 | 0.0 | 0.0 | 16.7 | 3.1 | 3.2 | 10.2 | 23.2 | 23.0 |
| LnGrp LOS | D | A | A | D | A | A | B | A | A | B | C | C |
| Approach Vol, veh/h | | 15 | | | 146 | | | 1437 | | | 1950 | |
| Approach Delay, s/veh | | 47.5 | | | 35.3 | | | 3.3 | | | 22.6 | |
| Approach LOS | | D | | | D | | | A | | | C | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 60.4 | | 21.3 | | 60.4 | | 8.3 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | 6.0 | | * 5.7 | | 5.8 | | | | |
| Max Green Setting (Gmax), s | | * 40 | | 25.0 | | * 40 | | 8.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 44.4 | | 9.0 | | 40.4 | | 2.8 | | | | |
| Green Ext Time (p_c), s | | 0.0 | | 0.7 | | 0.0 | | 0.0 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 15.4 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

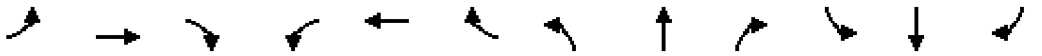
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 67 | 28 | 45 | 1493 | 12 | 1979 |
| v/c Ratio | 0.28 | 0.13 | 0.46 | 0.57 | 0.06 | 0.77 |
| Control Delay | 31.3 | 15.1 | 28.4 | 6.8 | 1.0 | 10.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.3 | 15.1 | 28.4 | 6.8 | 1.0 | 10.9 |
| Queue Length 50th (ft) | 30 | 2 | 7 | 134 | 0 | 6 |
| Queue Length 95th (ft) | 11 | 22 | #61 | 368 | m0 | m#767 |
| Internal Link Dist (ft) | 197 | 104 | | 295 | | 78 |
| Turn Bay Length (ft) | | | 50 | | 50 | |
| Base Capacity (vph) | 464 | 391 | 98 | 2610 | 206 | 2576 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.14 | 0.07 | 0.46 | 0.57 | 0.06 | 0.77 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 16 | 1 | 28 | 9 | 0 | 7 | 35 | 1374 | 11 | 9 | 1763 | 25 |
| Future Volume (veh/h) | 16 | 1 | 28 | 9 | 0 | 7 | 35 | 1374 | 11 | 9 | 1763 | 25 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.93 | 1.00 | | 0.94 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1976 | 1885 | 1900 | 1900 | 1900 | 1900 | 1870 | 1826 | 1900 | 1856 | 1900 |
| Adj Flow Rate, veh/h | 26 | 4 | 37 | 12 | 0 | 16 | 45 | 1477 | 16 | 12 | 1937 | 42 |
| Peak Hour Factor | 0.62 | 0.25 | 0.75 | 0.75 | 0.92 | 0.44 | 0.77 | 0.93 | 0.69 | 0.75 | 0.91 | 0.60 |
| Percent Heavy Veh, % | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 3 | 0 |
| Cap, veh/h | 97 | 26 | 83 | 100 | 20 | 83 | 257 | 2852 | 31 | 312 | 2792 | 60 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.09 | 0.00 | 0.09 | 0.79 | 0.79 | 0.79 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h | 452 | 290 | 916 | 473 | 217 | 919 | 223 | 3598 | 39 | 358 | 3523 | 76 |
| Grp Volume(v), veh/h | 67 | 0 | 0 | 28 | 0 | 0 | 45 | 729 | 764 | 12 | 964 | 1015 |
| Grp Sat Flow(s),veh/h/ln | 1658 | 0 | 0 | 1609 | 0 | 0 | 223 | 1777 | 1860 | 358 | 1763 | 1836 |
| Q Serve(g_s), s | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 13.0 | 13.0 | 0.6 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 3.3 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 4.7 | 13.0 | 13.0 | 13.6 | 0.0 | 0.0 |
| Prop In Lane | 0.39 | | 0.55 | 0.43 | | 0.57 | 1.00 | | 0.02 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 206 | 0 | 0 | 203 | 0 | 0 | 257 | 1408 | 1474 | 312 | 1397 | 1455 |
| V/C Ratio(X) | 0.33 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.18 | 0.52 | 0.52 | 0.04 | 0.69 | 0.70 |
| Avail Cap(c_a), veh/h | 490 | 0 | 0 | 470 | 0 | 0 | 257 | 1408 | 1474 | 312 | 1397 | 1455 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.7 | 0.0 | 0.0 | 37.8 | 0.0 | 0.0 | 2.4 | 3.3 | 3.3 | 1.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.9 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 1.5 | 1.4 | 1.3 | 0.2 | 2.8 | 2.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.2 | 3.1 | 3.2 | 0.0 | 1.1 | 1.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 39.6 | 0.0 | 0.0 | 38.1 | 0.0 | 0.0 | 3.9 | 4.6 | 4.6 | 1.5 | 2.8 | 2.8 |
| LnGrp LOS | D | A | A | D | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 67 | | | 28 | | | 1538 | | | 1991 | |
| Approach Delay, s/veh | | 39.6 | | | 38.1 | | | 4.6 | | | 2.8 | |
| Approach LOS | | D | | | D | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 76.3 | 13.7 | 76.3 | 13.7 |
| Change Period (Y+Rc), s | * 5 | * 5.5 | * 5 | * 5.5 |
| Max Green Setting (Gmax), s | * 55 | * 24 | * 55 | * 24 |
| Max Q Clear Time (g_c+I1), s | 15.0 | 5.3 | 15.6 | 3.4 |
| Green Ext Time (p_c), s | 17.1 | 0.3 | 24.3 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 4.5 |
| HCM 6th LOS | A |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 8 | 1387 | 10 | 6 | 1788 |
| Future Vol, veh/h | 9 | 8 | 1387 | 10 | 6 | 1788 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 93 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 3 |
| Mvmt Flow | 10 | 9 | 1491 | 11 | 7 | 1943 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2483 | 751 | 0 | 0 | 1502 | 0 |
| Stage 1 | 1497 | - | - | - | - | - |
| Stage 2 | 986 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 25 | 358 | - | - | 452 | - |
| Stage 1 | 175 | - | - | - | - | - |
| Stage 2 | 327 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 25 | 358 | - | - | 452 | - |
| Mov Cap-2 Maneuver | 114 | - | - | - | - | - |
| Stage 1 | 175 | - | - | - | - | - |
| Stage 2 | 322 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 29.1 | 0 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 168 | 452 | - |
| HCM Lane V/C Ratio | - | - | 0.11 | 0.014 | - |
| HCM Control Delay (s) | - | - | 29.1 | 13.1 | - |
| HCM Lane LOS | - | - | D | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |

# EXISTING (2021) PLUS PROJECT CONDITIONS

# Queues
## 1: Sunset Blvd & Driveway/Micheltorena St

02/18/2021



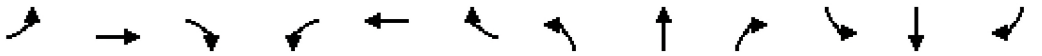
| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 19 | 431 | 11 | 1455 | 49 | 2060 |
| v/c Ratio | 0.13 | 0.91 | 0.13 | 0.87 | 0.59 | 1.17 |
| Control Delay | 28.1 | 55.6 | 29.7 | 30.7 | 54.4 | 108.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.1 | 55.6 | 29.7 | 30.7 | 54.4 | 108.0 |
| Queue Length 50th (ft) | 5 | 223 | 3 | 305 | 15 | ~693 |
| Queue Length 95th (ft) | 26 | #394 | m13 | #634 | #60 | #970 |
| Internal Link Dist (ft) | 83 | 451 | | 617 | | 535 |
| Turn Bay Length (ft) | | | 60 | | 75 | |
| Base Capacity (vph) | 143 | 492 | 84 | 1673 | 83 | 1754 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.13 | 0.88 | 0.13 | 0.87 | 0.59 | 1.17 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 1 | 9 | 172 | 1 | 65 | 10 | 1176 | 86 | 34 | 1827 | 6 |
| Future Volume (veh/h) | 7 | 1 | 9 | 172 | 1 | 65 | 10 | 1176 | 86 | 34 | 1827 | 6 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.88 | 1.00 | | 0.96 | 1.00 | | 0.88 | 1.00 | | 0.87 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1961 | 1900 | 1870 | 1900 | 1826 | 1841 | 1870 | 1841 | 1900 |
| Adj Flow Rate, veh/h | 8 | 1 | 10 | 307 | 1 | 123 | 11 | 1321 | 134 | 49 | 2053 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.56 | 0.92 | 0.53 | 0.92 | 0.89 | 0.64 | 0.69 | 0.89 | 0.92 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 4 | 2 | 4 | 0 |
| Cap, veh/h | 22 | 3 | 28 | 334 | 1 | 134 | 80 | 1568 | 158 | 112 | 1786 | 6 |
| Arrive On Green | 0.03 | 0.03 | 0.03 | 0.27 | 0.27 | 0.27 | 0.17 | 0.17 | 0.17 | 0.50 | 0.50 | 0.50 |
| Sat Flow, veh/h | 666 | 83 | 832 | 1229 | 4 | 493 | 206 | 3135 | 315 | 365 | 3573 | 12 |
| Grp Volume(v), veh/h | 19 | 0 | 0 | 431 | 0 | 0 | 11 | 726 | 729 | 49 | 1004 | 1056 |
| Grp Sat Flow(s),veh/h/ln | 1581 | 0 | 0 | 1726 | 0 | 0 | 206 | 1735 | 1716 | 365 | 1749 | 1836 |
| Q Serve(g_s), s | 1.1 | 0.0 | 0.0 | 21.8 | 0.0 | 0.0 | 0.0 | 36.5 | 37.1 | 7.9 | 45.0 | 45.0 |
| Cycle Q Clear(g_c), s | 1.1 | 0.0 | 0.0 | 21.8 | 0.0 | 0.0 | 45.0 | 36.5 | 37.1 | 45.0 | 45.0 | 45.0 |
| Prop In Lane | 0.42 | | 0.53 | 0.71 | | 0.29 | 1.00 | | 0.18 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 53 | 0 | 0 | 469 | 0 | 0 | 80 | 867 | 858 | 112 | 874 | 918 |
| V/C Ratio(X) | 0.36 | 0.00 | 0.00 | 0.92 | 0.00 | 0.00 | 0.14 | 0.84 | 0.85 | 0.44 | 1.15 | 1.15 |
| Avail Cap(c_a), veh/h | 141 | 0 | 0 | 479 | 0 | 0 | 80 | 867 | 858 | 112 | 874 | 918 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.5 | 0.0 | 0.0 | 31.8 | 0.0 | 0.0 | 60.1 | 34.0 | 34.3 | 42.4 | 22.5 | 22.5 |
| Incr Delay (d2), s/veh | 4.0 | 0.0 | 0.0 | 22.5 | 0.0 | 0.0 | 3.6 | 9.4 | 10.3 | 11.9 | 79.8 | 80.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 0.0 | 11.9 | 0.0 | 0.0 | 0.3 | 19.0 | 19.3 | 1.4 | 35.8 | 37.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 46.6 | 0.0 | 0.0 | 54.3 | 0.0 | 0.0 | 63.6 | 43.5 | 44.6 | 54.4 | 102.3 | 102.9 |
| LnGrp LOS | D | A | A | D | A | A | E | D | D | D | F | F |
| Approach Vol, veh/h | | 19 | | | 431 | | | 1466 | | | 2109 | |
| Approach Delay, s/veh | | 46.6 | | | 54.3 | | | 44.2 | | | 101.5 | |
| Approach LOS | | D | | | D | | | D | | | F | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 50.7 | 30.5 | 50.7 | 8.8 |
| Change Period (Y+Rc), s | * 5.7 | 6.0 | * 5.7 | 5.8 |
| Max Green Setting (Gmax), s | * 40 | 25.0 | * 40 | 8.0 |
| Max Q Clear Time (g_c+I1), s | 47.0 | 23.8 | 47.0 | 3.1 |
| Green Ext Time (p_c), s | 0.0 | 0.4 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 75.3 |
| HCM 6th LOS | E |

Notes

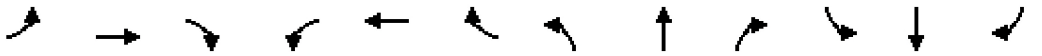
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Lane Group | EBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 101 | 37 | 1453 | 4 | 2170 |
| v/c Ratio | 0.39 | 0.47 | 0.57 | 0.02 | 0.84 |
| Control Delay | 29.9 | 34.3 | 7.1 | 1.0 | 9.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.9 | 34.3 | 7.1 | 1.0 | 9.5 |
| Queue Length 50th (ft) | 42 | 6 | 134 | 0 | 643 |
| Queue Length 95th (ft) | 74 | #56 | 344 | m0 | m596 |
| Internal Link Dist (ft) | 197 | | 295 | | 78 |
| Turn Bay Length (ft) | | 50 | | 50 | |
| Base Capacity (vph) | 474 | 79 | 2529 | 215 | 2569 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.21 | 0.47 | 0.57 | 0.02 | 0.84 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 22 | 0 | 39 | 0 | 0 | 0 | 29 | 1279 | 0 | 1 | 1965 | 19 |
| Future Volume (veh/h) | 22 | 0 | 39 | 0 | 0 | 0 | 29 | 1279 | 0 | 1 | 1965 | 19 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.96 | | 0.96 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1976 | 1900 | 1900 | 1900 | 1900 | 1856 | 1826 | 1900 | 1900 | 1856 | 1870 |
| Adj Flow Rate, veh/h | 29 | 0 | 72 | 0 | 0 | 0 | 37 | 1453 | 0 | 4 | 2136 | 34 |
| Peak Hour Factor | 0.75 | 0.92 | 0.54 | 0.92 | 0.92 | 0.92 | 0.78 | 0.88 | 0.92 | 0.25 | 0.92 | 0.56 |
| Percent Heavy Veh, % | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 3 | 2 |
| Cap, veh/h | 82 | 11 | 105 | 0 | 175 | 0 | 223 | 2745 | 0 | 318 | 2808 | 45 |
| Arrive On Green | 0.09 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.79 | 0.79 | 0.00 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h | 334 | 124 | 1138 | 0 | 1900 | 0 | 180 | 3561 | 0 | 372 | 3548 | 56 |
| Grp Volume(v), veh/h | 101 | 0 | 0 | 0 | 0 | 0 | 37 | 1453 | 0 | 4 | 1057 | 1113 |
| Grp Sat Flow(s),veh/h/ln | 1596 | 0 | 0 | 0 | 1900 | 0 | 180 | 1735 | 0 | 372 | 1763 | 1842 |
| Q Serve(g_s), s | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 13.5 | 0.0 | 0.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 13.5 | 0.0 | 13.7 | 0.0 | 0.0 |
| Prop In Lane | 0.29 | | 0.71 | 0.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 0.03 |
| Lane Grp Cap(c), veh/h | 198 | 0 | 0 | 0 | 175 | 0 | 223 | 2745 | 0 | 318 | 1395 | 1458 |
| V/C Ratio(X) | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.53 | 0.00 | 0.01 | 0.76 | 0.76 |
| Avail Cap(c_a), veh/h | 471 | 0 | 0 | 0 | 507 | 0 | 223 | 2745 | 0 | 318 | 1395 | 1458 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 3.4 | 0.0 | 1.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.7 | 0.0 | 0.1 | 3.9 | 3.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 2.9 | 0.0 | 0.0 | 1.5 | 1.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 41.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 | 4.1 | 0.0 | 1.4 | 3.9 | 3.8 |
| LnGrp LOS | D | A | A | A | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 101 | | | 0 | | | 1490 | | | 2174 | |
| Approach Delay, s/veh | | 41.5 | | | 0.0 | | | 4.1 | | | 3.9 | |
| Approach LOS | | D | | | | | | A | | | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 76.2 | | 13.8 | | 76.2 | | 13.8 | | | | |
| Change Period (Y+Rc), s | | * 5 | | * 5.5 | | * 5 | | * 5.5 | | | | |
| Max Green Setting (Gmax), s | | * 56 | | * 24 | | * 56 | | * 24 | | | | |
| Max Q Clear Time (g_c+I1), s | | 15.5 | | 7.5 | | 15.7 | | 0.0 | | | | |
| Green Ext Time (p_c), s | | 17.8 | | 0.5 | | 27.8 | | 0.0 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 5.0 |
| HCM 6th LOS | | A |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 12 | 1288 | 13 | 7 | 1972 |
| Future Vol, veh/h | 14 | 12 | 1288 | 13 | 7 | 1972 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 89 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 3 |
| Mvmt Flow | 15 | 13 | 1447 | 14 | 8 | 2143 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2542 | 731 | 0 | 0 | 1461 | 0 |
| Stage 1 | 1454 | - | - | - | - | - |
| Stage 2 | 1088 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 23 | 369 | - | - | 469 | - |
| Stage 1 | 185 | - | - | - | - | - |
| Stage 2 | 289 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 23 | 369 | - | - | 469 | - |
| Mov Cap-2 Maneuver | 112 | - | - | - | - | - |
| Stage 1 | 185 | - | - | - | - | - |
| Stage 2 | 284 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 31.3 | 0 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 165 | 469 | - |
| HCM Lane V/C Ratio | - | - | 0.171 | 0.016 | - |
| HCM Control Delay (s) | - | - | 31.3 | 12.8 | - |
| HCM Lane LOS | - | - | D | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0 | - |

# Queues

## 1: Sunset Blvd & Driveway/Micheltorena St

02/18/2021

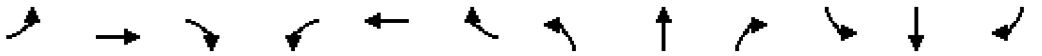


| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 15 | 147 | 14 | 1423 | 70 | 1885 |
| v/c Ratio | 0.07 | 0.39 | 0.16 | 0.71 | 0.58 | 0.91 |
| Control Delay | 0.6 | 26.7 | 28.3 | 20.8 | 40.8 | 26.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 0.6 | 26.7 | 28.3 | 20.8 | 40.8 | 26.3 |
| Queue Length 50th (ft) | 0 | 54 | 4 | 291 | 23 | 499 |
| Queue Length 95th (ft) | 0 | 105 | m15 | #609 | #94 | #881 |
| Internal Link Dist (ft) | 83 | 451 | | 617 | | 535 |
| Turn Bay Length (ft) | | | 60 | | 75 | |
| Base Capacity (vph) | 228 | 489 | 86 | 2016 | 121 | 2061 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.07 | 0.30 | 0.16 | 0.71 | 0.58 | 0.91 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 0 | 7 | 87 | 1 | 33 | 13 | 1230 | 118 | 54 | 1763 | 8 |
| Future Volume (veh/h) | 6 | 0 | 7 | 87 | 1 | 33 | 13 | 1230 | 118 | 54 | 1763 | 8 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.88 | 1.00 | | 0.92 | 1.00 | | 0.91 | 0.99 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1945 | 1900 | 1870 | 1900 | 1870 | 1900 | 1870 | 1856 | 1900 |
| Adj Flow Rate, veh/h | 7 | 0 | 8 | 101 | 1 | 45 | 14 | 1281 | 142 | 70 | 1876 | 9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.86 | 0.92 | 0.73 | 0.92 | 0.96 | 0.83 | 0.77 | 0.94 | 0.92 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 3 | 0 |
| Cap, veh/h | 20 | 0 | 23 | 199 | 2 | 89 | 123 | 1939 | 214 | 307 | 2183 | 10 |
| Arrive On Green | 0.03 | 0.00 | 0.03 | 0.17 | 0.17 | 0.17 | 1.00 | 1.00 | 1.00 | 0.61 | 0.61 | 0.61 |
| Sat Flow, veh/h | 733 | 0 | 838 | 1166 | 12 | 520 | 245 | 3194 | 352 | 374 | 3596 | 17 |
| Grp Volume(v), veh/h | 15 | 0 | 0 | 147 | 0 | 0 | 14 | 709 | 714 | 70 | 918 | 967 |
| Grp Sat Flow(s),veh/h/ln | 1571 | 0 | 0 | 1697 | 0 | 0 | 245 | 1777 | 1768 | 374 | 1763 | 1851 |
| Q Serve(g_s), s | 0.8 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 8.1 | 38.5 | 38.7 |
| Cycle Q Clear(g_c), s | 0.8 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 42.7 | 0.0 | 0.0 | 8.1 | 38.5 | 38.7 |
| Prop In Lane | 0.47 | | 0.53 | 0.69 | | 0.31 | 1.00 | | 0.20 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 44 | 0 | 0 | 290 | 0 | 0 | 123 | 1079 | 1074 | 307 | 1070 | 1124 |
| V/C Ratio(X) | 0.34 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 0.11 | 0.66 | 0.66 | 0.23 | 0.86 | 0.86 |
| Avail Cap(c_a), veh/h | 140 | 0 | 0 | 471 | 0 | 0 | 123 | 1079 | 1074 | 307 | 1070 | 1124 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.9 | 0.0 | 0.0 | 33.9 | 0.0 | 0.0 | 15.1 | 0.0 | 0.0 | 8.5 | 14.5 | 14.5 |
| Incr Delay (d2), s/veh | 4.6 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.9 | 3.1 | 3.3 | 1.7 | 8.9 | 8.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.3 | 0.9 | 1.0 | 0.7 | 15.5 | 16.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 47.5 | 0.0 | 0.0 | 35.3 | 0.0 | 0.0 | 16.9 | 3.1 | 3.3 | 10.3 | 23.4 | 23.2 |
| LnGrp LOS | D | A | A | D | A | A | B | A | A | B | C | C |
| Approach Vol, veh/h | | 15 | | | 147 | | | 1437 | | | 1955 | |
| Approach Delay, s/veh | | 47.5 | | | 35.3 | | | 3.3 | | | 22.8 | |
| Approach LOS | | D | | | D | | | A | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 60.3 | 21.4 | 60.3 | 8.3 |
| Change Period (Y+Rc), s | * 5.7 | 6.0 | * 5.7 | 5.8 |
| Max Green Setting (Gmax), s | * 40 | 25.0 | * 40 | 8.0 |
| Max Q Clear Time (g_c+I1), s | 44.7 | 9.1 | 40.7 | 2.8 |
| Green Ext Time (p_c), s | 0.0 | 0.7 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.6 |
| HCM 6th LOS | B |

Notes

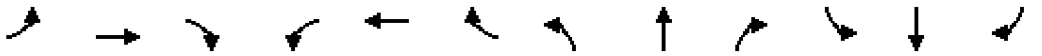
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 67 | 28 | 45 | 1501 | 12 | 1979 |
| v/c Ratio | 0.28 | 0.13 | 0.46 | 0.58 | 0.06 | 0.77 |
| Control Delay | 31.3 | 15.1 | 28.4 | 6.9 | 1.0 | 10.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 31.3 | 15.1 | 28.4 | 6.9 | 1.0 | 10.8 |
| Queue Length 50th (ft) | 30 | 2 | 7 | 136 | 0 | 6 |
| Queue Length 95th (ft) | 11 | 22 | #61 | 372 | m0 | m#764 |
| Internal Link Dist (ft) | 197 | 104 | | 295 | | 78 |
| Turn Bay Length (ft) | | | 50 | | 50 | |
| Base Capacity (vph) | 464 | 391 | 98 | 2610 | 203 | 2576 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.14 | 0.07 | 0.46 | 0.58 | 0.06 | 0.77 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 16 | 1 | 28 | 9 | 0 | 7 | 35 | 1381 | 11 | 9 | 1763 | 25 |
| Future Volume (veh/h) | 16 | 1 | 28 | 9 | 0 | 7 | 35 | 1381 | 11 | 9 | 1763 | 25 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.93 | 1.00 | | 0.94 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1976 | 1885 | 1900 | 1900 | 1900 | 1900 | 1870 | 1826 | 1900 | 1856 | 1900 |
| Adj Flow Rate, veh/h | 26 | 4 | 37 | 12 | 0 | 16 | 45 | 1485 | 16 | 12 | 1937 | 42 |
| Peak Hour Factor | 0.62 | 0.25 | 0.75 | 0.75 | 0.92 | 0.44 | 0.77 | 0.93 | 0.69 | 0.75 | 0.91 | 0.60 |
| Percent Heavy Veh, % | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 3 | 0 |
| Cap, veh/h | 97 | 26 | 83 | 100 | 20 | 83 | 257 | 2852 | 31 | 309 | 2792 | 60 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.09 | 0.00 | 0.09 | 0.79 | 0.79 | 0.79 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h | 452 | 290 | 916 | 473 | 217 | 919 | 223 | 3598 | 39 | 355 | 3523 | 76 |
| Grp Volume(v), veh/h | 67 | 0 | 0 | 28 | 0 | 0 | 45 | 733 | 768 | 12 | 964 | 1015 |
| Grp Sat Flow(s),veh/h/ln | 1658 | 0 | 0 | 1609 | 0 | 0 | 223 | 1777 | 1860 | 355 | 1763 | 1836 |
| Q Serve(g_s), s | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 13.1 | 13.1 | 0.6 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 3.3 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 4.7 | 13.1 | 13.1 | 13.7 | 0.0 | 0.0 |
| Prop In Lane | 0.39 | | 0.55 | 0.43 | | 0.57 | 1.00 | | 0.02 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 206 | 0 | 0 | 203 | 0 | 0 | 257 | 1408 | 1474 | 309 | 1397 | 1455 |
| V/C Ratio(X) | 0.33 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.18 | 0.52 | 0.52 | 0.04 | 0.69 | 0.70 |
| Avail Cap(c_a), veh/h | 490 | 0 | 0 | 470 | 0 | 0 | 257 | 1408 | 1474 | 309 | 1397 | 1455 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.7 | 0.0 | 0.0 | 37.8 | 0.0 | 0.0 | 2.4 | 3.3 | 3.3 | 1.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.9 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 1.5 | 1.4 | 1.3 | 0.2 | 2.8 | 2.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.2 | 3.1 | 3.3 | 0.0 | 1.1 | 1.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 39.6 | 0.0 | 0.0 | 38.1 | 0.0 | 0.0 | 3.9 | 4.7 | 4.6 | 1.5 | 2.8 | 2.8 |
| LnGrp LOS | D | A | A | D | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 67 | | | 28 | | | 1546 | | | 1991 | |
| Approach Delay, s/veh | | 39.6 | | | 38.1 | | | 4.6 | | | 2.8 | |
| Approach LOS | | D | | | D | | | A | | | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 76.3 | | 13.7 | | 76.3 | | 13.7 | | | | |
| Change Period (Y+Rc), s | | * 5 | | * 5.5 | | * 5 | | * 5.5 | | | | |
| Max Green Setting (Gmax), s | | * 55 | | * 24 | | * 55 | | * 24 | | | | |
| Max Q Clear Time (g_c+I1), s | | 15.1 | | 5.3 | | 15.7 | | 3.4 | | | | |
| Green Ext Time (p_c), s | | 17.2 | | 0.3 | | 24.2 | | 0.1 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 4.5 |
| HCM 6th LOS | | A |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 8 | 1387 | 18 | 10 | 1788 |
| Future Vol, veh/h | 9 | 8 | 1387 | 18 | 10 | 1788 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 93 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 3 |
| Mvmt Flow | 10 | 9 | 1491 | 20 | 11 | 1943 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2495 | 756 | 0 | 0 | 1511 | 0 |
| Stage 1 | 1501 | - | - | - | - | - |
| Stage 2 | 994 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 25 | 355 | - | - | 448 | - |
| Stage 1 | 174 | - | - | - | - | - |
| Stage 2 | 323 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 24 | 355 | - | - | 448 | - |
| Mov Cap-2 Maneuver | 112 | - | - | - | - | - |
| Stage 1 | 174 | - | - | - | - | - |
| Stage 2 | 315 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 29.6 | 0 | 0.1 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 165 | 448 | - |
| HCM Lane V/C Ratio | - | - | 0.112 | 0.024 | - |
| HCM Control Delay (s) | - | - | 29.6 | 13.2 | - |
| HCM Lane LOS | - | - | D | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 | - |

# FUTURE (2024) WITHOUT PROJECT CONDITIONS



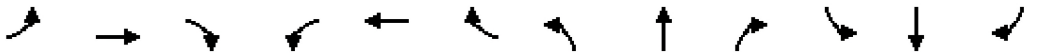
| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 19 | 447 | 11 | 1546 | 52 | 2164 |
| v/c Ratio | 0.13 | 0.94 | 0.13 | 0.93 | 0.63 | 1.24 |
| Control Delay | 28.1 | 59.5 | 29.3 | 35.4 | 58.1 | 135.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.1 | 59.5 | 29.3 | 35.4 | 58.1 | 135.9 |
| Queue Length 50th (ft) | 5 | 234 | 3 | 337 | 17 | ~757 |
| Queue Length 95th (ft) | 26 | #416 | m11 | #694 | #65 | #1035 |
| Internal Link Dist (ft) | 83 | 451 | | 617 | | 535 |
| Turn Bay Length (ft) | | | 60 | | 75 | |
| Base Capacity (vph) | 143 | 492 | 85 | 1667 | 83 | 1746 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.13 | 0.91 | 0.13 | 0.93 | 0.63 | 1.24 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 1 | 9 | 178 | 1 | 68 | 10 | 1252 | 89 | 36 | 1920 | 6 |
| Future Volume (veh/h) | 7 | 1 | 9 | 178 | 1 | 68 | 10 | 1252 | 89 | 36 | 1920 | 6 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.88 | 1.00 | | 0.96 | 1.00 | | 0.87 | 1.00 | | 0.87 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1961 | 1900 | 1870 | 1900 | 1826 | 1841 | 1870 | 1841 | 1900 |
| Adj Flow Rate, veh/h | 8 | 1 | 10 | 318 | 1 | 128 | 11 | 1407 | 139 | 52 | 2157 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.56 | 0.92 | 0.53 | 0.92 | 0.89 | 0.64 | 0.69 | 0.89 | 0.92 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 4 | 2 | 4 | 0 |
| Cap, veh/h | 22 | 3 | 28 | 340 | 1 | 137 | 80 | 1558 | 152 | 97 | 1770 | 6 |
| Arrive On Green | 0.03 | 0.03 | 0.03 | 0.28 | 0.28 | 0.28 | 0.16 | 0.16 | 0.16 | 0.50 | 0.50 | 0.50 |
| Sat Flow, veh/h | 666 | 83 | 832 | 1228 | 4 | 494 | 186 | 3146 | 307 | 335 | 3574 | 12 |
| Grp Volume(v), veh/h | 19 | 0 | 0 | 447 | 0 | 0 | 11 | 769 | 777 | 52 | 1054 | 1110 |
| Grp Sat Flow(s),veh/h/ln | 1581 | 0 | 0 | 1726 | 0 | 0 | 186 | 1735 | 1719 | 335 | 1749 | 1837 |
| Q Serve(g_s), s | 1.1 | 0.0 | 0.0 | 22.8 | 0.0 | 0.0 | 0.0 | 39.1 | 40.0 | 4.5 | 44.6 | 44.6 |
| Cycle Q Clear(g_c), s | 1.1 | 0.0 | 0.0 | 22.8 | 0.0 | 0.0 | 44.6 | 39.1 | 40.0 | 44.6 | 44.6 | 44.6 |
| Prop In Lane | 0.42 | | 0.53 | 0.71 | | 0.29 | 1.00 | | 0.18 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 53 | 0 | 0 | 477 | 0 | 0 | 80 | 859 | 851 | 97 | 866 | 910 |
| V/C Ratio(X) | 0.36 | 0.00 | 0.00 | 0.94 | 0.00 | 0.00 | 0.14 | 0.89 | 0.91 | 0.54 | 1.22 | 1.22 |
| Avail Cap(c_a), veh/h | 141 | 0 | 0 | 479 | 0 | 0 | 80 | 859 | 851 | 97 | 866 | 910 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.5 | 0.0 | 0.0 | 31.8 | 0.0 | 0.0 | 59.9 | 35.3 | 35.7 | 44.3 | 22.7 | 22.7 |
| Incr Delay (d2), s/veh | 4.0 | 0.0 | 0.0 | 26.0 | 0.0 | 0.0 | 3.6 | 13.8 | 15.8 | 19.6 | 108.2 | 108.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | 0.3 | 21.2 | 21.9 | 1.7 | 42.4 | 44.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 46.6 | 0.0 | 0.0 | 57.8 | 0.0 | 0.0 | 63.5 | 49.1 | 51.6 | 63.9 | 130.9 | 131.6 |
| LnGrp LOS | D | A | A | E | A | A | E | D | D | E | F | F |
| Approach Vol, veh/h | | 19 | | | 447 | | | 1557 | | | 2216 | |
| Approach Delay, s/veh | | 46.6 | | | 57.8 | | | 50.4 | | | 129.7 | |
| Approach LOS | | D | | | E | | | D | | | F | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 50.3 | 30.9 | 50.3 | 8.8 |
| Change Period (Y+Rc), s | * 5.7 | 6.0 | * 5.7 | 5.8 |
| Max Green Setting (Gmax), s | * 40 | 25.0 | * 40 | 8.0 |
| Max Q Clear Time (g_c+I1), s | 46.6 | 24.8 | 46.6 | 3.1 |
| Green Ext Time (p_c), s | 0.0 | 0.1 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 92.6 |
| HCM 6th LOS | F |

Notes

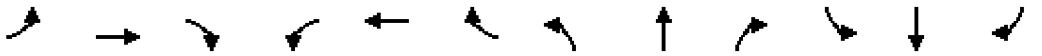
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Lane Group | EBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 105 | 38 | 1561 | 4 | 2288 |
| v/c Ratio | 0.41 | 0.49 | 0.62 | 0.02 | 0.89 |
| Control Delay | 30.3 | 35.9 | 7.8 | 1.0 | 11.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 30.3 | 35.9 | 7.8 | 1.0 | 11.2 |
| Queue Length 50th (ft) | 44 | 6 | 156 | 0 | 682 |
| Queue Length 95th (ft) | 77 | #59 | 394 | m0 | m602 |
| Internal Link Dist (ft) | 197 | | 295 | | 78 |
| Turn Bay Length (ft) | | 50 | | 50 | |
| Base Capacity (vph) | 473 | 78 | 2525 | 184 | 2565 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.22 | 0.49 | 0.62 | 0.02 | 0.89 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 23 | 0 | 40 | 0 | 0 | 0 | 30 | 1374 | 0 | 1 | 2072 | 20 |
| Future Volume (veh/h) | 23 | 0 | 40 | 0 | 0 | 0 | 30 | 1374 | 0 | 1 | 2072 | 20 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.96 | | 0.96 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1976 | 1900 | 1900 | 1900 | 1900 | 1856 | 1826 | 1900 | 1900 | 1856 | 1870 |
| Adj Flow Rate, veh/h | 31 | 0 | 74 | 0 | 0 | 0 | 38 | 1561 | 0 | 4 | 2252 | 36 |
| Peak Hour Factor | 0.75 | 0.92 | 0.54 | 0.92 | 0.92 | 0.92 | 0.78 | 0.88 | 0.92 | 0.25 | 0.92 | 0.56 |
| Percent Heavy Veh, % | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 3 | 2 |
| Cap, veh/h | 84 | 11 | 104 | 0 | 176 | 0 | 207 | 2743 | 0 | 288 | 2805 | 45 |
| Arrive On Green | 0.09 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.79 | 0.79 | 0.00 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h | 349 | 121 | 1123 | 0 | 1900 | 0 | 161 | 3561 | 0 | 335 | 3548 | 57 |
| Grp Volume(v), veh/h | 105 | 0 | 0 | 0 | 0 | 0 | 38 | 1561 | 0 | 4 | 1115 | 1173 |
| Grp Sat Flow(s),veh/h/ln | 1594 | 0 | 0 | 0 | 1900 | 0 | 161 | 1735 | 0 | 335 | 1763 | 1842 |
| Q Serve(g_s), s | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | 15.4 | 0.0 | 0.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 | 15.4 | 0.0 | 15.7 | 0.0 | 0.0 |
| Prop In Lane | 0.30 | | 0.70 | 0.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 0.03 |
| Lane Grp Cap(c), veh/h | 200 | 0 | 0 | 0 | 176 | 0 | 207 | 2743 | 0 | 288 | 1394 | 1456 |
| V/C Ratio(X) | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.57 | 0.00 | 0.01 | 0.80 | 0.81 |
| Avail Cap(c_a), veh/h | 471 | 0 | 0 | 0 | 507 | 0 | 207 | 2743 | 0 | 288 | 1394 | 1456 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 3.6 | 0.0 | 1.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 0.9 | 0.0 | 0.1 | 4.9 | 4.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 3.3 | 0.0 | 0.0 | 1.9 | 2.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 4.5 | 0.0 | 1.8 | 4.9 | 4.9 |
| LnGrp LOS | D | A | A | A | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 105 | | | 0 | | | 1599 | | | 2292 | |
| Approach Delay, s/veh | | 41.7 | | | 0.0 | | | 4.5 | | | 4.9 | |
| Approach LOS | | D | | | | | | A | | | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 76.2 | | 13.8 | | 76.2 | | 13.8 | | | | |
| Change Period (Y+Rc), s | | * 5 | | * 5.5 | | * 5 | | * 5.5 | | | | |
| Max Green Setting (Gmax), s | | * 56 | | * 24 | | * 56 | | * 24 | | | | |
| Max Q Clear Time (g_c+I1), s | | 17.4 | | 7.7 | | 17.7 | | 0.0 | | | | |
| Green Ext Time (p_c), s | | 19.6 | | 0.5 | | 28.9 | | 0.0 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 5.7 |
| HCM 6th LOS | | A |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 3 | 1386 | 10 | 6 | 2089 |
| Future Vol, veh/h | 4 | 3 | 1386 | 10 | 6 | 2089 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 89 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 3 |
| Mvmt Flow | 4 | 3 | 1557 | 11 | 7 | 2271 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2713 | 784 | 0 | 0 | 1568 | 0 |
| Stage 1 | 1563 | - | - | - | - | - |
| Stage 2 | 1150 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 17 | 340 | - | - | 426 | - |
| Stage 1 | 161 | - | - | - | - | - |
| Stage 2 | 268 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 17 | 340 | - | - | 426 | - |
| Mov Cap-2 Maneuver | 99 | - | - | - | - | - |
| Stage 1 | 161 | - | - | - | - | - |
| Stage 2 | 264 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 31.8 | 0 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 142 | 426 | - |
| HCM Lane V/C Ratio | - | - | 0.054 | 0.015 | - |
| HCM Control Delay (s) | - | - | 31.8 | 13.6 | - |
| HCM Lane LOS | - | - | D | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 | - |



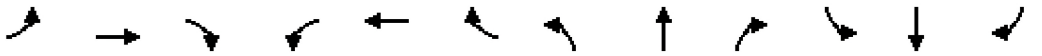
| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 15 | 154 | 14 | 1502 | 74 | 1974 |
| v/c Ratio | 0.07 | 0.41 | 0.16 | 0.75 | 0.73 | 0.96 |
| Control Delay | 0.6 | 27.1 | 28.8 | 22.0 | 62.6 | 31.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 0.6 | 27.1 | 28.8 | 22.0 | 62.6 | 31.8 |
| Queue Length 50th (ft) | 0 | 57 | 4 | 317 | 29 | ~591 |
| Queue Length 95th (ft) | 0 | 110 | m15 | #661 | #108 | #938 |
| Internal Link Dist (ft) | 83 | 451 | | 617 | | 535 |
| Turn Bay Length (ft) | | | 60 | | 75 | |
| Base Capacity (vph) | 228 | 489 | 86 | 2015 | 101 | 2059 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.07 | 0.31 | 0.16 | 0.75 | 0.73 | 0.96 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 0 | 7 | 90 | 1 | 35 | 13 | 1301 | 122 | 57 | 1847 | 8 |
| Future Volume (veh/h) | 6 | 0 | 7 | 90 | 1 | 35 | 13 | 1301 | 122 | 57 | 1847 | 8 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.88 | 1.00 | | 0.92 | 1.00 | | 0.91 | 1.00 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1945 | 1900 | 1870 | 1900 | 1870 | 1900 | 1870 | 1856 | 1900 |
| Adj Flow Rate, veh/h | 7 | 0 | 8 | 105 | 1 | 48 | 14 | 1355 | 147 | 74 | 1965 | 9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.86 | 0.92 | 0.73 | 0.92 | 0.96 | 0.83 | 0.77 | 0.94 | 0.92 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 3 | 0 |
| Cap, veh/h | 20 | 0 | 23 | 201 | 2 | 92 | 108 | 1935 | 208 | 223 | 2174 | 10 |
| Arrive On Green | 0.03 | 0.00 | 0.03 | 0.17 | 0.17 | 0.17 | 0.80 | 0.80 | 0.80 | 0.60 | 0.60 | 0.60 |
| Sat Flow, veh/h | 733 | 0 | 838 | 1156 | 11 | 529 | 224 | 3203 | 344 | 349 | 3597 | 16 |
| Grp Volume(v), veh/h | 15 | 0 | 0 | 154 | 0 | 0 | 14 | 746 | 756 | 74 | 962 | 1012 |
| Grp Sat Flow(s),veh/h/ln | 1571 | 0 | 0 | 1696 | 0 | 0 | 224 | 1777 | 1770 | 349 | 1763 | 1851 |
| Q Serve(g_s), s | 0.8 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | 5.1 | 16.8 | 17.4 | 14.3 | 42.8 | 43.0 |
| Cycle Q Clear(g_c), s | 0.8 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | 48.1 | 16.8 | 17.4 | 31.7 | 42.8 | 43.0 |
| Prop In Lane | 0.47 | | 0.53 | 0.68 | | 0.31 | 1.00 | | 0.19 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 44 | 0 | 0 | 294 | 0 | 0 | 108 | 1074 | 1070 | 223 | 1065 | 1118 |
| V/C Ratio(X) | 0.34 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.13 | 0.70 | 0.71 | 0.33 | 0.90 | 0.91 |
| Avail Cap(c_a), veh/h | 140 | 0 | 0 | 471 | 0 | 0 | 108 | 1074 | 1070 | 223 | 1065 | 1118 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.9 | 0.0 | 0.0 | 33.8 | 0.0 | 0.0 | 27.7 | 5.1 | 5.2 | 19.8 | 15.5 | 15.6 |
| Incr Delay (d2), s/veh | 4.6 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 2.4 | 3.7 | 3.9 | 3.9 | 12.3 | 12.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.3 | 4.3 | 4.4 | 1.3 | 18.0 | 18.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 47.5 | 0.0 | 0.0 | 35.3 | 0.0 | 0.0 | 30.2 | 8.9 | 9.1 | 23.8 | 27.8 | 27.5 |
| LnGrp LOS | D | A | A | D | A | A | C | A | A | C | C | C |
| Approach Vol, veh/h | | 15 | | | 154 | | | 1516 | | | 2048 | |
| Approach Delay, s/veh | | 47.5 | | | 35.3 | | | 9.2 | | | 27.5 | |
| Approach LOS | | D | | | D | | | A | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 60.1 | 21.6 | 60.1 | 8.3 |
| Change Period (Y+Rc), s | * 5.7 | 6.0 | * 5.7 | 5.8 |
| Max Green Setting (Gmax), s | * 40 | 25.0 | * 40 | 8.0 |
| Max Q Clear Time (g_c+I1), s | 50.1 | 9.4 | 45.0 | 2.8 |
| Green Ext Time (p_c), s | 0.0 | 0.7 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 20.5 |
| HCM 6th LOS | C |

Notes

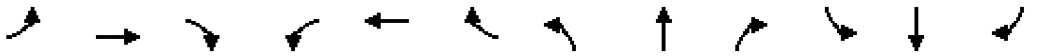
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 70 | 28 | 47 | 1596 | 12 | 2077 |
| v/c Ratio | 0.29 | 0.13 | 0.58 | 0.61 | 0.07 | 0.81 |
| Control Delay | 32.5 | 15.0 | 44.2 | 7.4 | 1.1 | 12.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.5 | 15.0 | 44.2 | 7.4 | 1.1 | 12.0 |
| Queue Length 50th (ft) | 33 | 2 | 8 | 152 | 0 | 652 |
| Queue Length 95th (ft) | 13 | 22 | #71 | 418 | m0 | m#770 |
| Internal Link Dist (ft) | 197 | 104 | | 295 | | 78 |
| Turn Bay Length (ft) | | | 50 | | 50 | |
| Base Capacity (vph) | 463 | 391 | 81 | 2608 | 178 | 2574 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.07 | 0.58 | 0.61 | 0.07 | 0.81 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 17 | 1 | 29 | 9 | 0 | 7 | 36 | 1469 | 11 | 9 | 1851 | 26 |
| Future Volume (veh/h) | 17 | 1 | 29 | 9 | 0 | 7 | 36 | 1469 | 11 | 9 | 1851 | 26 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.93 | 1.00 | | 0.94 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1976 | 1885 | 1900 | 1900 | 1900 | 1900 | 1870 | 1826 | 1900 | 1856 | 1900 |
| Adj Flow Rate, veh/h | 27 | 4 | 39 | 12 | 0 | 16 | 47 | 1580 | 16 | 12 | 2034 | 43 |
| Peak Hour Factor | 0.62 | 0.25 | 0.75 | 0.75 | 0.92 | 0.44 | 0.77 | 0.93 | 0.69 | 0.75 | 0.91 | 0.60 |
| Percent Heavy Veh, % | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 3 | 0 |
| Cap, veh/h | 97 | 26 | 84 | 101 | 20 | 84 | 240 | 2852 | 29 | 284 | 2792 | 59 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.09 | 0.00 | 0.09 | 0.79 | 0.79 | 0.79 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h | 453 | 280 | 923 | 476 | 215 | 922 | 202 | 3601 | 36 | 324 | 3525 | 74 |
| Grp Volume(v), veh/h | 70 | 0 | 0 | 28 | 0 | 0 | 47 | 779 | 817 | 12 | 1012 | 1065 |
| Grp Sat Flow(s),veh/h/ln | 1656 | 0 | 0 | 1614 | 0 | 0 | 202 | 1777 | 1861 | 324 | 1763 | 1836 |
| Q Serve(g_s), s | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 14.6 | 14.7 | 0.7 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 3.5 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 5.7 | 14.6 | 14.7 | 15.4 | 0.0 | 0.0 |
| Prop In Lane | 0.39 | | 0.56 | 0.43 | | 0.57 | 1.00 | | 0.02 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 207 | 0 | 0 | 205 | 0 | 0 | 240 | 1407 | 1474 | 284 | 1396 | 1454 |
| V/C Ratio(X) | 0.34 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.20 | 0.55 | 0.55 | 0.04 | 0.72 | 0.73 |
| Avail Cap(c_a), veh/h | 490 | 0 | 0 | 470 | 0 | 0 | 240 | 1407 | 1474 | 284 | 1396 | 1454 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.7 | 0.0 | 0.0 | 37.8 | 0.0 | 0.0 | 2.5 | 3.5 | 3.5 | 1.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 1.8 | 1.6 | 1.5 | 0.3 | 3.3 | 3.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.3 | 3.5 | 3.7 | 0.0 | 1.3 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 39.6 | 0.0 | 0.0 | 38.1 | 0.0 | 0.0 | 4.3 | 5.0 | 5.0 | 1.9 | 3.3 | 3.3 |
| LnGrp LOS | D | A | A | D | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 70 | | | 28 | | | 1643 | | | 2089 | |
| Approach Delay, s/veh | | 39.6 | | | 38.1 | | | 5.0 | | | 3.3 | |
| Approach LOS | | D | | | D | | | A | | | A | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 76.3 | 13.7 | 76.3 | 13.7 |
| Change Period (Y+Rc), s | * 5 | * 5.5 | * 5 | * 5.5 |
| Max Green Setting (Gmax), s | * 55 | * 24 | * 55 | * 24 |
| Max Q Clear Time (g_c+I1), s | 16.7 | 5.5 | 17.4 | 3.4 |
| Green Ext Time (p_c), s | 19.0 | 0.3 | 25.5 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 4.9 |
| HCM 6th LOS | A |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

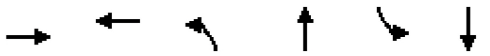
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 8 | 1483 | 10 | 6 | 1877 |
| Future Vol, veh/h | 9 | 8 | 1483 | 10 | 6 | 1877 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 93 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 3 |
| Mvmt Flow | 10 | 9 | 1595 | 11 | 7 | 2040 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2635 | 803 | 0 | 0 | 1606 | 0 |
| Stage 1 | 1601 | - | - | - | - | - |
| Stage 2 | 1034 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 20 | 331 | - | - | 412 | - |
| Stage 1 | 154 | - | - | - | - | - |
| Stage 2 | 308 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 20 | 331 | - | - | 412 | - |
| Mov Cap-2 Maneuver | 101 | - | - | - | - | - |
| Stage 1 | 154 | - | - | - | - | - |
| Stage 2 | 303 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 32.3 | 0 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 150 | 412 | - |
| HCM Lane V/C Ratio | - | - | 0.123 | 0.016 | - |
| HCM Control Delay (s) | - | - | 32.3 | 13.9 | - |
| HCM Lane LOS | - | - | D | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |

# FUTURE (2024) WITH PROJECT CONDITIONS



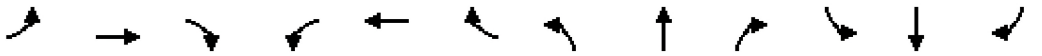
| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 19 | 447 | 11 | 1557 | 52 | 2165 |
| v/c Ratio | 0.13 | 0.94 | 0.13 | 0.94 | 0.63 | 1.24 |
| Control Delay | 28.1 | 59.5 | 29.6 | 36.2 | 58.1 | 136.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.1 | 59.5 | 29.6 | 36.2 | 58.1 | 136.1 |
| Queue Length 50th (ft) | 5 | 234 | 3 | 341 | 17 | ~758 |
| Queue Length 95th (ft) | 26 | #416 | m11 | #703 | #65 | #1035 |
| Internal Link Dist (ft) | 83 | 451 | | 617 | | 535 |
| Turn Bay Length (ft) | | | 60 | | 75 | |
| Base Capacity (vph) | 143 | 492 | 85 | 1664 | 83 | 1746 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.13 | 0.91 | 0.13 | 0.94 | 0.63 | 1.24 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 1 | 9 | 178 | 1 | 68 | 10 | 1260 | 90 | 36 | 1921 | 6 |
| Future Volume (veh/h) | 7 | 1 | 9 | 178 | 1 | 68 | 10 | 1260 | 90 | 36 | 1921 | 6 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.88 | 1.00 | | 0.96 | 1.00 | | 0.87 | 1.00 | | 0.87 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1961 | 1900 | 1870 | 1900 | 1826 | 1841 | 1870 | 1841 | 1900 |
| Adj Flow Rate, veh/h | 8 | 1 | 10 | 318 | 1 | 128 | 11 | 1416 | 141 | 52 | 2158 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.56 | 0.92 | 0.53 | 0.92 | 0.89 | 0.64 | 0.69 | 0.89 | 0.92 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 4 | 2 | 4 | 0 |
| Cap, veh/h | 22 | 3 | 28 | 340 | 1 | 137 | 80 | 1557 | 153 | 95 | 1770 | 6 |
| Arrive On Green | 0.03 | 0.03 | 0.03 | 0.28 | 0.28 | 0.28 | 0.16 | 0.16 | 0.16 | 0.50 | 0.50 | 0.50 |
| Sat Flow, veh/h | 666 | 83 | 832 | 1228 | 4 | 494 | 186 | 3143 | 309 | 331 | 3574 | 12 |
| Grp Volume(v), veh/h | 19 | 0 | 0 | 447 | 0 | 0 | 11 | 774 | 783 | 52 | 1055 | 1110 |
| Grp Sat Flow(s),veh/h/ln | 1581 | 0 | 0 | 1726 | 0 | 0 | 186 | 1735 | 1718 | 331 | 1749 | 1837 |
| Q Serve(g_s), s | 1.1 | 0.0 | 0.0 | 22.8 | 0.0 | 0.0 | 0.0 | 39.4 | 40.4 | 4.2 | 44.6 | 44.6 |
| Cycle Q Clear(g_c), s | 1.1 | 0.0 | 0.0 | 22.8 | 0.0 | 0.0 | 44.6 | 39.4 | 40.4 | 44.6 | 44.6 | 44.6 |
| Prop In Lane | 0.42 | | 0.53 | 0.71 | | 0.29 | 1.00 | | 0.18 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 53 | 0 | 0 | 477 | 0 | 0 | 80 | 859 | 851 | 95 | 866 | 910 |
| V/C Ratio(X) | 0.36 | 0.00 | 0.00 | 0.94 | 0.00 | 0.00 | 0.14 | 0.90 | 0.92 | 0.55 | 1.22 | 1.22 |
| Avail Cap(c_a), veh/h | 141 | 0 | 0 | 479 | 0 | 0 | 80 | 859 | 851 | 95 | 866 | 910 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.5 | 0.0 | 0.0 | 31.8 | 0.0 | 0.0 | 59.9 | 35.5 | 35.9 | 44.4 | 22.7 | 22.7 |
| Incr Delay (d2), s/veh | 4.0 | 0.0 | 0.0 | 26.0 | 0.0 | 0.0 | 3.6 | 14.4 | 16.7 | 20.6 | 108.5 | 109.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | 0.3 | 21.5 | 22.3 | 1.7 | 42.4 | 44.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 46.6 | 0.0 | 0.0 | 57.8 | 0.0 | 0.0 | 63.5 | 49.9 | 52.6 | 64.9 | 131.2 | 131.9 |
| LnGrp LOS | D | A | A | E | A | A | E | D | D | E | F | F |
| Approach Vol, veh/h | | 19 | | | 447 | | | 1568 | | | 2217 | |
| Approach Delay, s/veh | | 46.6 | | | 57.8 | | | 51.3 | | | 130.0 | |
| Approach LOS | | D | | | E | | | D | | | F | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 50.3 | 30.9 | 50.3 | 8.8 |
| Change Period (Y+Rc), s | * 5.7 | 6.0 | * 5.7 | 5.8 |
| Max Green Setting (Gmax), s | * 40 | 25.0 | * 40 | 8.0 |
| Max Q Clear Time (g_c+I1), s | 46.6 | 24.8 | 46.6 | 3.1 |
| Green Ext Time (p_c), s | 0.0 | 0.1 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 93.0 |
| HCM 6th LOS | F |

Notes

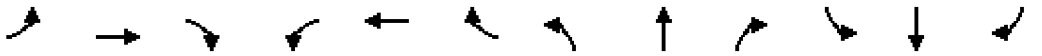
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Lane Group | EBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|
| Lane Group Flow (vph) | 105 | 38 | 1565 | 4 | 2298 |
| v/c Ratio | 0.41 | 0.49 | 0.62 | 0.02 | 0.90 |
| Control Delay | 30.3 | 35.9 | 7.8 | 2.0 | 11.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 30.3 | 35.9 | 7.8 | 2.0 | 11.3 |
| Queue Length 50th (ft) | 44 | 6 | 156 | 0 | 685 |
| Queue Length 95th (ft) | 77 | #59 | 396 | m0 | m606 |
| Internal Link Dist (ft) | 197 | | 295 | | 78 |
| Turn Bay Length (ft) | | 50 | | 50 | |
| Base Capacity (vph) | 473 | 78 | 2525 | 184 | 2565 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.22 | 0.49 | 0.62 | 0.02 | 0.90 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 23 | 0 | 40 | 0 | 0 | 0 | 30 | 1377 | 0 | 1 | 2081 | 20 |
| Future Volume (veh/h) | 23 | 0 | 40 | 0 | 0 | 0 | 30 | 1377 | 0 | 1 | 2081 | 20 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.96 | | 0.96 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1841 | 1976 | 1900 | 1900 | 1900 | 1900 | 1856 | 1826 | 1900 | 1900 | 1856 | 1870 |
| Adj Flow Rate, veh/h | 31 | 0 | 74 | 0 | 0 | 0 | 38 | 1565 | 0 | 4 | 2262 | 36 |
| Peak Hour Factor | 0.75 | 0.92 | 0.54 | 0.92 | 0.92 | 0.92 | 0.78 | 0.88 | 0.92 | 0.25 | 0.92 | 0.56 |
| Percent Heavy Veh, % | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 3 | 2 |
| Cap, veh/h | 84 | 11 | 104 | 0 | 176 | 0 | 206 | 2743 | 0 | 286 | 2805 | 44 |
| Arrive On Green | 0.09 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.79 | 0.79 | 0.00 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h | 349 | 121 | 1123 | 0 | 1900 | 0 | 159 | 3561 | 0 | 334 | 3548 | 56 |
| Grp Volume(v), veh/h | 105 | 0 | 0 | 0 | 0 | 0 | 38 | 1565 | 0 | 4 | 1120 | 1178 |
| Grp Sat Flow(s),veh/h/ln | 1594 | 0 | 0 | 0 | 1900 | 0 | 159 | 1735 | 0 | 334 | 1763 | 1842 |
| Q Serve(g_s), s | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 15.5 | 0.0 | 0.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 | 15.5 | 0.0 | 15.7 | 0.0 | 0.0 |
| Prop In Lane | 0.30 | | 0.70 | 0.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 0.03 |
| Lane Grp Cap(c), veh/h | 200 | 0 | 0 | 0 | 176 | 0 | 206 | 2743 | 0 | 286 | 1394 | 1456 |
| V/C Ratio(X) | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.57 | 0.00 | 0.01 | 0.80 | 0.81 |
| Avail Cap(c_a), veh/h | 471 | 0 | 0 | 0 | 507 | 0 | 206 | 2743 | 0 | 286 | 1394 | 1456 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 3.6 | 0.0 | 1.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.9 | 0.0 | 0.1 | 5.0 | 5.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 3.4 | 0.0 | 0.0 | 1.9 | 2.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | 4.5 | 0.0 | 1.8 | 5.0 | 5.0 |
| LnGrp LOS | D | A | A | A | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 105 | | | 0 | | | 1603 | | | 2302 | |
| Approach Delay, s/veh | | 41.7 | | | 0.0 | | | 4.5 | | | 5.0 | |
| Approach LOS | | D | | | | | | A | | | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 76.2 | | 13.8 | | 76.2 | | 13.8 | | | | |
| Change Period (Y+Rc), s | | * 5 | | * 5.5 | | * 5 | | * 5.5 | | | | |
| Max Green Setting (Gmax), s | | * 56 | | * 24 | | * 56 | | * 24 | | | | |
| Max Q Clear Time (g_c+I1), s | | 17.5 | | 7.7 | | 17.7 | | 0.0 | | | | |
| Green Ext Time (p_c), s | | 19.6 | | 0.5 | | 29.1 | | 0.0 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 5.7 |
| HCM 6th LOS | | A |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 12 | 1386 | 13 | 7 | 2089 |
| Future Vol, veh/h | 14 | 12 | 1386 | 13 | 7 | 2089 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 89 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 5 | 0 | 0 | 3 |
| Mvmt Flow | 15 | 13 | 1557 | 14 | 8 | 2271 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2716 | 786 | 0 | 0 | 1571 | 0 |
| Stage 1 | 1564 | - | - | - | - | - |
| Stage 2 | 1152 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 17 | 339 | - | - | 425 | - |
| Stage 1 | 161 | - | - | - | - | - |
| Stage 2 | 267 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 17 | 339 | - | - | 425 | - |
| Mov Cap-2 Maneuver | 98 | - | - | - | - | - |
| Stage 1 | 161 | - | - | - | - | - |
| Stage 2 | 262 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 35.5 | 0 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 146 | 425 | - |
| HCM Lane V/C Ratio | - | - | 0.194 | 0.018 | - |
| HCM Control Delay (s) | - | - | 35.5 | 13.6 | - |
| HCM Lane LOS | - | - | E | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0.1 | - |



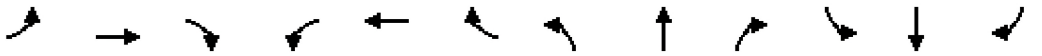
| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 15 | 155 | 14 | 1502 | 74 | 1978 |
| v/c Ratio | 0.07 | 0.41 | 0.16 | 0.75 | 0.73 | 0.96 |
| Control Delay | 0.6 | 27.2 | 28.5 | 22.0 | 62.6 | 32.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 0.6 | 27.2 | 28.5 | 22.0 | 62.6 | 32.1 |
| Queue Length 50th (ft) | 0 | 58 | 4 | 318 | 29 | ~598 |
| Queue Length 95th (ft) | 0 | 111 | m15 | #661 | #108 | #941 |
| Internal Link Dist (ft) | 83 | 451 | | 617 | | 535 |
| Turn Bay Length (ft) | | | 60 | | 75 | |
| Base Capacity (vph) | 228 | 489 | 86 | 2015 | 101 | 2059 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.07 | 0.32 | 0.16 | 0.75 | 0.73 | 0.96 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 0 | 7 | 91 | 1 | 35 | 13 | 1301 | 122 | 57 | 1851 | 8 |
| Future Volume (veh/h) | 6 | 0 | 7 | 91 | 1 | 35 | 13 | 1301 | 122 | 57 | 1851 | 8 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.88 | 1.00 | | 0.92 | 1.00 | | 0.91 | 1.00 | | 0.92 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1900 | 1900 | 1945 | 1900 | 1870 | 1900 | 1870 | 1900 | 1870 | 1856 | 1900 |
| Adj Flow Rate, veh/h | 7 | 0 | 8 | 106 | 1 | 48 | 14 | 1355 | 147 | 74 | 1969 | 9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.86 | 0.92 | 0.73 | 0.92 | 0.96 | 0.83 | 0.77 | 0.94 | 0.92 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 3 | 0 |
| Cap, veh/h | 20 | 0 | 23 | 202 | 2 | 91 | 108 | 1934 | 208 | 223 | 2172 | 10 |
| Arrive On Green | 0.03 | 0.00 | 0.03 | 0.17 | 0.17 | 0.17 | 0.80 | 0.80 | 0.80 | 0.60 | 0.60 | 0.60 |
| Sat Flow, veh/h | 733 | 0 | 838 | 1160 | 11 | 525 | 223 | 3203 | 344 | 349 | 3597 | 16 |
| Grp Volume(v), veh/h | 15 | 0 | 0 | 155 | 0 | 0 | 14 | 746 | 756 | 74 | 964 | 1014 |
| Grp Sat Flow(s),veh/h/ln | 1571 | 0 | 0 | 1697 | 0 | 0 | 223 | 1777 | 1770 | 349 | 1763 | 1851 |
| Q Serve(g_s), s | 0.8 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 5.1 | 16.9 | 17.5 | 14.3 | 43.0 | 43.2 |
| Cycle Q Clear(g_c), s | 0.8 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 48.4 | 16.9 | 17.5 | 31.8 | 43.0 | 43.2 |
| Prop In Lane | 0.47 | | 0.53 | 0.68 | | 0.31 | 1.00 | | 0.19 | 1.00 | | 0.01 |
| Lane Grp Cap(c), veh/h | 44 | 0 | 0 | 295 | 0 | 0 | 108 | 1073 | 1069 | 223 | 1065 | 1118 |
| V/C Ratio(X) | 0.34 | 0.00 | 0.00 | 0.53 | 0.00 | 0.00 | 0.13 | 0.70 | 0.71 | 0.33 | 0.91 | 0.91 |
| Avail Cap(c_a), veh/h | 140 | 0 | 0 | 471 | 0 | 0 | 108 | 1073 | 1069 | 223 | 1065 | 1118 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.9 | 0.0 | 0.0 | 33.8 | 0.0 | 0.0 | 28.0 | 5.2 | 5.2 | 19.9 | 15.6 | 15.6 |
| Incr Delay (d2), s/veh | 4.6 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 2.5 | 3.7 | 3.9 | 4.0 | 12.5 | 12.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.3 | 4.3 | 4.4 | 1.3 | 18.1 | 19.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 47.5 | 0.0 | 0.0 | 35.2 | 0.0 | 0.0 | 30.5 | 8.9 | 9.2 | 23.9 | 28.1 | 27.8 |
| LnGrp LOS | D | A | A | D | A | A | C | A | A | C | C | C |
| Approach Vol, veh/h | | 15 | | | 155 | | | 1516 | | | 2052 | |
| Approach Delay, s/veh | | 47.5 | | | 35.2 | | | 9.2 | | | 27.8 | |
| Approach LOS | | D | | | D | | | A | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 60.0 | 21.6 | 60.0 | 8.3 |
| Change Period (Y+Rc), s | * 5.7 | 6.0 | * 5.7 | 5.8 |
| Max Green Setting (Gmax), s | * 40 | 25.0 | * 40 | 8.0 |
| Max Q Clear Time (g_c+I1), s | 50.4 | 9.5 | 45.2 | 2.8 |
| Green Ext Time (p_c), s | 0.0 | 0.7 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 20.7 |
| HCM 6th LOS | C |

Notes

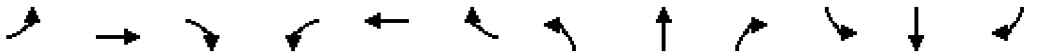
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



| Lane Group | EBT | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 70 | 28 | 47 | 1603 | 12 | 2077 |
| v/c Ratio | 0.29 | 0.13 | 0.58 | 0.61 | 0.07 | 0.81 |
| Control Delay | 32.5 | 15.0 | 44.2 | 7.5 | 1.1 | 12.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 32.5 | 15.0 | 44.2 | 7.5 | 1.1 | 12.0 |
| Queue Length 50th (ft) | 33 | 2 | 8 | 154 | 0 | 651 |
| Queue Length 95th (ft) | 13 | 22 | #71 | 422 | m0 | m#767 |
| Internal Link Dist (ft) | 197 | 104 | | 295 | | 78 |
| Turn Bay Length (ft) | | | 50 | | 50 | |
| Base Capacity (vph) | 463 | 391 | 81 | 2610 | 176 | 2574 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.15 | 0.07 | 0.58 | 0.61 | 0.07 | 0.81 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 17 | 1 | 29 | 9 | 0 | 7 | 36 | 1476 | 11 | 9 | 1851 | 26 |
| Future Volume (veh/h) | 17 | 1 | 29 | 9 | 0 | 7 | 36 | 1476 | 11 | 9 | 1851 | 26 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.93 | 1.00 | | 0.94 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1900 | 1976 | 1885 | 1900 | 1900 | 1900 | 1900 | 1870 | 1826 | 1900 | 1856 | 1900 |
| Adj Flow Rate, veh/h | 27 | 4 | 39 | 12 | 0 | 16 | 47 | 1587 | 16 | 12 | 2034 | 43 |
| Peak Hour Factor | 0.62 | 0.25 | 0.75 | 0.75 | 0.92 | 0.44 | 0.77 | 0.93 | 0.69 | 0.75 | 0.91 | 0.60 |
| Percent Heavy Veh, % | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 3 | 0 |
| Cap, veh/h | 97 | 26 | 84 | 101 | 20 | 84 | 240 | 2852 | 29 | 282 | 2792 | 59 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.09 | 0.00 | 0.09 | 0.79 | 0.79 | 0.79 | 1.00 | 1.00 | 1.00 |
| Sat Flow, veh/h | 453 | 280 | 923 | 476 | 215 | 922 | 202 | 3601 | 36 | 322 | 3525 | 74 |
| Grp Volume(v), veh/h | 70 | 0 | 0 | 28 | 0 | 0 | 47 | 782 | 821 | 12 | 1012 | 1065 |
| Grp Sat Flow(s),veh/h/ln | 1656 | 0 | 0 | 1614 | 0 | 0 | 202 | 1777 | 1861 | 322 | 1763 | 1836 |
| Q Serve(g_s), s | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 | 14.7 | 14.8 | 0.7 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 3.5 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 5.7 | 14.7 | 14.8 | 15.5 | 0.0 | 0.0 |
| Prop In Lane | 0.39 | | 0.56 | 0.43 | | 0.57 | 1.00 | | 0.02 | 1.00 | | 0.04 |
| Lane Grp Cap(c), veh/h | 207 | 0 | 0 | 205 | 0 | 0 | 240 | 1407 | 1474 | 282 | 1396 | 1454 |
| V/C Ratio(X) | 0.34 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.20 | 0.56 | 0.56 | 0.04 | 0.72 | 0.73 |
| Avail Cap(c_a), veh/h | 490 | 0 | 0 | 470 | 0 | 0 | 240 | 1407 | 1474 | 282 | 1396 | 1454 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.7 | 0.0 | 0.0 | 37.8 | 0.0 | 0.0 | 2.5 | 3.5 | 3.5 | 1.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 1.8 | 1.6 | 1.5 | 0.3 | 3.3 | 3.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.3 | 3.6 | 3.7 | 0.0 | 1.3 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 39.6 | 0.0 | 0.0 | 38.1 | 0.0 | 0.0 | 4.3 | 5.1 | 5.0 | 1.9 | 3.3 | 3.3 |
| LnGrp LOS | D | A | A | D | A | A | A | A | A | A | A | A |
| Approach Vol, veh/h | | 70 | | | 28 | | | 1650 | | | 2089 | |
| Approach Delay, s/veh | | 39.6 | | | 38.1 | | | 5.0 | | | 3.3 | |
| Approach LOS | | D | | | D | | | A | | | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 76.3 | | 13.7 | | 76.3 | | 13.7 | | | | |
| Change Period (Y+Rc), s | | * 5 | | * 5.5 | | * 5 | | * 5.5 | | | | |
| Max Green Setting (Gmax), s | | * 55 | | * 24 | | * 55 | | * 24 | | | | |
| Max Q Clear Time (g_c+I1), s | | 16.8 | | 5.5 | | 17.5 | | 3.4 | | | | |
| Green Ext Time (p_c), s | | 19.0 | | 0.3 | | 25.4 | | 0.1 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 5.0 |
| HCM 6th LOS | | A |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 8 | 1483 | 18 | 10 | 1877 |
| Future Vol, veh/h | 9 | 8 | 1483 | 18 | 10 | 1877 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 93 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 3 |
| Mvmt Flow | 10 | 9 | 1595 | 20 | 11 | 2040 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2647 | 808 | 0 | 0 | 1615 | 0 |
| Stage 1 | 1605 | - | - | - | - | - |
| Stage 2 | 1042 | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 19 | 328 | - | - | 409 | - |
| Stage 1 | 153 | - | - | - | - | - |
| Stage 2 | 305 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 18 | 328 | - | - | 409 | - |
| Mov Cap-2 Maneuver | 99 | - | - | - | - | - |
| Stage 1 | 153 | - | - | - | - | - |
| Stage 2 | 297 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 33 | 0 | 0.1 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 147 | 409 | - |
| HCM Lane V/C Ratio | - | - | 0.126 | 0.027 | - |
| HCM Control Delay (s) | - | - | 33 | 14 | - |
| HCM Lane LOS | - | - | D | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 | - |

# ATTACHMENT 3

Noise Calculation Worksheets

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February 5, 2021

PARKER ENVIRONMENTAL CONSULTANTS

## Summary

| | |
|---|---|
| **File Name on Meter** | 831_Data.022.s |
| **Serial Number** | 0010304 |
| **Model** | SoundAdvisor™ Model 831C |
| **Firmware Version** | 04.5.1R0 |
| **User** | Adrianna Gjonaj |
| **Job Description** | 3225 Sunset Boulevard Project |

**Location A:** On the east side of Sunset Boulevard

**Noise Sources:** Heavy vehicle traffic, pedestrian activity, buses, motorcycles



## Measurement

| | |
|---|---|
| **Description** | |
| **Latitude** | GPS Not Synchronized |
| **Longitude** | GPS Not Synchronized |
| **Elevation** | GPS Not Synchronized |
| **Start** | 2021-02-05 21:11:22 |
| **Stop** | 2021-02-05 21:26:22 |
| **Duration** | 00:15:00.0 |
| **Run Time** | 00:15:00.0 |
| **Pause** | 00:00:00.0 |
| **Pre-Calibration** | 2021-02-04 10:56:30 |
| **Post-Calibration** | None |
| **Calibration Deviation** | --- |

## Overall Settings

| | |
|---|---|
| **RMS Weight** | A Weighting |
| **Peak Weight** | Z Weighting |
| **Detector** | Slow |
| **Preamplifier** | PRM831 |
| **Microphone Correction** | Off |
| **Integration Method** | Linear |
| **Gain** | 0.0 dB |
| **Overload** | 144.7 dB |

| | A | C | Z |
|---|---|---|---|
| **Under Range Peak** | 66.4 | 67.4 | **69.4** dB |
| **Under Range Limit** | **25.7** | 26.4 | 37.4 dB |
| **Noise Floor** | 16.6 | 17.2 | 25.0 dB |

## Results

| | | |
|---|---|---|
| **$L_{Aeq}$** | 73.3 | |
| **LAE** | 102.8 | |
| **EA** | 2.124 | $mPa^2h$ |
| **$LZ_{peak\ (max)}$** | 2021-02-05 21:11:38 | 111.9 dB |
| **$LAS_{max}$** | 2021-02-05 21:11:38 | 89.8 dB |
| **$LAS_{min}$** | 2021-02-05 21:12:41 | 50.1 dB |
| **SEA** | -99.94 | dB |
| **LAFTM5** | 79.0 | dB |
| **LAS > 65.0 dB (Exceedance Counts / Duration)** | 18 | 702.5 s |
| **LAS > 85.0 dB (Exceedance Counts / Duration)** | 1 | 2.7 s |
| **$LZ_{peak}$ > 135.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s |
| **$LZ_{peak}$ > 137.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s |
| **$LZ_{peak}$ > 140.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s |

| **Community Noise** | **Ldn** | **LDay 07:00-22:00** | **Lden** | **LDay 07:00-19:00** |
|---|---|---|---|---|
| | 73.3 | 73.3 | -99.94 | -99.94 |

| | | |
|---|---|---|
| **$L_{Ceq}$** | 79.1 | dB |
| **$L_{Aeq}$** | 73.3 | dB |
| **$L_{Ceq} - L_{Aeq}$** | 5.8 | dB |
| **$LAI_{eq}$** | 75.9 | dB |
| **$L_{Aeq}$** | 73.3 | dB |
| **$LAI_{eq} - L_{Aeq}$** | 2.7 | dB |

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| | A | |
|---|---|---|
| | dB | Time Stamp |
| $L_{eq}$ | 73.3 | |
| $L_{S(max)}$ | 89.8 | 2021/02/05 21:11:38 |
| $L_{F(max)}$ | 93.0 | 2021/02/05 21:11:38 |
| $L_{I(max)}$ | 93.9 | 2021/02/05 21:11:38 |
| $L_{S(min)}$ | 50.1 | 2021/02/05 21:12:41 |
| $L_{F(min)}$ | 48.8 | 2021/02/05 21:19:08 |
| $L_{I(min)}$ | 49.1 | 2021/02/05 21:19:08 |
| $L_{Peak(max)}$ | 105.6 | 2021/02/05 21:11:38 |

| | | |
|---|---|---|
| **Overload Count** | 0 | |
| **Overload Duration** | 0.0 | s |

| Statistics | | |
|---|---|---|
| **LAI5.00** | 78.1 | dB |
| **LAI10.00** | 76.9 | dB |
| **LAI33.30** | 73.2 | dB |
| **LAI50.00** | 70.9 | dB |
| **LAI66.60** | 67.9 | dB |
| **LAI90.00** | 58.3 | dB |

3225 Sunset Boulevard Project
Noise Monitoring Location A

February 5, 2021

PARKER ENVIRONMENTAL CONSULTANTS

## Summary

| | |
|---|---|
| **File Name on Meter** | 831_Data.021.s |
| **Serial Number** | 0010304 |
| **Model** | SoundAdvisor™ Model 831C |
| **Firmware Version** | 04.5.1R0 |
| **User** | Adrianna Gjonaj |
| **Job Description** | 3225 Sunset Boulevard Project |

**Location B:** On the northwest corner of the intersection of Sunset Blvd and Descanso Drive

**Noise Sources:** Heavy vehicle traffic, heavy pedestrian traffic, buses



## Measurement

| | |
|---|---|
| **Description** | |
| **Latitude** | GPS Not Synchronized |
| **Longitude** | GPS Not Synchronized |
| **Elevation** | GPS Not Synchronized |
| **Start** | 2021-02-05 20:54:10 |
| **Stop** | 2021-02-05 21:09:10 |
| **Duration** | 00:15:00.0 |
| **Run Time** | 00:15:00.0 |
| **Pause** | 00:00:00.0 |
| **Pre-Calibration** | 2021-02-04 10:56:30 |
| **Post-Calibration** | None |
| **Calibration Deviation** | --- |

## Overall Settings

| | | | |
|---|---|---|---|
| **RMS Weight** | A Weighting | | |
| **Peak Weight** | Z Weighting | | |
| **Detector** | Slow | | |
| **Preamplifier** | PRM831 | | |
| **Microphone Correction** | Off | | |
| **Integration Method** | Linear | | |
| **Gain** | 0.0 dB | | |
| **Overload** | 144.7 dB | | |
| | **A** | **C** | **Z** |
| **Under Range Peak** | 66.4 | 67.4 | **69.4** dB |
| **Under Range Limit** | **25.7** | 26.4 | 37.4 dB |
| **Noise Floor** | 16.6 | 17.2 | 25.0 dB |

## Results

| | | | | |
|---|---|---|---|---|
| **LAeq** | 74.3 | | | |
| **LAE** | 103.9 | | | |
| **EA** | 2.699 mPa²h | | | |
| **LZpeak (max)** | 2021-02-05 21:04:31 | 109.1 dB | | |
| **LASmax** | 2021-02-05 21:00:20 | 86.7 dB | | |
| **LASmin** | 2021-02-05 21:06:40 | 50.1 dB | | |
| **SEA** | -99.94 dB | | | |
| **LAFTM5** | 80.0 dB | | | |
| **LAS > 65.0 dB (Exceedance Counts / Duration)** | 20 | 763.0 s | | |
| **LAS > 85.0 dB (Exceedance Counts / Duration)** | 2 | 3.4 s | | |
| **LZpeak > 135.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | | |
| **LZpeak > 137.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | | |
| **LZpeak > 140.0 dB (Exceedance Counts / Duration)** | 0 | 0.0 s | | |
| **Community Noise** | **Ldn** | **LDay 07:00-22:00** | **Lden** | **LDay 07:00-19:00** |
| | 74.3 | 74.3 | -99.94 | -99.94 |
| **LCeq** | 79.4 dB | | | |
| **LAeq** | 74.3 dB | | | |
| **LCeq - LAeq** | 5.1 dB | | | |
| **LAleq** | 76.7 dB | | | |
| **LAeq** | 74.3 dB | | | |
| **LAleq - LAeq** | 2.4 dB | | | |

February 5, 2021

| | A | |
|---|---|---|
| | dB | Time Stamp |
| $L_{eq}$ | 74.3 | |
| $L_{S(max)}$ | 86.7 | 2021/02/05 21:00:20 |
| $L_{F(max)}$ | 89.9 | 2021/02/05 21:00:20 |
| $L_{I(max)}$ | 90.8 | 2021/02/05 21:00:20 |
| $L_{S(min)}$ | 50.1 | 2021/02/05 21:06:40 |
| $L_{F(min)}$ | 47.6 | 2021/02/05 21:06:37 |
| $L_{I(min)}$ | 49.7 | 2021/02/05 21:06:39 |
| $L_{Peak(max)}$ | 101.7 | 2021/02/05 21:05:23 |

| | | |
|---|---|---|
| **Overload Count** | 0 | |
| **Overload Duration** | 0.0 | s |

| Statistics | | |
|---|---|---|
| **LAI5.00** | 79.1 | dB |
| **LAI10.00** | 77.9 | dB |
| **LAI33.30** | 74.8 | dB |
| **LAI50.00** | 72.6 | dB |
| **LAI66.60** | 69.0 | dB |
| **LAI90.00** | 61.2 | dB |

PARKER
ENVIRONMENTAL CONSULTANTS

**Report date:** 5/4/21
**Project:** 3225 Sunset Boulevard

## NOISE LEVELS AT 50 FEET

**DEMOLITION PHASE**

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Noise Level Without Attenuation: Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Noise Level With Attenuation: Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Concrete Saw | No | 20 | | 89.6 | 50 | 0 | 89.6 | 82.6 | 12 | 77.6 | 70.6 |
| Dozer | No | 40 | | 81.7 | 50 | 0 | 81.7 | 77.7 | 12 | 69.7 | 65.7 |
| Tractor/Loader/Backhoe | No | 40 | | 77.6 | 50 | 0 | 77.6 | 73.6 | 12 | 65.6 | 61.6 |
| Tractor/Loader/Backhoe | No | 40 | | 77.6 | 50 | 0 | 77.6 | 73.6 | 12 | 65.6 | 61.6 |
| | | | | | | | | **84.6** | | | **72.6** |

**SITE PREPARATION PHASE**

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Noise Level Without Attenuation: Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Noise Level With Attenuation: Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Tractor/Loader/Backhoe | No | 40 | | 77.6 | 50 | 0 | 77.6 | 73.6 | 12 | 65.6 | 61.6 |
| Grader | No | 40 | 85.0 | | 50 | 0 | 85.0 | 81.0 | 12 | 73.0 | 69.0 |
| | | | | | | | | **81.7** | | | **69.7** |

**BUILDING CONSTRUCTION PHASE**

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Noise Level Without Attenuation: Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Noise Level With Attenuation: Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Cement and Mortar Mixer | No | 40 | | 79.0 | 50 | 0 | 79.0 | 75.0 | 12 | 67.0 | 63.0 |
| Forklift | No | 20 | | 75.0 | 50 | 0 | 75.0 | 68.0 | 12 | 63.0 | 56.0 |
| Forklift | No | 20 | | 75.0 | 50 | 0 | 75.0 | 68.0 | 12 | 63.0 | 56.0 |
| Generator | No | 50 | | 81.0 | 50 | 0 | 81.0 | 78.0 | 12 | 69.0 | 66.0 |
| Paver | No | 50 | | 77.0 | 50 | 0 | 77.0 | 74.0 | 12 | 65.0 | 62.0 |
| Roller | No | 20 | | 80 | 50 | 0 | 80.0 | 73.0 | 12 | 68.0 | 61.0 |
| Tractor/Loader/Backhoe | No | 40 | | 77.6 | 50 | 0 | 77.6 | 73.6 | 12 | 65.6 | 61.6 |
| Tractor/Loader/Backhoe | No | 40 | | 77.6 | 50 | 0 | 77.6 | 73.6 | 12 | 65.6 | 61.6 |
| | | | | | | | | **83.0** | | | **71.0** |

**ARCHITECTURAL COATINGS PHASE**

| Description | Impact Device | Usage(%) | Equipment Spec Lmax (dBA) | Actual Lmax (dBA) | Receptor Distance (feet) | Noise Level Without Attenuation: Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Noise Level With Attenuation: Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Aerial Lift | No | 20 | | 75.0 | 50 | 0 | 75.0 | 68.0 | 12 | 63.0 | 56.0 |
| Aerial Lift | No | 20 | | 75.0 | 50 | 0 | 75.0 | 68.0 | 12 | 63.0 | 56.0 |
| Air Compressor | No | 40 | | 78.0 | 50 | 0 | 78.0 | 74.0 | 12 | 66.0 | 62.0 |
| Air Compressor | No | 40 | | 78.0 | 50 | 0 | 78.0 | 74.0 | 12 | 66.0 | 62.0 |
| Air Compressor | No | 40 | | 78.0 | 50 | 0 | 78.0 | 74.0 | 12 | 66.0 | 62.0 |
| Air Compressor | No | 40 | | 78.0 | 50 | 0 | 78.0 | 74.0 | 12 | 66.0 | 62.0 |
| | | | | | | | | **80.6** | | | **68.6** |

*Calculated Lmax is the Loudest value.
Source: Roadway Construction Noise Model (RCNM),Version 1.1
Notes: An attenuation factor of 12 dBA was conservatively applied for temporary sound barriers.

**Construction Noise Impact Summary**

| Construction Phase | Reference Distance (feet) | Noise Impact W/O Attenuation (dBA Leq) | Noise Impact With Attenuation (dBA Leq) | Construction Significance Criteria (dBA Leq)** | Exceed Significance Criteria? (75 dBA Leq) |
|---|---|---|---|---|---|
| Demolition | 50 | 84.6 | 72.6 | 75 | No |
| Site Preparation | 50 | 81.7 | 69.7 | 75 | No |
| Building Construction | 50 | 83.0 | 71.0 | 75 | No |
| Architectural Coating | 50 | 80.6 | 68.6 | 75 | No |

** Significance criteria is based on the LAMC Section 112.05, establishing a 75 dBA noise limitation at a distance of 50 feet within 500 of any residential zone.

**Report date:** 2/5/21
**Project:** 3225 Sunset Boulevard
**Phase:** Demolition

**RECEPTOR #1**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential east of the Project Site | Residential | 73.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 20 | 70 | 0 | 87.1 | 80.1 | 5 | 82.1 | 75.1 |
| Dozer | No | 40 | 85 | 82 | 20 | 70 | 0 | 79.1 | 75.1 | 5 | 77.1 | 73.1 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 81.3 | | Results | 77.2 |
| | | | | | | Noise Level Above Ambient | | | 8.0 | Noise Level Above Ambient | | 3.9 |

**RECEPTOR #2**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential northeast and southeast of the Project Site | Residential | 73.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 30 | 150 | 5 | 75.5 | 68.5 | 5 | 70.5 | 63.5 |
| Dozer | No | 40 | 85 | 82 | 30 | 150 | 5 | 67.5 | 63.5 | 5 | 65.5 | 61.5 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 69.7 | | Results | 65.6 |
| | | | | | | Noise Level Above Ambient | | | -3.8 | Noise Level Above Ambient | | -7.7 |

**RECEPTOR #3**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential north of the Project Site | Residential | 73.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 35 | 145 | 0 | 80.8 | 73.8 | 5 | 75.8 | 68.8 |
| Dozer | No | 40 | 85 | 82 | 35 | 145 | 0 | 72.8 | 68.8 | 5 | 70.8 | 66.8 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 75.0 | | Results | 70.9 |
| | | | | | | Noise Level Above Ambient | | | 1.7 | Noise Level Above Ambient | | -2.4 |

**RECEPTOR #4**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential south of the Project Site | Residential | 73.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 135 | 250 | 0 | 76.0 | 69.0 | 5 | 71.0 | 64.0 |
| Dozer | No | 40 | 85 | 82 | 135 | 250 | 0 | 68.0 | 64.0 | 5 | 66.0 | 62.0 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 70.2 | | Results | 66.2 |
| | | | | | | Noise Level Above Ambient | | | -3.1 | Noise Level Above Ambient | | -7.1 |

**RECEPTOR #5**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential west of the Project Site | Residential | 74.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 100 | 150 | 0 | 80.5 | 73.5 | 5 | 75.5 | 68.5 |
| Dozer | No | 40 | 85 | 82 | 100 | 150 | 0 | 72.5 | 68.5 | 5 | 67.5 | 63.5 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 74.7 | | Results | 69.7 |
| | | | | | | Noise Level Above Ambient | | | 0.4 | Noise Level Above Ambient | | -4.6 |

**RECEPTOR #6**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential south of the Project Site | Residential | 73.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 240 | 355 | 5 | 68.0 | 61.0 | 5 | 63.0 | 56.0 |
| Dozer | No | 40 | 85 | 82 | 240 | 355 | 5 | 60.0 | 56.0 | 5 | 58.0 | 54.0 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 62.2 | | Results | 58.1 |
| | | | | | | Noise Level Above Ambient | | | -11.1 | Noise Level Above Ambient | | -15.2 |

**RECEPTOR #7**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential east of the Project Site | Residential | 73.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 120 | 170 | 5 | 74.4 | 67.4 | 5 | 69.4 | 62.4 |
| Dozer | No | 40 | 85 | 82 | 120 | 170 | 5 | 66.4 | 62.4 | 5 | 64.4 | 60.4 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 68.8 | | Results | 64.5 |
| | | | | | | Noise Level Above Ambient | | | -4.7 | Noise Level Above Ambient | | -8.8 |

**RECEPTOR #8**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential west of the Project Site | Residential | 74.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Leq |
| Concrete/Industrial Saw | No | 20 | 90 | 90 | 185 | 235 | 5 | 71.6 | 64.6 | 5 | 66.6 | 59.6 |
| Dozer | No | 40 | 85 | 82 | 185 | 235 | 5 | 63.6 | 59.6 | 5 | 61.6 | 57.6 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 65.8 | | Results | 61.7 |
| | | | | | | Noise Level Above Ambient | | | -8.5 | Noise Level Above Ambient | | -12.6 |

***Notes:***
*1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.*
*2. An attenuation factor was applied for sensitive receptors where buildings separate the Project Site and the associated sensitive receptor.*
*3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*

*Source: Roadway Construction Noise Model (RCNM) Version 1.1*

**Report date:** 2/5/21
**Project:** 3225 Sunset Boulevard
**Phase:** Site Preparation

**RECEPTOR #1**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential east of the Project Site | Residential | 73.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Grader | No | 40 | 85 | NA | 20 | 70 | 0 | 82.1 | 78.1 | 5 | 77.1 | 73.1 |
| Tractor/Loader/Backhoe | No | 40 | 84 | 78 | 20 | 70 | 0 | 81.1 | 77.1 | 5 | 76.1 | 72.1 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 80.8 | | Results | 75.8 |
| | | | | | | Noise Level Above Ambient | | | 7.3 | Noise Level Above Ambient | | 2.3 |

**RECEPTOR #2**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential northeast and southeast of the Project Site | Residential | 73.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Grader | No | 40 | 85 | NA | 30 | 150 | 5 | 70.5 | 66.5 | 5 | 65.5 | 61.5 |
| Tractor/Loader/Backhoe | No | 40 | 84 | 78 | 30 | 150 | 5 | 69.5 | 65.5 | 5 | 64.5 | 60.5 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 69.0 | | Results | 64.0 |
| | | | | | | Noise Level Above Ambient | | | -4.3 | Noise Level Above Ambient | | -9.3 |

**RECEPTOR #3**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential north of the Project Site | Residential | 73.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Distance to Centerline of Project Site (Feet) | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Grader | No | 40 | 85 | NA | 35 | 145 | 0 | 75.8 | 71.8 | 5 | 70.8 | 66.8 |
| Tractor/Loader/Backhoe | No | 40 | 84 | 78 | 35 | 145 | 0 | 74.8 | 70.8 | 5 | 69.8 | 65.8 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 74.3 | | Results | 67.8 |
| | | | | | | Noise Level Above Ambient | | | 1.0 | Noise Level Above Ambient | | -5.7 |

**RECEPTOR #4**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential south of the Project Site | Residential | 73.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Distance to Centerline of Project Site (Feet) | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Grader | No | 40 | 85 | NA | 135 | 250 | 0 | 71.0 | 67.0 | 5 | 66.0 | 62.0 |
| Tractor/Loader/Backhoe | No | 40 | 84 | 78 | 135 | 250 | 0 | 70.0 | 66.0 | 5 | 65.0 | 61.0 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 69.6 | | Results | 64.6 |
| | | | | | | Noise Level Above Ambient | | | -3.7 | Noise Level Above Ambient | | -8.7 |

**RECEPTOR #5**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential west of the Project Site | Residential | 74.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Grader | No | 40 | 85 | NA | 100 | 150 | 0 | 75.5 | 71.5 | 5 | 70.5 | 66.5 |
| Tractor/Loader/Backhoe | No | 40 | 84 | 78 | 100 | 150 | 0 | 74.5 | 70.5 | 5 | 69.5 | 65.5 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 74.0 | | Results | 69.0 |
| | | | | | | Noise Level Above Ambient | | | -0.3 | Noise Level Above Ambient | | -5.3 |

**RECEPTOR #6**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential south of the Project Site | Residential | 73.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Grader | No | 40 | 85 | NA | 240 | 355 | 5 | 63.0 | 59.0 | 5 | 58.0 | 54.0 |
| Tractor/Loader/Backhoe | No | 40 | 84 | 78 | 240 | 355 | 5 | 62.0 | 58.0 | 5 | 57.0 | 53.0 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 61.5 | | Results | 56.5 |
| | | | | | | Noise Level Above Ambient | | | -11.8 | Noise Level Above Ambient | | -16.8 |

**RECEPTOR #7**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential east of the Project Site | Residential | 73.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Grader | No | 40 | 85 | NA | 120 | 170 | 5 | 69.4 | 65.4 | 5 | 64.4 | 60.4 |
| Tractor/Loader/Backhoe | No | 40 | 84 | 78 | 120 | 170 | 5 | 68.4 | 64.4 | 5 | 63.4 | 59.4 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 67.9 | | Results | 62.9 |
| | | | | | | Noise Level Above Ambient | | | -5.4 | Noise Level Above Ambient | | -10.4 |

**RECEPTOR #8**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential west of the Project Site | Residential | 74.3 |

| Equipment | | | | | | | Without Attenuation | | | With Attenuation | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq | Estimated Shielding Shielding (dBA) | Calculated (dBA) *Lmax | Calculated (dBA) Leq |
| Grader | No | 40 | 85 | NA | 185 | 235 | 5 | 66.6 | 62.6 | 5 | 61.6 | 57.6 |
| Tractor/Loader/Backhoe | No | 40 | 84 | 78 | 185 | 235 | 5 | 65.6 | 61.6 | 5 | 60.6 | 56.6 |
| | | | | | | Construction Noise Level (dBA Leq) | | | 65.1 | | Results | 60.1 |
| | | | | | | Noise Level Above Ambient | | | -9.2 | Noise Level Above Ambient | | -14.2 |

***Notes:***

*1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.*
*2. An attenuation factor was applied for sensitive receptors where buildings separate the Project Site and the associated sensitive receptor.*
*3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*

*Source: Roadway Construction Noise Model (RCNM) Version 1.1*

**Report date:** 2/5/21
**Project:** 3225 Sunset Boulevard
**Phase:** Building Construction

**RECEPTOR #1**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential east of the Project Site | Residential | 73.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roller | No | 20 | 85 | 80 | 20 | 70 | 0 | 77.1 | 70.1 | 5 | 72.1 | 65.1 |
| Generator | No | 50 | 82 | 81 | 20 | 70 | 0 | 78.1 | 75.1 | 5 | 73.1 | 70.1 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 76.3 | | Results | 71.3 |
| | | | | | | | Noise Level Above Ambient | | 3.0 | | Noise Level Above Ambient | -2.0 |

**RECEPTOR #2**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential northeast and southeast of the Project Site | Residential | 73.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roller | No | 20 | 85 | 80 | 30 | 150 | 5 | 65.5 | 58.5 | 5 | 60.5 | 53.5 |
| Generator | No | 50 | 82 | 81 | 30 | 150 | 5 | 66.5 | 63.4 | 5 | 61.5 | 58.4 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 64.6 | | Results | 59.6 |
| | | | | | | | Noise Level Above Ambient | | -8.7 | | Noise Level Above Ambient | -13.7 |

**RECEPTOR #3**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential north of the Project Site | Residential | 73.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roller | No | 20 | 85 | 80 | 35 | 145 | 0 | 70.8 | 63.8 | 5 | 65.8 | 58.8 |
| Generator | No | 50 | 82 | 81 | 35 | 145 | 0 | 71.8 | 68.7 | 5 | 66.8 | 63.7 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 69.9 | | Results | 64.9 |
| | | | | | | | Noise Level Above Ambient | | -3.4 | | Noise Level Above Ambient | -8.4 |

**RECEPTOR #4**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential south of the Project Site | Residential | 73.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roller | No | 20 | 85 | 80 | 135 | 260 | 0 | 66.0 | 59.0 | 5 | 61.0 | 54.0 |
| Generator | No | 50 | 82 | 81 | 135 | 250 | 0 | 67.0 | 64.0 | 5 | 62.0 | 59.0 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 65.2 | | Results | 60.2 |
| | | | | | | | Noise Level Above Ambient | | -8.1 | | Noise Level Above Ambient | -13.1 |

**RECEPTOR #5**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential west of the Project Site | Residential | 74.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roller | No | 20 | 85 | 80 | 100 | 150 | 0 | 70.5 | 63.5 | 5 | 65.5 | 58.5 |
| Generator | No | 50 | 82 | 81 | 100 | 150 | 0 | 71.5 | 68.4 | 5 | 66.5 | 63.4 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 69.8 | | Results | 64.8 |
| | | | | | | | Noise Level Above Ambient | | -4.7 | | Noise Level Above Ambient | -9.7 |

**RECEPTOR #6**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential south of the Project Site | Residential | 73.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roller | No | 20 | 85 | 80 | 240 | 355 | 5 | 58.0 | 51.0 | 5 | 53.0 | 46.0 |
| Generator | No | 50 | 82 | 81 | 240 | 355 | 5 | 59.0 | 56.0 | 5 | 54.0 | 51.0 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 57.2 | | Results | 52.2 |
| | | | | | | | Noise Level Above Ambient | | -16.1 | | Noise Level Above Ambient | -21.1 |

**RECEPTOR #7**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential east of the Project Site | Residential | 73.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roller | No | 20 | 85 | 80 | 120 | 170 | 5 | 64.4 | 57.4 | 5 | 59.4 | 52.4 |
| Generator | No | 50 | 82 | 81 | 120 | 170 | 5 | 65.4 | 62.4 | 5 | 60.4 | 57.4 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 63.8 | | Results | 58.8 |
| | | | | | | | Noise Level Above Ambient | | -9.7 | | Noise Level Above Ambient | -14.7 |

**RECEPTOR #8**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential west of the Project Site | Residential | 74.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roller | No | 20 | 85 | 80 | 185 | 235 | 5 | 61.6 | 54.6 | 5 | 56.6 | 49.6 |
| Generator | No | 50 | 82 | 81 | 185 | 235 | 5 | 62.6 | 59.5 | 5 | 57.6 | 54.5 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 60.7 | | Results | 55.7 |
| | | | | | | | Noise Level Above Ambient | | -13.6 | | Noise Level Above Ambient | -18.6 |

***Notes:***
*1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.*
*2. An attenuation factor was applied for sensitive receptors where buildings separate the Project Site and the associated sensitive receptor.*
*3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*

*Source: Roadway Construction Noise Model (RCNM), Version 1.1*

PARKER ENVIRONMENTAL CONSULTANTS

**Report date:** 2/5/21
**Project:** 3225 Sunset Boulevard
**Phase:** Architectural Coating

**RECEPTOR #1**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential east of the Project Site | Residential | 73.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Air Compressor | No | 50 | 80 | 78 | 20 | 70 | 0 | 75.1 | 72.1 | 5 | 70.1 | 67.1 |
| Air Compressor | No | 50 | 80 | 78 | 20 | 70 | 0 | 75.1 | 72.1 | 5 | 70.1 | 67.1 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 75.1 | Results | | 70.1 |
| | | | | | | | Noise Level Above Ambient | | 1.8 | Noise Level Above Ambient | | -3.2 |

**RECEPTOR #2**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential northeast and southeast of the Project Site | Residential | 73.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Air Compressor | No | 50 | 80 | 78 | 30 | 150 | 5 | 63.5 | 60.4 | 5 | 58.5 | 55.4 |
| Air Compressor | No | 50 | 80 | 78 | 30 | 150 | 5 | 63.5 | 60.4 | 5 | 58.5 | 55.4 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 63.5 | Results | | 58.5 |
| | | | | | | | Noise Level Above Ambient | | -9.8 | Noise Level Above Ambient | | -14.8 |

**RECEPTOR #3**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential north of the Project Site | Residential | 73.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Air Compressor | No | 50 | 80 | 78 | 35 | 145 | 0 | 68.8 | 65.7 | 5 | 63.8 | 60.7 |
| Air Compressor | No | 50 | 80 | 78 | 35 | 145 | 0 | 68.8 | 65.7 | 5 | 63.8 | 60.7 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 68.8 | Results | | 63.8 |
| | | | | | | | Noise Level Above Ambient | | -4.5 | Noise Level Above Ambient | | -9.5 |

**RECEPTOR #4**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential south of the Project Site | Residential | 73.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Air Compressor | No | 50 | 80 | 78 | 135 | 250 | 0 | 64.0 | 61.0 | 5 | 59.0 | 56.0 |
| Air Compressor | No | 50 | 80 | 78 | 135 | 250 | 0 | 64.0 | 61.0 | 5 | 59.0 | 56.0 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 64.0 | Results | | 59.0 |
| | | | | | | | Noise Level Above Ambient | | -9.3 | Noise Level Above Ambient | | -14.3 |

**RECEPTOR #5**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential west of the Project Site | Residential | 74.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Air Compressor | No | 50 | 80 | 78 | 100 | 150 | 0 | 68.5 | 65.4 | 5 | 63.5 | 60.4 |
| Air Compressor | No | 50 | 80 | 78 | 100 | 150 | 0 | 68.5 | 65.4 | 5 | 63.5 | 60.4 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 68.5 | Results | | 63.5 |
| | | | | | | | Noise Level Above Ambient | | -5.8 | Noise Level Above Ambient | | -10.8 |

**RECEPTOR #6**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential south of the Project Site | Residential | 73.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Air Compressor | No | 50 | 80 | 78 | 240 | 355 | 5 | 56.0 | 53.0 | 5 | 51.0 | 48.0 |
| Air Compressor | No | 50 | 80 | 78 | 240 | 355 | 5 | 56.0 | 53.0 | 5 | 51.0 | 48.0 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 56.0 | Results | | 51.0 |
| | | | | | | | Noise Level Above Ambient | | -17.3 | Noise Level Above Ambient | | -22.3 |

**RECEPTOR #7**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential east of the Project Site | Residential | 73.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Air Compressor | No | 50 | 80 | 78 | 120 | 170 | 5 | 62.4 | 59.4 | 5 | 57.4 | 54.4 |
| Air Compressor | No | 50 | 80 | 78 | 120 | 170 | 5 | 62.4 | 59.4 | 5 | 57.4 | 54.4 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 62.4 | Results | | 57.4 |
| | | | | | | | Noise Level Above Ambient | | -10.9 | Noise Level Above Ambient | | -15.9 |

**RECEPTOR #8**

| Description | Land Use | Ambient/Baseline (dBA) Daytime |
|---|---|---|
| Residential west of the Project Site | Residential | 74.3 |

| Description | Impact Device | Usage(%) | Spec. Max (dBA) | Actual Max (dBA) | Receptor Distance to Project Site (Feet) | Receptor Distance to Centerline of Project Site (Feet) | Without Attenuation: Estimated Shielding Shielding (dBA) | Without Attenuation: Calculated (dBA) *Lmax | Without Attenuation: Calculated (dBA) Leq | With Attenuation: Estimated Shielding Shielding (dBA) | With Attenuation: Calculated (dBA) *Lmax | With Attenuation: Calculated (dBA) Leq |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Air Compressor | No | 50 | 80 | 78 | 185 | 235 | 5 | 59.6 | 56.5 | 5 | 54.6 | 51.5 |
| Air Compressor | No | 50 | 80 | 78 | 185 | 235 | 5 | 59.6 | 56.5 | 5 | 54.6 | 51.5 |
| | | | | | | | Construction Noise Level (dBA Leq) | | 59.6 | Results | | 54.6 |
| | | | | | | | Noise Level Above Ambient | | -14.7 | Noise Level Above Ambient | | -19.7 |

***Notes:***
*1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.*
*2. An attenuation factor was applied for sensitive receptors where buildings separate the Project Site and the associated sensitive receptor.*
*3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*

*Source: Roadway Construction Noise Model (RCNM), Version 1.1*

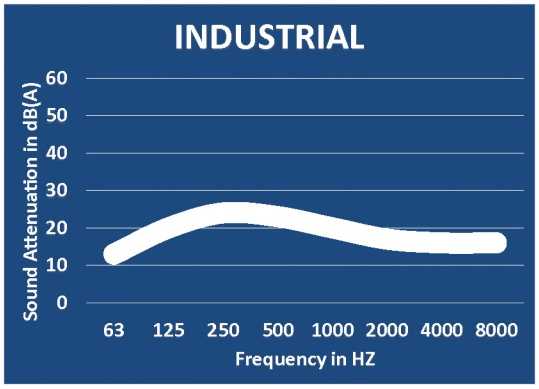
PARKER ENVIRONMENTAL CONSULTANTS

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

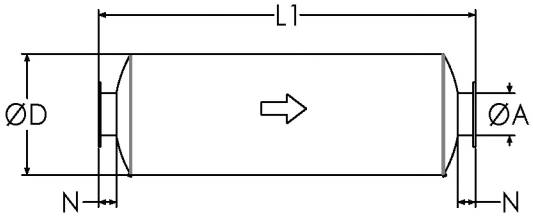
# Industrial Grade Silencers

## Model NTIN-C (Cylindrical), 15-20 dBA

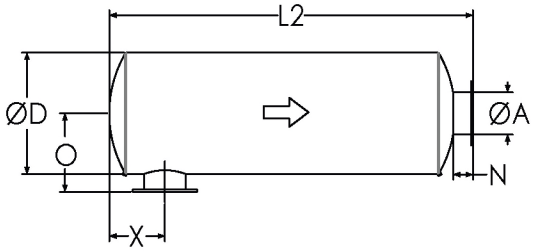
### TYPICAL ATTENUATION CURVE



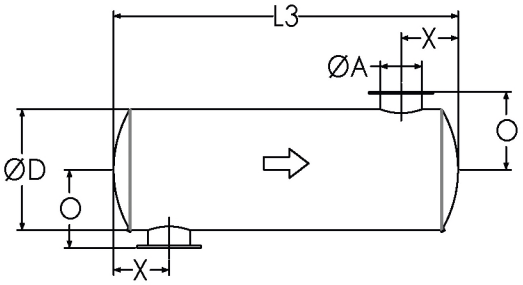

### TYPICAL CONFIGURATIONS




**END IN END OUT (EI-EO)**




**SIDE IN END OUT (SI-EO)**




**SIDE IN SIDE OUT (SI-SO)**

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

### FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

### OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

### ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

### PRODUCT DIMENSIONS (in)

| Model* | A | D | L1 | L2 | L3 | X** | X | N | O |
|---|---|---|---|---|---|---|---|---|---|
| | Outlet | Dia | EI-EO | SI-EO | SI-SO | Min | Max | Nipple | O |
| NTIN-C1 | 1 | 4 | 20 | 18 | 16 | 3 | 7 | 2 | 4 |
| NTIN-C1.5 | 1.5 | 6 | 22 | 20 | 18 | 3 | 8 | 2 | 5 |
| NTIN-C2 | 2 | 6 | 22 | 19 | 16 | 3 | 8 | 3 | 6 |
| NTIN-C2.5 | 2.5 | 6 | 24 | 21 | 18 | 4 | 9 | 3 | 6 |
| NTIN-C3 | 3 | 8 | 26 | 23 | 20 | 5 | 10 | 3 | 7 |
| NTIN-C3.5 | 3.5 | 9 | 28 | 25 | 22 | 5 | 11 | 3 | 8 |
| NTIN-C4 | 4 | 10 | 32 | 29 | 26 | 5 | 12 | 3 | 8 |
| NTIN-C5 | 5 | 12 | 36 | 33 | 30 | 6 | 14 | 3 | 9 |
| NTIN-C6 | 6 | 14 | 40 | 36 | 32 | 7 | 16 | 4 | 11 |
| NTIN-C8 | 8 | 16 | 50 | 46 | 42 | 8 | 21 | 4 | 12 |
| NTIN-C10 | 10 | 20 | 52 | 48 | 44 | 11 | 21 | 4 | 14 |
| NTIN-C12 | 12 | 24 | 62 | 58 | 54 | 12 | 26 | 4 | 16 |
| NTIN-C14 | 14 | 30 | 74 | 69 | 64 | 15 | 31 | 5 | 20 |
| NTIN-C16 | 16 | 36 | 82 | 77 | 72 | 18 | 35 | 5 | 23 |
| NTIN-C18 | 18 | 40 | 94 | 89 | 84 | 18 | 42 | 5 | 25 |
| NTIN-C20 | 20 | 40 | 110 | 105 | 100 | 19 | 52 | 5 | 25 |
| NTIN-C22 | 22 | 48 | 118 | 113 | 108 | 22 | 56 | 5 | 29 |
| NTIN-C24 | 24 | 48 | 130 | 125 | 120 | 24 | 62 | 5 | 29 |

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

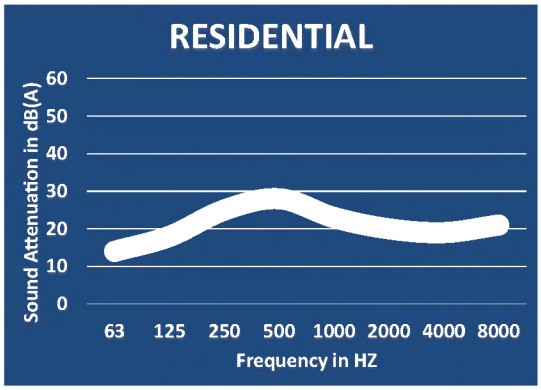
** Standard inlet/outlet position.

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

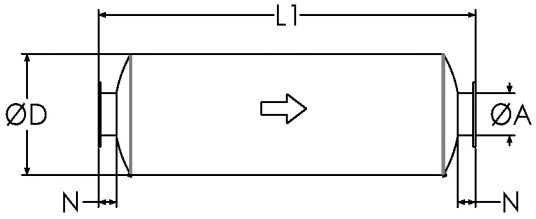
# Residential Grade Silencers

## Model NTRS-C (Cylindrical), 20-25 dBA

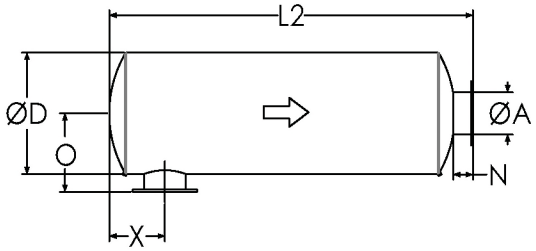
### TYPICAL ATTENUATION CURVE



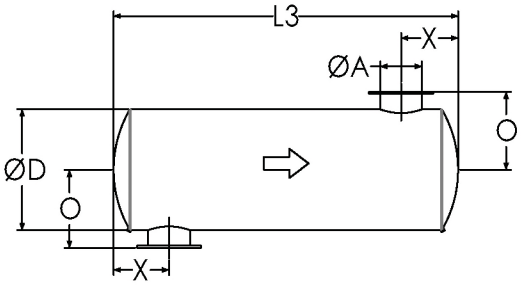

### TYPICAL CONFIGURATIONS




**END IN END OUT (EI-EO)**




**SIDE IN END OUT (SI-EO)**




**SIDE IN SIDE OUT (SI-SO)**

Nett Technologies' Residential Grade Silencers are designed to achieve maximum performance with the least amount of backpressure. The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are medium-low.

### FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

### OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

### ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

### PRODUCT DIMENSIONS (in)

| Model* | A | D | L1 | L2 | L3 | X** | X | N | O |
|---|---|---|---|---|---|---|---|---|---|
| | Outlet | Dia | EI-EO | SI-EO | SI-SO | Min | Max | Nipple | O |
| NTRS-C1 | 1 | 4 | 20 | 18 | 16 | 3 | 10 | 2 | 4 |
| NTRS-C1.5 | 1.5 | 6 | 28 | 26 | 24 | 3 | 12 | 2 | 5 |
| NTRS-C2 | 2 | 6 | 28 | 25 | 22 | 4 | 12 | 3 | 6 |
| NTRS-C2.5 | 2.5 | 6 | 32 | 29 | 26 | 4 | 14 | 3 | 6 |
| NTRS-C3 | 3 | 6 | 34 | 31 | 28 | 5 | 15 | 3 | 6 |
| NTRS-C3.5 | 3.5 | 9 | 36 | 33 | 30 | 5 | 16 | 3 | 8 |
| NTRS-C4 | 4 | 10 | 40 | 37 | 34 | 5 | 17 | 3 | 8 |
| NTRS-C5 | 5 | 12 | 42 | 39 | 36 | 6 | 18 | 3 | 9 |
| NTRS-C6 | 6 | 14 | 44 | 40 | 36 | 7 | 19 | 4 | 11 |
| NTRS-C8 | 8 | 16 | 56 | 52 | 48 | 9 | 24 | 4 | 12 |
| NTRS-C10 | 10 | 20 | 58 | 54 | 50 | 11 | 24 | 4 | 14 |
| NTRS-C12 | 12 | 24 | 70 | 66 | 62 | 13 | 31 | 4 | 16 |
| NTRS-C14 | 14 | 30 | 80 | 75 | 70 | 17 | 35 | 5 | 20 |
| NTRS-C16 | 16 | 36 | 90 | 85 | 80 | 17 | 40 | 5 | 23 |
| NTRS-C18 | 18 | 40 | 102 | 97 | 92 | 18 | 47 | 5 | 25 |
| NTRS-C20 | 20 | 42 | 108 | 103 | 98 | 21 | 50 | 5 | 26 |
| NTRS-C22 | 22 | 48 | 116 | 111 | 106 | 23 | 54 | 5 | 29 |
| NTRS-C24 | 24 | 48 | 130 | 125 | 120 | 26 | 61 | 5 | 29 |

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

# Acoustical Surfaces, Inc.

**SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS**

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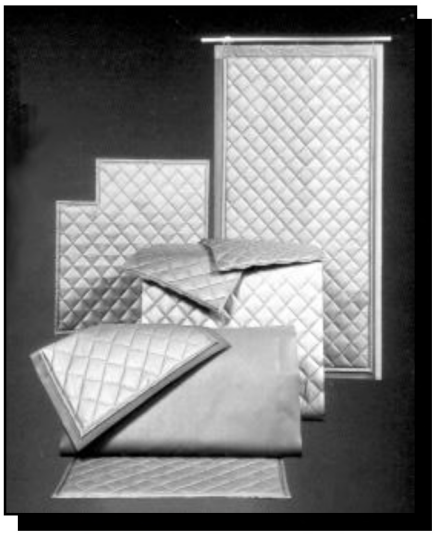
Email: sales@acousticalsurfaces.com
Visit our Website: www.acousticalsurfaces.com


***We Identify and S.T.O.P. Your Noise Problems***



# QUILTED CURTAIN S.T.O.P.

## Absorptive/Noise Barrier Quilted Curtains

- ***For Unusual Conditions***
- ***Cost Effective***
- ***Water & Chemical Resistant***
- ***Exterior Applications***

**MATERIAL:** Foam or fiberglass core, faced with quilted aluminized fabric.

**PATTERN:** Quilted pattern.

**FEATURES:** Effective and durable absorber with mass loaded vinyl barrier option.

**APPLICATIONS:** Effective solution to a wide range of noise control problems. Machinery and work area enclosures.

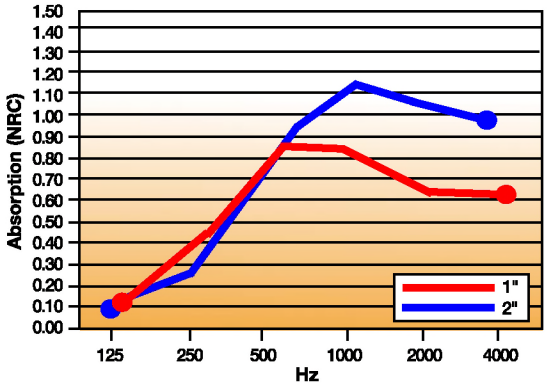
**THICKNESS:** 1" & 2".

**NOM SIZES:** BSC-25 Curtain (Quilting on both sides) standard: 48" wide and Lengths up to 25'.
BBC-13 Curtain (Quilting on one side) standard: 54" wide and Lengths up to 25'. Custom sizes also available.

**COLOR:** Silver (Other colors available upon request).

**FLAMMABILITY:** ASTM E-84, Class A. Flame Spread: 23, Smoke Developed: 30.

**INSTALLATION:** Hook and loop fasteners, grommet hangers, curtain support hardware.




**CURTAIN S.T.O.P. Sound Transmission Loss - ASTM E90** /a/ /b/

| Frequency | 125Hz | 250Hz | 500Hz | 1KHz | 2KHz | 4KHz | STC |
|---|---|---|---|---|---|---|---|
| BSC-25 w/ 1 lb. Barrier | 12 | 10 | 27 | 40 | 44 | 43 | 29 |
| BSC-25 w/ 2 lb. Barrier | 19 | 22 | 28 | 40 | 56 | 61 | 33 |
| BBC-13 w/ 1 lb. Barrier | 11 | 10 | 24 | 30 | 35 | 35 | 27 |
| BBC-13 w/ 2 lb. Barrier | 19 | 22 | 28 | 40 | 56 | 61 | 33 |

**CURTAIN S.T.O.P. Sound Absorption Coefficients**

| Frequency | 125Hz | 250Hz | 500Hz | 1KHz | 2KHz | 4KHz | NRC |
|---|---|---|---|---|---|---|---|
| 1" Fiberglass | .12 | .47 | .85 | .84 | .64 | .62 | .70 |
| 2" Fiberglass | .19 | .99 | .96 | .80 | .57 | .33 | .85 |

/a/ Sound transmission loss is the decibel reduction achieved at different frequencies. Construction noise occurs throughout the frequency spectrum. An example of high frequency noise is the whining sound from a concrete saw or jackhammering, low frequency noise can be usually attributed to equipment such as the humming of a generator.
/b/ Sound Transmission Class (STC) is the integer rating of how well a material attenuates airborne sound. It is however a rough idea of sound reduction versus the transmission loss calculated at different frequencies.

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Email: sales@acousticalsurfaces.com
Visit our Website: www.acousticalsurfaces.com


***We Identify and S.T.O.P. Your Noise Problems***




## Echo Barrier™

### The Industry's First Reusable, Indoor/ Outdoor Noise Barrier/Absorber

- Superior acoustic performance
- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people



Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective ***until now.***

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

**BENEFITS:** Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

**APPLICATIONS:** Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

**DIMENSIONS:** 6.56' × 4.49'.

**WEIGHT:** 13 lbs.

**ACOUSTIC PERFORMANCE:** 10-20dB noise reduction (greater if barrier is doubled up).

**INSTALLATION:** The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

| Echo Barrier Transmission Loss Field Data | | | | | | | |
|---|---|---|---|---|---|---|---|
| | 125Hz | 250Hz | 500Hz | 1KHz | 2KHz | 4KHz | 8KHz |
| Single Layer | 6 | 12 | 16 | 23 | 28 | 30 | 30 |
| Double Layer | 7 | 19 | 24 | 28 | 32 | 31 | 32 |

# ATTACHMENT 4

Air Quality Modeling Worksheets

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# 3225 Sunset Boulevard - Existing Conditions

**South Coast AQMD Air District, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Automobile Care Center | 13.35 | 1000sqft | 0.52 | 13,350.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 11 | | | **Operational Year** | 2021 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing Conditions: 13,350 sf auro repair facility

Construction Phase - IGNORE CONSTRUCTION EMISSIONS FOR EXISTING CONDITONS SCENARIO.

Vehicle Trips - Trip rates based on LADOT Calculator and 01.22.2021 MOU

Energy Use - Historical Title24 assumed for Existing Conditions scenario.

3225 Sunset Boulevard - Existing Conditions - South Coast AQMD Air District, Annual

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 5.00 | 10.00 |
| tblConstructionPhase | NumDays | 100.00 | 10.00 |
| tblConstructionPhase | PhaseEndDate | 8/13/2021 | 3/24/2021 |
| tblConstructionPhase | PhaseEndDate | 7/30/2021 | 3/10/2021 |
| tblConstructionPhase | PhaseStartDate | 8/7/2021 | 3/11/2021 |
| tblConstructionPhase | PhaseStartDate | 3/13/2021 | 2/25/2021 |
| tblLandUse | LotAcreage | 0.31 | 0.52 |
| tblVehicleTrips | CC_TL | 8.40 | 6.76 |
| tblVehicleTrips | CC_TTP | 48.00 | 100.00 |
| tblVehicleTrips | CNW_TTP | 19.00 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TTP | 33.00 | 0.00 |
| tblVehicleTrips | DV_TP | 51.00 | 0.00 |
| tblVehicleTrips | PB_TP | 28.00 | 0.00 |
| tblVehicleTrips | PR_TP | 21.00 | 100.00 |
| tblVehicleTrips | ST_TR | 23.72 | 24.19 |
| tblVehicleTrips | SU_TR | 11.88 | 24.19 |
| tblVehicleTrips | WD_TR | 23.72 | 24.19 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.0670 | 0.0486 | 0.0465 | 8.0000e-005 | 3.4000e-004 | 2.7100e-003 | 3.0500e-003 | 9.0000e-005 | 2.5300e-003 | 2.6200e-003 | 0.0000 | 6.7638 | 6.7638 | 1.7300e-003 | 0.0000 | 6.8070 |
| **Maximum** | **0.0670** | **0.0486** | **0.0465** | **8.0000e-005** | **3.4000e-004** | **2.7100e-003** | **3.0500e-003** | **9.0000e-005** | **2.5300e-003** | **2.6200e-003** | **0.0000** | **6.7638** | **6.7638** | **1.7300e-003** | **0.0000** | **6.8070** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.0670 | 0.0486 | 0.0465 | 8.0000e-005 | 3.4000e-004 | 2.7100e-003 | 3.0500e-003 | 9.0000e-005 | 2.5300e-003 | 2.6200e-003 | 0.0000 | 6.7638 | 6.7638 | 1.7300e-003 | 0.0000 | 6.8070 |
| **Maximum** | **0.0670** | **0.0486** | **0.0465** | **8.0000e-005** | **3.4000e-004** | **2.7100e-003** | **3.0500e-003** | **9.0000e-005** | **2.5300e-003** | **2.6200e-003** | **0.0000** | **6.7638** | **6.7638** | **1.7300e-003** | **0.0000** | **6.8070** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| 1 | 2-24-2021 | 5-23-2021 | 0.1156 | 0.1156 |
| | | Highest | 0.1156 | 0.1156 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.0544 | 0.0000 | 1.7000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.3000e-004 | 3.3000e-004 | 0.0000 | 0.0000 | 3.5000e-004 |
| Energy | 1.4300e-003 | 0.0130 | 0.0109 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | 0.0000 | 107.3460 | 107.3460 | 2.4700e-003 | 7.1000e-004 | 107.6207 |
| Mobile | 0.0897 | 0.4813 | 1.0814 | 3.7800e-003 | 0.3019 | 3.1000e-003 | 0.3050 | 0.0809 | 2.9000e-003 | 0.0838 | 0.0000 | 349.2528 | 349.2528 | 0.0181 | 0.0000 | 349.7042 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 10.3525 | 0.0000 | 10.3525 | 0.6118 | 0.0000 | 25.6480 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.3985 | 13.8720 | 14.2705 | 0.0413 | 1.0300e-003 | 15.6100 |
| **Total** | **0.1455** | **0.4943** | **1.0925** | **3.8600e-003** | **0.3019** | **4.0800e-003** | **0.3060** | **0.0809** | **3.8800e-003** | **0.0848** | **10.7510** | **470.4712** | **481.2222** | **0.6736** | **1.7400e-003** | **498.5832** |

## 2.2 Overall Operational

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.0544 | 0.0000 | 1.7000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.3000e-004 | 3.3000e-004 | 0.0000 | 0.0000 | 3.5000e-004 |
| Energy | 1.4300e-003 | 0.0130 | 0.0109 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | 0.0000 | 107.3460 | 107.3460 | 2.4700e-003 | 7.1000e-004 | 107.6207 |
| Mobile | 0.0897 | 0.4813 | 1.0814 | 3.7800e-003 | 0.3019 | 3.1000e-003 | 0.3050 | 0.0809 | 2.9000e-003 | 0.0838 | 0.0000 | 349.2528 | 349.2528 | 0.0181 | 0.0000 | 349.7042 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 10.3525 | 0.0000 | 10.3525 | 0.6118 | 0.0000 | 25.6480 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.3985 | 13.8720 | 14.2705 | 0.0413 | 1.0300e-003 | 15.6100 |
| **Total** | **0.1455** | **0.4943** | **1.0925** | **3.8600e-003** | **0.3019** | **4.0800e-003** | **0.3060** | **0.0809** | **3.8800e-003** | **0.0848** | **10.7510** | **470.4712** | **481.2222** | **0.6736** | **1.7400e-003** | **498.5832** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | IGNORE Building Construction | Building Construction | 2/25/2021 | 3/10/2021 | 5 | 10 | |
| 2 | IGNORE Architectural Coating | Architectural Coating | 3/11/2021 | 3/24/2021 | 5 | 10 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 20,025; Non-Residential Outdoor: 6,675; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| IGNORE Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| IGNORE Building Construction | Cranes | 1 | 4.00 | 231 | 0.29 |
| IGNORE Building Construction | Forklifts | 2 | 6.00 | 89 | 0.20 |
| IGNORE Building Construction | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| IGNORE Building Construction | 5 | 4.00 | 2.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| IGNORE Architectural Coating | 1 | 1.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 IGNORE Building Construction - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 3.8700e-003 | 0.0399 | 0.0363 | 6.0000e-005 | | 2.2400e-003 | 2.2400e-003 | | 2.0600e-003 | 2.0600e-003 | 0.0000 | 5.0041 | 5.0041 | 1.6200e-003 | 0.0000 | 5.0446 |
| **Total** | **3.8700e-003** | **0.0399** | **0.0363** | **6.0000e-005** | | **2.2400e-003** | **2.2400e-003** | | **2.0600e-003** | **2.0600e-003** | **0.0000** | **5.0041** | **5.0041** | **1.6200e-003** | **0.0000** | **5.0446** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 3.0000e-005 | 9.7000e-004 | 2.4000e-004 | 0.0000 | 6.0000e-005 | 0.0000 | 6.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2442 | 0.2442 | 2.0000e-005 | 0.0000 | 0.2445 |
| Worker | 8.0000e-005 | 6.0000e-005 | 7.0000e-004 | 0.0000 | 2.2000e-004 | 0.0000 | 2.2000e-004 | 6.0000e-005 | 0.0000 | 6.0000e-005 | 0.0000 | 0.1911 | 0.1911 | 1.0000e-005 | 0.0000 | 0.1913 |
| **Total** | **1.1000e-004** | **1.0300e-003** | **9.4000e-004** | **0.0000** | **2.8000e-004** | **0.0000** | **2.8000e-004** | **8.0000e-005** | **0.0000** | **8.0000e-005** | **0.0000** | **0.4353** | **0.4353** | **3.0000e-005** | **0.0000** | **0.4358** |

## 3.2 IGNORE Building Construction - 2021

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 3.8700e-003 | 0.0399 | 0.0363 | 6.0000e-005 | | 2.2400e-003 | 2.2400e-003 | | 2.0600e-003 | 2.0600e-003 | 0.0000 | 5.0041 | 5.0041 | 1.6200e-003 | 0.0000 | 5.0446 |
| **Total** | **3.8700e-003** | **0.0399** | **0.0363** | **6.0000e-005** | | **2.2400e-003** | **2.2400e-003** | | **2.0600e-003** | **2.0600e-003** | **0.0000** | **5.0041** | **5.0041** | **1.6200e-003** | **0.0000** | **5.0446** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 3.0000e-005 | 9.7000e-004 | 2.4000e-004 | 0.0000 | 6.0000e-005 | 0.0000 | 6.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.2442 | 0.2442 | 2.0000e-005 | 0.0000 | 0.2445 |
| Worker | 8.0000e-005 | 6.0000e-005 | 7.0000e-004 | 0.0000 | 2.2000e-004 | 0.0000 | 2.2000e-004 | 6.0000e-005 | 0.0000 | 6.0000e-005 | 0.0000 | 0.1911 | 0.1911 | 1.0000e-005 | 0.0000 | 0.1913 |
| **Total** | **1.1000e-004** | **1.0300e-003** | **9.4000e-004** | **0.0000** | **2.8000e-004** | **0.0000** | **2.8000e-004** | **8.0000e-005** | **0.0000** | **8.0000e-005** | **0.0000** | **0.4353** | **0.4353** | **3.0000e-005** | **0.0000** | **0.4358** |

## 3.3 IGNORE Architectural Coating - 2021

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0619 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.0900e-003 | 7.6300e-003 | 9.0900e-003 | 1.0000e-005 | | 4.7000e-004 | 4.7000e-004 | | 4.7000e-004 | 4.7000e-004 | 0.0000 | 1.2766 | 1.2766 | 9.0000e-005 | 0.0000 | 1.2788 |
| **Total** | **0.0630** | **7.6300e-003** | **9.0900e-003** | **1.0000e-005** | | **4.7000e-004** | **4.7000e-004** | | **4.7000e-004** | **4.7000e-004** | **0.0000** | **1.2766** | **1.2766** | **9.0000e-005** | **0.0000** | **1.2788** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.0000e-005 | 2.0000e-005 | 1.7000e-004 | 0.0000 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0478 | 0.0478 | 0.0000 | 0.0000 | 0.0478 |
| **Total** | **2.0000e-005** | **2.0000e-005** | **1.7000e-004** | **0.0000** | **5.0000e-005** | **0.0000** | **6.0000e-005** | **1.0000e-005** | **0.0000** | **1.0000e-005** | **0.0000** | **0.0478** | **0.0478** | **0.0000** | **0.0000** | **0.0478** |

## 3.3 IGNORE Architectural Coating - 2021

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.0619 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.0900e-003 | 7.6300e-003 | 9.0900e-003 | 1.0000e-005 | | 4.7000e-004 | 4.7000e-004 | | 4.7000e-004 | 4.7000e-004 | 0.0000 | 1.2766 | 1.2766 | 9.0000e-005 | 0.0000 | 1.2788 |
| **Total** | **0.0630** | **7.6300e-003** | **9.0900e-003** | **1.0000e-005** | | **4.7000e-004** | **4.7000e-004** | | **4.7000e-004** | **4.7000e-004** | **0.0000** | **1.2766** | **1.2766** | **9.0000e-005** | **0.0000** | **1.2788** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.0000e-005 | 2.0000e-005 | 1.7000e-004 | 0.0000 | 5.0000e-005 | 0.0000 | 6.0000e-005 | 1.0000e-005 | 0.0000 | 1.0000e-005 | 0.0000 | 0.0478 | 0.0478 | 0.0000 | 0.0000 | 0.0478 |
| **Total** | **2.0000e-005** | **2.0000e-005** | **1.7000e-004** | **0.0000** | **5.0000e-005** | **0.0000** | **6.0000e-005** | **1.0000e-005** | **0.0000** | **1.0000e-005** | **0.0000** | **0.0478** | **0.0478** | **0.0000** | **0.0000** | **0.0478** |

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0897 | 0.4813 | 1.0814 | 3.7800e-003 | 0.3019 | 3.1000e-003 | 0.3050 | 0.0809 | 2.9000e-003 | 0.0838 | 0.0000 | 349.2528 | 349.2528 | 0.0181 | 0.0000 | 349.7042 |
| Unmitigated | 0.0897 | 0.4813 | 1.0814 | 3.7800e-003 | 0.3019 | 3.1000e-003 | 0.3050 | 0.0809 | 2.9000e-003 | 0.0838 | 0.0000 | 349.2528 | 349.2528 | 0.0181 | 0.0000 | 349.7042 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Automobile Care Center | 322.94 | 322.94 | 322.94 | 794,630 | 794,630 |
| Total | 322.94 | 322.94 | 322.94 | 794,630 | 794,630 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Automobile Care Center | 0.00 | 6.76 | 6.90 | 0.00 | 100.00 | 0.00 | 100 | 0 | 0 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Automobile Care Center | 0.548858 | 0.043235 | 0.200706 | 0.120309 | 0.016131 | 0.005851 | 0.021034 | 0.033479 | 0.002070 | 0.001877 | 0.004817 | 0.000707 | 0.000925 |

## 5.0 Energy Detail

Historical Energy Use: Y

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 93.2404 | 93.2404 | 2.2000e-003 | 4.6000e-004 | 93.4312 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 93.2404 | 93.2404 | 2.2000e-003 | 4.6000e-004 | 93.4312 |
| NaturalGas Mitigated | 1.4300e-003 | 0.0130 | 0.0109 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | 0.0000 | 14.1057 | 14.1057 | 2.7000e-004 | 2.6000e-004 | 14.1895 |
| NaturalGas Unmitigated | 1.4300e-003 | 0.0130 | 0.0109 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | 0.0000 | 14.1057 | 14.1057 | 2.7000e-004 | 2.6000e-004 | 14.1895 |

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Automobile Care Center | 264330 | 1.4300e-003 | 0.0130 | 0.0109 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | 0.0000 | 14.1057 | 14.1057 | 2.7000e-004 | 2.6000e-004 | 14.1895 |
| **Total** | | **1.4300e-003** | **0.0130** | **0.0109** | **8.0000e-005** | | **9.8000e-004** | **9.8000e-004** | | **9.8000e-004** | **9.8000e-004** | **0.0000** | **14.1057** | **14.1057** | **2.7000e-004** | **2.6000e-004** | **14.1895** |

### Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Automobile Care Center | 264330 | 1.4300e-003 | 0.0130 | 0.0109 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | 0.0000 | 14.1057 | 14.1057 | 2.7000e-004 | 2.6000e-004 | 14.1895 |
| **Total** | | **1.4300e-003** | **0.0130** | **0.0109** | **8.0000e-005** | | **9.8000e-004** | **9.8000e-004** | | **9.8000e-004** | **9.8000e-004** | **0.0000** | **14.1057** | **14.1057** | **2.7000e-004** | **2.6000e-004** | **14.1895** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Automobile Care Center | 167409 | 93.2404 | 2.2000e-003 | 4.6000e-004 | 93.4312 |
| **Total** | | **93.2404** | **2.2000e-003** | **4.6000e-004** | **93.4312** |

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Automobile Care Center | 167409 | 93.2404 | 2.2000e-003 | 4.6000e-004 | 93.4312 |
| **Total** | | **93.2404** | **2.2000e-003** | **4.6000e-004** | **93.4312** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0544 | 0.0000 | 1.7000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.3000e-004 | 3.3000e-004 | 0.0000 | 0.0000 | 3.5000e-004 |
| Unmitigated | 0.0544 | 0.0000 | 1.7000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.3000e-004 | 3.3000e-004 | 0.0000 | 0.0000 | 3.5000e-004 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 6.1900e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0482 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 2.0000e-005 | 0.0000 | 1.7000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.3000e-004 | 3.3000e-004 | 0.0000 | 0.0000 | 3.5000e-004 |
| **Total** | **0.0545** | **0.0000** | **1.7000e-004** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **3.3000e-004** | **3.3000e-004** | **0.0000** | **0.0000** | **3.5000e-004** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 6.1900e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0482 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 2.0000e-005 | 0.0000 | 1.7000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3.3000e-004 | 3.3000e-004 | 0.0000 | 0.0000 | 3.5000e-004 |
| **Total** | **0.0545** | **0.0000** | **1.7000e-004** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **3.3000e-004** | **3.3000e-004** | **0.0000** | **0.0000** | **3.5000e-004** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 14.2705 | 0.0413 | 1.0300e-003 | 15.6100 |
| Unmitigated | 14.2705 | 0.0413 | 1.0300e-003 | 15.6100 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Automobile Care Center | 1.25598 / 0.769796 | 14.2705 | 0.0413 | 1.0300e-003 | 15.6100 |
| **Total** | | **14.2705** | **0.0413** | **1.0300e-003** | **15.6100** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Automobile Care Center | 1.25598 / 0.769796 | 14.2705 | 0.0413 | 1.0300e-003 | 15.6100 |
| **Total** | | **14.2705** | **0.0413** | **1.0300e-003** | **15.6100** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 10.3525 | 0.6118 | 0.0000 | 25.6480 |
| Unmitigated | 10.3525 | 0.6118 | 0.0000 | 25.6480 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Automobile Care Center | 51 | 10.3525 | 0.6118 | 0.0000 | 25.6480 |
| **Total** | | **10.3525** | **0.6118** | **0.0000** | **25.6480** |

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Automobile Care Center | 51 | 10.3525 | 0.6118 | 0.0000 | 25.6480 |
| **Total** | | **10.3525** | **0.6118** | **0.0000** | **25.6480** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

### Fire Pumps and Emergency Generators

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

### Boilers

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

### User Defined Equipment

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# 3225 Sunset Boulevard - Existing Conditions

**South Coast AQMD Air District, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Automobile Care Center | 13.35 | 1000sqft | 0.52 | 13,350.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 11 | | | **Operational Year** | 2021 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing Conditions: 13,350 sf auro repair facility

Construction Phase - IGNORE CONSTRUCTION EMISSIONS FOR EXISTING CONDITONS SCENARIO.

Vehicle Trips - Trip rates based on LADOT Calculator and 01.22.2021 MOU

Energy Use - Historical Title24 assumed for Existing Conditions scenario.

3225 Sunset Boulevard - Existing Conditions - South Coast AQMD Air District, Summer

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 5.00 | 10.00 |
| tblConstructionPhase | NumDays | 100.00 | 10.00 |
| tblConstructionPhase | PhaseEndDate | 8/13/2021 | 3/24/2021 |
| tblConstructionPhase | PhaseEndDate | 7/30/2021 | 3/10/2021 |
| tblConstructionPhase | PhaseStartDate | 8/7/2021 | 3/11/2021 |
| tblConstructionPhase | PhaseStartDate | 3/13/2021 | 2/25/2021 |
| tblLandUse | LotAcreage | 0.31 | 0.52 |
| tblVehicleTrips | CC_TL | 8.40 | 6.76 |
| tblVehicleTrips | CC_TTP | 48.00 | 100.00 |
| tblVehicleTrips | CNW_TTP | 19.00 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TTP | 33.00 | 0.00 |
| tblVehicleTrips | DV_TP | 51.00 | 0.00 |
| tblVehicleTrips | PB_TP | 28.00 | 0.00 |
| tblVehicleTrips | PR_TP | 21.00 | 100.00 |
| tblVehicleTrips | ST_TR | 23.72 | 24.19 |
| tblVehicleTrips | SU_TR | 11.88 | 24.19 |
| tblVehicleTrips | WD_TR | 23.72 | 24.19 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2021 | 12.5986 | 8.1867 | 7.4596 | 0.0123 | 0.0575 | 0.4483 | 0.5058 | 0.0156 | 0.4124 | 0.4279 | 0.0000 | 1,201.9996 | 1,201.9996 | 0.3613 | 0.0000 | 1,211.0318 |
| **Maximum** | **12.5986** | **8.1867** | **7.4596** | **0.0123** | **0.0575** | **0.4483** | **0.5058** | **0.0156** | **0.4124** | **0.4279** | **0.0000** | **1,201.9996** | **1,201.9996** | **0.3613** | **0.0000** | **1,211.0318** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2021 | 12.5986 | 8.1867 | 7.4596 | 0.0123 | 0.0575 | 0.4483 | 0.5058 | 0.0156 | 0.4124 | 0.4279 | 0.0000 | 1,201.9996 | 1,201.9996 | 0.3613 | 0.0000 | 1,211.0318 |
| **Maximum** | **12.5986** | **8.1867** | **7.4596** | **0.0123** | **0.0575** | **0.4483** | **0.5058** | **0.0156** | **0.4124** | **0.4279** | **0.0000** | **1,201.9996** | **1,201.9996** | **0.3613** | **0.0000** | **1,211.0318** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.2984 | 1.0000e-005 | 1.3700e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.9200e-003 | 2.9200e-003 | 1.0000e-005 | | 3.1200e-003 |
| Energy | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.4000e-003 | 5.4000e-003 | | 5.4000e-003 | 5.4000e-003 | | 85.1990 | 85.1990 | 1.6300e-003 | 1.5600e-003 | 85.7053 |
| Mobile | 0.5322 | 2.5605 | 6.1830 | 0.0216 | 1.6896 | 0.0170 | 1.7066 | 0.4521 | 0.0159 | 0.4680 | | 2,201.7655 | 2,201.7655 | 0.1097 | | 2,204.5077 |
| **Total** | **0.8383** | **2.6315** | **6.2440** | **0.0221** | **1.6896** | **0.0224** | **1.7120** | **0.4521** | **0.0213** | **0.4734** | | **2,286.9675** | **2,286.9675** | **0.1113** | **1.5600e-003** | **2,290.2162** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.2984 | 1.0000e-005 | 1.3700e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.9200e-003 | 2.9200e-003 | 1.0000e-005 | | 3.1200e-003 |
| Energy | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.4000e-003 | 5.4000e-003 | | 5.4000e-003 | 5.4000e-003 | | 85.1990 | 85.1990 | 1.6300e-003 | 1.5600e-003 | 85.7053 |
| Mobile | 0.5322 | 2.5605 | 6.1830 | 0.0216 | 1.6896 | 0.0170 | 1.7066 | 0.4521 | 0.0159 | 0.4680 | | 2,201.7655 | 2,201.7655 | 0.1097 | | 2,204.5077 |
| **Total** | **0.8383** | **2.6315** | **6.2440** | **0.0221** | **1.6896** | **0.0224** | **1.7120** | **0.4521** | **0.0213** | **0.4734** | | **2,286.9675** | **2,286.9675** | **0.1113** | **1.5600e-003** | **2,290.2162** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | IGNORE Building Construction | Building Construction | 2/25/2021 | 3/10/2021 | 5 | 10 | |
| 2 | IGNORE Architectural Coating | Architectural Coating | 3/11/2021 | 3/24/2021 | 5 | 10 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 20,025; Non-Residential Outdoor: 6,675; Striped Parking Area: 0 (Architectural Coating – sqft)**

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| IGNORE Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| IGNORE Building Construction | Cranes | 1 | 4.00 | 231 | 0.29 |
| IGNORE Building Construction | Forklifts | 2 | 6.00 | 89 | 0.20 |
| IGNORE Building Construction | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

### Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| IGNORE Building Construction | 5 | 4.00 | 2.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| IGNORE Architectural Coating | 1 | 1.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 IGNORE Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.7750 | 7.9850 | 7.2637 | 0.0114 | | 0.4475 | 0.4475 | | 0.4117 | 0.4117 | | 1,103.2158 | 1,103.2158 | 0.3568 | | 1,112.1358 |
| **Total** | **0.7750** | **7.9850** | **7.2637** | **0.0114** | | **0.4475** | **0.4475** | | **0.4117** | **0.4117** | | **1,103.2158** | **1,103.2158** | **0.3568** | | **1,112.1358** |

## 3.2 IGNORE Building Construction - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 5.5700e-003 | 0.1908 | 0.0453 | 5.1000e-004 | 0.0128 | 3.8000e-004 | 0.0132 | 3.6900e-003 | 3.7000e-004 | 4.0500e-003 | | 54.4877 | 54.4877 | 3.3000e-003 | | 54.5701 |
| Worker | 0.0169 | 0.0110 | 0.1507 | 4.4000e-004 | 0.0447 | 3.3000e-004 | 0.0450 | 0.0119 | 3.0000e-004 | 0.0122 | | 44.2961 | 44.2961 | 1.1900e-003 | | 44.3259 |
| **Total** | **0.0225** | **0.2017** | **0.1960** | **9.5000e-004** | **0.0575** | **7.1000e-004** | **0.0582** | **0.0156** | **6.7000e-004** | **0.0162** | | **98.7838** | **98.7838** | **4.4900e-003** | | **98.8960** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.7750 | 7.9850 | 7.2637 | 0.0114 | | 0.4475 | 0.4475 | | 0.4117 | 0.4117 | 0.0000 | 1,103.2158 | 1,103.2158 | 0.3568 | | 1,112.1358 |
| **Total** | **0.7750** | **7.9850** | **7.2637** | **0.0114** | | **0.4475** | **0.4475** | | **0.4117** | **0.4117** | **0.0000** | **1,103.2158** | **1,103.2158** | **0.3568** | | **1,112.1358** |

## 3.2 IGNORE Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 5.5700e-003 | 0.1908 | 0.0453 | 5.1000e-004 | 0.0128 | 3.8000e-004 | 0.0132 | 3.6900e-003 | 3.7000e-004 | 4.0500e-003 | | 54.4877 | 54.4877 | 3.3000e-003 | | 54.5701 |
| Worker | 0.0169 | 0.0110 | 0.1507 | 4.4000e-004 | 0.0447 | 3.3000e-004 | 0.0450 | 0.0119 | 3.0000e-004 | 0.0122 | | 44.2961 | 44.2961 | 1.1900e-003 | | 44.3259 |
| **Total** | **0.0225** | **0.2017** | **0.1960** | **9.5000e-004** | **0.0575** | **7.1000e-004** | **0.0582** | **0.0156** | **6.7000e-004** | **0.0162** | | **98.7838** | **98.7838** | **4.4900e-003** | | **98.8960** |

## 3.3 IGNORE Architectural Coating - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 12.3755 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **12.5944** | **1.5268** | **1.8176** | **2.9700e-003** | | **0.0941** | **0.0941** | | **0.0941** | **0.0941** | | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

## 3.3 IGNORE Architectural Coating - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 4.2200e-003 | 2.7400e-003 | 0.0377 | 1.1000e-004 | 0.0112 | 8.0000e-005 | 0.0113 | 2.9600e-003 | 8.0000e-005 | 3.0400e-003 | | 11.0740 | 11.0740 | 3.0000e-004 | | 11.0815 |
| **Total** | **4.2200e-003** | **2.7400e-003** | **0.0377** | **1.1000e-004** | **0.0112** | **8.0000e-005** | **0.0113** | **2.9600e-003** | **8.0000e-005** | **3.0400e-003** | | **11.0740** | **11.0740** | **3.0000e-004** | | **11.0815** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 12.3755 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **12.5944** | **1.5268** | **1.8176** | **2.9700e-003** | | **0.0941** | **0.0941** | | **0.0941** | **0.0941** | **0.0000** | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

### 3.3 IGNORE Architectural Coating - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 4.2200e-003 | 2.7400e-003 | 0.0377 | 1.1000e-004 | 0.0112 | 8.0000e-005 | 0.0113 | 2.9600e-003 | 8.0000e-005 | 3.0400e-003 | | 11.0740 | 11.0740 | 3.0000e-004 | | 11.0815 |
| **Total** | **4.2200e-003** | **2.7400e-003** | **0.0377** | **1.1000e-004** | **0.0112** | **8.0000e-005** | **0.0113** | **2.9600e-003** | **8.0000e-005** | **3.0400e-003** | | **11.0740** | **11.0740** | **3.0000e-004** | | **11.0815** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.5322 | 2.5605 | 6.1830 | 0.0216 | 1.6896 | 0.0170 | 1.7066 | 0.4521 | 0.0159 | 0.4680 | | 2,201.7655 | 2,201.7655 | 0.1097 | | 2,204.5077 |
| Unmitigated | 0.5322 | 2.5605 | 6.1830 | 0.0216 | 1.6896 | 0.0170 | 1.7066 | 0.4521 | 0.0159 | 0.4680 | | 2,201.7655 | 2,201.7655 | 0.1097 | | 2,204.5077 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Automobile Care Center | 322.94 | 322.94 | 322.94 | 794,630 | 794,630 |
| Total | 322.94 | 322.94 | 322.94 | 794,630 | 794,630 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Automobile Care Center | 0.00 | 6.76 | 6.90 | 0.00 | 100.00 | 0.00 | 100 | 0 | 0 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Automobile Care Center | 0.548858 | 0.043235 | 0.200706 | 0.120309 | 0.016131 | 0.005851 | 0.021034 | 0.033479 | 0.002070 | 0.001877 | 0.004817 | 0.000707 | 0.000925 |

# 5.0 Energy Detail

Historical Energy Use: Y

## 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.4000e-003 | 5.4000e-003 | | 5.4000e-003 | 5.4000e-003 | | 85.1990 | 85.1990 | 1.6300e-003 | 1.5600e-003 | 85.7053 |
| NaturalGas Unmitigated | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.4000e-003 | 5.4000e-003 | | 5.4000e-003 | 5.4000e-003 | | 85.1990 | 85.1990 | 1.6300e-003 | 1.5600e-003 | 85.7053 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Automobile Care Center | 724.192 | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.4000e-003 | 5.4000e-003 | | 5.4000e-003 | 5.4000e-003 | | 85.1990 | 85.1990 | 1.6300e-003 | 1.5600e-003 | 85.7053 |
| **Total** | | **7.8100e-003** | **0.0710** | **0.0596** | **4.3000e-004** | | **5.4000e-003** | **5.4000e-003** | | **5.4000e-003** | **5.4000e-003** | | **85.1990** | **85.1990** | **1.6300e-003** | **1.5600e-003** | **85.7053** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Automobile Care Center | 0.724192 | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.4000e-003 | 5.4000e-003 | | 5.4000e-003 | 5.4000e-003 | | 85.1990 | 85.1990 | 1.6300e-003 | 1.5600e-003 | 85.7053 |
| **Total** | | **7.8100e-003** | **0.0710** | **0.0596** | **4.3000e-004** | | **5.4000e-003** | **5.4000e-003** | | **5.4000e-003** | **5.4000e-003** | | **85.1990** | **85.1990** | **1.6300e-003** | **1.5600e-003** | **85.7053** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.2984 | 1.0000e-005 | 1.3700e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.9200e-003 | 2.9200e-003 | 1.0000e-005 | | 3.1200e-003 |
| Unmitigated | 0.2984 | 1.0000e-005 | 1.3700e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.9200e-003 | 2.9200e-003 | 1.0000e-005 | | 3.1200e-003 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0339 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.2643 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.3000e-004 | 1.0000e-005 | 1.3700e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.9200e-003 | 2.9200e-003 | 1.0000e-005 | | 3.1200e-003 |
| **Total** | **0.2984** | **1.0000e-005** | **1.3700e-003** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | | **2.9200e-003** | **2.9200e-003** | **1.0000e-005** | | **3.1200e-003** |

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0339 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.2643 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.3000e-004 | 1.0000e-005 | 1.3700e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.9200e-003 | 2.9200e-003 | 1.0000e-005 | | 3.1200e-003 |
| **Total** | **0.2984** | **1.0000e-005** | **1.3700e-003** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | | **2.9200e-003** | **2.9200e-003** | **1.0000e-005** | | **3.1200e-003** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# 3225 Sunset Boulevard - Existing Conditions

**South Coast AQMD Air District, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Automobile Care Center | 13.35 | 1000sqft | 0.52 | 13,350.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 11 | | | **Operational Year** | 2021 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing Conditions: 13,350 sf auro repair facility

Construction Phase - IGNORE CONSTRUCTION EMISSIONS FOR EXISTING CONDITONS SCENARIO.

Vehicle Trips - Trip rates based on LADOT Calculator and 01.22.2021 MOU

Energy Use - Historical Title24 assumed for Existing Conditions scenario.

3225 Sunset Boulevard - Existing Conditions - South Coast AQMD Air District, Winter

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 5.00 | 10.00 |
| tblConstructionPhase | NumDays | 100.00 | 10.00 |
| tblConstructionPhase | PhaseEndDate | 8/13/2021 | 3/24/2021 |
| tblConstructionPhase | PhaseEndDate | 7/30/2021 | 3/10/2021 |
| tblConstructionPhase | PhaseStartDate | 8/7/2021 | 3/11/2021 |
| tblConstructionPhase | PhaseStartDate | 3/13/2021 | 2/25/2021 |
| tblLandUse | LotAcreage | 0.31 | 0.52 |
| tblVehicleTrips | CC_TL | 8.40 | 6.76 |
| tblVehicleTrips | CC_TTP | 48.00 | 100.00 |
| tblVehicleTrips | CNW_TTP | 19.00 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TTP | 33.00 | 0.00 |
| tblVehicleTrips | DV_TP | 51.00 | 0.00 |
| tblVehicleTrips | PB_TP | 28.00 | 0.00 |
| tblVehicleTrips | PR_TP | 21.00 | 100.00 |
| tblVehicleTrips | ST_TR | 23.72 | 24.19 |
| tblVehicleTrips | SU_TR | 11.88 | 24.19 |
| tblVehicleTrips | WD_TR | 23.72 | 24.19 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2021 | 12.5990 | 8.1871 | 7.4497 | 0.0123 | 0.0575 | 0.4483 | 0.5058 | 0.0156 | 0.4124 | 0.4280 | 0.0000 | 1,197.5525 | 1,197.5525 | 0.3615 | 0.0000 | 1,206.5888 |
| **Maximum** | **12.5990** | **8.1871** | **7.4497** | **0.0123** | **0.0575** | **0.4483** | **0.5058** | **0.0156** | **0.4124** | **0.4280** | **0.0000** | **1,197.5525** | **1,197.5525** | **0.3615** | **0.0000** | **1,206.5888** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2021 | 12.5990 | 8.1871 | 7.4497 | 0.0123 | 0.0575 | 0.4483 | 0.5058 | 0.0156 | 0.4124 | 0.4280 | 0.0000 | 1,197.5525 | 1,197.5525 | 0.3615 | 0.0000 | 1,206.5888 |
| **Maximum** | **12.5990** | **8.1871** | **7.4497** | **0.0123** | **0.0575** | **0.4483** | **0.5058** | **0.0156** | **0.4124** | **0.4280** | **0.0000** | **1,197.5525** | **1,197.5525** | **0.3615** | **0.0000** | **1,206.5888** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.2984 | 1.0000e-005 | 1.3700e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.9200e-003 | 2.9200e-003 | 1.0000e-005 | | 3.1200e-003 |
| Energy | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.4000e-003 | 5.4000e-003 | | 5.4000e-003 | 5.4000e-003 | | 85.1990 | 85.1990 | 1.6300e-003 | 1.5600e-003 | 85.7053 |
| Mobile | 0.5050 | 2.5982 | 5.8689 | 0.0205 | 1.6896 | 0.0171 | 1.7068 | 0.4521 | 0.0160 | 0.4681 | | 2,082.8182 | 2,082.8182 | 0.1104 | | 2,085.5791 |
| **Total** | **0.8112** | **2.6692** | **5.9300** | **0.0209** | **1.6896** | **0.0225** | **1.7122** | **0.4521** | **0.0214** | **0.4735** | | **2,168.0202** | **2,168.0202** | **0.1121** | **1.5600e-003** | **2,171.2875** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 0.2984 | 1.0000e-005 | 1.3700e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.9200e-003 | 2.9200e-003 | 1.0000e-005 | | 3.1200e-003 |
| Energy | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.4000e-003 | 5.4000e-003 | | 5.4000e-003 | 5.4000e-003 | | 85.1990 | 85.1990 | 1.6300e-003 | 1.5600e-003 | 85.7053 |
| Mobile | 0.5050 | 2.5982 | 5.8689 | 0.0205 | 1.6896 | 0.0171 | 1.7068 | 0.4521 | 0.0160 | 0.4681 | | 2,082.8182 | 2,082.8182 | 0.1104 | | 2,085.5791 |
| **Total** | **0.8112** | **2.6692** | **5.9300** | **0.0209** | **1.6896** | **0.0225** | **1.7122** | **0.4521** | **0.0214** | **0.4735** | | **2,168.0202** | **2,168.0202** | **0.1121** | **1.5600e-003** | **2,171.2875** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | IGNORE Building Construction | Building Construction | 2/25/2021 | 3/10/2021 | 5 | 10 | |
| 2 | IGNORE Architectural Coating | Architectural Coating | 3/11/2021 | 3/24/2021 | 5 | 10 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 20,025; Non-Residential Outdoor: 6,675; Striped Parking Area: 0 (Architectural Coating – sqft)**

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| IGNORE Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| IGNORE Building Construction | Cranes | 1 | 4.00 | 231 | 0.29 |
| IGNORE Building Construction | Forklifts | 2 | 6.00 | 89 | 0.20 |
| IGNORE Building Construction | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

### Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| IGNORE Building Construction | 5 | 4.00 | 2.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| IGNORE Architectural Coating | 1 | 1.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 IGNORE Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.7750 | 7.9850 | 7.2637 | 0.0114 | | 0.4475 | 0.4475 | | 0.4117 | 0.4117 | | 1,103.2158 | 1,103.2158 | 0.3568 | | 1,112.1358 |
| **Total** | **0.7750** | **7.9850** | **7.2637** | **0.0114** | | **0.4475** | **0.4475** | | **0.4117** | **0.4117** | | **1,103.2158** | **1,103.2158** | **0.3568** | | **1,112.1358** |

## 3.2 IGNORE Building Construction - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 5.8600e-003 | 0.1902 | 0.0507 | 5.0000e-004 | 0.0128 | 4.0000e-004 | 0.0132 | 3.6900e-003 | 3.8000e-004 | 4.0600e-003 | | 52.9100 | 52.9100 | 3.5400e-003 | | 52.9985 |
| Worker | 0.0185 | 0.0120 | 0.1354 | 4.2000e-004 | 0.0447 | 3.3000e-004 | 0.0450 | 0.0119 | 3.0000e-004 | 0.0122 | | 41.4267 | 41.4267 | 1.1100e-003 | | 41.4545 |
| **Total** | **0.0243** | **0.2021** | **0.1861** | **9.2000e-004** | **0.0575** | **7.3000e-004** | **0.0582** | **0.0156** | **6.8000e-004** | **0.0162** | | **94.3368** | **94.3368** | **4.6500e-003** | | **94.4530** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.7750 | 7.9850 | 7.2637 | 0.0114 | | 0.4475 | 0.4475 | | 0.4117 | 0.4117 | 0.0000 | 1,103.2158 | 1,103.2158 | 0.3568 | | 1,112.1358 |
| **Total** | **0.7750** | **7.9850** | **7.2637** | **0.0114** | | **0.4475** | **0.4475** | | **0.4117** | **0.4117** | **0.0000** | **1,103.2158** | **1,103.2158** | **0.3568** | | **1,112.1358** |

## 3.2 IGNORE Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 5.8600e-003 | 0.1902 | 0.0507 | 5.0000e-004 | 0.0128 | 4.0000e-004 | 0.0132 | 3.6900e-003 | 3.8000e-004 | 4.0600e-003 | | 52.9100 | 52.9100 | 3.5400e-003 | | 52.9985 |
| Worker | 0.0185 | 0.0120 | 0.1354 | 4.2000e-004 | 0.0447 | 3.3000e-004 | 0.0450 | 0.0119 | 3.0000e-004 | 0.0122 | | 41.4267 | 41.4267 | 1.1100e-003 | | 41.4545 |
| **Total** | **0.0243** | **0.2021** | **0.1861** | **9.2000e-004** | **0.0575** | **7.3000e-004** | **0.0582** | **0.0156** | **6.8000e-004** | **0.0162** | | **94.3368** | **94.3368** | **4.6500e-003** | | **94.4530** |

## 3.3 IGNORE Architectural Coating - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 12.3755 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **12.5944** | **1.5268** | **1.8176** | **2.9700e-003** | | **0.0941** | **0.0941** | | **0.0941** | **0.0941** | | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

## 3.3 IGNORE Architectural Coating - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 4.6100e-003 | 3.0000e-003 | 0.0339 | 1.0000e-004 | 0.0112 | 8.0000e-005 | 0.0113 | 2.9600e-003 | 8.0000e-005 | 3.0400e-003 | | 10.3567 | 10.3567 | 2.8000e-004 | | 10.3636 |
| **Total** | **4.6100e-003** | **3.0000e-003** | **0.0339** | **1.0000e-004** | **0.0112** | **8.0000e-005** | **0.0113** | **2.9600e-003** | **8.0000e-005** | **3.0400e-003** | | **10.3567** | **10.3567** | **2.8000e-004** | | **10.3636** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 12.3755 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **12.5944** | **1.5268** | **1.8176** | **2.9700e-003** | | **0.0941** | **0.0941** | | **0.0941** | **0.0941** | **0.0000** | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

### 3.3 IGNORE Architectural Coating - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 4.6100e-003 | 3.0000e-003 | 0.0339 | 1.0000e-004 | 0.0112 | 8.0000e-005 | 0.0113 | 2.9600e-003 | 8.0000e-005 | 3.0400e-003 | | 10.3567 | 10.3567 | 2.8000e-004 | | 10.3636 |
| **Total** | **4.6100e-003** | **3.0000e-003** | **0.0339** | **1.0000e-004** | **0.0112** | **8.0000e-005** | **0.0113** | **2.9600e-003** | **8.0000e-005** | **3.0400e-003** | | **10.3567** | **10.3567** | **2.8000e-004** | | **10.3636** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.5050 | 2.5982 | 5.8689 | 0.0205 | 1.6896 | 0.0171 | 1.7068 | 0.4521 | 0.0160 | 0.4681 | | 2,082.8182 | 2,082.8182 | 0.1104 | | 2,085.5791 |
| Unmitigated | 0.5050 | 2.5982 | 5.8689 | 0.0205 | 1.6896 | 0.0171 | 1.7068 | 0.4521 | 0.0160 | 0.4681 | | 2,082.8182 | 2,082.8182 | 0.1104 | | 2,085.5791 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Automobile Care Center | 322.94 | 322.94 | 322.94 | 794,630 | 794,630 |
| Total | 322.94 | 322.94 | 322.94 | 794,630 | 794,630 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Automobile Care Center | 0.00 | 6.76 | 6.90 | 0.00 | 100.00 | 0.00 | 100 | 0 | 0 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Automobile Care Center | 0.548858 | 0.043235 | 0.200706 | 0.120309 | 0.016131 | 0.005851 | 0.021034 | 0.033479 | 0.002070 | 0.001877 | 0.004817 | 0.000707 | 0.000925 |

# 5.0 Energy Detail

Historical Energy Use: Y

## 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.4000e-003 | 5.4000e-003 | | 5.4000e-003 | 5.4000e-003 | | 85.1990 | 85.1990 | 1.6300e-003 | 1.5600e-003 | 85.7053 |
| NaturalGas Unmitigated | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.4000e-003 | 5.4000e-003 | | 5.4000e-003 | 5.4000e-003 | | 85.1990 | 85.1990 | 1.6300e-003 | 1.5600e-003 | 85.7053 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Automobile Care Center | 724.192 | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.4000e-003 | 5.4000e-003 | | 5.4000e-003 | 5.4000e-003 | | 85.1990 | 85.1990 | 1.6300e-003 | 1.5600e-003 | 85.7053 |
| **Total** | | **7.8100e-003** | **0.0710** | **0.0596** | **4.3000e-004** | | **5.4000e-003** | **5.4000e-003** | | **5.4000e-003** | **5.4000e-003** | | **85.1990** | **85.1990** | **1.6300e-003** | **1.5600e-003** | **85.7053** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Automobile Care Center | 0.724192 | 7.8100e-003 | 0.0710 | 0.0596 | 4.3000e-004 | | 5.4000e-003 | 5.4000e-003 | | 5.4000e-003 | 5.4000e-003 | | 85.1990 | 85.1990 | 1.6300e-003 | 1.5600e-003 | 85.7053 |
| **Total** | | **7.8100e-003** | **0.0710** | **0.0596** | **4.3000e-004** | | **5.4000e-003** | **5.4000e-003** | | **5.4000e-003** | **5.4000e-003** | | **85.1990** | **85.1990** | **1.6300e-003** | **1.5600e-003** | **85.7053** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.2984 | 1.0000e-005 | 1.3700e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.9200e-003 | 2.9200e-003 | 1.0000e-005 | | 3.1200e-003 |
| Unmitigated | 0.2984 | 1.0000e-005 | 1.3700e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.9200e-003 | 2.9200e-003 | 1.0000e-005 | | 3.1200e-003 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0339 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.2643 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.3000e-004 | 1.0000e-005 | 1.3700e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.9200e-003 | 2.9200e-003 | 1.0000e-005 | | 3.1200e-003 |
| **Total** | **0.2984** | **1.0000e-005** | **1.3700e-003** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | | **2.9200e-003** | **2.9200e-003** | **1.0000e-005** | | **3.1200e-003** |

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0339 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.2643 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 1.3000e-004 | 1.0000e-005 | 1.3700e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.9200e-003 | 2.9200e-003 | 1.0000e-005 | | 3.1200e-003 |
| **Total** | **0.2984** | **1.0000e-005** | **1.3700e-003** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | | **2.9200e-003** | **2.9200e-003** | **1.0000e-005** | | **3.1200e-003** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# 3225 Sunset Boulevard Project

**South Coast AQMD Air District, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Office Building | 4.60 | 1000sqft | 0.00 | 4,600.00 | 0 |
| User Defined Commercial | 1.00 | User Defined Unit | 0.00 | 0.00 | 0 |
| Enclosed Parking with Elevator | 70.00 | Space | 0.00 | 15,600.00 | 0 |
| High Turnover (Sit Down Restaurant) | 2.90 | 1000sqft | 0.00 | 2,900.00 | 0 |
| Apartments Mid Rise | 82.00 | Dwelling Unit | 0.52 | 75,286.00 | 235 |
| Regional Shopping Center | 2.50 | 1000sqft | 0.00 | 2,500.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 11 | | | **Operational Year** | 2024 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

3225 Sunset Boulevard Project - South Coast AQMD Air District, Annual

Project Characteristics -

Land Use - Project data per May 2021 Site Plans

Construction Phase - Assumes 18-month construction timeline.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Demolition - 13,350sf auto repair facility to be demolished.

Vehicle Trips - Trips rates adjusted based on LADOT Calculator and Project MOU (01.22.2021)

Woodstoves - No woodstoves or fireplaces proposed.

Sequestration -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation - 2019 Title 24 Standards approximately 7% more efficient than 2016 Title 24

Water Mitigation -

Waste Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblArchitecturalCoating | ConstArea_Nonresidential_Exterior | 4,607.00 | 5,000.00 |
| tblArchitecturalCoating | ConstArea_Nonresidential_Interior | 13,821.00 | 15,000.00 |
| tblArchitecturalCoating | ConstArea_Residential_Exterior | 51,567.00 | 48,647.00 |
| tblArchitecturalCoating | ConstArea_Residential_Interior | 154,702.00 | 145,942.00 |
| tblAreaCoating | Area_Nonresidential_Exterior | 4607 | 5000 |
| tblAreaCoating | Area_Nonresidential_Interior | 13821 | 15000 |
| tblAreaCoating | Area_Residential_Exterior | 51567 | 48647 |
| tblAreaCoating | Area_Residential_Interior | 154702 | 145942 |
| tblConstructionPhase | NumDays | 5.00 | 86.00 |
| tblConstructionPhase | NumDays | 100.00 | 261.00 |

3225 Sunset Boulevard Project - South Coast AQMD Air District, Annual

| | | | |
|---|---|---|---|
| tblConstructionPhase | NumDays | 10.00 | 22.00 |
| tblConstructionPhase | NumDays | 1.00 | 22.00 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 69.70 | 0.00 |
| tblFireplaces | NumberNoFireplace | 8.20 | 0.00 |
| tblFireplaces | NumberWood | 4.10 | 0.00 |
| tblLandUse | LandUseSquareFeet | 28,000.00 | 15,600.00 |
| tblLandUse | LandUseSquareFeet | 82,000.00 | 75,286.00 |
| tblLandUse | LotAcreage | 0.11 | 0.00 |
| tblLandUse | LotAcreage | 0.63 | 0.00 |
| tblLandUse | LotAcreage | 0.07 | 0.00 |
| tblLandUse | LotAcreage | 2.16 | 0.52 |
| tblLandUse | LotAcreage | 0.06 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 4.00 |
| tblSequestration | NumberOfNewTrees | 0.00 | 21.00 |
| tblVehicleTrips | CC_TL | 8.40 | 0.00 |
| tblVehicleTrips | CC_TL | 8.40 | 0.00 |
| tblVehicleTrips | CC_TL | 8.40 | 0.00 |
| tblVehicleTrips | CC_TL | 8.40 | 6.75 |
| tblVehicleTrips | CC_TTP | 48.00 | 0.00 |
| tblVehicleTrips | CC_TTP | 72.50 | 0.00 |
| tblVehicleTrips | CC_TTP | 64.70 | 0.00 |
| tblVehicleTrips | CC_TTP | 0.00 | 100.00 |
| tblVehicleTrips | CNW_TL | 6.90 | 0.00 |
| tblVehicleTrips | CNW_TL | 6.90 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | CNW_TL | 6.90 | 0.00 |
| tblVehicleTrips | CNW_TL | 6.90 | 0.00 |
| tblVehicleTrips | CNW_TTP | 19.00 | 0.00 |
| tblVehicleTrips | CNW_TTP | 19.00 | 0.00 |
| tblVehicleTrips | CNW_TTP | 19.00 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TTP | 33.00 | 0.00 |
| tblVehicleTrips | CW_TTP | 8.50 | 0.00 |
| tblVehicleTrips | CW_TTP | 16.30 | 0.00 |
| tblVehicleTrips | DV_TP | 11.00 | 0.00 |
| tblVehicleTrips | DV_TP | 19.00 | 0.00 |
| tblVehicleTrips | DV_TP | 20.00 | 0.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | HO_TL | 8.70 | 0.00 |
| tblVehicleTrips | HO_TTP | 40.60 | 0.00 |
| tblVehicleTrips | HS_TL | 5.90 | 0.00 |
| tblVehicleTrips | HS_TTP | 19.20 | 0.00 |
| tblVehicleTrips | HW_TL | 14.70 | 0.00 |
| tblVehicleTrips | HW_TTP | 40.20 | 0.00 |
| tblVehicleTrips | PB_TP | 3.00 | 0.00 |
| tblVehicleTrips | PB_TP | 4.00 | 0.00 |
| tblVehicleTrips | PB_TP | 43.00 | 0.00 |
| tblVehicleTrips | PB_TP | 11.00 | 0.00 |
| tblVehicleTrips | PR_TP | 86.00 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | PR_TP | 77.00 | 0.00 |
| tblVehicleTrips | PR_TP | 37.00 | 0.00 |
| tblVehicleTrips | PR_TP | 54.00 | 0.00 |
| tblVehicleTrips | PR_TP | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR | 6.39 | 0.00 |
| tblVehicleTrips | ST_TR | 2.46 | 0.00 |
| tblVehicleTrips | ST_TR | 158.37 | 0.00 |
| tblVehicleTrips | ST_TR | 49.97 | 0.00 |
| tblVehicleTrips | ST_TR | 0.00 | 775.00 |
| tblVehicleTrips | SU_TR | 5.86 | 0.00 |
| tblVehicleTrips | SU_TR | 1.05 | 0.00 |
| tblVehicleTrips | SU_TR | 131.84 | 0.00 |
| tblVehicleTrips | SU_TR | 25.24 | 0.00 |
| tblVehicleTrips | SU_TR | 0.00 | 775.00 |
| tblVehicleTrips | WD_TR | 6.65 | 0.00 |
| tblVehicleTrips | WD_TR | 11.03 | 0.00 |
| tblVehicleTrips | WD_TR | 127.15 | 0.00 |
| tblVehicleTrips | WD_TR | 42.70 | 0.00 |
| tblVehicleTrips | WD_TR | 0.00 | 775.00 |
| tblWoodstoves | NumberCatalytic | 4.10 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 4.10 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.0832 | 0.7392 | 0.8918 | 1.7300e-003 | 0.0512 | 0.0350 | 0.0862 | 0.0120 | 0.0329 | 0.0449 | 0.0000 | 153.0828 | 153.0828 | 0.0278 | 0.0000 | 153.7787 |
| 2023 | 0.4380 | 1.3293 | 1.9200 | 3.5900e-003 | 0.0796 | 0.0623 | 0.1419 | 0.0213 | 0.0593 | 0.0806 | 0.0000 | 316.0092 | 316.0092 | 0.0513 | 0.0000 | 317.2921 |
| **Maximum** | **0.4380** | **1.3293** | **1.9200** | **3.5900e-003** | **0.0796** | **0.0623** | **0.1419** | **0.0213** | **0.0593** | **0.0806** | **0.0000** | **316.0092** | **316.0092** | **0.0513** | **0.0000** | **317.2921** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2022 | 0.0832 | 0.7392 | 0.8918 | 1.7300e-003 | 0.0444 | 0.0350 | 0.0794 | 0.0111 | 0.0329 | 0.0440 | 0.0000 | 153.0827 | 153.0827 | 0.0278 | 0.0000 | 153.7786 |
| 2023 | 0.4380 | 1.3293 | 1.9200 | 3.5900e-003 | 0.0796 | 0.0623 | 0.1419 | 0.0213 | 0.0593 | 0.0806 | 0.0000 | 316.0089 | 316.0089 | 0.0513 | 0.0000 | 317.2918 |
| **Maximum** | **0.4380** | **1.3293** | **1.9200** | **3.5900e-003** | **0.0796** | **0.0623** | **0.1419** | **0.0213** | **0.0593** | **0.0806** | **0.0000** | **316.0089** | **316.0089** | **0.0513** | **0.0000** | **317.2918** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **5.21** | **0.00** | **2.99** | **2.67** | **0.00** | **0.71** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| 1 | 7-1-2022 | 9-30-2022 | 0.3310 | 0.3310 |
| 2 | 10-1-2022 | 12-31-2022 | 0.4932 | 0.4932 |
| 3 | 1-1-2023 | 3-31-2023 | 0.4377 | 0.4377 |
| 4 | 4-1-2023 | 6-30-2023 | 0.4414 | 0.4414 |
| 5 | 7-1-2023 | 9-30-2023 | 0.4461 | 0.4461 |
| | | Highest | 0.4932 | 0.4932 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.3621 | 9.7500e-003 | 0.8463 | 4.0000e-005 | | 4.6900e-003 | 4.6900e-003 | | 4.6900e-003 | 4.6900e-003 | 0.0000 | 1.3834 | 1.3834 | 1.3300e-003 | 0.0000 | 1.4166 |
| Energy | 7.9600e-003 | 0.0702 | 0.0445 | 4.3000e-004 | | 5.5000e-003 | 5.5000e-003 | | 5.5000e-003 | 5.5000e-003 | 0.0000 | 433.9652 | 433.9652 | 9.9000e-003 | 3.1800e-003 | 435.1604 |
| Mobile | 0.1730 | 0.8512 | 2.0845 | 8.3100e-003 | 0.7235 | 6.0100e-003 | 0.7295 | 0.1939 | 5.5900e-003 | 0.1994 | 0.0000 | 769.6754 | 769.6754 | 0.0353 | 0.0000 | 770.5590 |
| Stationary | 9.8500e-003 | 0.0440 | 0.0251 | 5.0000e-005 | | 1.4500e-003 | 1.4500e-003 | | 1.4500e-003 | 1.4500e-003 | 0.0000 | 4.5696 | 4.5696 | 6.4000e-004 | 0.0000 | 4.5856 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 16.0647 | 0.0000 | 16.0647 | 0.9494 | 0.0000 | 39.7996 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 2.2924 | 77.3942 | 79.6865 | 0.2373 | 5.9400e-003 | 87.3878 |
| **Total** | **0.5529** | **0.9752** | **3.0005** | **8.8300e-003** | **0.7235** | **0.0177** | **0.7411** | **0.1939** | **0.0172** | **0.2111** | **18.3571** | **1,286.9877** | **1,305.3447** | **1.2339** | **9.1200e-003** | **1,338.9090** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.3621 | 9.7500e-003 | 0.8463 | 4.0000e-005 | | 4.6900e-003 | 4.6900e-003 | | 4.6900e-003 | 4.6900e-003 | 0.0000 | 1.3834 | 1.3834 | 1.3300e-003 | 0.0000 | 1.4166 |
| Energy | 7.7600e-003 | 0.0684 | 0.0435 | 4.2000e-004 | | 5.3600e-003 | 5.3600e-003 | | 5.3600e-003 | 5.3600e-003 | 0.0000 | 421.3195 | 421.3195 | 9.6100e-003 | 3.0900e-003 | 422.4811 |
| Mobile | 0.1730 | 0.8512 | 2.0845 | 8.3100e-003 | 0.7235 | 6.0100e-003 | 0.7295 | 0.1939 | 5.5900e-003 | 0.1994 | 0.0000 | 769.6754 | 769.6754 | 0.0353 | 0.0000 | 770.5590 |
| Stationary | 9.8500e-003 | 0.0440 | 0.0251 | 5.0000e-005 | | 1.4500e-003 | 1.4500e-003 | | 1.4500e-003 | 1.4500e-003 | 0.0000 | 4.5696 | 4.5696 | 6.4000e-004 | 0.0000 | 4.5856 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 4.8194 | 0.0000 | 4.8194 | 0.2848 | 0.0000 | 11.9399 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.8339 | 61.9153 | 63.7492 | 0.1898 | 4.7500e-003 | 69.9103 |
| **Total** | **0.5527** | **0.9734** | **2.9995** | **8.8200e-003** | **0.7235** | **0.0175** | **0.7410** | **0.1939** | **0.0171** | **0.2109** | **6.6533** | **1,258.8631** | **1,265.5164** | **0.5216** | **7.8400e-003** | **1,280.8924** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.04** | **0.18** | **0.03** | **0.11** | **0.00** | **0.79** | **0.02** | **0.00** | **0.81** | **0.07** | **63.76** | **2.19** | **3.05** | **57.73** | **14.04** | **4.33** |

## 2.3 Vegetation

**Vegetation**

| | CO2e |
|---|---|
| Category | MT |
| New Trees | 14.8680 |
| **Total** | **14.8680** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 7/1/2022 | 8/1/2022 | 5 | 22 | |
| 2 | Site Preparation | Site Preparation | 8/2/2022 | 8/31/2022 | 5 | 22 | |
| 3 | Building Construction | Building Construction | 9/1/2022 | 8/31/2023 | 5 | 261 | |
| 4 | Architectural Coating | Architectural Coating | 9/1/2023 | 12/29/2023 | 5 | 86 | |

**Acres of Grading (Site Preparation Phase): 11**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 145,942; Residential Outdoor: 48,647; Non-Residential Indoor: 15,000; Non-Residential Outdoor: 5,000; Striped Parking Area: 936 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Rubber Tired Dozers | 1 | 1.00 | 247 | 0.40 |
| Demolition | Tractors/Loaders/Backhoes | 2 | 6.00 | 97 | 0.37 |
| Site Preparation | Graders | 1 | 8.00 | 187 | 0.41 |
| Site Preparation | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Building Construction | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Building Construction | Forklifts | 2 | 6.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Pavers | 1 | 8.00 | 130 | 0.42 |
| Building Construction | Rollers | 1 | 8.00 | 80 | 0.38 |
| Building Construction | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Architectural Coating | Aerial Lifts | 2 | 8.00 | 63 | 0.31 |
| Architectural Coating | Air Compressors | 4 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 4 | 10.00 | 0.00 | 61.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 2 | 5.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 8 | 69.00 | 13.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 6 | 14.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

## 3.2 Demolition - 2022

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 6.5700e-003 | 0.0000 | 6.5700e-003 | 9.9000e-004 | 0.0000 | 9.9000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 7.8000e-003 | 0.0706 | 0.0822 | 1.3000e-004 | | 3.7100e-003 | 3.7100e-003 | | 3.5500e-003 | 3.5500e-003 | 0.0000 | 11.4550 | 11.4550 | 2.1100e-003 | 0.0000 | 11.5078 |
| **Total** | **7.8000e-003** | **0.0706** | **0.0822** | **1.3000e-004** | **6.5700e-003** | **3.7100e-003** | **0.0103** | **9.9000e-004** | **3.5500e-003** | **4.5400e-003** | **0.0000** | **11.4550** | **11.4550** | **2.1100e-003** | **0.0000** | **11.5078** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 2.1000e-004 | 7.3400e-003 | 1.6600e-003 | 2.0000e-005 | 5.2000e-004 | 2.0000e-005 | 5.5000e-004 | 1.4000e-004 | 2.0000e-005 | 1.6000e-004 | 0.0000 | 2.2504 | 2.2504 | 1.5000e-004 | 0.0000 | 2.2543 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.3000e-004 | 3.1000e-004 | 3.5400e-003 | 1.0000e-005 | 1.2100e-003 | 1.0000e-005 | 1.2200e-003 | 3.2000e-004 | 1.0000e-005 | 3.3000e-004 | 0.0000 | 1.0135 | 1.0135 | 3.0000e-005 | 0.0000 | 1.0142 |
| **Total** | **6.4000e-004** | **7.6500e-003** | **5.2000e-003** | **3.0000e-005** | **1.7300e-003** | **3.0000e-005** | **1.7700e-003** | **4.6000e-004** | **3.0000e-005** | **4.9000e-004** | **0.0000** | **3.2640** | **3.2640** | **1.8000e-004** | **0.0000** | **3.2684** |

## 3.2 Demolition - 2022

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 2.9600e-003 | 0.0000 | 2.9600e-003 | 4.5000e-004 | 0.0000 | 4.5000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 7.8000e-003 | 0.0706 | 0.0822 | 1.3000e-004 | | 3.7100e-003 | 3.7100e-003 | | 3.5500e-003 | 3.5500e-003 | 0.0000 | 11.4549 | 11.4549 | 2.1100e-003 | 0.0000 | 11.5078 |
| **Total** | **7.8000e-003** | **0.0706** | **0.0822** | **1.3000e-004** | **2.9600e-003** | **3.7100e-003** | **6.6700e-003** | **4.5000e-004** | **3.5500e-003** | **4.0000e-003** | **0.0000** | **11.4549** | **11.4549** | **2.1100e-003** | **0.0000** | **11.5078** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 2.1000e-004 | 7.3400e-003 | 1.6600e-003 | 2.0000e-005 | 5.2000e-004 | 2.0000e-005 | 5.5000e-004 | 1.4000e-004 | 2.0000e-005 | 1.6000e-004 | 0.0000 | 2.2504 | 2.2504 | 1.5000e-004 | 0.0000 | 2.2543 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.3000e-004 | 3.1000e-004 | 3.5400e-003 | 1.0000e-005 | 1.2100e-003 | 1.0000e-005 | 1.2200e-003 | 3.2000e-004 | 1.0000e-005 | 3.3000e-004 | 0.0000 | 1.0135 | 1.0135 | 3.0000e-005 | 0.0000 | 1.0142 |
| **Total** | **6.4000e-004** | **7.6500e-003** | **5.2000e-003** | **3.0000e-005** | **1.7300e-003** | **3.0000e-005** | **1.7700e-003** | **4.6000e-004** | **3.0000e-005** | **4.9000e-004** | **0.0000** | **3.2640** | **3.2640** | **1.8000e-004** | **0.0000** | **3.2684** |

## 3.3 Site Preparation - 2022

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 5.8300e-003 | 0.0000 | 5.8300e-003 | 6.3000e-004 | 0.0000 | 6.3000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.3800e-003 | 0.0763 | 0.0436 | 1.1000e-004 | | 2.8300e-003 | 2.8300e-003 | | 2.6000e-003 | 2.6000e-003 | 0.0000 | 9.4054 | 9.4054 | 3.0400e-003 | 0.0000 | 9.4815 |
| **Total** | **6.3800e-003** | **0.0763** | **0.0436** | **1.1000e-004** | **5.8300e-003** | **2.8300e-003** | **8.6600e-003** | **6.3000e-004** | **2.6000e-003** | **3.2300e-003** | **0.0000** | **9.4054** | **9.4054** | **3.0400e-003** | **0.0000** | **9.4815** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.2000e-004 | 1.5000e-004 | 1.7700e-003 | 1.0000e-005 | 6.0000e-004 | 0.0000 | 6.1000e-004 | 1.6000e-004 | 0.0000 | 1.6000e-004 | 0.0000 | 0.5068 | 0.5068 | 1.0000e-005 | 0.0000 | 0.5071 |
| **Total** | **2.2000e-004** | **1.5000e-004** | **1.7700e-003** | **1.0000e-005** | **6.0000e-004** | **0.0000** | **6.1000e-004** | **1.6000e-004** | **0.0000** | **1.6000e-004** | **0.0000** | **0.5068** | **0.5068** | **1.0000e-005** | **0.0000** | **0.5071** |

## 3.3 Site Preparation - 2022

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 2.6200e-003 | 0.0000 | 2.6200e-003 | 2.8000e-004 | 0.0000 | 2.8000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.3800e-003 | 0.0763 | 0.0436 | 1.1000e-004 | | 2.8300e-003 | 2.8300e-003 | | 2.6000e-003 | 2.6000e-003 | 0.0000 | 9.4054 | 9.4054 | 3.0400e-003 | 0.0000 | 9.4815 |
| **Total** | **6.3800e-003** | **0.0763** | **0.0436** | **1.1000e-004** | **2.6200e-003** | **2.8300e-003** | **5.4500e-003** | **2.8000e-004** | **2.6000e-003** | **2.8800e-003** | **0.0000** | **9.4054** | **9.4054** | **3.0400e-003** | **0.0000** | **9.4815** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.2000e-004 | 1.5000e-004 | 1.7700e-003 | 1.0000e-005 | 6.0000e-004 | 0.0000 | 6.1000e-004 | 1.6000e-004 | 0.0000 | 1.6000e-004 | 0.0000 | 0.5068 | 0.5068 | 1.0000e-005 | 0.0000 | 0.5071 |
| **Total** | **2.2000e-004** | **1.5000e-004** | **1.7700e-003** | **1.0000e-005** | **6.0000e-004** | **0.0000** | **6.1000e-004** | **1.6000e-004** | **0.0000** | **1.6000e-004** | **0.0000** | **0.5068** | **0.5068** | **1.0000e-005** | **0.0000** | **0.5071** |

## 3.4 Building Construction - 2022

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0549 | 0.5244 | 0.6497 | 1.0100e-003 | | 0.0281 | 0.0281 | | 0.0264 | 0.0264 | 0.0000 | 87.1111 | 87.1111 | 0.0210 | 0.0000 | 87.6349 |
| **Total** | **0.0549** | **0.5244** | **0.6497** | **1.0100e-003** | | **0.0281** | **0.0281** | | **0.0264** | **0.0264** | **0.0000** | **87.1111** | **87.1111** | **0.0210** | **0.0000** | **87.6349** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 1.5100e-003 | 0.0519 | 0.0128 | 1.4000e-004 | 3.5600e-003 | 1.0000e-004 | 3.6600e-003 | 1.0300e-003 | 9.0000e-005 | 1.1200e-003 | 0.0000 | 13.6849 | 13.6849 | 8.4000e-004 | 0.0000 | 13.7059 |
| Worker | 0.0118 | 8.3500e-003 | 0.0966 | 3.1000e-004 | 0.0329 | 2.4000e-004 | 0.0332 | 8.7500e-003 | 2.2000e-004 | 8.9700e-003 | 0.0000 | 27.6557 | 27.6557 | 6.9000e-004 | 0.0000 | 27.6731 |
| **Total** | **0.0133** | **0.0602** | **0.1094** | **4.5000e-004** | **0.0365** | **3.4000e-004** | **0.0368** | **9.7800e-003** | **3.1000e-004** | **0.0101** | **0.0000** | **41.3407** | **41.3407** | **1.5300e-003** | **0.0000** | **41.3790** |

## 3.4 Building Construction - 2022

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0549 | 0.5244 | 0.6497 | 1.0100e-003 | | 0.0281 | 0.0281 | | 0.0264 | 0.0264 | 0.0000 | 87.1110 | 87.1110 | 0.0210 | 0.0000 | 87.6348 |
| **Total** | **0.0549** | **0.5244** | **0.6497** | **1.0100e-003** | | **0.0281** | **0.0281** | | **0.0264** | **0.0264** | **0.0000** | **87.1110** | **87.1110** | **0.0210** | **0.0000** | **87.6348** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 1.5100e-003 | 0.0519 | 0.0128 | 1.4000e-004 | 3.5600e-003 | 1.0000e-004 | 3.6600e-003 | 1.0300e-003 | 9.0000e-005 | 1.1200e-003 | 0.0000 | 13.6849 | 13.6849 | 8.4000e-004 | 0.0000 | 13.7059 |
| Worker | 0.0118 | 8.3500e-003 | 0.0966 | 3.1000e-004 | 0.0329 | 2.4000e-004 | 0.0332 | 8.7500e-003 | 2.2000e-004 | 8.9700e-003 | 0.0000 | 27.6557 | 27.6557 | 6.9000e-004 | 0.0000 | 27.6731 |
| **Total** | **0.0133** | **0.0602** | **0.1094** | **4.5000e-004** | **0.0365** | **3.4000e-004** | **0.0368** | **9.7800e-003** | **3.1000e-004** | **0.0101** | **0.0000** | **41.3407** | **41.3407** | **1.5300e-003** | **0.0000** | **41.3790** |

## 3.4 Building Construction - 2023

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1015 | 0.9646 | 1.2957 | 2.0100e-003 | | 0.0488 | 0.0488 | | 0.0458 | 0.0458 | 0.0000 | 174.2725 | 174.2725 | 0.0418 | 0.0000 | 175.3162 |
| **Total** | **0.1015** | **0.9646** | **1.2957** | **2.0100e-003** | | **0.0488** | **0.0488** | | **0.0458** | **0.0458** | **0.0000** | **174.2725** | **174.2725** | **0.0418** | **0.0000** | **175.3162** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.2500e-003 | 0.0781 | 0.0229 | 2.7000e-004 | 7.1300e-003 | 9.0000e-005 | 7.2200e-003 | 2.0600e-003 | 8.0000e-005 | 2.1400e-003 | 0.0000 | 26.5449 | 26.5449 | 1.4600e-003 | 0.0000 | 26.5814 |
| Worker | 0.0221 | 0.0151 | 0.1781 | 5.9000e-004 | 0.0659 | 4.7000e-004 | 0.0663 | 0.0175 | 4.3000e-004 | 0.0179 | 0.0000 | 53.2487 | 53.2487 | 1.2500e-003 | 0.0000 | 53.2800 |
| **Total** | **0.0244** | **0.0932** | **0.2010** | **8.6000e-004** | **0.0730** | **5.6000e-004** | **0.0736** | **0.0196** | **5.1000e-004** | **0.0201** | **0.0000** | **79.7935** | **79.7935** | **2.7100e-003** | **0.0000** | **79.8613** |

## 3.4 Building Construction - 2023

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1015 | 0.9646 | 1.2957 | 2.0100e-003 | | 0.0488 | 0.0488 | | 0.0458 | 0.0458 | 0.0000 | 174.2723 | 174.2723 | 0.0418 | 0.0000 | 175.3160 |
| **Total** | **0.1015** | **0.9646** | **1.2957** | **2.0100e-003** | | **0.0488** | **0.0488** | | **0.0458** | **0.0458** | **0.0000** | **174.2723** | **174.2723** | **0.0418** | **0.0000** | **175.3160** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.2500e-003 | 0.0781 | 0.0229 | 2.7000e-004 | 7.1300e-003 | 9.0000e-005 | 7.2200e-003 | 2.0600e-003 | 8.0000e-005 | 2.1400e-003 | 0.0000 | 26.5449 | 26.5449 | 1.4600e-003 | 0.0000 | 26.5814 |
| Worker | 0.0221 | 0.0151 | 0.1781 | 5.9000e-004 | 0.0659 | 4.7000e-004 | 0.0663 | 0.0175 | 4.3000e-004 | 0.0179 | 0.0000 | 53.2487 | 53.2487 | 1.2500e-003 | 0.0000 | 53.2800 |
| **Total** | **0.0244** | **0.0932** | **0.2010** | **8.6000e-004** | **0.0730** | **5.6000e-004** | **0.0736** | **0.0196** | **5.1000e-004** | **0.0201** | **0.0000** | **79.7935** | **79.7935** | **2.7100e-003** | **0.0000** | **79.8613** |

## 3.5 Architectural Coating - 2023

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.2740 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0359 | 0.2700 | 0.4054 | 6.6000e-004 | | 0.0130 | 0.0130 | | 0.0129 | 0.0129 | 0.0000 | 56.6032 | 56.6032 | 6.7300e-003 | 0.0000 | 56.7715 |
| **Total** | **0.3099** | **0.2700** | **0.4054** | **6.6000e-004** | | **0.0130** | **0.0130** | | **0.0129** | **0.0129** | **0.0000** | **56.6032** | **56.6032** | **6.7300e-003** | **0.0000** | **56.7715** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.2200e-003 | 1.5200e-003 | 0.0179 | 6.0000e-005 | 6.6000e-003 | 5.0000e-005 | 6.6500e-003 | 1.7500e-003 | 4.0000e-005 | 1.8000e-003 | 0.0000 | 5.3400 | 5.3400 | 1.3000e-004 | 0.0000 | 5.3431 |
| **Total** | **2.2200e-003** | **1.5200e-003** | **0.0179** | **6.0000e-005** | **6.6000e-003** | **5.0000e-005** | **6.6500e-003** | **1.7500e-003** | **4.0000e-005** | **1.8000e-003** | **0.0000** | **5.3400** | **5.3400** | **1.3000e-004** | **0.0000** | **5.3431** |

## 3.5 Architectural Coating - 2023

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.2740 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0359 | 0.2700 | 0.4054 | 6.6000e-004 | | 0.0130 | 0.0130 | | 0.0129 | 0.0129 | 0.0000 | 56.6032 | 56.6032 | 6.7300e-003 | 0.0000 | 56.7714 |
| **Total** | **0.3099** | **0.2700** | **0.4054** | **6.6000e-004** | | **0.0130** | **0.0130** | | **0.0129** | **0.0129** | **0.0000** | **56.6032** | **56.6032** | **6.7300e-003** | **0.0000** | **56.7714** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.2200e-003 | 1.5200e-003 | 0.0179 | 6.0000e-005 | 6.6000e-003 | 5.0000e-005 | 6.6500e-003 | 1.7500e-003 | 4.0000e-005 | 1.8000e-003 | 0.0000 | 5.3400 | 5.3400 | 1.3000e-004 | 0.0000 | 5.3431 |
| **Total** | **2.2200e-003** | **1.5200e-003** | **0.0179** | **6.0000e-005** | **6.6000e-003** | **5.0000e-005** | **6.6500e-003** | **1.7500e-003** | **4.0000e-005** | **1.8000e-003** | **0.0000** | **5.3400** | **5.3400** | **1.3000e-004** | **0.0000** | **5.3431** |

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.1730 | 0.8512 | 2.0845 | 8.3100e-003 | 0.7235 | 6.0100e-003 | 0.7295 | 0.1939 | 5.5900e-003 | 0.1994 | 0.0000 | 769.6754 | 769.6754 | 0.0353 | 0.0000 | 770.5590 |
| Unmitigated | 0.1730 | 0.8512 | 2.0845 | 8.3100e-003 | 0.7235 | 6.0100e-003 | 0.7295 | 0.1939 | 5.5900e-003 | 0.1994 | 0.0000 | 769.6754 | 769.6754 | 0.0353 | 0.0000 | 770.5590 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Mid Rise | 0.00 | 0.00 | 0.00 | | |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | | |
| General Office Building | 0.00 | 0.00 | 0.00 | | |
| High Turnover (Sit Down Restaurant) | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 0.00 | 0.00 | 0.00 | | |
| User Defined Commercial | 775.00 | 775.00 | 775.00 | 1,904,175 | 1,904,175 |
| Total | 775.00 | 775.00 | 775.00 | 1,904,175 | 1,904,175 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Mid Rise | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Enclosed Parking with Elevator | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| General Office Building | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| High Turnover (Sit Down | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| User Defined Commercial | 0.00 | 6.75 | 0.00 | 0.00 | 100.00 | 0.00 | 100 | 0 | 0 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| Enclosed Parking with Elevator | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| General Office Building | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| High Turnover (Sit Down Restaurant) | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| Regional Shopping Center | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| User Defined Commercial | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

3225 Sunset Boulevard Project - South Coast AQMD Air District, Annual

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 344.4942 | 344.4942 | 8.1400e-003 | 1.6800e-003 | 345.1993 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 355.1480 | 355.1480 | 8.3900e-003 | 1.7400e-003 | 355.8748 |
| NaturalGas Mitigated | 7.7600e-003 | 0.0684 | 0.0435 | 4.2000e-004 | | 5.3600e-003 | 5.3600e-003 | | 5.3600e-003 | 5.3600e-003 | 0.0000 | 76.8253 | 76.8253 | 1.4700e-003 | 1.4100e-003 | 77.2818 |
| NaturalGas Unmitigated | 7.9600e-003 | 0.0702 | 0.0445 | 4.3000e-004 | | 5.5000e-003 | 5.5000e-003 | | 5.5000e-003 | 5.5000e-003 | 0.0000 | 78.8172 | 78.8172 | 1.5100e-003 | 1.4400e-003 | 79.2856 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 755789 | 4.0800e-003 | 0.0348 | 0.0148 | 2.2000e-004 | | 2.8200e-003 | 2.8200e-003 | | 2.8200e-003 | 2.8200e-003 | 0.0000 | 40.3318 | 40.3318 | 7.7000e-004 | 7.4000e-004 | 40.5715 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 47886 | 2.6000e-004 | 2.3500e-003 | 1.9700e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5554 | 2.5554 | 5.0000e-005 | 5.0000e-005 | 2.5706 |
| High Turnover (Sit Down Restaurant) | 669204 | 3.6100e-003 | 0.0328 | 0.0276 | 2.0000e-004 | | 2.4900e-003 | 2.4900e-003 | | 2.4900e-003 | 2.4900e-003 | 0.0000 | 35.7113 | 35.7113 | 6.8000e-004 | 6.5000e-004 | 35.9235 |
| Regional Shopping Center | 4100 | 2.0000e-005 | 2.0000e-004 | 1.7000e-004 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 0.2188 | 0.2188 | 0.0000 | 0.0000 | 0.2201 |
| User Defined Commercial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **7.9700e-003** | **0.0702** | **0.0445** | **4.3000e-004** | | **5.5100e-003** | **5.5100e-003** | | **5.5100e-003** | **5.5100e-003** | **0.0000** | **78.8172** | **78.8172** | **1.5000e-003** | **1.4400e-003** | **79.2856** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 730614 | 3.9400e-003 | 0.0337 | 0.0143 | 2.1000e-004 | | 2.7200e-003 | 2.7200e-003 | | 2.7200e-003 | 2.7200e-003 | 0.0000 | 38.9883 | 38.9883 | 7.5000e-004 | 7.1000e-004 | 39.2200 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 44659.6 | 2.4000e-004 | 2.1900e-003 | 1.8400e-003 | 1.0000e-005 | | 1.7000e-004 | 1.7000e-004 | | 1.7000e-004 | 1.7000e-004 | 0.0000 | 2.3832 | 2.3832 | 5.0000e-005 | 4.0000e-005 | 2.3974 |
| High Turnover (Sit Down Restaurant) | 660479 | 3.5600e-003 | 0.0324 | 0.0272 | 1.9000e-004 | | 2.4600e-003 | 2.4600e-003 | | 2.4600e-003 | 2.4600e-003 | 0.0000 | 35.2457 | 35.2457 | 6.8000e-004 | 6.5000e-004 | 35.4551 |
| Regional Shopping Center | 3898.75 | 2.0000e-005 | 1.9000e-004 | 1.6000e-004 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 0.2081 | 0.2081 | 0.0000 | 0.0000 | 0.2093 |
| User Defined Commercial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **7.7600e-003** | **0.0684** | **0.0435** | **4.1000e-004** | | **5.3600e-003** | **5.3600e-003** | | **5.3600e-003** | **5.3600e-003** | **0.0000** | **76.8253** | **76.8253** | **1.4800e-003** | **1.4000e-003** | **77.2818** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 324727 | 180.8602 | 4.2700e-003 | 8.8000e-004 | 181.2304 |
| Enclosed Parking with Elevator | 91416 | 50.9152 | 1.2000e-003 | 2.5000e-004 | 51.0194 |
| General Office Building | 59754 | 33.2807 | 7.9000e-004 | 1.6000e-004 | 33.3488 |
| High Turnover (Sit Down Restaurant) | 128006 | 71.2944 | 1.6800e-003 | 3.5000e-004 | 71.4403 |
| Regional Shopping Center | 33750 | 18.7975 | 4.4000e-004 | 9.0000e-005 | 18.8359 |
| User Defined Commercial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **355.1480** | **8.3800e-003** | **1.7300e-003** | **355.8748** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 319526 | 177.9638 | 4.2000e-003 | 8.7000e-004 | 178.3280 |
| Enclosed Parking with Elevator | 85224.4 | 47.4667 | 1.1200e-003 | 2.3000e-004 | 47.5638 |
| General Office Building | 57058.9 | 31.7796 | 7.5000e-004 | 1.6000e-004 | 31.8446 |
| High Turnover (Sit Down Restaurant) | 124762 | 69.4877 | 1.6400e-003 | 3.4000e-004 | 69.6299 |
| Regional Shopping Center | 31952.7 | 17.7965 | 4.2000e-004 | 9.0000e-005 | 17.8329 |
| User Defined Commercial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **344.4942** | **8.1300e-003** | **1.6900e-003** | **345.1993** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

No Hearths Installed

Use Low VOC Cleaning Supplies

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.3621 | 9.7500e-003 | 0.8463 | 4.0000e-005 | | 4.6900e-003 | 4.6900e-003 | | 4.6900e-003 | 4.6900e-003 | 0.0000 | 1.3834 | 1.3834 | 1.3300e-003 | 0.0000 | 1.4166 |
| Unmitigated | 0.3621 | 9.7500e-003 | 0.8463 | 4.0000e-005 | | 4.6900e-003 | 4.6900e-003 | | 4.6900e-003 | 4.6900e-003 | 0.0000 | 1.3834 | 1.3834 | 1.3300e-003 | 0.0000 | 1.4166 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0274 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.3092 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.0255 | 9.7500e-003 | 0.8463 | 4.0000e-005 | | 4.6900e-003 | 4.6900e-003 | | 4.6900e-003 | 4.6900e-003 | 0.0000 | 1.3834 | 1.3834 | 1.3300e-003 | 0.0000 | 1.4166 |
| **Total** | **0.3621** | **9.7500e-003** | **0.8463** | **4.0000e-005** | | **4.6900e-003** | **4.6900e-003** | | **4.6900e-003** | **4.6900e-003** | **0.0000** | **1.3834** | **1.3834** | **1.3300e-003** | **0.0000** | **1.4166** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0274 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.3092 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.0255 | 9.7500e-003 | 0.8463 | 4.0000e-005 | | 4.6900e-003 | 4.6900e-003 | | 4.6900e-003 | 4.6900e-003 | 0.0000 | 1.3834 | 1.3834 | 1.3300e-003 | 0.0000 | 1.4166 |
| **Total** | **0.3621** | **9.7500e-003** | **0.8463** | **4.0000e-005** | | **4.6900e-003** | **4.6900e-003** | | **4.6900e-003** | **4.6900e-003** | **0.0000** | **1.3834** | **1.3834** | **1.3300e-003** | **0.0000** | **1.4166** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 63.7492 | 0.1898 | 4.7500e-003 | 69.9103 |
| Unmitigated | 79.6865 | 0.2373 | 5.9400e-003 | 87.3878 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 5.34263 / 3.36818 | 61.2825 | 0.1755 | 4.4000e-003 | 66.9817 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 0.817575 / 0.501095 | 9.2893 | 0.0269 | 6.7000e-004 | 10.1612 |
| High Turnover (Sit Down Restaurant) | 0.880248 / 0.056186 | 7.0107 | 0.0288 | 7.1000e-004 | 7.9433 |
| Regional Shopping Center | 0.185181 / 0.113498 | 2.1040 | 6.0800e-003 | 1.5000e-004 | 2.3015 |
| User Defined Commercial | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **79.6865** | **0.2373** | **5.9300e-003** | **87.3878** |

## 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 4.2741 / 2.69454 | 49.0260 | 0.1404 | 3.5200e-003 | 53.5854 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 0.65406 / 0.400876 | 7.4314 | 0.0215 | 5.4000e-004 | 8.1290 |
| High Turnover (Sit Down Restaurant) | 0.704198 / 0.0449488 | 5.6085 | 0.0231 | 5.7000e-004 | 6.3547 |
| Regional Shopping Center | 0.148145 / 0.0907986 | 1.6832 | 4.8700e-003 | 1.2000e-004 | 1.8412 |
| User Defined Commercial | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **63.7492** | **0.1898** | **4.7500e-003** | **69.9102** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 4.8194 | 0.2848 | 0.0000 | 11.9399 |
| Unmitigated | 16.0647 | 0.9494 | 0.0000 | 39.7996 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 37.72 | 7.6568 | 0.4525 | 0.0000 | 18.9695 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 4.28 | 0.8688 | 0.0513 | 0.0000 | 2.1524 |
| High Turnover (Sit Down Restaurant) | 34.51 | 7.0052 | 0.4140 | 0.0000 | 17.3551 |
| Regional Shopping Center | 2.63 | 0.5339 | 0.0316 | 0.0000 | 1.3226 |
| User Defined Commercial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **16.0647** | **0.9494** | **0.0000** | **39.7996** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 11.316 | 2.2971 | 0.1358 | 0.0000 | 5.6908 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 1.284 | 0.2606 | 0.0154 | 0.0000 | 0.6457 |
| High Turnover (Sit Down Restaurant) | 10.353 | 2.1016 | 0.1242 | 0.0000 | 5.2065 |
| Regional Shopping Center | 0.789 | 0.1602 | 9.4700e-003 | 0.0000 | 0.3968 |
| User Defined Commercial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **4.8194** | **0.2848** | **0.0000** | **11.9399** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|
| Emergency Generator | 1 | 0.5 | 12 | 1000 | 0.73 | Diesel |

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 10.1 Stationary Sources

**Unmitigated/Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment Type | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Emergency Generator - Diesel (750 - 9999 HP) | 9.8500e-003 | 0.0440 | 0.0251 | 5.0000e-005 | | 1.4500e-003 | 1.4500e-003 | | 1.4500e-003 | 1.4500e-003 | 0.0000 | 4.5696 | 4.5696 | 6.4000e-004 | 0.0000 | 4.5856 |
| **Total** | **9.8500e-003** | **0.0440** | **0.0251** | **5.0000e-005** | | **1.4500e-003** | **1.4500e-003** | | **1.4500e-003** | **1.4500e-003** | **0.0000** | **4.5696** | **4.5696** | **6.4000e-004** | **0.0000** | **4.5856** |

## 11.0 Vegetation

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT | | | |
| Unmitigated | 14.8680 | 0.0000 | 0.0000 | 14.8680 |

## 11.2 Net New Trees

**Species Class**

| | Number of Trees | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| | | MT | | | |
| Miscellaneous | 21 | 14.8680 | 0.0000 | 0.0000 | 14.8680 |
| **Total** | | **14.8680** | **0.0000** | **0.0000** | **14.8680** |

# 3225 Sunset Boulevard Project

**South Coast AQMD Air District, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Office Building | 4.60 | 1000sqft | 0.00 | 4,600.00 | 0 |
| User Defined Commercial | 1.00 | User Defined Unit | 0.00 | 0.00 | 0 |
| Enclosed Parking with Elevator | 70.00 | Space | 0.00 | 15,600.00 | 0 |
| High Turnover (Sit Down Restaurant) | 2.90 | 1000sqft | 0.00 | 2,900.00 | 0 |
| Apartments Mid Rise | 82.00 | Dwelling Unit | 0.52 | 75,286.00 | 235 |
| Regional Shopping Center | 2.50 | 1000sqft | 0.00 | 2,500.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 11 | | | **Operational Year** | 2024 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

3225 Sunset Boulevard Project - South Coast AQMD Air District, Summer

Project Characteristics -

Land Use - Project data per May 2021 Site Plans

Construction Phase - Assumes 18-month construction timeline.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Demolition - 13,350sf auto repair facility to be demolished.

Vehicle Trips - Trips rates adjusted based on LADOT Calculator and Project MOU (01.22.2021)

Woodstoves - No woodstoves or fireplaces proposed.

Sequestration -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation - 2019 Title 24 Standards approximately 7% more efficient than 2016 Title 24

Water Mitigation -

Waste Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblArchitecturalCoating | ConstArea_Nonresidential_Exterior | 4,607.00 | 5,000.00 |
| tblArchitecturalCoating | ConstArea_Nonresidential_Interior | 13,821.00 | 15,000.00 |
| tblArchitecturalCoating | ConstArea_Residential_Exterior | 51,567.00 | 48,647.00 |
| tblArchitecturalCoating | ConstArea_Residential_Interior | 154,702.00 | 145,942.00 |
| tblAreaCoating | Area_Nonresidential_Exterior | 4607 | 5000 |
| tblAreaCoating | Area_Nonresidential_Interior | 13821 | 15000 |
| tblAreaCoating | Area_Residential_Exterior | 51567 | 48647 |
| tblAreaCoating | Area_Residential_Interior | 154702 | 145942 |
| tblConstructionPhase | NumDays | 5.00 | 86.00 |
| tblConstructionPhase | NumDays | 100.00 | 261.00 |

3225 Sunset Boulevard Project - South Coast AQMD Air District, Summer

| | | | |
|---|---|---|---|
| tblConstructionPhase | NumDays | 10.00 | 22.00 |
| tblConstructionPhase | NumDays | 1.00 | 22.00 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 69.70 | 0.00 |
| tblFireplaces | NumberNoFireplace | 8.20 | 0.00 |
| tblFireplaces | NumberWood | 4.10 | 0.00 |
| tblLandUse | LandUseSquareFeet | 28,000.00 | 15,600.00 |
| tblLandUse | LandUseSquareFeet | 82,000.00 | 75,286.00 |
| tblLandUse | LotAcreage | 0.11 | 0.00 |
| tblLandUse | LotAcreage | 0.63 | 0.00 |
| tblLandUse | LotAcreage | 0.07 | 0.00 |
| tblLandUse | LotAcreage | 2.16 | 0.52 |
| tblLandUse | LotAcreage | 0.06 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 4.00 |
| tblSequestration | NumberOfNewTrees | 0.00 | 21.00 |
| tblVehicleTrips | CC_TL | 8.40 | 0.00 |
| tblVehicleTrips | CC_TL | 8.40 | 0.00 |
| tblVehicleTrips | CC_TL | 8.40 | 0.00 |
| tblVehicleTrips | CC_TL | 8.40 | 6.75 |
| tblVehicleTrips | CC_TTP | 48.00 | 0.00 |
| tblVehicleTrips | CC_TTP | 72.50 | 0.00 |
| tblVehicleTrips | CC_TTP | 64.70 | 0.00 |
| tblVehicleTrips | CC_TTP | 0.00 | 100.00 |
| tblVehicleTrips | CNW_TL | 6.90 | 0.00 |
| tblVehicleTrips | CNW_TL | 6.90 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | CNW_TL | 6.90 | 0.00 |
| tblVehicleTrips | CNW_TL | 6.90 | 0.00 |
| tblVehicleTrips | CNW_TTP | 19.00 | 0.00 |
| tblVehicleTrips | CNW_TTP | 19.00 | 0.00 |
| tblVehicleTrips | CNW_TTP | 19.00 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TTP | 33.00 | 0.00 |
| tblVehicleTrips | CW_TTP | 8.50 | 0.00 |
| tblVehicleTrips | CW_TTP | 16.30 | 0.00 |
| tblVehicleTrips | DV_TP | 11.00 | 0.00 |
| tblVehicleTrips | DV_TP | 19.00 | 0.00 |
| tblVehicleTrips | DV_TP | 20.00 | 0.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | HO_TL | 8.70 | 0.00 |
| tblVehicleTrips | HO_TTP | 40.60 | 0.00 |
| tblVehicleTrips | HS_TL | 5.90 | 0.00 |
| tblVehicleTrips | HS_TTP | 19.20 | 0.00 |
| tblVehicleTrips | HW_TL | 14.70 | 0.00 |
| tblVehicleTrips | HW_TTP | 40.20 | 0.00 |
| tblVehicleTrips | PB_TP | 3.00 | 0.00 |
| tblVehicleTrips | PB_TP | 4.00 | 0.00 |
| tblVehicleTrips | PB_TP | 43.00 | 0.00 |
| tblVehicleTrips | PB_TP | 11.00 | 0.00 |
| tblVehicleTrips | PR_TP | 86.00 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | PR_TP | 77.00 | 0.00 |
| tblVehicleTrips | PR_TP | 37.00 | 0.00 |
| tblVehicleTrips | PR_TP | 54.00 | 0.00 |
| tblVehicleTrips | PR_TP | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR | 6.39 | 0.00 |
| tblVehicleTrips | ST_TR | 2.46 | 0.00 |
| tblVehicleTrips | ST_TR | 158.37 | 0.00 |
| tblVehicleTrips | ST_TR | 49.97 | 0.00 |
| tblVehicleTrips | ST_TR | 0.00 | 775.00 |
| tblVehicleTrips | SU_TR | 5.86 | 0.00 |
| tblVehicleTrips | SU_TR | 1.05 | 0.00 |
| tblVehicleTrips | SU_TR | 131.84 | 0.00 |
| tblVehicleTrips | SU_TR | 25.24 | 0.00 |
| tblVehicleTrips | SU_TR | 0.00 | 775.00 |
| tblVehicleTrips | WD_TR | 6.65 | 0.00 |
| tblVehicleTrips | WD_TR | 11.03 | 0.00 |
| tblVehicleTrips | WD_TR | 127.15 | 0.00 |
| tblVehicleTrips | WD_TR | 42.70 | 0.00 |
| tblVehicleTrips | WD_TR | 0.00 | 775.00 |
| tblWoodstoves | NumberCatalytic | 4.10 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 4.10 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2022 | 1.5689 | 13.4024 | 17.6169 | 0.0338 | 0.8545 | 0.6531 | 1.5076 | 0.2285 | 0.6139 | 0.8424 | 0.0000 | 3,295.2432 | 3,295.2432 | 0.5701 | 0.0000 | 3,309.4964 |
| 2023 | 7.2601 | 12.1317 | 17.3632 | 0.0334 | 0.8545 | 0.5667 | 1.4211 | 0.2285 | 0.5328 | 0.7613 | 0.0000 | 3,257.7750 | 3,257.7750 | 0.5637 | 0.0000 | 3,271.8670 |
| **Maximum** | **7.2601** | **13.4024** | **17.6169** | **0.0338** | **0.8545** | **0.6531** | **1.5076** | **0.2285** | **0.6139** | **0.8424** | **0.0000** | **3,295.2432** | **3,295.2432** | **0.5701** | **0.0000** | **3,309.4964** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2022 | 1.5689 | 13.4024 | 17.6169 | 0.0338 | 0.8545 | 0.6531 | 1.5076 | 0.2285 | 0.6139 | 0.8424 | 0.0000 | 3,295.2432 | 3,295.2432 | 0.5701 | 0.0000 | 3,309.4964 |
| 2023 | 7.2601 | 12.1317 | 17.3632 | 0.0334 | 0.8545 | 0.5667 | 1.4211 | 0.2285 | 0.5328 | 0.7613 | 0.0000 | 3,257.7750 | 3,257.7750 | 0.5637 | 0.0000 | 3,271.8670 |
| **Maximum** | **7.2601** | **13.4024** | **17.6169** | **0.0338** | **0.8545** | **0.6531** | **1.5076** | **0.2285** | **0.6139** | **0.8424** | **0.0000** | **3,295.2432** | **3,295.2432** | **0.5701** | **0.0000** | **3,309.4964** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.0484 | 0.0780 | 6.7705 | 3.6000e-004 | | 0.0375 | 0.0375 | | 0.0375 | 0.0375 | 0.0000 | 12.1990 | 12.1990 | 0.0117 | 0.0000 | 12.4924 |
| Energy | 0.0436 | 0.3845 | 0.2439 | 2.3800e-003 | | 0.0302 | 0.0302 | | 0.0302 | 0.0302 | | 476.0609 | 476.0609 | 9.1200e-003 | 8.7300e-003 | 478.8899 |
| Mobile | 1.0318 | 4.5482 | 11.9663 | 0.0475 | 4.0487 | 0.0330 | 4.0816 | 1.0832 | 0.0307 | 1.1138 | | 4,848.8515 | 4,848.8515 | 0.2147 | | 4,854.2193 |
| Stationary | 0.8205 | 3.6694 | 2.0922 | 3.9400e-003 | | 0.1207 | 0.1207 | | 0.1207 | 0.1207 | | 419.7571 | 419.7571 | 0.0589 | | 421.2283 |
| **Total** | **3.9444** | **8.6801** | **21.0730** | **0.0542** | **4.0487** | **0.2214** | **4.2700** | **1.0832** | **0.2190** | **1.3022** | **0.0000** | **5,756.8685** | **5,756.8685** | **0.2944** | **8.7300e-003** | **5,766.8299** |

## 2.2 Overall Operational

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.0484 | 0.0780 | 6.7705 | 3.6000e-004 | | 0.0375 | 0.0375 | | 0.0375 | 0.0375 | 0.0000 | 12.1990 | 12.1990 | 0.0117 | 0.0000 | 12.4924 |
| Energy | 0.0425 | 0.3749 | 0.2385 | 2.3200e-003 | | 0.0294 | 0.0294 | | 0.0294 | 0.0294 | | 464.0294 | 464.0294 | 8.8900e-003 | 8.5100e-003 | 466.7869 |
| Mobile | 1.0318 | 4.5482 | 11.9663 | 0.0475 | 4.0487 | 0.0330 | 4.0816 | 1.0832 | 0.0307 | 1.1138 | | 4,848.8515 | 4,848.8515 | 0.2147 | | 4,854.2193 |
| Stationary | 0.8205 | 3.6694 | 2.0922 | 3.9400e-003 | | 0.1207 | 0.1207 | | 0.1207 | 0.1207 | | 419.7571 | 419.7571 | 0.0589 | | 421.2283 |
| **Total** | **3.9433** | **8.6705** | **21.0675** | **0.0541** | **4.0487** | **0.2206** | **4.2692** | **1.0832** | **0.2183** | **1.3014** | **0.0000** | **5,744.8370** | **5,744.8370** | **0.2942** | **8.5100e-003** | **5,754.7268** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.03** | **0.11** | **0.03** | **0.11** | **0.00** | **0.34** | **0.02** | **0.00** | **0.35** | **0.06** | **0.00** | **0.21** | **0.21** | **0.08** | **2.52** | **0.21** |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 7/1/2022 | 8/1/2022 | 5 | 22 | |
| 2 | Site Preparation | Site Preparation | 8/2/2022 | 8/31/2022 | 5 | 22 | |
| 3 | Building Construction | Building Construction | 9/1/2022 | 8/31/2023 | 5 | 261 | |
| 4 | Architectural Coating | Architectural Coating | 9/1/2023 | 12/29/2023 | 5 | 86 | |

**Acres of Grading (Site Preparation Phase): 11**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 145,942; Residential Outdoor: 48,647; Non-Residential Indoor: 15,000; Non-Residential Outdoor: 5,000; Striped Parking Area: 936 (Architectural Coating – sqft)**

## OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Rubber Tired Dozers | 1 | 1.00 | 247 | 0.40 |
| Demolition | Tractors/Loaders/Backhoes | 2 | 6.00 | 97 | 0.37 |
| Site Preparation | Graders | 1 | 8.00 | 187 | 0.41 |
| Site Preparation | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Building Construction | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Building Construction | Forklifts | 2 | 6.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Pavers | 1 | 8.00 | 130 | 0.42 |
| Building Construction | Rollers | 1 | 8.00 | 80 | 0.38 |
| Building Construction | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Architectural Coating | Aerial Lifts | 2 | 8.00 | 63 | 0.31 |
| Architectural Coating | Air Compressors | 4 | 6.00 | 78 | 0.48 |

## Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 4 | 10.00 | 0.00 | 61.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 2 | 5.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 8 | 69.00 | 13.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 6 | 14.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

## 3.2 Demolition - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.5973 | 0.0000 | 0.5973 | 0.0904 | 0.0000 | 0.0904 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.7094 | 6.4138 | 7.4693 | 0.0120 | | 0.3375 | 0.3375 | | 0.3225 | 0.3225 | | 1,147.9025 | 1,147.9025 | 0.2119 | | 1,153.2001 |
| **Total** | **0.7094** | **6.4138** | **7.4693** | **0.0120** | **0.5973** | **0.3375** | **0.9348** | **0.0904** | **0.3225** | **0.4130** | | **1,147.9025** | **1,147.9025** | **0.2119** | | **1,153.2001** |

## 3.2 Demolition - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0191 | 0.6482 | 0.1468 | 2.1000e-003 | 0.0485 | 1.8700e-003 | 0.0503 | 0.0133 | 1.7900e-003 | 0.0151 | | 227.2957 | 227.2957 | 0.0151 | | 227.6724 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0396 | 0.0247 | 0.3484 | 1.0700e-003 | 0.1118 | 8.0000e-004 | 0.1126 | 0.0296 | 7.4000e-004 | 0.0304 | | 106.7724 | 106.7724 | 2.6900e-003 | | 106.8397 |
| **Total** | **0.0587** | **0.6729** | **0.4952** | **3.1700e-003** | **0.1602** | **2.6700e-003** | **0.1629** | **0.0429** | **2.5300e-003** | **0.0455** | | **334.0681** | **334.0681** | **0.0178** | | **334.5121** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.2688 | 0.0000 | 0.2688 | 0.0407 | 0.0000 | 0.0407 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.7094 | 6.4138 | 7.4693 | 0.0120 | | 0.3375 | 0.3375 | | 0.3225 | 0.3225 | 0.0000 | 1,147.9025 | 1,147.9025 | 0.2119 | | 1,153.2001 |
| **Total** | **0.7094** | **6.4138** | **7.4693** | **0.0120** | **0.2688** | **0.3375** | **0.6063** | **0.0407** | **0.3225** | **0.3632** | **0.0000** | **1,147.9025** | **1,147.9025** | **0.2119** | | **1,153.2001** |

## 3.2 Demolition - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0191 | 0.6482 | 0.1468 | 2.1000e-003 | 0.0485 | 1.8700e-003 | 0.0503 | 0.0133 | 1.7900e-003 | 0.0151 | | 227.2957 | 227.2957 | 0.0151 | | 227.6724 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0396 | 0.0247 | 0.3484 | 1.0700e-003 | 0.1118 | 8.0000e-004 | 0.1126 | 0.0296 | 7.4000e-004 | 0.0304 | | 106.7724 | 106.7724 | 2.6900e-003 | | 106.8397 |
| **Total** | **0.0587** | **0.6729** | **0.4952** | **3.1700e-003** | **0.1602** | **2.6700e-003** | **0.1629** | **0.0429** | **2.5300e-003** | **0.0455** | | **334.0681** | **334.0681** | **0.0178** | | **334.5121** |

## 3.3 Site Preparation - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.5303 | 0.0000 | 0.5303 | 0.0573 | 0.0000 | 0.0573 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.5797 | 6.9332 | 3.9597 | 9.7300e-003 | | 0.2573 | 0.2573 | | 0.2367 | 0.2367 | | 942.5179 | 942.5179 | 0.3048 | | 950.1386 |
| **Total** | **0.5797** | **6.9332** | **3.9597** | **9.7300e-003** | **0.5303** | **0.2573** | **0.7876** | **0.0573** | **0.2367** | **0.2940** | | **942.5179** | **942.5179** | **0.3048** | | **950.1386** |

## 3.3 Site Preparation - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0198 | 0.0124 | 0.1742 | 5.4000e-004 | 0.0559 | 4.0000e-004 | 0.0563 | 0.0148 | 3.7000e-004 | 0.0152 | | 53.3862 | 53.3862 | 1.3500e-003 | | 53.4198 |
| **Total** | **0.0198** | **0.0124** | **0.1742** | **5.4000e-004** | **0.0559** | **4.0000e-004** | **0.0563** | **0.0148** | **3.7000e-004** | **0.0152** | | **53.3862** | **53.3862** | **1.3500e-003** | | **53.4198** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.2386 | 0.0000 | 0.2386 | 0.0258 | 0.0000 | 0.0258 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.5797 | 6.9332 | 3.9597 | 9.7300e-003 | | 0.2573 | 0.2573 | | 0.2367 | 0.2367 | 0.0000 | 942.5179 | 942.5179 | 0.3048 | | 950.1386 |
| **Total** | **0.5797** | **6.9332** | **3.9597** | **9.7300e-003** | **0.2386** | **0.2573** | **0.4959** | **0.0258** | **0.2367** | **0.2625** | **0.0000** | **942.5179** | **942.5179** | **0.3048** | | **950.1386** |

## 3.3 Site Preparation - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0198 | 0.0124 | 0.1742 | 5.4000e-004 | 0.0559 | 4.0000e-004 | 0.0563 | 0.0148 | 3.7000e-004 | 0.0152 | | 53.3862 | 53.3862 | 1.3500e-003 | | 53.4198 |
| **Total** | **0.0198** | **0.0124** | **0.1742** | **5.4000e-004** | **0.0559** | **4.0000e-004** | **0.0563** | **0.0148** | **3.7000e-004** | **0.0152** | | **53.3862** | **53.3862** | **1.3500e-003** | | **53.4198** |

## 3.4 Building Construction - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.2617 | 12.0549 | 14.9352 | 0.0231 | | 0.6455 | 0.6455 | | 0.6067 | 0.6067 | | 2,207.4368 | 2,207.4368 | 0.5309 | | 2,220.7102 |
| **Total** | **1.2617** | **12.0549** | **14.9352** | **0.0231** | | **0.6455** | **0.6455** | | **0.6067** | **0.6067** | | **2,207.4368** | **2,207.4368** | **0.5309** | | **2,220.7102** |

## 3.4 Building Construction - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0339 | 1.1769 | 0.2781 | 3.2900e-003 | 0.0832 | 2.1600e-003 | 0.0854 | 0.0240 | 2.0700e-003 | 0.0260 | | 351.0769 | 351.0769 | 0.0206 | | 351.5925 |
| Worker | 0.2732 | 0.1706 | 2.4036 | 7.3900e-003 | 0.7713 | 5.5100e-003 | 0.7768 | 0.2045 | 5.0800e-003 | 0.2096 | | 736.7295 | 736.7295 | 0.0186 | | 737.1938 |
| **Total** | **0.3071** | **1.3476** | **2.6817** | **0.0107** | **0.8545** | **7.6700e-003** | **0.8621** | **0.2285** | **7.1500e-003** | **0.2356** | | **1,087.8064** | **1,087.8064** | **0.0392** | | **1,088.7863** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.2617 | 12.0549 | 14.9352 | 0.0231 | | 0.6455 | 0.6455 | | 0.6067 | 0.6067 | 0.0000 | 2,207.4368 | 2,207.4368 | 0.5309 | | 2,220.7102 |
| **Total** | **1.2617** | **12.0549** | **14.9352** | **0.0231** | | **0.6455** | **0.6455** | | **0.6067** | **0.6067** | **0.0000** | **2,207.4368** | **2,207.4368** | **0.5309** | | **2,220.7102** |

## 3.4 Building Construction - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0339 | 1.1769 | 0.2781 | 3.2900e-003 | 0.0832 | 2.1600e-003 | 0.0854 | 0.0240 | 2.0700e-003 | 0.0260 | | 351.0769 | 351.0769 | 0.0206 | | 351.5925 |
| Worker | 0.2732 | 0.1706 | 2.4036 | 7.3900e-003 | 0.7713 | 5.5100e-003 | 0.7768 | 0.2045 | 5.0800e-003 | 0.2096 | | 736.7295 | 736.7295 | 0.0186 | | 737.1938 |
| **Total** | **0.3071** | **1.3476** | **2.6817** | **0.0107** | **0.8545** | **7.6700e-003** | **0.8621** | **0.2285** | **7.1500e-003** | **0.2356** | | **1,087.8064** | **1,087.8064** | **0.0392** | | **1,088.7863** |

## 3.4 Building Construction - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1668 | 11.0875 | 14.8929 | 0.0231 | | 0.5603 | 0.5603 | | 0.5269 | 0.5269 | | 2,208.0751 | 2,208.0751 | 0.5290 | | 2,221.2989 |
| **Total** | **1.1668** | **11.0875** | **14.8929** | **0.0231** | | **0.5603** | **0.5603** | | **0.5269** | **0.5269** | | **2,208.0751** | **2,208.0751** | **0.5290** | | **2,221.2989** |

## 3.4 Building Construction - 2023

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0253 | 0.8898 | 0.2505 | 3.1800e-003 | 0.0832 | 1.0000e-003 | 0.0842 | 0.0240 | 9.6000e-004 | 0.0249 | | 340.4280 | 340.4280 | 0.0180 | | 340.8777 |
| Worker | 0.2569 | 0.1544 | 2.2197 | 7.1200e-003 | 0.7713 | 5.3700e-003 | 0.7766 | 0.2045 | 4.9500e-003 | 0.2095 | | 709.2718 | 709.2718 | 0.0168 | | 709.6905 |
| **Total** | **0.2822** | **1.0442** | **2.4702** | **0.0103** | **0.8545** | **6.3700e-003** | **0.8608** | **0.2285** | **5.9100e-003** | **0.2344** | | **1,049.6999** | **1,049.6999** | **0.0347** | | **1,050.5682** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1668 | 11.0875 | 14.8929 | 0.0231 | | 0.5603 | 0.5603 | | 0.5269 | 0.5269 | 0.0000 | 2,208.0751 | 2,208.0751 | 0.5290 | | 2,221.2989 |
| **Total** | **1.1668** | **11.0875** | **14.8929** | **0.0231** | | **0.5603** | **0.5603** | | **0.5269** | **0.5269** | **0.0000** | **2,208.0751** | **2,208.0751** | **0.5290** | | **2,221.2989** |

## 3.4 Building Construction - 2023

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0253 | 0.8898 | 0.2505 | 3.1800e-003 | 0.0832 | 1.0000e-003 | 0.0842 | 0.0240 | 9.6000e-004 | 0.0249 | | 340.4280 | 340.4280 | 0.0180 | | 340.8777 |
| Worker | 0.2569 | 0.1544 | 2.2197 | 7.1200e-003 | 0.7713 | 5.3700e-003 | 0.7766 | 0.2045 | 4.9500e-003 | 0.2095 | | 709.2718 | 709.2718 | 0.0168 | | 709.6905 |
| **Total** | **0.2822** | **1.0442** | **2.4702** | **0.0103** | **0.8545** | **6.3700e-003** | **0.8608** | **0.2285** | **5.9100e-003** | **0.2344** | | **1,049.6999** | **1,049.6999** | **0.0347** | | **1,050.5682** |

## 3.5 Architectural Coating - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 6.3721 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.8359 | 6.2785 | 9.4285 | 0.0153 | | 0.3017 | 0.3017 | | 0.3002 | 0.3002 | | 1,451.0319 | 1,451.0319 | 0.1725 | | 1,455.3455 |
| **Total** | **7.2079** | **6.2785** | **9.4285** | **0.0153** | | **0.3017** | **0.3017** | | **0.3002** | **0.3002** | | **1,451.0319** | **1,451.0319** | **0.1725** | | **1,455.3455** |

## 3.5 Architectural Coating - 2023

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0521 | 0.0313 | 0.4504 | 1.4400e-003 | 0.1565 | 1.0900e-003 | 0.1576 | 0.0415 | 1.0000e-003 | 0.0425 | | 143.9102 | 143.9102 | 3.4000e-003 | | 143.9952 |
| **Total** | **0.0521** | **0.0313** | **0.4504** | **1.4400e-003** | **0.1565** | **1.0900e-003** | **0.1576** | **0.0415** | **1.0000e-003** | **0.0425** | | **143.9102** | **143.9102** | **3.4000e-003** | | **143.9952** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 6.3721 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.8359 | 6.2785 | 9.4285 | 0.0153 | | 0.3017 | 0.3017 | | 0.3002 | 0.3002 | 0.0000 | 1,451.0319 | 1,451.0319 | 0.1725 | | 1,455.3455 |
| **Total** | **7.2079** | **6.2785** | **9.4285** | **0.0153** | | **0.3017** | **0.3017** | | **0.3002** | **0.3002** | **0.0000** | **1,451.0319** | **1,451.0319** | **0.1725** | | **1,455.3455** |

### 3.5 Architectural Coating - 2023

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0521 | 0.0313 | 0.4504 | 1.4400e-003 | 0.1565 | 1.0900e-003 | 0.1576 | 0.0415 | 1.0000e-003 | 0.0425 | | 143.9102 | 143.9102 | 3.4000e-003 | | 143.9952 |
| **Total** | **0.0521** | **0.0313** | **0.4504** | **1.4400e-003** | **0.1565** | **1.0900e-003** | **0.1576** | **0.0415** | **1.0000e-003** | **0.0425** | | **143.9102** | **143.9102** | **3.4000e-003** | | **143.9952** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 1.0318 | 4.5482 | 11.9663 | 0.0475 | 4.0487 | 0.0330 | 4.0816 | 1.0832 | 0.0307 | 1.1138 | | 4,848.8515 | 4,848.8515 | 0.2147 | | 4,854.2193 |
| Unmitigated | 1.0318 | 4.5482 | 11.9663 | 0.0475 | 4.0487 | 0.0330 | 4.0816 | 1.0832 | 0.0307 | 1.1138 | | 4,848.8515 | 4,848.8515 | 0.2147 | | 4,854.2193 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Mid Rise | 0.00 | 0.00 | 0.00 | | |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | | |
| General Office Building | 0.00 | 0.00 | 0.00 | | |
| High Turnover (Sit Down Restaurant) | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 0.00 | 0.00 | 0.00 | | |
| User Defined Commercial | 775.00 | 775.00 | 775.00 | 1,904,175 | 1,904,175 |
| Total | 775.00 | 775.00 | 775.00 | 1,904,175 | 1,904,175 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Mid Rise | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Enclosed Parking with Elevator | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| General Office Building | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| High Turnover (Sit Down | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| User Defined Commercial | 0.00 | 6.75 | 0.00 | 0.00 | 100.00 | 0.00 | 100 | 0 | 0 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| Enclosed Parking with Elevator | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| General Office Building | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| High Turnover (Sit Down Restaurant) | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| Regional Shopping Center | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| User Defined Commercial | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

3225 Sunset Boulevard Project - South Coast AQMD Air District, Summer

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0425 | 0.3749 | 0.2385 | 2.3200e-003 | | 0.0294 | 0.0294 | | 0.0294 | 0.0294 | | 464.0294 | 464.0294 | 8.8900e-003 | 8.5100e-003 | 466.7869 |
| NaturalGas Unmitigated | 0.0436 | 0.3845 | 0.2439 | 2.3800e-003 | | 0.0302 | 0.0302 | | 0.0302 | 0.0302 | | 476.0609 | 476.0609 | 9.1200e-003 | 8.7300e-003 | 478.8899 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Mid Rise | 2070.66 | 0.0223 | 0.1908 | 0.0812 | 1.2200e-003 | | 0.0154 | 0.0154 | | 0.0154 | 0.0154 | | 243.6065 | 243.6065 | 4.6700e-003 | 4.4700e-003 | 245.0541 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 131.195 | 1.4100e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4347 | 15.4347 | 3.0000e-004 | 2.8000e-004 | 15.5264 |
| High Turnover (Sit Down Restaurant) | 1833.44 | 0.0198 | 0.1798 | 0.1510 | 1.0800e-003 | | 0.0137 | 0.0137 | | 0.0137 | 0.0137 | | 215.6983 | 215.6983 | 4.1300e-003 | 3.9500e-003 | 216.9801 |
| Regional Shopping Center | 11.2329 | 1.2000e-004 | 1.1000e-003 | 9.3000e-004 | 1.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 1.3215 | 1.3215 | 3.0000e-005 | 2.0000e-005 | 1.3294 |
| User Defined Commercial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0436** | **0.3845** | **0.2439** | **2.3900e-003** | | **0.0302** | **0.0302** | | **0.0302** | **0.0302** | | **476.0609** | **476.0609** | **9.1300e-003** | **8.7200e-003** | **478.8899** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Mid Rise | 2.00168 | 0.0216 | 0.1845 | 0.0785 | 1.1800e-003 | | 0.0149 | 0.0149 | | 0.0149 | 0.0149 | | 235.4920 | 235.4920 | 4.5100e-003 | 4.3200e-003 | 236.8914 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 0.122355 | 1.3200e-003 | 0.0120 | 0.0101 | 7.0000e-005 | | 9.1000e-004 | 9.1000e-004 | | 9.1000e-004 | 9.1000e-004 | | 14.3947 | 14.3947 | 2.8000e-004 | 2.6000e-004 | 14.4802 |
| High Turnover (Sit Down Restaurant) | 1.80953 | 0.0195 | 0.1774 | 0.1490 | 1.0600e-003 | | 0.0135 | 0.0135 | | 0.0135 | 0.0135 | | 212.8861 | 212.8861 | 4.0800e-003 | 3.9000e-003 | 214.1512 |
| Regional Shopping Center | 0.0106815 | 1.2000e-004 | 1.0500e-003 | 8.8000e-004 | 1.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 1.2567 | 1.2567 | 2.0000e-005 | 2.0000e-005 | 1.2641 |
| User Defined Commercial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0425** | **0.3749** | **0.2385** | **2.3200e-003** | | **0.0294** | **0.0294** | | **0.0294** | **0.0294** | | **464.0294** | **464.0294** | **8.8900e-003** | **8.5000e-003** | **466.7869** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

No Hearths Installed

Use Low VOC Cleaning Supplies

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 2.0484 | 0.0780 | 6.7705 | 3.6000e-004 | | 0.0375 | 0.0375 | | 0.0375 | 0.0375 | 0.0000 | 12.1990 | 12.1990 | 0.0117 | 0.0000 | 12.4924 |
| Unmitigated | 2.0484 | 0.0780 | 6.7705 | 3.6000e-004 | | 0.0375 | 0.0375 | | 0.0375 | 0.0375 | 0.0000 | 12.1990 | 12.1990 | 0.0117 | 0.0000 | 12.4924 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.1501 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 1.6942 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.2041 | 0.0780 | 6.7705 | 3.6000e-004 | | 0.0375 | 0.0375 | | 0.0375 | 0.0375 | | 12.1990 | 12.1990 | 0.0117 | | 12.4924 |
| **Total** | **2.0484** | **0.0780** | **6.7705** | **3.6000e-004** | | **0.0375** | **0.0375** | | **0.0375** | **0.0375** | **0.0000** | **12.1990** | **12.1990** | **0.0117** | **0.0000** | **12.4924** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.1501 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 1.6942 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.2041 | 0.0780 | 6.7705 | 3.6000e-004 | | 0.0375 | 0.0375 | | 0.0375 | 0.0375 | | 12.1990 | 12.1990 | 0.0117 | | 12.4924 |
| **Total** | **2.0484** | **0.0780** | **6.7705** | **3.6000e-004** | | **0.0375** | **0.0375** | | **0.0375** | **0.0375** | **0.0000** | **12.1990** | **12.1990** | **0.0117** | **0.0000** | **12.4924** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

### Fire Pumps and Emergency Generators

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|
| Emergency Generator | 1 | 0.5 | 12 | 1000 | 0.73 | Diesel |

### Boilers

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

### User Defined Equipment

| Equipment Type | Number |
|---|---|

## 10.1 Stationary Sources

**Unmitigated/Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment Type | lb/day | | | | | | | | | | lb/day | | | | | |
| Emergency Generator - Diesel (750 - 9999 HP) | 0.8205 | 3.6694 | 2.0922 | 3.9400e-003 | | 0.1207 | 0.1207 | | 0.1207 | 0.1207 | | 419.7571 | 419.7571 | 0.0589 | | 421.2283 |
| **Total** | **0.8205** | **3.6694** | **2.0922** | **3.9400e-003** | | **0.1207** | **0.1207** | | **0.1207** | **0.1207** | | **419.7571** | **419.7571** | **0.0589** | | **421.2283** |

## 11.0 Vegetation

# 3225 Sunset Boulevard Project

**South Coast AQMD Air District, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Office Building | 4.60 | 1000sqft | 0.00 | 4,600.00 | 0 |
| User Defined Commercial | 1.00 | User Defined Unit | 0.00 | 0.00 | 0 |
| Enclosed Parking with Elevator | 70.00 | Space | 0.00 | 15,600.00 | 0 |
| High Turnover (Sit Down Restaurant) | 2.90 | 1000sqft | 0.00 | 2,900.00 | 0 |
| Apartments Mid Rise | 82.00 | Dwelling Unit | 0.52 | 75,286.00 | 235 |
| Regional Shopping Center | 2.50 | 1000sqft | 0.00 | 2,500.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 11 | | | **Operational Year** | 2024 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

3225 Sunset Boulevard Project - South Coast AQMD Air District, Winter

Project Characteristics -

Land Use - Project data per May 2021 Site Plans

Construction Phase - Assumes 18-month construction timeline.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Demolition - 13,350sf auto repair facility to be demolished.

Vehicle Trips - Trips rates adjusted based on LADOT Calculator and Project MOU (01.22.2021)

Woodstoves - No woodstoves or fireplaces proposed.

Sequestration -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation - 2019 Title 24 Standards approximately 7% more efficient than 2016 Title 24

Water Mitigation -

Waste Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblArchitecturalCoating | ConstArea_Nonresidential_Exterior | 4,607.00 | 5,000.00 |
| tblArchitecturalCoating | ConstArea_Nonresidential_Interior | 13,821.00 | 15,000.00 |
| tblArchitecturalCoating | ConstArea_Residential_Exterior | 51,567.00 | 48,647.00 |
| tblArchitecturalCoating | ConstArea_Residential_Interior | 154,702.00 | 145,942.00 |
| tblAreaCoating | Area_Nonresidential_Exterior | 4607 | 5000 |
| tblAreaCoating | Area_Nonresidential_Interior | 13821 | 15000 |
| tblAreaCoating | Area_Residential_Exterior | 51567 | 48647 |
| tblAreaCoating | Area_Residential_Interior | 154702 | 145942 |
| tblConstructionPhase | NumDays | 5.00 | 86.00 |
| tblConstructionPhase | NumDays | 100.00 | 261.00 |

3225 Sunset Boulevard Project - South Coast AQMD Air District, Winter

| | | | |
|---|---|---|---|
| tblConstructionPhase | NumDays | 10.00 | 22.00 |
| tblConstructionPhase | NumDays | 1.00 | 22.00 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 69.70 | 0.00 |
| tblFireplaces | NumberNoFireplace | 8.20 | 0.00 |
| tblFireplaces | NumberWood | 4.10 | 0.00 |
| tblLandUse | LandUseSquareFeet | 28,000.00 | 15,600.00 |
| tblLandUse | LandUseSquareFeet | 82,000.00 | 75,286.00 |
| tblLandUse | LotAcreage | 0.11 | 0.00 |
| tblLandUse | LotAcreage | 0.63 | 0.00 |
| tblLandUse | LotAcreage | 0.07 | 0.00 |
| tblLandUse | LotAcreage | 2.16 | 0.52 |
| tblLandUse | LotAcreage | 0.06 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 4.00 |
| tblSequestration | NumberOfNewTrees | 0.00 | 21.00 |
| tblVehicleTrips | CC_TL | 8.40 | 0.00 |
| tblVehicleTrips | CC_TL | 8.40 | 0.00 |
| tblVehicleTrips | CC_TL | 8.40 | 0.00 |
| tblVehicleTrips | CC_TL | 8.40 | 6.75 |
| tblVehicleTrips | CC_TTP | 48.00 | 0.00 |
| tblVehicleTrips | CC_TTP | 72.50 | 0.00 |
| tblVehicleTrips | CC_TTP | 64.70 | 0.00 |
| tblVehicleTrips | CC_TTP | 0.00 | 100.00 |
| tblVehicleTrips | CNW_TL | 6.90 | 0.00 |
| tblVehicleTrips | CNW_TL | 6.90 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | CNW_TL | 6.90 | 0.00 |
| tblVehicleTrips | CNW_TL | 6.90 | 0.00 |
| tblVehicleTrips | CNW_TTP | 19.00 | 0.00 |
| tblVehicleTrips | CNW_TTP | 19.00 | 0.00 |
| tblVehicleTrips | CNW_TTP | 19.00 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TL | 16.60 | 0.00 |
| tblVehicleTrips | CW_TTP | 33.00 | 0.00 |
| tblVehicleTrips | CW_TTP | 8.50 | 0.00 |
| tblVehicleTrips | CW_TTP | 16.30 | 0.00 |
| tblVehicleTrips | DV_TP | 11.00 | 0.00 |
| tblVehicleTrips | DV_TP | 19.00 | 0.00 |
| tblVehicleTrips | DV_TP | 20.00 | 0.00 |
| tblVehicleTrips | DV_TP | 35.00 | 0.00 |
| tblVehicleTrips | HO_TL | 8.70 | 0.00 |
| tblVehicleTrips | HO_TTP | 40.60 | 0.00 |
| tblVehicleTrips | HS_TL | 5.90 | 0.00 |
| tblVehicleTrips | HS_TTP | 19.20 | 0.00 |
| tblVehicleTrips | HW_TL | 14.70 | 0.00 |
| tblVehicleTrips | HW_TTP | 40.20 | 0.00 |
| tblVehicleTrips | PB_TP | 3.00 | 0.00 |
| tblVehicleTrips | PB_TP | 4.00 | 0.00 |
| tblVehicleTrips | PB_TP | 43.00 | 0.00 |
| tblVehicleTrips | PB_TP | 11.00 | 0.00 |
| tblVehicleTrips | PR_TP | 86.00 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | PR_TP | 77.00 | 0.00 |
| tblVehicleTrips | PR_TP | 37.00 | 0.00 |
| tblVehicleTrips | PR_TP | 54.00 | 0.00 |
| tblVehicleTrips | PR_TP | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR | 6.39 | 0.00 |
| tblVehicleTrips | ST_TR | 2.46 | 0.00 |
| tblVehicleTrips | ST_TR | 158.37 | 0.00 |
| tblVehicleTrips | ST_TR | 49.97 | 0.00 |
| tblVehicleTrips | ST_TR | 0.00 | 775.00 |
| tblVehicleTrips | SU_TR | 5.86 | 0.00 |
| tblVehicleTrips | SU_TR | 1.05 | 0.00 |
| tblVehicleTrips | SU_TR | 131.84 | 0.00 |
| tblVehicleTrips | SU_TR | 25.24 | 0.00 |
| tblVehicleTrips | SU_TR | 0.00 | 775.00 |
| tblVehicleTrips | WD_TR | 6.65 | 0.00 |
| tblVehicleTrips | WD_TR | 11.03 | 0.00 |
| tblVehicleTrips | WD_TR | 127.15 | 0.00 |
| tblVehicleTrips | WD_TR | 42.70 | 0.00 |
| tblVehicleTrips | WD_TR | 0.00 | 775.00 |
| tblWoodstoves | NumberCatalytic | 4.10 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 4.10 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2022 | 1.5967 | 13.4138 | 17.4026 | 0.0332 | 0.8545 | 0.6532 | 1.5077 | 0.2285 | 0.6139 | 0.8424 | 0.0000 | 3,237.2795 | 3,237.2795 | 0.5704 | 0.0000 | 3,251.5386 |
| 2023 | 7.2652 | 12.1405 | 17.1554 | 0.0329 | 0.8545 | 0.5667 | 1.4212 | 0.2285 | 0.5328 | 0.7613 | 0.0000 | 3,202.0398 | 3,202.0398 | 0.5637 | 0.0000 | 3,216.1322 |
| **Maximum** | **7.2652** | **13.4138** | **17.4026** | **0.0332** | **0.8545** | **0.6532** | **1.5077** | **0.2285** | **0.6139** | **0.8424** | **0.0000** | **3,237.2795** | **3,237.2795** | **0.5704** | **0.0000** | **3,251.5386** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2022 | 1.5967 | 13.4138 | 17.4026 | 0.0332 | 0.8545 | 0.6532 | 1.5077 | 0.2285 | 0.6139 | 0.8424 | 0.0000 | 3,237.2795 | 3,237.2795 | 0.5704 | 0.0000 | 3,251.5386 |
| 2023 | 7.2652 | 12.1405 | 17.1554 | 0.0329 | 0.8545 | 0.5667 | 1.4212 | 0.2285 | 0.5328 | 0.7613 | 0.0000 | 3,202.0398 | 3,202.0398 | 0.5637 | 0.0000 | 3,216.1322 |
| **Maximum** | **7.2652** | **13.4138** | **17.4026** | **0.0332** | **0.8545** | **0.6532** | **1.5077** | **0.2285** | **0.6139** | **0.8424** | **0.0000** | **3,237.2795** | **3,237.2795** | **0.5704** | **0.0000** | **3,251.5386** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.0484 | 0.0780 | 6.7705 | 3.6000e-004 | | 0.0375 | 0.0375 | | 0.0375 | 0.0375 | 0.0000 | 12.1990 | 12.1990 | 0.0117 | 0.0000 | 12.4924 |
| Energy | 0.0436 | 0.3845 | 0.2439 | 2.3800e-003 | | 0.0302 | 0.0302 | | 0.0302 | 0.0302 | | 476.0609 | 476.0609 | 9.1200e-003 | 8.7300e-003 | 478.8899 |
| Mobile | 0.9737 | 4.6032 | 11.2965 | 0.0450 | 4.0487 | 0.0332 | 4.0818 | 1.0832 | 0.0308 | 1.1140 | | 4,589.8932 | 4,589.8932 | 0.2160 | | 4,595.2942 |
| Stationary | 0.8205 | 3.6694 | 2.0922 | 3.9400e-003 | | 0.1207 | 0.1207 | | 0.1207 | 0.1207 | | 419.7571 | 419.7571 | 0.0589 | | 421.2283 |
| **Total** | **3.8863** | **8.7351** | **20.4032** | **0.0516** | **4.0487** | **0.2215** | **4.2702** | **1.0832** | **0.2192** | **1.3023** | **0.0000** | **5,497.9102** | **5,497.9102** | **0.2957** | **8.7300e-003** | **5,507.9048** |

## 2.2 Overall Operational

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.0484 | 0.0780 | 6.7705 | 3.6000e-004 | | 0.0375 | 0.0375 | | 0.0375 | 0.0375 | 0.0000 | 12.1990 | 12.1990 | 0.0117 | 0.0000 | 12.4924 |
| Energy | 0.0425 | 0.3749 | 0.2385 | 2.3200e-003 | | 0.0294 | 0.0294 | | 0.0294 | 0.0294 | | 464.0294 | 464.0294 | 8.8900e-003 | 8.5100e-003 | 466.7869 |
| Mobile | 0.9737 | 4.6032 | 11.2965 | 0.0450 | 4.0487 | 0.0332 | 4.0818 | 1.0832 | 0.0308 | 1.1140 | | 4,589.8932 | 4,589.8932 | 0.2160 | | 4,595.2942 |
| Stationary | 0.8205 | 3.6694 | 2.0922 | 3.9400e-003 | | 0.1207 | 0.1207 | | 0.1207 | 0.1207 | | 419.7571 | 419.7571 | 0.0589 | | 421.2283 |
| **Total** | **3.8852** | **8.7254** | **20.3977** | **0.0516** | **4.0487** | **0.2208** | **4.2694** | **1.0832** | **0.2184** | **1.3016** | **0.0000** | **5,485.8787** | **5,485.8787** | **0.2955** | **8.5100e-003** | **5,495.8017** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.03** | **0.11** | **0.03** | **0.12** | **0.00** | **0.34** | **0.02** | **0.00** | **0.35** | **0.06** | **0.00** | **0.22** | **0.22** | **0.08** | **2.52** | **0.22** |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 7/1/2022 | 8/1/2022 | 5 | 22 | |
| 2 | Site Preparation | Site Preparation | 8/2/2022 | 8/31/2022 | 5 | 22 | |
| 3 | Building Construction | Building Construction | 9/1/2022 | 8/31/2023 | 5 | 261 | |
| 4 | Architectural Coating | Architectural Coating | 9/1/2023 | 12/29/2023 | 5 | 86 | |

**Acres of Grading (Site Preparation Phase): 11**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 145,942; Residential Outdoor: 48,647; Non-Residential Indoor: 15,000; Non-Residential Outdoor: 5,000; Striped Parking Area: 936 (Architectural Coating – sqft)**

## OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Rubber Tired Dozers | 1 | 1.00 | 247 | 0.40 |
| Demolition | Tractors/Loaders/Backhoes | 2 | 6.00 | 97 | 0.37 |
| Site Preparation | Graders | 1 | 8.00 | 187 | 0.41 |
| Site Preparation | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Building Construction | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Building Construction | Forklifts | 2 | 6.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Pavers | 1 | 8.00 | 130 | 0.42 |
| Building Construction | Rollers | 1 | 8.00 | 80 | 0.38 |
| Building Construction | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Architectural Coating | Aerial Lifts | 2 | 8.00 | 63 | 0.31 |
| Architectural Coating | Air Compressors | 4 | 6.00 | 78 | 0.48 |

## Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 4 | 10.00 | 0.00 | 61.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 2 | 5.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 8 | 69.00 | 13.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 6 | 14.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Water Exposed Area

## 3.2 Demolition - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.5973 | 0.0000 | 0.5973 | 0.0904 | 0.0000 | 0.0904 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.7094 | 6.4138 | 7.4693 | 0.0120 | | 0.3375 | 0.3375 | | 0.3225 | 0.3225 | | 1,147.9025 | 1,147.9025 | 0.2119 | | 1,153.2001 |
| **Total** | **0.7094** | **6.4138** | **7.4693** | **0.0120** | **0.5973** | **0.3375** | **0.9348** | **0.0904** | **0.3225** | **0.4130** | | **1,147.9025** | **1,147.9025** | **0.2119** | | **1,153.2001** |

## 3.2 Demolition - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0197 | 0.6551 | 0.1572 | 2.0600e-003 | 0.0485 | 1.9000e-003 | 0.0504 | 0.0133 | 1.8200e-003 | 0.0151 | | 223.0557 | 223.0557 | 0.0157 | | 223.4478 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0434 | 0.0271 | 0.3125 | 1.0000e-003 | 0.1118 | 8.0000e-004 | 0.1126 | 0.0296 | 7.4000e-004 | 0.0304 | | 99.8537 | 99.8537 | 2.5100e-003 | | 99.9163 |
| **Total** | **0.0630** | **0.6822** | **0.4697** | **3.0600e-003** | **0.1602** | **2.7000e-003** | **0.1629** | **0.0429** | **2.5600e-003** | **0.0455** | | **322.9094** | **322.9094** | **0.0182** | | **323.3641** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.2688 | 0.0000 | 0.2688 | 0.0407 | 0.0000 | 0.0407 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.7094 | 6.4138 | 7.4693 | 0.0120 | | 0.3375 | 0.3375 | | 0.3225 | 0.3225 | 0.0000 | 1,147.9025 | 1,147.9025 | 0.2119 | | 1,153.2001 |
| **Total** | **0.7094** | **6.4138** | **7.4693** | **0.0120** | **0.2688** | **0.3375** | **0.6063** | **0.0407** | **0.3225** | **0.3632** | **0.0000** | **1,147.9025** | **1,147.9025** | **0.2119** | | **1,153.2001** |

## 3.2 Demolition - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0197 | 0.6551 | 0.1572 | 2.0600e-003 | 0.0485 | 1.9000e-003 | 0.0504 | 0.0133 | 1.8200e-003 | 0.0151 | | 223.0557 | 223.0557 | 0.0157 | | 223.4478 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0434 | 0.0271 | 0.3125 | 1.0000e-003 | 0.1118 | 8.0000e-004 | 0.1126 | 0.0296 | 7.4000e-004 | 0.0304 | | 99.8537 | 99.8537 | 2.5100e-003 | | 99.9163 |
| **Total** | **0.0630** | **0.6822** | **0.4697** | **3.0600e-003** | **0.1602** | **2.7000e-003** | **0.1629** | **0.0429** | **2.5600e-003** | **0.0455** | | **322.9094** | **322.9094** | **0.0182** | | **323.3641** |

## 3.3 Site Preparation - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.5303 | 0.0000 | 0.5303 | 0.0573 | 0.0000 | 0.0573 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.5797 | 6.9332 | 3.9597 | 9.7300e-003 | | 0.2573 | 0.2573 | | 0.2367 | 0.2367 | | 942.5179 | 942.5179 | 0.3048 | | 950.1386 |
| **Total** | **0.5797** | **6.9332** | **3.9597** | **9.7300e-003** | **0.5303** | **0.2573** | **0.7876** | **0.0573** | **0.2367** | **0.2940** | | **942.5179** | **942.5179** | **0.3048** | | **950.1386** |

## 3.3 Site Preparation - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0217 | 0.0135 | 0.1562 | 5.0000e-004 | 0.0559 | 4.0000e-004 | 0.0563 | 0.0148 | 3.7000e-004 | 0.0152 | | 49.9268 | 49.9268 | 1.2500e-003 | | 49.9582 |
| **Total** | **0.0217** | **0.0135** | **0.1562** | **5.0000e-004** | **0.0559** | **4.0000e-004** | **0.0563** | **0.0148** | **3.7000e-004** | **0.0152** | | **49.9268** | **49.9268** | **1.2500e-003** | | **49.9582** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 0.2386 | 0.0000 | 0.2386 | 0.0258 | 0.0000 | 0.0258 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.5797 | 6.9332 | 3.9597 | 9.7300e-003 | | 0.2573 | 0.2573 | | 0.2367 | 0.2367 | 0.0000 | 942.5179 | 942.5179 | 0.3048 | | 950.1386 |
| **Total** | **0.5797** | **6.9332** | **3.9597** | **9.7300e-003** | **0.2386** | **0.2573** | **0.4959** | **0.0258** | **0.2367** | **0.2625** | **0.0000** | **942.5179** | **942.5179** | **0.3048** | | **950.1386** |

## 3.3 Site Preparation - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0217 | 0.0135 | 0.1562 | 5.0000e-004 | 0.0559 | 4.0000e-004 | 0.0563 | 0.0148 | 3.7000e-004 | 0.0152 | | 49.9268 | 49.9268 | 1.2500e-003 | | 49.9582 |
| **Total** | **0.0217** | **0.0135** | **0.1562** | **5.0000e-004** | **0.0559** | **4.0000e-004** | **0.0563** | **0.0148** | **3.7000e-004** | **0.0152** | | **49.9268** | **49.9268** | **1.2500e-003** | | **49.9582** |

## 3.4 Building Construction - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.2617 | 12.0549 | 14.9352 | 0.0231 | | 0.6455 | 0.6455 | | 0.6067 | 0.6067 | | 2,207.4368 | 2,207.4368 | 0.5309 | | 2,220.7102 |
| **Total** | **1.2617** | **12.0549** | **14.9352** | **0.0231** | | **0.6455** | **0.6455** | | **0.6067** | **0.6067** | | **2,207.4368** | **2,207.4368** | **0.5309** | | **2,220.7102** |

## 3.4 Building Construction - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0357 | 1.1722 | 0.3113 | 3.1900e-003 | 0.0832 | 2.2300e-003 | 0.0854 | 0.0240 | 2.1400e-003 | 0.0261 | | 340.8525 | 340.8525 | 0.0221 | | 341.4059 |
| Worker | 0.2993 | 0.1867 | 2.1561 | 6.9100e-003 | 0.7713 | 5.5100e-003 | 0.7768 | 0.2045 | 5.0800e-003 | 0.2096 | | 688.9902 | 688.9902 | 0.0173 | | 689.4226 |
| **Total** | **0.3350** | **1.3590** | **2.4674** | **0.0101** | **0.8545** | **7.7400e-003** | **0.8622** | **0.2285** | **7.2200e-003** | **0.2357** | | **1,029.8427** | **1,029.8427** | **0.0394** | | **1,030.8285** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.2617 | 12.0549 | 14.9352 | 0.0231 | | 0.6455 | 0.6455 | | 0.6067 | 0.6067 | 0.0000 | 2,207.4368 | 2,207.4368 | 0.5309 | | 2,220.7102 |
| **Total** | **1.2617** | **12.0549** | **14.9352** | **0.0231** | | **0.6455** | **0.6455** | | **0.6067** | **0.6067** | **0.0000** | **2,207.4368** | **2,207.4368** | **0.5309** | | **2,220.7102** |

## 3.4 Building Construction - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0357 | 1.1722 | 0.3113 | 3.1900e-003 | 0.0832 | 2.2300e-003 | 0.0854 | 0.0240 | 2.1400e-003 | 0.0261 | | 340.8525 | 340.8525 | 0.0221 | | 341.4059 |
| Worker | 0.2993 | 0.1867 | 2.1561 | 6.9100e-003 | 0.7713 | 5.5100e-003 | 0.7768 | 0.2045 | 5.0800e-003 | 0.2096 | | 688.9902 | 688.9902 | 0.0173 | | 689.4226 |
| **Total** | **0.3350** | **1.3590** | **2.4674** | **0.0101** | **0.8545** | **7.7400e-003** | **0.8622** | **0.2285** | **7.2200e-003** | **0.2357** | | **1,029.8427** | **1,029.8427** | **0.0394** | | **1,030.8285** |

## 3.4 Building Construction - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1668 | 11.0875 | 14.8929 | 0.0231 | | 0.5603 | 0.5603 | | 0.5269 | 0.5269 | | 2,208.0751 | 2,208.0751 | 0.5290 | | 2,221.2989 |
| **Total** | **1.1668** | **11.0875** | **14.8929** | **0.0231** | | **0.5603** | **0.5603** | | **0.5269** | **0.5269** | | **2,208.0751** | **2,208.0751** | **0.5290** | | **2,221.2989** |

## 3.4 Building Construction - 2023

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0267 | 0.8841 | 0.2753 | 3.0900e-003 | 0.0832 | 1.0500e-003 | 0.0843 | 0.0240 | 1.0000e-003 | 0.0250 | | 330.6702 | 330.6702 | 0.0192 | | 331.1493 |
| Worker | 0.2823 | 0.1689 | 1.9872 | 6.6500e-003 | 0.7713 | 5.3700e-003 | 0.7766 | 0.2045 | 4.9500e-003 | 0.2095 | | 663.2945 | 663.2945 | 0.0156 | | 663.6841 |
| **Total** | **0.3089** | **1.0530** | **2.2625** | **9.7400e-003** | **0.8545** | **6.4200e-003** | **0.8609** | **0.2285** | **5.9500e-003** | **0.2345** | | **993.9647** | **993.9647** | **0.0348** | | **994.8334** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1668 | 11.0875 | 14.8929 | 0.0231 | | 0.5603 | 0.5603 | | 0.5269 | 0.5269 | 0.0000 | 2,208.0751 | 2,208.0751 | 0.5290 | | 2,221.2989 |
| **Total** | **1.1668** | **11.0875** | **14.8929** | **0.0231** | | **0.5603** | **0.5603** | | **0.5269** | **0.5269** | **0.0000** | **2,208.0751** | **2,208.0751** | **0.5290** | | **2,221.2989** |

## 3.4 Building Construction - 2023

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0267 | 0.8841 | 0.2753 | 3.0900e-003 | 0.0832 | 1.0500e-003 | 0.0843 | 0.0240 | 1.0000e-003 | 0.0250 | | 330.6702 | 330.6702 | 0.0192 | | 331.1493 |
| Worker | 0.2823 | 0.1689 | 1.9872 | 6.6500e-003 | 0.7713 | 5.3700e-003 | 0.7766 | 0.2045 | 4.9500e-003 | 0.2095 | | 663.2945 | 663.2945 | 0.0156 | | 663.6841 |
| **Total** | **0.3089** | **1.0530** | **2.2625** | **9.7400e-003** | **0.8545** | **6.4200e-003** | **0.8609** | **0.2285** | **5.9500e-003** | **0.2345** | | **993.9647** | **993.9647** | **0.0348** | | **994.8334** |

## 3.5 Architectural Coating - 2023

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 6.3721 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.8359 | 6.2785 | 9.4285 | 0.0153 | | 0.3017 | 0.3017 | | 0.3002 | 0.3002 | | 1,451.0319 | 1,451.0319 | 0.1725 | | 1,455.3455 |
| **Total** | **7.2079** | **6.2785** | **9.4285** | **0.0153** | | **0.3017** | **0.3017** | | **0.3002** | **0.3002** | | **1,451.0319** | **1,451.0319** | **0.1725** | | **1,455.3455** |

## 3.5 Architectural Coating - 2023

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0573 | 0.0343 | 0.4032 | 1.3500e-003 | 0.1565 | 1.0900e-003 | 0.1576 | 0.0415 | 1.0000e-003 | 0.0425 | | 134.5815 | 134.5815 | 3.1600e-003 | | 134.6605 |
| **Total** | **0.0573** | **0.0343** | **0.4032** | **1.3500e-003** | **0.1565** | **1.0900e-003** | **0.1576** | **0.0415** | **1.0000e-003** | **0.0425** | | **134.5815** | **134.5815** | **3.1600e-003** | | **134.6605** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 6.3721 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.8359 | 6.2785 | 9.4285 | 0.0153 | | 0.3017 | 0.3017 | | 0.3002 | 0.3002 | 0.0000 | 1,451.0319 | 1,451.0319 | 0.1725 | | 1,455.3455 |
| **Total** | **7.2079** | **6.2785** | **9.4285** | **0.0153** | | **0.3017** | **0.3017** | | **0.3002** | **0.3002** | **0.0000** | **1,451.0319** | **1,451.0319** | **0.1725** | | **1,455.3455** |

### 3.5 Architectural Coating - 2023

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0573 | 0.0343 | 0.4032 | 1.3500e-003 | 0.1565 | 1.0900e-003 | 0.1576 | 0.0415 | 1.0000e-003 | 0.0425 | | 134.5815 | 134.5815 | 3.1600e-003 | | 134.6605 |
| **Total** | **0.0573** | **0.0343** | **0.4032** | **1.3500e-003** | **0.1565** | **1.0900e-003** | **0.1576** | **0.0415** | **1.0000e-003** | **0.0425** | | **134.5815** | **134.5815** | **3.1600e-003** | | **134.6605** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.9737 | 4.6032 | 11.2965 | 0.0450 | 4.0487 | 0.0332 | 4.0818 | 1.0832 | 0.0308 | 1.1140 | | 4,589.8932 | 4,589.8932 | 0.2160 | | 4,595.2942 |
| Unmitigated | 0.9737 | 4.6032 | 11.2965 | 0.0450 | 4.0487 | 0.0332 | 4.0818 | 1.0832 | 0.0308 | 1.1140 | | 4,589.8932 | 4,589.8932 | 0.2160 | | 4,595.2942 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Mid Rise | 0.00 | 0.00 | 0.00 | | |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | | |
| General Office Building | 0.00 | 0.00 | 0.00 | | |
| High Turnover (Sit Down Restaurant) | 0.00 | 0.00 | 0.00 | | |
| Regional Shopping Center | 0.00 | 0.00 | 0.00 | | |
| User Defined Commercial | 775.00 | 775.00 | 775.00 | 1,904,175 | 1,904,175 |
| Total | 775.00 | 775.00 | 775.00 | 1,904,175 | 1,904,175 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Mid Rise | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Enclosed Parking with Elevator | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| General Office Building | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| High Turnover (Sit Down | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Regional Shopping Center | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| User Defined Commercial | 0.00 | 6.75 | 0.00 | 0.00 | 100.00 | 0.00 | 100 | 0 | 0 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments Mid Rise | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| Enclosed Parking with Elevator | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| General Office Building | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| High Turnover (Sit Down Restaurant) | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| Regional Shopping Center | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |
| User Defined Commercial | 0.550809 | 0.042355 | 0.203399 | 0.115606 | 0.014562 | 0.005806 | 0.021810 | 0.035336 | 0.002134 | 0.001736 | 0.004891 | 0.000712 | 0.000845 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

3225 Sunset Boulevard Project - South Coast AQMD Air District, Winter

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0425 | 0.3749 | 0.2385 | 2.3200e-003 | | 0.0294 | 0.0294 | | 0.0294 | 0.0294 | | 464.0294 | 464.0294 | 8.8900e-003 | 8.5100e-003 | 466.7869 |
| NaturalGas Unmitigated | 0.0436 | 0.3845 | 0.2439 | 2.3800e-003 | | 0.0302 | 0.0302 | | 0.0302 | 0.0302 | | 476.0609 | 476.0609 | 9.1200e-003 | 8.7300e-003 | 478.8899 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Mid Rise | 2070.66 | 0.0223 | 0.1908 | 0.0812 | 1.2200e-003 | | 0.0154 | 0.0154 | | 0.0154 | 0.0154 | | 243.6065 | 243.6065 | 4.6700e-003 | 4.4700e-003 | 245.0541 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 131.195 | 1.4100e-003 | 0.0129 | 0.0108 | 8.0000e-005 | | 9.8000e-004 | 9.8000e-004 | | 9.8000e-004 | 9.8000e-004 | | 15.4347 | 15.4347 | 3.0000e-004 | 2.8000e-004 | 15.5264 |
| High Turnover (Sit Down Restaurant) | 1833.44 | 0.0198 | 0.1798 | 0.1510 | 1.0800e-003 | | 0.0137 | 0.0137 | | 0.0137 | 0.0137 | | 215.6983 | 215.6983 | 4.1300e-003 | 3.9500e-003 | 216.9801 |
| Regional Shopping Center | 11.2329 | 1.2000e-004 | 1.1000e-003 | 9.3000e-004 | 1.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 1.3215 | 1.3215 | 3.0000e-005 | 2.0000e-005 | 1.3294 |
| User Defined Commercial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0436** | **0.3845** | **0.2439** | **2.3900e-003** | | **0.0302** | **0.0302** | | **0.0302** | **0.0302** | | **476.0609** | **476.0609** | **9.1300e-003** | **8.7200e-003** | **478.8899** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Mid Rise | 2.00168 | 0.0216 | 0.1845 | 0.0785 | 1.1800e-003 | | 0.0149 | 0.0149 | | 0.0149 | 0.0149 | | 235.4920 | 235.4920 | 4.5100e-003 | 4.3200e-003 | 236.8914 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 0.122355 | 1.3200e-003 | 0.0120 | 0.0101 | 7.0000e-005 | | 9.1000e-004 | 9.1000e-004 | | 9.1000e-004 | 9.1000e-004 | | 14.3947 | 14.3947 | 2.8000e-004 | 2.6000e-004 | 14.4802 |
| High Turnover (Sit Down Restaurant) | 1.80953 | 0.0195 | 0.1774 | 0.1490 | 1.0600e-003 | | 0.0135 | 0.0135 | | 0.0135 | 0.0135 | | 212.8861 | 212.8861 | 4.0800e-003 | 3.9000e-003 | 214.1512 |
| Regional Shopping Center | 0.0106815 | 1.2000e-004 | 1.0500e-003 | 8.8000e-004 | 1.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 1.2567 | 1.2567 | 2.0000e-005 | 2.0000e-005 | 1.2641 |
| User Defined Commercial | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0425** | **0.3749** | **0.2385** | **2.3200e-003** | | **0.0294** | **0.0294** | | **0.0294** | **0.0294** | | **464.0294** | **464.0294** | **8.8900e-003** | **8.5000e-003** | **466.7869** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

No Hearths Installed

Use Low VOC Cleaning Supplies

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 2.0484 | 0.0780 | 6.7705 | 3.6000e-004 | | 0.0375 | 0.0375 | | 0.0375 | 0.0375 | 0.0000 | 12.1990 | 12.1990 | 0.0117 | 0.0000 | 12.4924 |
| Unmitigated | 2.0484 | 0.0780 | 6.7705 | 3.6000e-004 | | 0.0375 | 0.0375 | | 0.0375 | 0.0375 | 0.0000 | 12.1990 | 12.1990 | 0.0117 | 0.0000 | 12.4924 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.1501 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 1.6942 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.2041 | 0.0780 | 6.7705 | 3.6000e-004 | | 0.0375 | 0.0375 | | 0.0375 | 0.0375 | | 12.1990 | 12.1990 | 0.0117 | | 12.4924 |
| **Total** | **2.0484** | **0.0780** | **6.7705** | **3.6000e-004** | | **0.0375** | **0.0375** | | **0.0375** | **0.0375** | **0.0000** | **12.1990** | **12.1990** | **0.0117** | **0.0000** | **12.4924** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.1501 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 1.6942 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.2041 | 0.0780 | 6.7705 | 3.6000e-004 | | 0.0375 | 0.0375 | | 0.0375 | 0.0375 | | 12.1990 | 12.1990 | 0.0117 | | 12.4924 |
| **Total** | **2.0484** | **0.0780** | **6.7705** | **3.6000e-004** | | **0.0375** | **0.0375** | | **0.0375** | **0.0375** | **0.0000** | **12.1990** | **12.1990** | **0.0117** | **0.0000** | **12.4924** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

### Fire Pumps and Emergency Generators

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|
| Emergency Generator | 1 | 0.5 | 12 | 1000 | 0.73 | Diesel |

### Boilers

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

### User Defined Equipment

| Equipment Type | Number |
|---|---|

## 10.1 Stationary Sources

**Unmitigated/Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Equipment Type | lb/day | | | | | | | | | | lb/day | | | | | |
| Emergency Generator - Diesel (750 - 9999 HP) | 0.8205 | 3.6694 | 2.0922 | 3.9400e-003 | | 0.1207 | 0.1207 | | 0.1207 | 0.1207 | | 419.7571 | 419.7571 | 0.0589 | | 421.2283 |
| **Total** | **0.8205** | **3.6694** | **2.0922** | **3.9400e-003** | | **0.1207** | **0.1207** | | **0.1207** | **0.1207** | | **419.7571** | **419.7571** | **0.0589** | | **421.2283** |

## 11.0 Vegetation

**ATTACHMENT 5**

Threatened & Endangered Species Active Critical Habitat Report

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**IPaC** **U.S. Fish & Wildlife Service**

# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

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## Location

Los Angeles County, California



## Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

http://www.fws.gov/carlsbad/

# Endangered species

**This resource list is for informational purposes only and does not constitute an analysis of project level impacts.**

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

## Birds

| NAME | STATUS |
|---|---|

Coastal California Gnatcatcher Polioptila californica californica Threatened

Wherever found

There is **final** critical habitat for this species. The location of the critical habitat is not available.

https://ecos.fws.gov/ecp/species/8178

# Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

# Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your

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list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.) |
|---|---|
| Allen's Hummingbird Selasphorus sasin<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9637 | Breeds Feb 1 to Jul 15 |
| California Thrasher Toxostoma redivivum<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Jan 1 to Jul 31 |
| Common Yellowthroat Geothlypis trichas sinuosa<br>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA<br>https://ecos.fws.gov/ecp/species/2084 | Breeds May 20 to Jul 31 |
| Costa's Hummingbird Calypte costae<br>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA<br>https://ecos.fws.gov/ecp/species/9470 | Breeds Jan 15 to Jun 10 |
| Lawrence's Goldfinch Carduelis lawrencei<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9464 | Breeds Mar 20 to Sep 20 |

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| | |
|---|---|
| Lewis's Woodpecker Melanerpes lewis<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9408 | Breeds Apr 20 to Sep 30 |
| Nuttall's Woodpecker Picoides nuttallii<br>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA<br>https://ecos.fws.gov/ecp/species/9410 | Breeds Apr 1 to Jul 20 |
| Oak Titmouse Baeolophus inornatus<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9656 | Breeds Mar 15 to Jul 15 |
| Rufous Hummingbird selasphorus rufus<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/8002 | Breeds elsewhere |
| Song Sparrow Melospiza melodia<br>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA | Breeds Feb 20 to Sep 5 |
| Spotted Towhee Pipilo maculatus clementae<br>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA<br>https://ecos.fws.gov/ecp/species/4243 | Breeds Apr 15 to Jul 20 |
| Wrentit Chamaea fasciata<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Mar 15 to Aug 10 |

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# Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

**Probability of Presence (■)**

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

**Breeding Season** (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

**Survey Effort** (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

**No Data** (–)
A week is marked as having no data if there were no survey events for that week.

**Survey Timeframe**
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the migratory birds potentially occurring in my specified location?**

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

**How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

**What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

**Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

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Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

**What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

**Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

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# Facilities

## National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

## Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

# Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

**Data limitations**

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

**Data exclusions**

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

**Data precautions**

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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**ATTACHMENT 6**

*Phase I ESA Report, Environmental Site Assessment*,
ENCON Technologies Inc.,
October 30, 2018.

*Phase II ESA Report, Subsurface Soil and Soil Gas Investigation*,
ENCON Technologies Inc.,
April 1, 2019.

*Further Phase II ESA Report, Subsurface Soil Investigation*,
ENCON Technologies Inc.,
June 3, 2019.

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ENCON

# PHASE I ESA REPORT
# ENVIRONMENTAL SITE ASSESSMENT

**Prepared for:**

RYDA Ventures, LLC
1525 South Broadway
Los Angeles, California 90015
Attention: Daniel Neman

**For Property Located at:**

Sunset Body Works Facility
Former Metropolitan Chevrolet Dealership
3225 Sunset Boulevard
(3209-3227 Sunset Boulevard)
Los Angeles, California 90026

**Prepared by:**

ENCON Technologies, Inc.
12145 Mora Drive, Unit 7
Santa Fe Springs, California 90670
Tel: (562) 777 - 2200
Fax: (562) 777 - 2201
E-mail: encon@encontech.net

October 30, 2018

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| | |
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| Attachment A | Site Photos |

## EXHIBITS:

| | |
|---|---|
| Exhibit A | Legal and Site Description |
| Exhibit B | Historical Tenant Report |
| Exhibit C | Aerial Photographs and Sanborn Map Report |
| Exhibit D | SCAQMD Air Emission Records, Cal EPA DTSC Hazardous Waste Tracking System Search Results, LA County Department of Building and Safety Permit Records |
| Exhibit E | EDR Government Radius Record Search |

# EXECUTIVE SUMMARY

## 1.0 Phase I Overview and Purpose

The Phase I ESA was requested by RYDA Ventures, LLC, Project Client and Potential Buyer, as it pertains to the potential sale and associated real estate transactions of the subject properties located at 3209-3227 Sunset Boulevard in Los Angeles, California (Subject Site). ENCON Technologies, Inc., Environmental & Engineering Services (ENCON) has performed a Phase I Environmental Site Assessment (ESA) in conformance with the scope and limitations of ASTM Practice E-1527-13 for the subject property. Refer to Figure 1 for Site Vicinity Map. The Subject Site is comprised of four (4) parcels totaling approximately 13,350 square feet of building area located on a total lot size of approximately 22,499 square feet, APNs: 5426-005-002, 5426-005-003, 5426-005-004 and 5426-005-005. Refer to Exhibit A for legal property descriptions.

This Phase I ESA Report presents the review of the historical site and government records and data, historical hazardous material uses by these properties, and site inspections conducted by ENCON environmental staff. This report describes the research and evaluation methods used in the evaluation of the environmental conditions of the subject property and the findings, conclusions and recommendations developed by ENCON are presented in this Phase I ESA Report for planning and real estate transaction purposes. The Phase I environmental site assessment site inspections, record review, and site evaluation were conducted by ENCON staff, under the direction of Mr. G. Joseph Scatoloni, Senior Environmental Professional and Registered Environmental Assessor II, #20150.

The purpose of the Phase I ESA is to assist the Property Owner/Buyer and/or lender to qualify for the innocent landowner or innocent purchaser defense under the federal Superfund statue under CERCLA and it is also intended to provide reliable, early information of the environmental conditions of the subject property and the possible need for additional, more extensive investigation or mitigation, to enable the property to be used for the intended purpose of the potential buyer and minimize any contingent environmental liabilities in the future. Specifically, the Phase I ESA is designed to recognize and catalog those concerns or problems that the environmental and safety professional observe and/or suspect which deserve further investigation or mitigation and are identified as Recognized Environmental Conditions (RECs). Therefore, a major purpose of the Phase I ESA is to evaluate and establish the elements and need for more intrusive investigation, specifically to develop a Phase II ESA Investigation Sampling and Analysis Plan.

## 2.0 Property Description

The Subject Site is comprised of four (4) parcels totaling approximately 13,350 square feet of building area located on a total lot size of approximately 22,499 square feet, APNs: 5426-005-002, 5426-005-003, 5426-005-004 and 5426-005-005. Refer to Exhibit A for legal property descriptions. The Subject Site is located within a mixed commercial and residential area in the City of Los Angeles, on the north side of Sunset Boulevard between Descanso Drive and Micheltorena Street. The subject property site map is shown in Figure 2. The Subject Site building was constructed in 1951 and is currently operated as an automotive collision repair and body shop facility, from about 2014 through the present time in 2018.

The exterior of the building area is visibly in fair condition with no visible damage from wear, and no recent building upgrades or renovations. The current automotive collision repair and body work operations include the use of two (2) paint spray booths, paint mixing and parts washing stations, hydraulic lifts, one (1) 3-stage clarifier with floor drain, and drum storage. These operations include the use and storage of hazardous materials, which is a considered Recognized Environmental Condition (REC) and requires further investigation at this time.

The Site building structure was originally operated by Metropolitan Chevrolet Dealership from about 1951 through about 1973. Reportedly, the Metropolitan Chevrolet Dealership was closed in 1973 and operated two (2) underground storage tanks that included one (1) 1,100 gallon waste oil storage tank and one (1) 1,100 gasoline fuel tank and dispensing system. These UST tanks were reportedly closed and abandoned in-place in 1973 although no records were found in the Phase I ESA file review on the UST closure or site conditions at the time of closure. These UST tanks are currently under investigation by the Property Owner and the Los Angeles Fire Department CUPA requires these tanks to be removed and properly closed at this time. The Subject Site was subsequently operated as an auto body repair shop tenants from the 1990s by the past tenant, All Magic Paint & Body Shop in early 2000 through about 2010.

Therefore, the Subject Site has historically been operated as an automotive body paint and repair facility by various automotive body work facilities throughout the history of the Subject Site, from about 1973 through the present time and was involved in the storage and use of hazardous materials for automotive service related activities since about 1951. Refer to Section 2.0 of this report, and Exhibit B for City Directory Report.

## 3.0 Phase I ESA Findings

In conducting the Phase I ESA, ENCON completed the review of local and regional government environmental records, historical tenant survey, site reconnaissance by an environmental professional, and an evaluation of the evidence collected during the site assessment. The Phase I ESA report revealed evidence of current automotive body repair and spray paint booth operations and historical automotive service activities from about 1951 through the present time at the Subject Site address 3225 Sunset Boulevard in Los Angeles, California.

ENCON reviewed permit files were reviewed for the Subject Site through South Coast Air Quality Management District (SCAQMD) Facility Information Detail (FIND) database. From this search, ENCON identified four (4) listings related to the usage of spray paint booths at the Subject Site. These spray booth operations include the use and storage of potentially hazardous materials including general waste oils, auto parts cleanings solvents and spent solvents, chemical wastes and volatile organic compounds from the spray auto paint booth chemical usages. These on-going operations performed at the Subject Site are considered a Recognized Environmental Condition (REC), requiring further investigation at this time. Refer to Exhibit D for SCAQMD permit records.

In addition, ENCON reviewed the EDR Radius Map report for the Subject Site confirmed that the site was listed on government environmental databases associated with reported hazardous chemical material or waste uses or releases to the environment or regulatory corrective actions, specifically 3225 Sunset Boulevard. This site address is listed as a Haznet site, an EMI site, and a FINDS site. EDR describes Haznet sites as facilities where data has been extracted from copies of copies of hazardous waste manifests received each year by DTSC. EMI sites are described as facilities with Emissions Inventory Data, and FINDS sites are described as Facility Index System, which contains facilities updated by the Environmental Protection Agency (EPA). Refer to Exhibit E for the EDR Radius Map Report.

During the recent Site inspection performed by ENCON, the Subject Site was fully operational as an automotive body repair shop facility, including the use of hydraulic lifts in the repair and service operations, the use and storage of automotive waste solvents and waste oil drums, use and storage of automotive paint and solvent mixing operations, one 3-stage waste water treatment clarifier, and the use of two (2) paint spray booths and one paint spray room within the facility. The building is of older construction and is in good condition with no evidence of spills and leaks. The main building floor as well as the vehicle storage yard and access way pavements are generally paved with concrete and asphalt and appear to be in good condition.

Two (2) UST tank direct burial fill ports were observed on the south yard with vent pipes attached to the main building. These UST fill ports and vent lines are indicative of the presence of a former waste oil UST tank and a former gasoline fuel UST tank that have not been removed and are currently present in the south parking lot. As reported by the Los Angeles Fire Department these tanks were abandoned in 1973 and included two (2) 1,100 gallon UST tanks. The waste oil tank was reported to be filled with waste oil materials. Refer to Attachment A for Site Inspection Photographs.

Therefore, the government records suggest that the Subject Site use at 3225 Sunset Boulevard has adversely affected the Subject Site and contingent environmental conditions exist at this time from the past automotive repair and body work operations performed at the Site. These automotive repair activities are of environmental concern since these type operations historically stored, used, and generated hazardous automotive chemical materials and wastes, specifically automotive fuel and motor oil products, motor oil wastes, and spent volatile organic compounds solutions in parts washing and spray painting activities, and further investigation, Phase II ESA.

## 4.0 Conclusions and Recommendations

In conducting the Phase I ESA, ENCON completed the review of local and regional government environmental records, historical tenant survey, site reconnaissance by an environmental professional, and an evaluation of the evidence collected during the site assessment. ENCON performed this Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 at 3209-3227 Sunset Boulevard in Los Angeles, California (Subject Site). Any exceptions to or deletions from this practice are described in this Phase I ESA Report.

Based on the Phase I ESA file review and field inspections, the following Recognized Environmental Concerns (RECs) and potential areas of environmental concern (AOC) were identified at the Subject Site:

1) REC#01 – Locations of two (2) abandoned UST waste oil and fuel tanks,
2) REC#02 – Locations of operating hydraulic lifts,
3) REC#03 – Waste oil drum storage area,
4) REC#04 – Automotive service chemical and paint-solvent storage work stations,
5) REC#05 – 3-stage waste water treatment clarifier and receptor discharge line,
6) REC#06 – General use and storage of parts washing spent solvent stations, and
7) REC#07 – Two operating spray booths and one (1) paint body parts spray room.

These types of automotive repair operations generate hazardous automotive and hydraulic oils waste streams and spent solvent solutions which can pose a potential risk to the environmental from unauthorized spills and leaks over the past 67 years of automotive service and body repair work. Refer to Exhibit D for hazardous waste disposal records.

These current and historical automotive repair, service, auto body work and painting operations typically involve the use and storage of hazardous materials, and are considered a Recognized Environmental Concerns (RECs) since these types of operations typically store, use and generate hazardous automotive chemical materials and wastes, specifically automotive fuel and motor oil products, motor oil wastes, auto spent volatile organic compounds (VOC) solutions in parts washing activities, and VOC paint solvents. In addition, the presence of the two (2) abandoned UST tanks, reportedly abandoned in-place in 1973, are not in compliance with current State UST tank closure regulations. The Los Angeles City Fire Department (CUPA) will require these tanks to be removed and properly closed in the near future.

Based on ENCON's Phase I ESA findings and recommendations and the seven (7) identified RECs, a Phase II ESA subsurface soil and soil gas investigation is recommended to confirm the presence, or absence, of chemical releases that may have adversely affected the Subject Site from these targeted Recognized Environmental Conditions, RECs, identified at the Subject Site. The proposed Phase II ESA Investigation should address both the threat to State groundwater and the vapor intrusion threat to the workers and public since the Subject Site has been involved with volatile organic automotive chemicals and petroleum hydrocarbons in the waste oil and gasoline hydrocarbon ranges.

Based on the presence of two old UST tanks onsite (one (1) 1,100 gallon waste oil tank and one (1) 1,100 gallon former gasoline fuel tank) that were reportedly abandoned in-place in 1973 by the Los Angeles City Fire Department Inspector and confirmed by both the Department and ENCON Field Inspection Staff., these abandon UST tanks were not properly closed in accordance with State UST Closure Guidelines and are environmental conditions of concern, RECs. Therefore, these UST tank sites on the Subject Property are currently "out of compliance" with the State of California UST Programs and will have to be properly permitted and closed under the direction of the Los Angeles City Fire Department, Environmental Programs, as soon as possible in the near future and prior to the completion of the pending real estate transaction. In addition, it may be warranted to conduct a pre-pull subsurface investigation of the UST tank sites that will provide to the transaction parties preliminary information on whether the use of these tanks have adversely affected the Subject Site and pose a contingent environmental liability at this time.

The lead and asbestos containing material(s) conditions of the properties were limited to general observations of exposed surface interior and exterior conditions and is not considered in this Phase I ESA as LBP or ACM surveys. The ages and conditions of the buildings, however, would suggest the paint surfaces may contain lead-based paint (LBP). Asbestos containing materials (ACM) in the ceiling and floor tiles and other materials may be suspected because of the age of the structures. Any planned major building repair or demo in the future should involve a full LBP and ACM surveys.

Prepared by:

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Environmental & Engineering Services

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REGISTERED ENVIRONMENTAL PROFESSIONAL
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# 1.0 INTRODUCTION

## 1.1 Subject Property and Client

The Phase I ESA was requested by RYDA Ventures, LLC, Project Client and Potential Buyer, as it pertains to the potential sale and associated real estate transactions of the subject properties located at 3209-3227 Sunset Boulevard in Los Angeles, California (Subject Site). ENCON Technologies, Inc., Environmental & Engineering Services (ENCON) has performed a Phase I Environmental Site Assessment (ESA) in conformance with the scope and limitations of ASTM Practice E-1527-13 for the subject property. Refer to Figure 1 for Site Vicinity Map. The Subject Site is comprised of four (4) parcels totaling approximately 13,350 square feet of building area located on a total lot size of approximately 22,499 square feet, APNs: 5426-005-002, 5426-005-003, 5426-005-004 and 5426-005-005. Refer to Exhibit A for legal property descriptions.

The Subject Site is located within a mixed commercial and residential area in the City of Los Angeles, on the north side of Sunset Boulevard between Descanso Drive and Micheltorena Street. The subject property site map is shown in Figure 2. The Subject Site building was constructed in 1951, and is currently operated as an automotive collision repair and body shop facility. The exterior of the building area is visibly in fair condition with no visible damage from wear, and no recent building upgrades or renovations. The current automotive collision repair and body work operations include the use of two (2) paint spray booths, paint mixing and parts washing stations, hydraulic lifts, one (1) 3-stage clarifier with floor drain, and drum storage. These operations include the use and storage of hazardous materials, which is a considered Recognized Environmental Condition (REC) and requires further investigation at this time.

The Site building structure was originally operated by Metropolitan Chevrolet Dealership from about 1951 through about 1973. Reportedly, the Metropolitan Chevrolet Dealership was closed in 1973 and operated two (2) underground storage tanks that included one (1) 1,100 gallon waste oil storage tank and one (1) 1,100 gasoline fuel tank and dispensing system. These UST tanks were reportedly closed and abandoned in-place in 1973 although no records were found in the Phase I ESA file review on the UST closure or site conditions at the time of closure. These UST tanks are currently under investigation by the Property Owner and the Los Angeles Fire Department CUPA requires these tanks to be removed and properly closed at this time. The Subject Site was subsequently operated as an auto body repair shop tenants from the 1990s by the past tenant, All Magic Paint & Body Shop in early 2000 through about 2010.

Therefore, the Subject Site has historically been operated as an automotive body paint and repair facility by various automotive body work facilities throughout the history of the Subject Site, from about 1973 through the present time and was involved in the storage and use of hazardous materials for automotive service related activities since about 1951. Refer to Section 2.0 of this report, and Exhibit B for City Directory Report.

## 1.2 Phase I Environmental Site Assessment Methods

The Client has requested this Phase I Environmental Site Assessment for a real estate transaction purposes. The purpose of the Phase I ESA report is to identify all known and suspected Recognized Environmental Conditions (RECs) in connection with subject property. A REC is defined as the presence, or likely presence, of any hazardous or California regulated substances to include petroleum products in, on, or present at the subject property due to past or present releases into the structures on the property or into the ground, groundwater, or surface water associated with the property under conditions indicative of a past or current unauthorized release to the environment or pose a material threat of a future release to the environment. Hazardous material releases that do not present a material risk to the public or the environment and generally would not be subject to regulatory enforcement or are identified as *de minmis conditions* and not classified as a REC, requiring intrusive further investigation.

The E-1527-13 ASTM Standard has developed various categories of Recognized Environmental Conditions (RECs) in connection with the subject property environmental assessment to include: a) Controlled Recognized Environmental Conditions (CRECs) and b) Historical Recognized Environmental Conditions (HRECs) as well as c) Vapor Intrusion Conditions (VICs) and Vapor Encroachment Conditions (VECs) (ASTM E-2600-08).

a) Controlled Recognized Environmental Conditions (CRECs) is a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority which may have allowed hazardous substances to remain in place subject to the implementation of required institutional or engineering controls or restricted use (NFA with conditions, low-threat site closure, or risk based closures)

b) Historical Recognized Environmental Conditions (HRECs) is a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority without subjecting the property to any controls or limitations or restrictions. (NFA with no conditions, change in regulatory criteria or sampling methods or analysis)

c) Vapor Intrusion Conditions (VICs) and/or Vapor Encroachment Conditions (VECs) is a REC resulting from the presence or likely presence of any chemicals of concern (COCs) in the indoor air environment of an existing or planned building stricture on a property caused by the release of volatile organic compound (VOCs) vapors from contaminated soil or groundwater either on the property (VICs) or within close proximity to the property (VECs), at concentrations that present or may present an unacceptable health risk to the occupants or tenants

### 1.3 Phase I Environmental Site Assessment Purpose

Under the federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA, or "Superfund"), owners of property where hazardous substances have been released, including deposited or disposed of, are strictly liable for the costs of response and cleanup. This liability generally extends to landowners who have or received title after the release has occurred, unless the landowner can demonstrate that at the time of acquisition or leasing, he had no knowledge or reason to know of the release or disposal.

Such an "innocent landowner" or "innocent purchaser" must meet certain statutory requirements and bears the burden of proof in establishing this defense. Specifically, the landowner must demonstrate that prior to the sale or acquisition or leasing, he undertook "all appropriate inquiry into the previous ownership and uses of the property consistent with good industrial customary practice in effort to minimize liability".[1] As a result of this potential contingent liability, essentially all non-residential real estate transactions now include a Phase I Environmental Site Assessment and a Phase II Environmental Site Assessment, as needed to complete the environmental site assessment evaluation.

The American Society for Testing and Materials (ASTM) has published a standard defining recommended elements to be included in a Phase I assessment. No legal standard currently exist, however, defining a site assessment. According to the ASTM standard[2], the goal of the Phase I ESA is to identify recognized site environmental conditions which may suggest or indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws.[3]

The purpose of a Phase I ESA is to assist the owner, purchaser or lender qualify for the innocent landowner defense by providing reliable, early information on the environmental condition of the property and the possible need for additional evaluations and investigations, referred to as a Phase II. For reference purposes, Phase I involves non intrusive investigation methods which are designed to identify the most common contamination sources and conditions while the Phase II is designed to verify the presence, or absence of the contamination and characterize the nature and extent of the contamination using the Phase I findings. Phase III covers the actual site mitigation and/or remediation (cleanup) based on the information derived in the Phase II investigation.

A Phase I ESA entails non intrusive research to identify areas of potentially significant liability for the current or prospective owner or operator. The conditions identified in the Phase I which suggest possible onsite contamination are described in the Phase I ESA report and the client is notified that further investigations may be warranted to confirm the existence, or absence, of the suspected contamination. Therefore, one of the primary purposes of the Phase I ESA is to evaluate the need for more intrusive Phase II investigations.

The Phase I findings and recommendations reflect the professional judgments made by the assessment team based on observations of the site and a thorough review of available agency and other historical records. The Phase I Environmental Site Assessment conducted at this property has been performed to meet the ASTM 1527-13 standard.

### 1.4 Phase I Environmental Site Assessment Major Elements

**Phase I ESA Record Research** - A Phase I Environmental Site Assessment is comprised of five (5) primary elements: (1) review of available government records and associated databases for evidence of possible environmental contamination; (2) site reconnaissance through a site walk of the property; (3) limited interview with current owners and/or occupants of the property as well as with various appropriate local government agency representatives; (4) review of available historical tenant and aerial maps to define past uses of the site; and (5) an evaluation of the evidence obtained during the site assessment.

A review of the available records was conducted using government databases by Environmental Data Resource, Inc. (EDR) radius maps, historical tenant survey, the Regional water Quality Control Board files, South Coast Air Quality Management District files, and Department of Toxic Substances Control files.

### 1.5 Special Terms and Conditions

The lead and asbestos containing material(s) conditions of the properties were limited to general observations of exposed surface interior and exterior conditions and is not considered in this Phase I ESA as LBP or ACM surveys. The ages and conditions of the buildings, however, would suggest the paint surfaces may contain lead based paint (LBP). Asbestos containing materials (ACM) in the ceiling and floor tiles and other materials may be suspected because of the age of the structures. Any planned major building repair or demo in the future should involve a full LBP and ACM surveys.

### 1.6 Environmental Site Assessment Limitations and Exceptions

Consistent with customary Phase I practice and the ASTM 2013 standard, the subject property environmental assessment included a preliminary site walk inspection, but the potential presence of lead or contamination in the groundwater, nor was the quality of the property's drinking water evaluated in this Phase I environmental site assessment. No land survey of the property was made by ENCON or environmental liens or restriction were researched or presented in this Phase I ESA. Any statement of dimensions, capacities, quantities or distances should be considered as approximate in this assessment and the report.

ENCON assumed that there are no hidden, or latent environmental conditions or defects in or of the property, subsoil, structures, other than those noted herein. No responsibility for such conditions or for their repair is assumed by ENCON. In addition, information, estimates, and opinion furnished to ENCON and contained in this report were assumed to be provided from reliable sources believed to be true and correct. Therefore, ENCON assumes no further responsibility for the accuracy of this information since no independent investigation was conducted to substantiate this information.

A Phase I Environmental Site Assessment is not an audit. Although such a compliance audit may sometimes be useful in connection with step-out/step-in or acquisition of a commercial or industrial property, an audit involves an extensive review and scrutiny or current and past records as well as a more expanded agency review effort.

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[1] 42USC9601(35)(B)

[2] ASTM E-1527-13, page 1

[3] op cit., p.6

## 2.0 EXISITING SITE DESCRIPTION

### 2.1 Legal Site Descriptions

The Subject Site is comprised of four (4) parcels totaling approximately 13,350 square feet of building area located on a total lot size of approximately 22,499 square feet, APNs: 5426-005-002, 5426-005-003, 5426-005-004 and 5426-005-005. Refer to Exhibit A for legal property descriptions.

The Subject Site is located within a mixed commercial and residential area in the City of Los Angeles, on the north site of Sunset Boulevard between Descanso Drive and Micheltorena Street. The subject property site map is shown in Figure 2. The Subject Site building was constructed in 1951 and is currently operated as an automotive collision repair and body shop facility. The exterior of the building area is visibly in fair condition with no visible damage from wear, and no recent building upgrades or renovations. The current automotive collision repair and body work operations include the use of two (2) paint spray booths, paint mixing and parts washing stations, hydraulic lifts, one (1) 3-stage clarifier with floor drain, and drum storage. These operations include the use and storage of hazardous materials, which is a considered Recognized Environmental Condition (REC) and requires further investigation at this time.

### 2.2 Subject Site Historical Usage

Based on the EDR City Directory Historical Tenant Report Survey, the Subject Site was reported to operate in the following manner. Refer to Exhibit B for Historical Tenant Reports.

| Year | Tenant | Source |
|---|---|---|
| 2018 | Sunset Body Works | ENCON Inspection |
| 2014 | First Class Auto Craft | EDR Digital Archive |
| | LEJ, LLC | EDR Digital Archive |
| | First Class Auto Craft | EDR Digital Archive |
| 2010 | All Magic Paint & Body, Inc. | EDR Digital Archive |
| | LEJ, LLC | EDR Digital Archive |
| 2006 | All Magic Paint | Haines Company, Inc. |
| 2000 | M & K Body Shop | Haines & Company |
| 1990 | M & K Body Shop | Pacific Bell |
| 1986 | M & K Body Shop | Pacific Bell |
| 1981 | M & K Body Shop | Pacific Telephone |
| 1976 | M & K Body Shop | Pacific Telephone |
| 1973 | Reported UST Tanks Closure | LA City Fire Department |
| 1971 | Metropolitan Chevrolet Co. | Pacific Telephone |
| 1951 | Sunset Blvd Metropolitan Chevrolet | Pacific Telephone & Telegraph |

### 2.3 Site Plan

A site plan of the present general layout of the Subject Site structures is shown in Figure 2.

## 3.0 ENVIRONMENTAL SETTING

### 3.1 Physiography

The Subject Site is located near the southern flank of the Santa Monica Mountains, on the Hollywood Piedmont Slope. The Santa Monica Mountains are part of the Transverse Range Geomorphic Province of California, and extend westward from the Elysian Hills in Los Angeles to San MiguelIsl and offshore from Ventura (Norris and Webb, 1976). The Elysian Hills are primarily marine in origin and include massive slates, conglomerates, sandstones, and deep-water shales and turbidite deposits (deep-water debris flows).

The Site is situated within the Hollywood GroundwaterBasin, which extends southward towards the La Brea High, a subsurface structural feature beneath the La Brea Plain. The Basin's western and eastern boundaries are the Inglewood fault and the Elysian Hills; respectively The Hollywood Basin is comprised of approximately 650 feet of sediments containing known aquifers and includes Recent Alluvium, and the Lakewood and San Pedro Formations of Pleistocene Age. Below 650 feet below ground surface (bgs), basement rocks of Pliocene to Miocene age are present.

The soils in the vicinity of the Subject Site are mapped as Recent Alluvium (Qal) with limited sandstone bedrock exposures in outcrops and road cuts. The Qal consists of approximately five to 35 feet of fine-grained sediments infilling former drainages near the base of the Elysian Hills. Semi-perched aquifers have been documented within the Qal; however, they have not been differentiated or named. Beneath the Qal, the Lakewood Formation extends over the entire Hollywood Basin and outcrops in the southern half south of the La Brea High and outcrops on the eastern border of the basin along the base of the Elysian Hills. The Lakewood Formation includes the Bellflower Aquiclude and the Exposition and Gage Aquifers.

### 3.2 Site Geology

The soils encountered in the vicinity of the Subject Site, along Sunset Boulevard, consist of fine grained, high plasticity, low permeability clays and silts ranging in thickness from 20 to 30 feet overlying highly weathered and weathered sandstone of the Lakewood Formation. The top five feet (7 feet to 12 feet bgs) of bedrock is highly weathered and loosely cemented, while the bedrock below 12 feet bgs grades to slightly weathered and well cemented sandstone bedrock.

Sunset Boulevard loses elevation to the west and is bounded by hills to the north and south. This topography suggests that Sunset Boulevard follows a former drainage channel which has been filled with clay and silt alluvium, and the groundwater exiting the site joins groundwater flowing to the west in the coarser grained sedimentary layers of the in filled channel.

## 4.0 INFORMATION FROM SITE RECONNAISSANCE

### 4.1 General Site Walk Description

A site walk was conducted by G. Joseph Scatoloni, REA II and Senior Environmental Engineer, on June 30, 2018. The property was made available by the current tenant, and the Project Client. See Attachment A for photos taken during site walk.

### 4.2 Environmental Field Reconnaissance

| | |
|---|---|
| Property Address: | 3209-3227 Sunset Boulevard |
| City: | Los Angeles |
| County: | Los Angeles |
| State: | California 90026 |
| Prepared for: | Potential Buyer (RYDA, LLC) |

| | | |
|---|---|---|
| Property Is: | ___ vacant land, | ___ vacant property, |
| | _x_ improved, | _x_ occupied |
| Type Is: | ___ Residential, | _x_ Commercial, |
| | ___ Industrial (light), | |

**GENERAL FIELD OBSERVATIONS**

Were there any physical signs of the following observed on the subject property?

Use: yes, no or none, unknown (UK).

**Yes** Underground Storage Tanks?

Based on ENCON's site inspection, there is evidence of two (2) underground storage tanks (USTs) at the Subject Site. One (1) of the USTs is reportedly a waste oil tank, and one (1) UST is reportedly a gasoline tank. The exact condition and status of the USTs are unknown although the LA City Fire Inspector reported that the tanks were abandoned in 1973 and both the waste oil and gasoline UST tanks were 1,100 gallon. Also, the waste oil UST tank was filled with waste oil material.

**Yes** Evidence of former USTs?

There were two direct buried UST tank fill ports located on the south portion of the Subject Property that are indicative of the presence of underground storage tanks.

No Above Ground Tanks?

**Yes** Vent Pipes?

There were two UST vent pipes attached to the main building on the south portion of the Subject Property that are further indicative of the presence of underground storage tanks.

**Yes** Fill Ports?

There were two direct buried UST tank fill ports located on the south portion of the Subject Property that are indicative of the presence of underground storage tanks.

None Water Wells, Monitoring Wells, or Borings?

**Yes** 55-Gallon Drums containing hazardous materials?

Based on ENCON's site inspection, waste oil and chemical storage 55-gallon drums were observed in the waste oil drum storage on the south portion of property, outside the main building entrance area at the Subject Site. Waste material 55-gallon drums were observed in the vicinity of the spray booths and the parts paint spray room on the north side of the main building.

**Yes** Chemical Containers?

Numerous paint and solvent containers were observed in the vicinity of the spray booths and the parts paint spray room on the north side of the main building

**Yes** Paint Spray Booths or Painting Enclosures

ENCON noted two (2) operating paint spray booths at the Subject Site.

No Open Trash?
No Discarded Batteries?

**Yes** 3-Stage Clarifier?

ENCON noted one (1) 3-stage clarifier, just outside the paint spray booth area and paint parts washing stations at the Subject Site. The clarifier appeared to be used for collection of floor maintenance and cleaning liquids, parts washing and paint spray rinse water from the spray paint materials.

No Septic Tank?
No Streams, Lakes or Ponds?
No Pits, Ponds or Lagoons for Waste Treatment or Storage
No Oil Stained Soil, Concrete, or Drains?
No Chemically Etched and Damaged Concrete?
No Surface Conditions, Asphalt or Concrete

**Yes** Chemical Odors Detected?

Paint spray odors were present at mild levels in the main building in the vicinity of the spray booths, paint mixing stations, and auto body parts paint spray room on the north side of the main building

No Vegetation Damage, Showing Distressed or Dying Vegetation?
No Oily Sheen on Water in Sumps,
No Uneven Settling or Unexplainable Grade Changes?
No Abandoned Pits, Ponds, or Lagoons?
No Old Electric Transformers, Electric Devices, Light Ballasts or Hydraulic fixtures
None Pesticide or Herbicide Containers or any noticeable pesticide odors?

**Yes** Suspected Lead Paint Hazard (LBP)

Age of the building materials (1951) suggests the presence of LBP

**Yes** Suspected Asbestos Containing Material (ACM)

Age of the building materials (1951) suggests the presence of ACM.

None Visual Signs of Mold and/or Water Damage
NA Radon Screening Been Conducted?

## NEIGHBORING ADJACENT PROPERTIES

No Any evidence of neighboring adjacent properties engaged in storing, transporting or producing waste, chemicals or hazardous materials?

No Any activities of adjacent properties may pose potential environmental risks to the subject property?

No Adjoining or close proximity neighboring properties used as a gasoline station, motor repair, commercial printing, dry cleaner, photo developing lab or landfill?

## 5.0 HISTORICAL SITE RESEARCH AND USAGE

### 5.1 Historical Site Usage Overview

The State and local CUPA regulatory agency files were reviewed for the subject site from the South Coast Air Quality Management District (SCAQMD), the Department of Toxic Substances Control (DTSC), State Regional Water Quality Control Board (Regional Board), Los Angeles Department of Building and Safety (LA DBS), and Los Angeles Department of Public Works (LA DPW). Refer to Exhibit D for additional detail information.

In addition, public record reports and documents were requested from EDR included: Sanborn Maps and Aerial Photos for review by ENCON. These files and documents are presented in the following sections. Refer to Exhibit C for additional detail information.

### 5.2 South Coast Air Quality Management District Permit File Review

Permit files were reviewed for the Subject Site through South Coast Air Quality Management District (SCAQMD) Facility Information Detail (FIND) database. There following air emission related permits were identified for the Subject Site address 3225 Sunset Boulevard:

1) **Sunset Body Works** – This facility is listed as active through SCAQMD although no equipment is listed, and there are no notices of violation (NOV) or notices to comply (NC) on file. However, during ENCON's site inspection of the Subject Site, ENCON noted two (2) paint spray booths at the Subject Site. Refer to Attachment A for site photos.
2) **All Magic Paint & Body, Inc.** – This facility is listed as sold through SCAQMD. In 2004 and 2005, this facility had permits to operate a spray booth and solvents as part of their operation. The permit details one (1) of the spray booths as an automotive type, 14 feet by 30 feet by 10.5 feet, with five (5) exhaust filters, one (1) natural gas heater, and one (1) 10 horsepower (HP) exhaust fan. The second spray booth is detailed as 14 feet by 28 feet by 9 feet 6 inches, with a natural gas heater, eighteen (18) exhaust filters, and one (1) 3 HP exhaust fan.
3) **Elite Body Shop, Inc.** – This facility is listed as active, although the permit on file is listed as inactive. In 2002, this facility had a permit to operate a spray booth with solvents as part of their operation. The permit details the spray booth as 14 feet by 9 feet 6 inches by 9 feet 6 inches with eighteen (18) exhaust filters, a natural gas fired heater and one (1) 3 HP exhaust fan.

   In addition, this facility was issued one (1) notice of violation (NOV) and two (2) notices to comply (NC). The NOV was issued in March 2003 for an expired permit, and the NC's were issued in March 2002 and March 2003 for a change in ownership and posting the permit to operate at the facility, respectively. All of the notices were corrected with SCAQMD.

4) **First Class Auto Craft** – This facility is listed as sold. In 2008 through 2010, the facility had three (3) permits to operate a spray booth with solvents as part of their operation. The permit issued in February 2008 details the use of a 14 foot by 30 foot by 10 foot five inch spray booth with five (5) exhaust filters, a natural gas heater and one (1) 10 HP exhaust fan. In February 2010, two (2) permits to operate spray booths were issued with the following specifications: one (1) automotive type spray booth at 17 feet 9 inches by 27 feet four inches by 11 feet with a natural gas heater, four (4) exhaust filters and one (1) 10 HP exhaust fan and one (1) spray booth at 14 feet by 30 feet, by 10 feet 5 inches with a natural gas heater, five (5) exhaust filters and one (1) 10 HP exhaust fan.

   In addition, this facility was issued one (1) notice to comply (NC) in May 2001. The NC was issued for maintaining daily gas usage reports. The notice was corrected with SCAQMD.

These spray booth operations include the use and storage of potentially hazardous materials including general waste oils, auto parts cleanings solvents and spent solvents, chemical wastes and volatile organic compounds from the spray auto paint booth chemical usages. These on-going operations performed at the Subject Site are considered a Recognized Environmental Condition (REC), requiring further investigation at this time. Refer to Exhibit D for SCAQMD permit records.

### 5.3 Department of Toxic Substances Control Hazardous Waste Disposal

The historical hazardous waste disposal records were requested from the State of California EPA Department of Toxic Substances Control (DTSC) for the Subject Site. Hazardous waste disposal records were found for the subject property address 3225 Sunset Boulevard. See below for descriptions of the DTSC waste profiles and Exhibit D for records.

1) **LEJ LLC doing business as First Class Auto Craft** – This profile is listed as inactive, however, between 2008 and 2016, this facility disposed of varying quantities of hazardous waste, including unspecified solvents, waste oil and mixed oil, and other organic solids.
2) **LEJ LLC doing business as Sunset Auto Crafters** – This facility is listed as inactive. There are no records of hazardous wastes disposed from this facility.
3) **M & K Body Shop** – This profile is listed as inactive, however, between 1993 and 2007, this facility disposed of varying quantities of hazardous waste, including unspecified solvent mixtures and unspecified organic liquid mixtures.
4) **All Magic Paint & Body** – This profile is listed as inactive, however, in 2006, this facility disposed of approximately 0.198 tons of unspecified solvent mixtures.
5) **LETR, Inc. doing business as Sunset Body Works** – This facility is listed as active and has two (2) DTSC profiles. In 2017, the facility disposed of approximately 0.306 tons of unspecified solvent waste.

These hazardous waste disposal records confirm the use and storage of hazardous materials including general waste oils, auto parts cleanings solvents and spent solvents, chemical wastes and volatile organic compounds from the spray auto paint booth chemical usages. These on-going operations performed at the Subject Site are considered a Recognized Environmental Condition (REC), requiring further investigation at this time. Refer to Exhibit D for SCAQMD permit records.

### 5.4 CalEPA Geotracker and DTSC Envirostor File Review

The Subject Site property was not reported on any State regulatory list as a Leaking Underground Storage Tank (LUST), permitted UST facility, or DTSC Cleanup site on Geotracker or Envirostor public files.

### 5.5 Los Angeles County Department of Building and Safety

The building and permit records were requested from the Los Angeles County Department of Building and Safety (LA DBS) for the Subject Site. See below for descriptions of permits and Exhibit D for records.

1) In the 1950s, the Subject Site was operated as a used car lot for Metropolitan Chevrolet Company.
2) In 1952, Metropolitan Chevrolet submitted an application to construct a retaining wall to the existing apartment building and commercial store at the Subject Site.
3) In 1972, an application was submitted by the property owner, Jack Bloomrust. Based on the permit, the owner was proposing sand-blasting the interior of the building area.
4) In 1983, the building is detailed as a retail store and the application was to re-roof the building area.

### 5.6 Los Angeles County Department of Public Works

The underground storage tank (UST) records were requested from the Los Angeles County Department of Public Works (LA DPW) for the Subject Site. No records were available from LA DPW for the Subject Site property.

### 5.4 Certified Sanborn Map Report Summary

A Certified Sanborn Map Report was prepared on July 9, 2018 by EDR. The Sanborn Library was searched by EDR covering the Subject Site and neighboring properties. Maps were identified for 1919, 1950, 1953, 1957, 1960, 1961, 1966, 1968, 1969 and 1970. The available maps are summarized below and provided in Exhibit C for reference.

1919 – The Subject Site is shown as vacant land, with no details available.

1950 – The Subject Site is vacant land. The adjacent properties are listed as a restaurant, an office, and residential.

1953 to 1970 – The Subject Site is listed as auto sales and auto service.

### 5.5 Historical Aerial Map Report

The EDR Historical Aerial Photo Package is a screening tool designed to assist the environmental professional in evaluating the targeted and neighboring properties over the period of 1923 through 2016. Refer to Exhibit C for aerial photos for 1923, 1928, 1938, 1948, 1952, 1964, 1977, 1979, 1981, 1989, 1994, 2002, 2005, 2009, 2012 and 2016. The following observations were made from the aerial photos:

1923 to 1928 – The Subject Site appears to be vacant land. The surrounding properties are vacant or residential in nature.

1938 – The Subject Site shows signs of development. The surrounding properties appear to have been developed to mostly residential in nature.

1948 – The Subject Site is vacant land. The surrounding properties appear to be residential and commercial in nature.

1952 – The Subject Site has been developed, most likely to the auto sales and service operation noted in the Sanborn Map ® records above. The surrounding properties remain commercial and residential in nature.

1964 to 2016 – The Subject Site building area remains about the same, and is similar to the building structures currently located at the Site. The surrounding areas remain commercial and residential in nature.

## 6.0 INTERVIEWS

At the time of the site inspection, the Subject Property tenant would not participate in the interview and did not offer any environmental information about the property history or uses.

## 7.0 REGULATORY GOVERNMENT AGENCY RESEARCH

### 7.1 Database Information Research Method and Approach

ENCON contracted with Environmental Data Resources (EDR) to review databases maintained by the federal, state, and local regulatory agencies for the Subject Site located at 3209-3227 Sunset Boulevard in Los Angeles, California. This review was designed to identify facilities and properties recently or currently under investigation for environmental contamination within a specific radius of the subject site. Additionally, this search noted any reported hazardous waste sites, landfills, Superfund sites, or businesses generating or treating hazardous wastes within the radius area. Finally, records of spills and other types of releases of hazardous materials were reviewed for properties within a smaller radius. Refer to Exhibit E for government file research reports.

ENCON does not assert to the completeness or accuracy of the database report. ENCON's review is therefore only as current and accurate as that provided in the database report and this may not cover all known or potential hazardous waste or contaminated sites. Further, there may be errors in the data base information reported for a site resulting from a number of different operations involved in processing the search. These errors could result in a site being included in the database due to a similar street name as a street within the search radius, when in fact the site is outside the search distance for the report. Additionally, a site within the search area may be omitted resulting from errors in the data entry phase of the search process. While ENCON does periodically spot check review the database reports against other available information from other agencies and field inspections to improve quality assurance and control, the accuracy and completeness of each report can not be guaranteed by ENCON.

Therefore, the following information is a tabulation and interpretation of this provided in data, based on a careful evaluation of the database reports, maps, knowledge of the area and region, and professional judgment about the potential environmental conditions. A complete copy of the regulatory agency database search report is provided in this report, refer to Exhibit E. The site information map, contained in the database report, illustrates the location of the Subject Site relative to the listed properties that are discussed and reviewed in the following section.

In each case, the radius distance from the subject site was chosen on the basis of the potential hazard that identified neighboring properties could pose to the subject property, the type of information provided, and the extent of overlap with other, more extensive databases. The resulting database search provided information that meets or exceeds the ASTM requirements. The data of the most recent update for each database is noted parenthetically below, following a description of the database. The name, address, status, and distance from the subject site for each site identified by the database are also given.

This information is presented to aid in the assessment of potential impact to the subject site from groundwater contamination. This groundwater information is based on the best available hydrogeology data and that the direction of groundwater flow in the shallow aquifer generally follows the topography in the general area.

The results are organized by listings cited that were identified on a particular database. Since some of the sites appear on more than one database, these sites may be listed more than once. A summary of the environmental conditions of these sites are described below and in the following manner; according to closest proximity to the subject site and the topographic gradient (upgradient, cross-gradient, and down-gradient). The Subject Site is summarized initially followed by the adjacent sites. The database detailed information is provided in Exhibit E and specific page number is noted in the following summary sheets for reference purposes.

### 7.2 Subject Site Findings

The government record review for the Subject Site confirmed that the site was listed on government environmental databases associated with reported hazardous chemical material or waste uses or releases to the environment or regulatory corrective actions, specifically at 3225 Sunset Boulevard. This site address is listed on the government files as a Haznet site, an EMI site, and a FINDS site. EDR describes Haznet sites as facilities where data has been extracted from copies of copies of hazardous waste manifests received each year by DTSC confirming that hazardous materials were used and generated on the Subject Site. EMI sites are described as facilities with Emissions Inventory Data usually associated with the use of volatile organic compounds (VOCs) and paint spraying operations, and FINDS sites are described as Facility Index System, which contains facilities updated by the Environmental Protection Agency (EPA). Refer to Exhibit E for the EDR Radius Map Report. The government records did not show the Subject Site as a UST site although the Site was confirmed to contain two (2) abandoned in-place two 1,100 gallon UST tanks at this time.

Therefore, the government records suggest that the Subject Site historical chemical uses at 3225 Sunset Boulevard may have adversely affected the Subject Site and caused contingent environmental conditions at this time from the past automotive repair and body work operations performed at the Subject Site. These automotive repair activities are of environmental concern since these type operations historically stored, used, and generated hazardous automotive chemical materials and wastes, specifically automotive fuel and motor oil products, motor oil wastes, and spent volatile organic compounds solutions in parts washing and spray painting activities.

### 7.3 Adjacent and Neighboring Properties Summary

Based on a review of the EDR Radius Map for potential environmental risk sites within 1/8 mile of the Subject Site, there are eleven (11) neighboring facilities listed with regulatory cleanup actions resulting from unauthorized releases of hazardous materials that may pose a risk to the subject property. The list includes, but is not limited to, historical dry cleaner facilities, small quantity generators, Leaking Underground Storage Tank (LUST) sites, and historical automotive facilities. Based on the list of neighboring sites, none of the operations are located adjacent to the Subject Site, which limits the potential off-site threat to the subject property. Refer to Exhibit E for Radius Map Report.

Therefore, it is ENCON's professional opinion that these operations within 1/8 of a mile of the subject property, do not pose a potential off-site encroachment concern to the subject site, and does not require further investigation at this time.

## 8.0 CONCLUSIONS AND RECOMMENDATIONS

In conducting the Phase I ESA, ENCON completed the review of local and regional government environmental records, historical tenant survey, site reconnaissance by an environmental professional, and an evaluation of the evidence collected during the site assessment. ENCON performed this Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 at 3209-3227 Sunset Boulevard in Los Angeles, California. Any exceptions to or deletions from this practice are described in this Phase I ESA Report.

Based on the Phase I ESA file review and field inspections, the following Recognized Environmental Concerns (RECs) and potential areas of environmental concern (AOC) were identified at the Subject Site:

1) REC#01 – Locations of two (2) abandoned UST waste oil and fuel tanks,
2) REC#02 – Locations of operating hydraulic lifts,
3) REC#03 – Waste oil drum storage area,
4) REC#04 – Automotive service chemical and paint-solvent storage work stations,
5) REC#05 – 3-stage waste water treatment clarifier and receptor discharge line,
6) REC#06 – General use and storage of parts washing spent solvent stations, and
7) REC#07 – Two operating spray booths and one (1) paint spray room.

These types of automotive repair operations generate hazardous automotive and hydraulic oils waste streams and spent solvent solutions which can pose a potential risk to the environmental from unauthorized spills and leaks over the past 67 years of automotive service and body repair work. Refer to Exhibit D for hazardous waste disposal records.

These current and historical automotive repair, service, auto body work and painting operations typically involve the use and storage of hazardous materials, and are considered a Recognized Environmental Concerns (RECs) since these types of operations typically store, use and generate hazardous automotive chemical materials and wastes, specifically automotive fuel and motor oil products, motor oil wastes, auto spent volatile organic compounds (VOC) solutions in parts washing activities, and VOC paint solvents. In addition, the presence of the two (2) abandoned UST tanks, reportedly abandoned in-place in 1973, are not in compliance with current State UST tank closure regulations. The Los Angeles City Fire Department (CUPA) will require these tanks to be removed and properly closed in the near future.

Based on ENCON's Phase I ESA findings and recommendations and the seven (7) identified RECs, a Phase II ESA subsurface soil and soil gas investigation is recommended to confirm the presence, or absence, of chemical releases that may have adversely affected the Subject Site from these targeted Recognized Environmental Conditions, RECs, identified at the Subject Site. The proposed Phase II ESA Investigation should address both the threat to State groundwater and the vapor intrusion threat to the workers and public since the Subject Site has been involved with volatile organic automotive chemicals and petroleum hydrocarbons in the waste oil and gasoline hydrocarbon ranges.

Based on the presence of two old UST tanks onsite (one (1) 1,100 gallon waste oil tank and one (1) 1,100 gallon former gasoline fuel tank) that were reportedly abandoned in-place in 1973 by the Los Angeles City Fire Department Inspector and confirmed by both the Department and ENCON Field Inspection Staff., these abandon UST tanks were not properly closed in accordance with State UST Closure Guidelines and are environmental conditions of concern, RECs. Therefore, these UST tank sites on the Subject Property are currently "out of compliance" with the State of California UST Programs and will have to be properly permitted and closed under the direction of the Los Angeles City Fire Department, Environmental Programs, as soon as possible in the near future and prior to the completion of the pending real estate transaction. In addition, it may be warranted to conduct a pre-pull subsurface investigation of the UST tank sites that will provide to the transaction parties preliminary information on whether the use of these tanks have adversely affected the Subject Site and pose a contingent environmental liability at this time.

The lead and asbestos containing material(s) conditions of the properties were limited to general observations of exposed surface interior and exterior conditions and is not considered in this Phase I ESA as LBP or ACM surveys. The ages and conditions of the buildings, however, would suggest the paint surfaces may contain lead-based paint (LBP). Asbestos containing materials (ACM) in the ceiling and floor tiles and other materials may be suspected because of the age of the structures. Any planned major building repair or demo in the future should involve a full LBP and ACM surveys.

## 9.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

Mr. G. Joseph Scatoloni, REA II & Senior Environmental Manager, performed the Phase I Environmental Site Assessment. Mr. Scatoloni has over 24 years background and experience in environmental site assessment and compliance commercial and industrial projects, including environmental CalEPA and ASTM regulations, regulatory review, investigations, and remediation, and site compliance audits. He is a Registered Environmental Assessor II, REA 20150, by the Environmental Assessment Association, Sacramento, California as well as a Registered Environmental Property Assessor and Registered Environmental Professional, REPA 783394.

The ENCON REA Team is comprised of environmental experts in understanding and applying the federal, state, and local regulatory guidelines in California and other western states to commercial and industrial site financial and real estate transactions for both financial institutions and private transactions. The ENCON REA Team is comprised of G. Joseph Scatoloni, Environmental Professional, and environmental research assistant, Elizabeth Bartley. All of the project management was conducted by Mr. Scatoloni.

The ENCON REA Team has managed and participated in numerous projects requiring specific knowledge and interpretation of hazardous waste and chemical material management, chemical process engineering, regulatory compliance, permitting, subsurface soil and groundwater investigation, and remedial actions as well as health and safety codes. Mr. Scatoloni has experience as an environmental compliance evaluator, performing facility industrial and commercial site environmental assessments and audits.

The ENCON REA Team has performed Phase I Environmental Site Assessments for USEPA, CalEPA reporting, waste treatment permitting, EPA Wells Investigation Program, property transfer, site and service station closures, underground storage tank removals, client due diligence, and beneficial use of property.

Prepared by:

ENCON Technologies Inc.
Environmental & Engineering Services

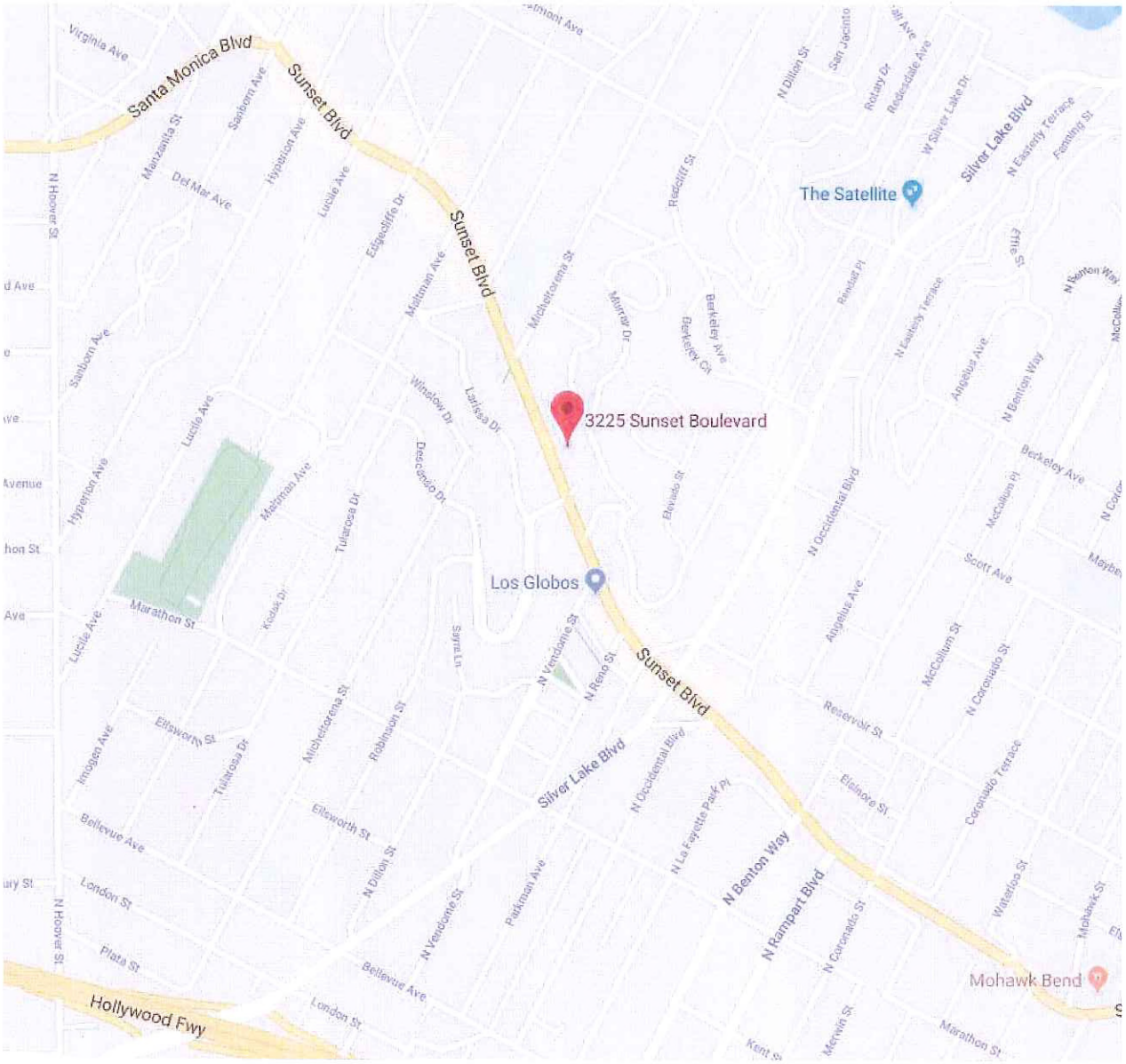
G. Joseph Scatoloni, REPA/REP #783394
ENCON Registered Environmental Professional

REGISTERED ENVIRONMENTAL PROFESSIONAL
G. JOSEPH SCATOLONI REP 783394 NREP

Elizabeth Bartley, Phase I Tech Staff
ENCON REA Technical Assistant

**FIGURES:**


| | |
|---|---|
| Figure 1 | Site Vicinity Map |
| Figure 2 | Site Property Area Map |




| | | |
|---|---|---|
| **ENCON**<br>**Technologies, Inc.**<br>*12145 Mora Drive, Suite 7*<br>*Santa Fe Springs, CA 90670* | ***Site Vicinity Map***<br>***3209-3227 Sunset Boulevard***<br>***Los Angeles, California 90026*** | **LEGEND**<br>Subject Site Boundary Lines<br>North<br>*Scale: NA*<br>**October 29, 2018**<br>**FIGURE 1** |

RESIDENTIAL

RESIDENTIAL

RESIDENTIAL

RESIDENTIAL

CAFE

AUTO REPAIR SHOP

AUTO STORAGE

3209 SUNSET

TAYLOR/ALTERATION SHOP

PARKING

RESTAURANT

SUNSET BLVD

SUNSET BLVD

SUNSET BLVD

SUNSET BLVD

DESCANSO DR

DESCANSO DR

AUTO REPAIR

FURNITURE STORE

RETAIL SHOP/RESTUARANTS

LEGEND

PLANTER AREA

FENCE/GATE

PROPERTY LINE

1 SITE PLAN
SCALE: 1"=25'-0"

0' 25' 50'
APPROXIMATE SCALE (11 X 17)

ENCON TECHNOLOGIES INC.
12145 MORA DR. #7
SANTA FE SPRINGS, CA

LIC.# 748576 A,Haz Exp: 4/30/20
DRAWN BY: DANIEL AYALA
DATE: 7/09/2018
SCALE: PER PLAN

3209 SUNSET BLVD
LOS ANGELES, CA 90026

SITE:

DRAWING: SITE PLAN

SHEET: FIG.2

**ATTACHMENTS:**

Attachment A Site Photos




Photo #1: Exterior of Subject Site building area.




Photo #4: Entrance to body work area at Subject Site.




Photo #2: Entrance to yard area at Subject Site.



Photo #5: Office area at Subject Site.




Photo #3: Vehicle storage at Subject Site.



Photo #6: Automotive work at Site.



Photo #7: Automotive parts and work stations at Site.



Photo #10: Automotive spend waste oil at work station at Site.

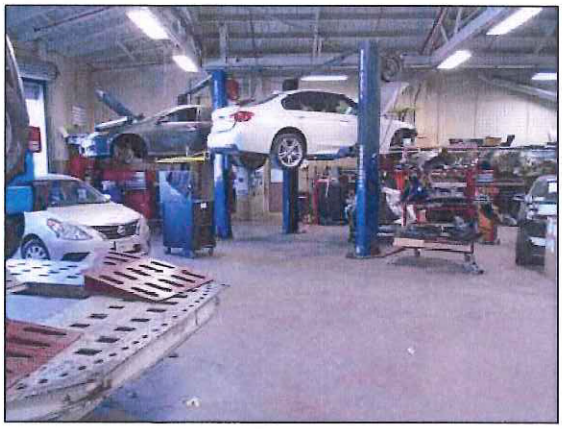


Photo #8: Automotive hydraulic lifts in shop area at Site.



Photo #11: 3-stage clarifier at Site.



Photo #9: Automotive hydraulic lifts in shop area at Site.

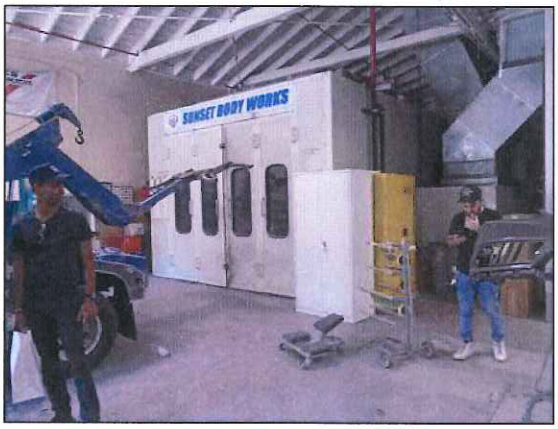



Photo #12: One (1) of two (2) paint spray booths at Site.




Photo #13: One (1) of two (2) paint spray booths at Site.



Photo #16: Fill port to UST located at the Subject Site.



Photo #14: Automotive body parts prepped for painting in paint booth.



Photo #17: Fill port to UST located at the Subject Site.



Photo #15: Drum storage area at Subject Site.



Photo #18: Fill port to UST located at the Subject Site.

**Exhibit A**

Legal and Site Description

Property Address:

**3225 W Sunset Blvd**
**Los Angeles, CA 90026**



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First American

myFirstAm® **Property Profile** **3225 W Sunset Blvd, Los Angeles, CA 90026**

## Property Information

| | | | |
|---|---|---|---|
| **Owner(s):** | Blair Investment | **Mailing Address:** | Po Box 293, Somers, MT 59932 |
| **Owner Phone:** | Unknown | **Property Address:** | 3225 W Sunset Blvd, Los Angeles, CA 90026 |
| **Vesting Type:** | N/A | **Alt. APN:** | |
| **County:** | Los Angeles | **APN:** | 5426-005-005 |
| **Map Coord:** | 35-B5 | **Census Tract:** | 195400 |
| **Lot#:** | 5-10 | **Block:** | |
| **Subdivision:** | 5036 | **Tract:** | 5036 |
| **Legal:** | Tract # 5036 Lots 5,6,7,8,9 And Lot 10 | | |

## Property Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Use:** | Auto Repair | **Year Built / Eff. :** | 1951 / 1951 | **Sq. Ft. :** | 13350 |
| **Zoning:** | LAC2 | **Lot Size Ac / Sq Ft:** | 0.345 / 15014 | **# of Units:** | |
| **Stories:** | 1 | **Improvements:** | | **Parking / #:** | / |
| **Gross Area:** | 13350 | **Garage Area :** | | **Basement Area:** | |

## Sale and Loan Information

| | | | | | |
|---|---|---|---|---|---|
| **Sale / Rec Date:** | / 02/02/1972 | ***$/Sq. Ft.:** | $14.98 | **2nd Mtg.:** | |
| **Sale Price:** | $200,002 | **1st Loan:** | | **Prior Sale Amt:** | $200,002 |
| **Doc No.:** | 0000000455 | **Loan Type:** | | **Prior Sale Date:** | |
| **Doc Type:** | Deed | **Transfer Date:** | 02/02/1972 | **Prior Doc No.:** | 0000000455 |
| **Seller:** | Owner Name Unavailable | **Lender:** | | **Prior Doc Type:** | Deed |

*$/Sq.Ft. is a calculation of Sale Price divided by Sq.Feet.

## Tax Information

| | | | |
|---|---|---|---|
| **Imp Value:** | $168,038 | **Exemption Type:** | |
| **Land Value:** | $99,523 | **Tax Year / Area:** | 2018 / 0-013 |
| **Total Value:** | $267,561 | **Tax Value:** | |
| **Total Tax Amt:** | $4,788.71 | **Improved:** | 63% |



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First American

myFirstAm® **Transaction History** **3225 W Sunset Blvd, Los Angeles, CA 90026**

Transaction History provides records for the past ten years. To request additional information, please contact your local Sales Representative, Customer Service Department, or for an additional fee you may **click here** .

## History Record # 1 : SALE/TRANSFER

| | | | |
|---|---|---|---|
| **Buyer:** | Blair,Michael B Et Al | **Seller:** | |
| **Transaction Date:** | 01/18/1995 | **Sale Price:** | |
| **Recording Date:** | 01/25/1995 | **Sale Price Type:** | |
| **Recorded Doc #:** | 0000125840 | **Title Company:** | |
| **Document Type:** | Deed Transfer | **Vesting Type:** | N/A |

## History Record # 2 : SALE/TRANSFER

| | | | |
|---|---|---|---|
| **Buyer:** | Blair,Robert T And Erolyn F | **Seller:** | |
| **Transaction Date:** | 12/05/1994 | **Sale Price:** | |
| **Recording Date:** | 12/12/1994 | **Sale Price Type:** | |
| **Recorded Doc #:** | 0002198865 | **Title Company:** | |
| **Document Type:** | Deed Transfer | **Vesting Type:** | N/A |

## History Record # 3 : SALE/TRANSFER

| | | | |
|---|---|---|---|
| **Buyer:** | Blair Investment | **Seller:** | Owner Name Unavailable |
| **Transaction Date:** | | **Sale Price:** | $200,002 |
| **Recording Date:** | 02/02/1972 | **Sale Price Type:** | |
| **Recorded Doc #:** | 0000000455 | **Title Company:** | |
| **Document Type:** | Deed Transfer | **Vesting Type:** | N/A |


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myFirstAm® **Comparable Sales** 3225 W Sunset Blvd, Los Angeles, CA 90026

## Subject Property

| | APN | Property Address | Sale Price | Year Built | Sq. Ft. | Rec. Date | Dist. from Subj. |
|---|---|---|---|---|---|---|---|
| | 5426-005-005 | 3225 W Sunset Blvd, Los Angeles, CA 90026 | $200,002 | 1951 | 13350 | | |

## Comparable Sales

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| A. | 5427-026-008 | 3424 W Sunset BLVD , Los Angeles, CA 90026 | $400,000 | 1999 | 13000 | 10/27/1987 | 0.16 mi |
| B. | 5501-014-013 | 150 Bimini PL , Los Angeles, CA 90004 | $102,000 | 1922 | 11890 | 11/04/1997 | 1.33 mi |
| C. | 5154-032-006 | 515 S Lake ST , Los Angeles, CA 90057 | $1,127,000 | 1910 | 12700 | 08/31/1983 | 1.75 mi |
| D. | 5535-012-024 | 831 N Western AVE , Los Angeles, CA 90029 | $4,400,000 | 1963 | 13102 | 02/21/2013 | 1.99 mi |
| E. | 5437-029-029 | 3021 Gilroy ST , Los Angeles, CA 90039 | $10,000,000 | 1965 | 12136 | 12/14/2017 | 2.04 mi |
| F. | 5544-028-007 | 5639 W Sunset BLVD , Los Angeles, CA 90028 | $775,000 | 1927 | 12775 | 04/15/1988 | 2.34 mi |
| G. | 5640-030-027 | 322 El Bonito AVE , Glendale, CA 91204 | $1,075,000 | 1980 | 13880 | 12/17/2010 | 2.87 mi |
| H. | 5409-003-028 | 201 Sotello ST , Los Angeles, CA 90012 | $4,850,000 | 1998 | 13873 | 07/06/2005 | 2.88 mi |


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## Comparable Statistics

| | Average : | Low : | High : |
|---|---|---|---|
| **Sale Price:** | $2,841,125 | $102,000 | $10,000,000 |
| **Loan Amount:** | $1,743,217 | $475,000 | $3,750,000 |
| **Sq. Ft.:** | 12920 | 11890 | 13880 |
| **Sale $ / Sq. Ft.*:** | $220 | $9 | $720 |

*$/Sq.Ft. is a calculation of Sale Price divided by Sq.Ft.


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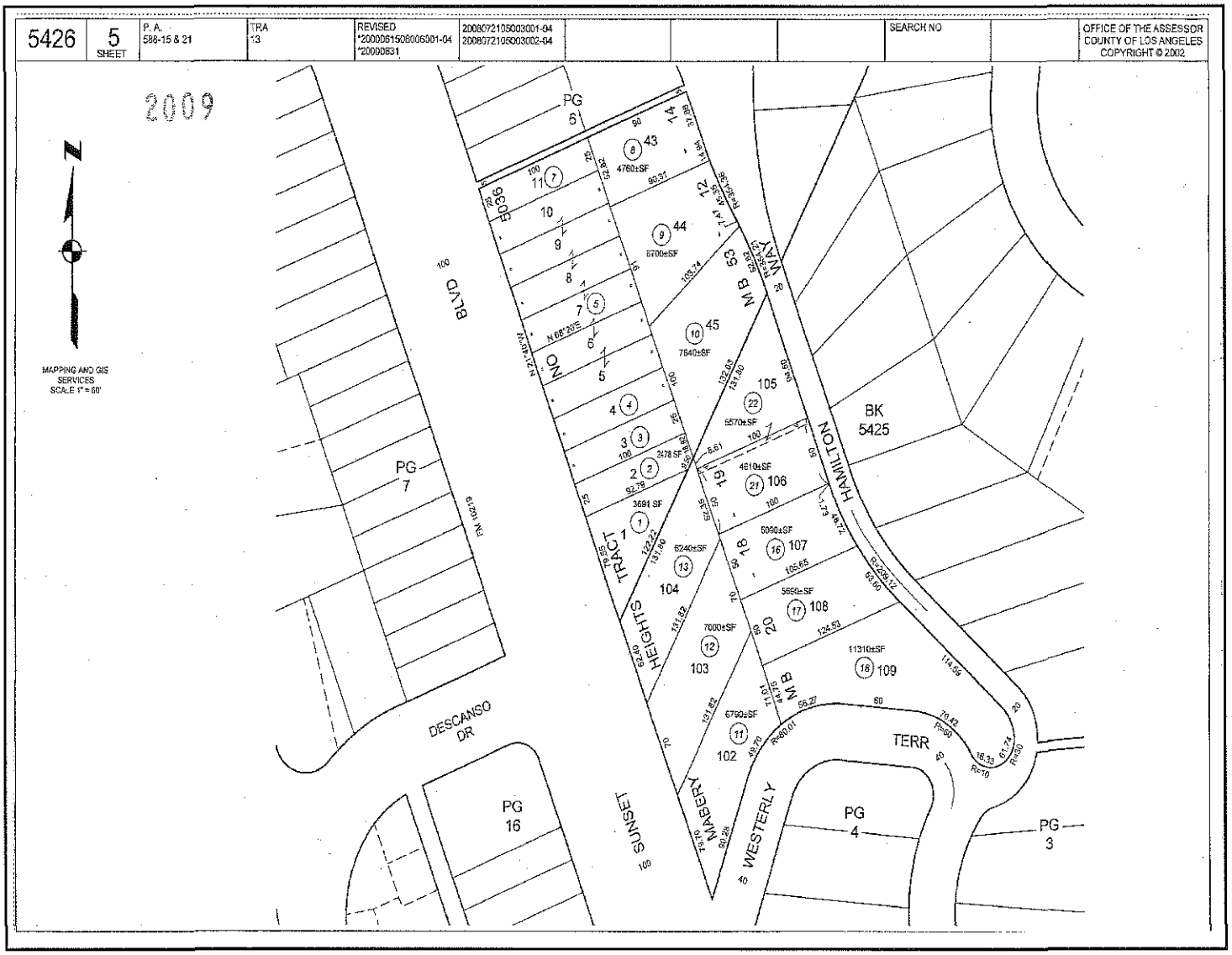
First American

myFirstAm® **Tax Map** **3225 W Sunset Blvd, Los Angeles, CA 90026**

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Property Address:

, CA



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First American

# myFirstAm® Property Profile , , CA

## Property Information

| | | | |
|---|---|---|---|
| Owner(s): | Blair Investment | Mailing Address: | Po Box 293, Somers, MT 59932 |
| Owner Phone: | Unknown | Property Address: | , , CA |
| Vesting Type: | N/A | Alt. APN: | |
| County: | Los Angeles | APN: | 5426-005-003 |
| Map Coord: | 35-B5 | Census Tract: | |
| Lot#: | 3 | Block: | |
| Subdivision: | 5036 | Tract: | 5036 |
| Legal: | Tract # 5036 Lot 3 | | |

## Property Characteristics

| | | | | | |
|---|---|---|---|---|---|
| Use: | Parking Lot | Year Built / Eff. : | 1951 / 1951 | Sq. Ft. : | 2370 |
| Zoning: | LAC2 | Lot Size Ac / Sq Ft: | 0.57 / 2502 | # of Units: | |
| Stories: | 1 | Improvements: | | Parking / #: | Shared/Common / 8 |
| Gross Area: | 2370 | Garage Area : | | Basement Area: | |

## Sale and Loan Information

| | | |
|---|---|---|
| Sale / Rec Date: | *$/Sq. Ft.: | 2nd Mtg.: |
| Sale Price: | 1st Loan: | Prior Sale Amt: |
| Doc No.: | Loan Type: | Prior Sale Date: |
| Doc Type: | Transfer Date: | Prior Doc No.: |
| Seller: | Lender: | Prior Doc Type: |

*$/Sq.Ft. is a calculation of Sale Price divided by Sq.Feet.

## Tax Information

| | | | |
|---|---|---|---|
| Imp Value: | $2,559 | Exemption Type: | |
| Land Value: | $16,570 | Tax Year / Area: | 2018 / 0-013 |
| Total Value: | $19,129 | Tax Value: | |
| Total Tax Amt: | $366.94 | Improved: | 13% |



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First American

myFirstAm® Transaction History , , CA

Transaction History provides records for the past ten years. To request additional information, please contact your local Sales Representative, Customer Service Department, or for an additional fee you may click here .

## History Record # 1 : SALE/TRANSFER

| | | | |
|---|---|---|---|
| Buyer: | Blair,Michael B Et Al | Seller: | |
| Transaction Date: | 01/18/1995 | Sale Price: | |
| Recording Date: | 01/25/1995 | Sale Price Type: | |
| Recorded Doc #: | 0000125840 | Title Company: | |
| Document Type: | Deed Transfer | Vesting Type: | N/A |

## History Record # 2 : SALE/TRANSFER

| | | | |
|---|---|---|---|
| Buyer: | Blair,Robert T And Erolyn F | Seller: | |
| Transaction Date: | 12/05/1994 | Sale Price: | |
| Recording Date: | 12/12/1994 | Sale Price Type: | |
| Recorded Doc #: | 0002198865 | Title Company: | |
| Document Type: | Deed Transfer | Vesting Type: | N/A |


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First American

myFirstAm® Comparable Sales , , CA

## Subject Property

| | APN | Property Address | Sale Price | Year Built | Sq. Ft. | Rec. Date | Dist. from Subj. |
|---|---|---|---|---|---|---|---|
| | 5426-005-003 | , , CA | | 1951 | 2370 | | |

## Comparable Sales

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| A. | 5427-024-023 | , , CA | $1,000,000 | 1952 | 2400 | 12/22/1998 | 0.29 mi |
| B. | 5429-013-004 | 3925 Sunset DR , Los Angeles, CA 90027 | $1,745,000 | | 2630 | 04/12/2017 | 0.55 mi |
| C. | 5427-001-008 | 4222 Santa Monica BLVD , Los Angeles, CA 90029 | $220,000 | 1968 | 2025 | 03/18/1997 | 0.65 mi |
| D. | 5542-026-042 | 4545 Santa Monica BLVD , Los Angeles, CA 90029 | $1,960,000 | 2004 | 2500 | 06/09/2017 | 0.82 mi |
| E. | 5501-007-026 | , , CA | $1,165,000 | | 2550 | 06/30/2005 | 1.06 mi |
| F. | 5537-019-033 | 1060 N Kingsley DR , Los Angeles, CA 90029 | $3,440,000 | 1980 | 2550 | 12/06/2013 | 1.66 mi |
| G. | 5406-015-003 | 1261 W Sunset BLVD , Los Angeles, CA 90026 | $655,000 | 1971 | 2500 | 12/18/2009 | 1.78 mi |
| H. | 5437-033-012 | , , CA | $780,000 | 1955 | 2400 | 06/14/2001 | 1.87 mi |
| I. | 5437-033-013 | , , CA | $780,000 | 1955 | 2400 | 06/14/2001 | 1.88 mi |
| J. | 5405-028-003 | 1130 W Sunset BLVD , Los Angeles, CA 90012 | $160,000 | 1989 | 2400 | 01/24/1985 | 1.92 mi |
| K. | 5536-010-028 | , , CA | $3,986,000 | 1969 | 2600 | 05/29/2014 | 1.97 mi |
| L. | 5442-009-013 | , , CA | $4,800,000 | 1960 | 2500 | 09/24/2014 | 2.07 mi |
| M. | 5536-003-003 | 5509 Lexington AVE , Los Angeles, CA 90038 | $600,006 | 1975 | 2200 | 06/11/1982 | 2.07 mi |
| N. | 5435-028-026 | , , CA | $775,000 | | 2500 | 09/28/2012 | 2.10 mi |
| O. | 5435-028-025 | , , CA | $775,000 | 1964 | 2500 | 09/28/2012 | 2.10 mi |
| P. | 5406-030-021 | 1026 Bartlett ST , Los Angeles, CA 90012 | $1,950,000 | | 2413 | 04/07/1988 | 2.12 mi |


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## Subject Property

| | APN | Property Address | Sale Price | Year Built | Sq. Ft. | Rec. Date | Dist. from Subj. |
|---|---|---|---|---|---|---|---|
| | 5426-005-003 | , , CA | | 1951 | 2370 | | |

## Comparable Sales

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Q. | 5544-022-029 | 1530 N Western AVE , Los Angeles, CA 90027 | $941,500 | 1996 | 2500 | 01/31/2000 | 2.16 mi |
| R. | 5522-007-012 | 649 N Gramercy PL , Los Angeles, CA 90004 | $205,000 | 1920 | 2050 | 02/03/1999 | 2.19 mi |
| S. | 5435-027-015 | , , CA | $1,000,000 | 1963 | 2500 | 10/13/2006 | 2.24 mi |
| T. | 5142-021-018 | , , CA | $725,000 | 1982 | 2500 | 11/27/2002 | 2.38 mi |
| U. | 5143-021-014 | 1136 Ingraham ST , Los Angeles, CA 90017 | $10,000,000 | 1984 | 2584 | 09/01/2010 | 2.40 mi |
| V. | 5137-010-006 | 1014 Blaine ST , Los Angeles, CA 90015 | $600,000 | 1964 | 2025 | 06/12/1985 | 2.70 mi |
| W. | 5435-017-018 | 3070 Los Feliz BLVD , Los Angeles, CA 90039 | $460,000 | 1950 | 2500 | 12/31/1997 | 2.71 mi |
| X. | 5409-006-023 | 126 W Elmyra ST , Los Angeles, CA 90012 | $625,000 | 1940 | 2700 | 09/25/2013 | 2.80 mi |
| Y. | 5137-023-003 | 1324 W 11Th PL , Los Angeles, CA 90015 | $780,000 | 1905 | 2681 | 04/18/2008 | 2.80 mi |


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## Comparable Statistics

| | Average : | Low : | High : |
|---|---|---|---|
| Sale Price: | $1,605,100 | $160,000 | $10,000,000 |
| Loan Amount: | $1,300,000 | $140,000 | $5,000,000 |
| Sq. Ft.: | 2444 | 2025 | 2700 |
| Sale $ / Sq. Ft.*: | $657 | $79 | $3,704 |

*$/Sq.Ft. is a calculation of Sale Price divided by Sq.Ft.


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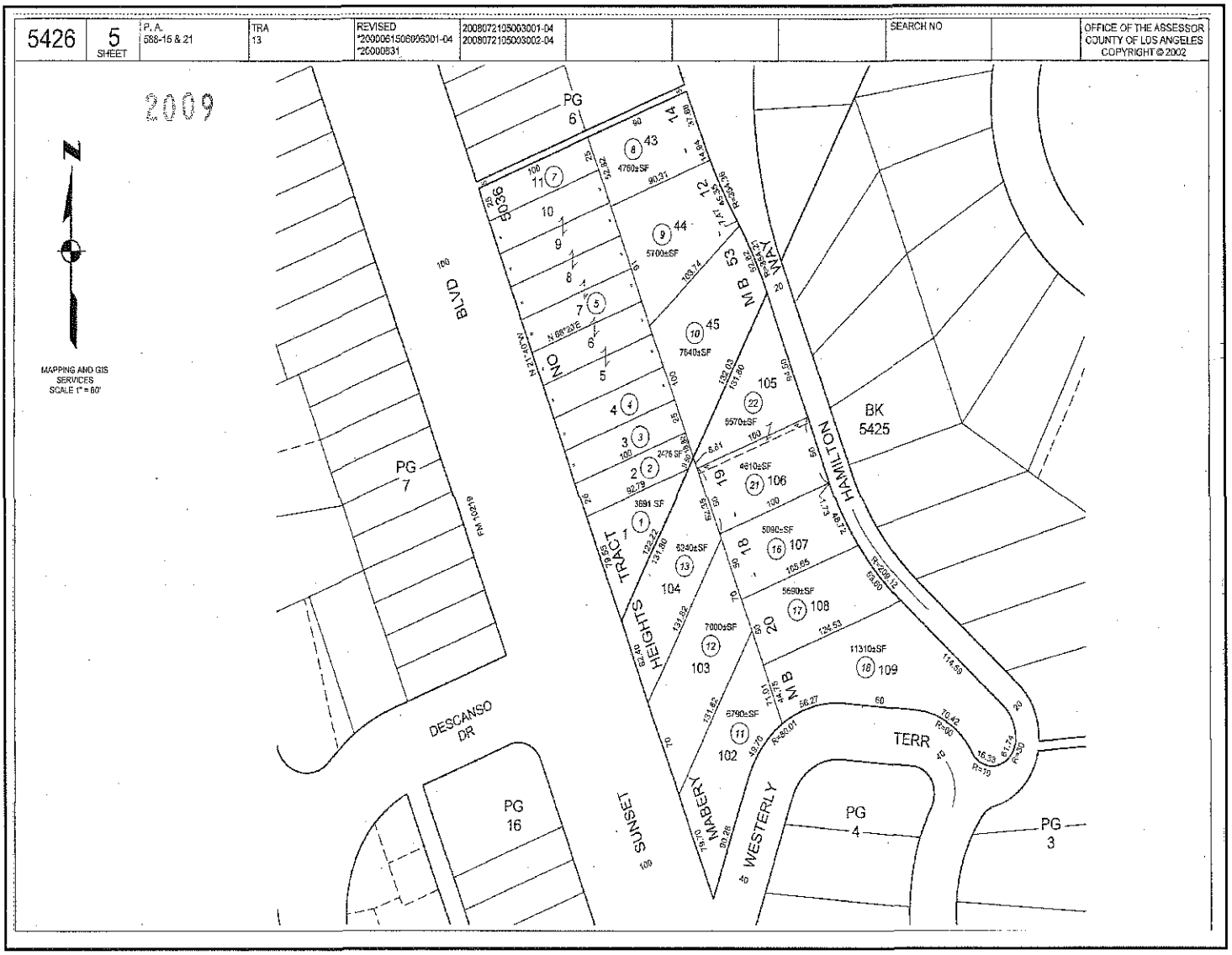
myFirstAm® **Tax Map** , , CA

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Property Address:

, CA



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First American

myFirstAm® Property Profile , , CA

## Property Information

| | | | |
|---|---|---|---|
| Owner(s): | Blair Investment | Mailing Address: | Po Box 293, Somers, MT 59932 |
| Owner Phone: | Unknown | Property Address: | , , CA |
| Vesting Type: | N/A | Alt. APN: | |
| County: | Los Angeles | APN: | 5426-005-002 |
| Map Coord: | 35-B5 | Census Tract: | |
| Lot#: | 2 | Block: | |
| Subdivision: | 5036 | Tract: | 5036 |
| Legal: | Tract # 5036 Lot 2 | | |

## Property Characteristics

| | | | | | |
|---|---|---|---|---|---|
| Use: | Parking Lot | Year Built / Eff. : | 1951 / 1951 | Sq. Ft. : | 2000 |
| Zoning: | LAC2 | Lot Size Ac / Sq Ft: | 0.57 / 2481 | # of Units: | |
| Stories: | 1 | Improvements: | | Parking / #: | Shared/Common / 7 |
| Gross Area: | 2000 | Garage Area : | | Basement Area: | |

## Sale and Loan Information

| | | |
|---|---|---|
| Sale / Rec Date: | *$/Sq. Ft.: | 2nd Mtg.: |
| Sale Price: | 1st Loan: | Prior Sale Amt: |
| Doc No.: | Loan Type: | Prior Sale Date: |
| Doc Type: | Transfer Date: | Prior Doc No.: |
| Seller: | Lender: | Prior Doc Type: |

*$/Sq.Ft. is a calculation of Sale Price divided by Sq.Feet.

## Tax Information

| | | | |
|---|---|---|---|
| Imp Value: | $3,420 | Exemption Type: | |
| Land Value: | $16,131 | Tax Year / Area: | 2018 / 0-013 |
| Total Value: | $19,551 | Tax Value: | |
| Total Tax Amt: | $370.34 | Improved: | 17% |



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# myFirstAm® Transaction History

, , CA

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## History Record # 1 : SALE/TRANSFER

| | | | |
|---|---|---|---|
| Buyer: | Blair,Michael B Et Al | Seller: | |
| Transaction Date: | 01/18/1995 | Sale Price: | |
| Recording Date: | 01/25/1995 | Sale Price Type: | |
| Recorded Doc #: | 0000125840 | Title Company: | |
| Document Type: | Deed Transfer | Vesting Type: | N/A |

## History Record # 2 : SALE/TRANSFER

| | | | |
|---|---|---|---|
| Buyer: | Blair,Robert T And Erolyn F | Seller: | |
| Transaction Date: | 12/05/1994 | Sale Price: | |
| Recording Date: | 12/12/1994 | Sale Price Type: | |
| Recorded Doc #: | 0002198865 | Title Company: | |
| Document Type: | Deed Transfer | Vesting Type: | N/A |


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*my*FirstAm® Comparable Sales , , CA

## Subject Property

| | APN | Property Address | Sale Price | Year Built | Sq. Ft. | Rec. Date | Dist. from Subj. |
|---|---|---|---|---|---|---|---|
| | 5426-005-002 | , , CA | | 1951 | 2000 | | |

## Comparable Sales

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| A. | 5424-005-909 | 2414 Mayberry ST , Los Angeles, CA 90026 | $179,500 | 1960 | 1880 | 06/03/1988 | 0.55 mi |
| B. | 5427-001-008 | 4222 Santa Monica BLVD , Los Angeles, CA 90029 | $220,000 | 1968 | 2025 | 03/18/1997 | 0.65 mi |
| C. | 5539-005-005 | 959 N Virgil AVE , Los Angeles, CA 90029 | $68,750 | 1986 | 1750 | 10/17/1983 | 0.75 mi |
| D. | 5154-002-011 | , , CA | $600,000 | 1952 | 1875 | 01/31/2000 | 1.44 mi |
| E. | 5406-015-017 | 1252 Innes AVE , Los Angeles, CA 90026 | $1,485,000 | 1978 | 1900 | 08/04/2008 | 1.74 mi |
| F. | 5536-003-003 | 5509 Lexington AVE , Los Angeles, CA 90038 | $600,006 | 1975 | 2200 | 06/11/1982 | 2.07 mi |
| G. | 5406-030-022 | 1030 Bartlett ST , Los Angeles, CA 90012 | $1,950,000 | 1972 | 1900 | 04/07/1988 | 2.11 mi |
| H. | 5522-007-012 | 649 N Gramercy PL , Los Angeles, CA 90004 | $205,000 | 1920 | 2050 | 02/03/1999 | 2.20 mi |
| I. | 5436-014-029 | 3540 La Clede AVE , Los Angeles, CA 90039 | $920,000 | 2017 | 1959 | 08/11/2017 | 2.53 mi |
| J. | 5436-014-031 | 3544 La Clede AVE , Los Angeles, CA 90039 | $920,000 | 2017 | 1959 | 08/21/2017 | 2.53 mi |
| K. | 5436-014-033 | 3548 La Clede AVE , Los Angeles, CA 90039 | $899,000 | 2017 | 1959 | 07/14/2017 | 2.54 mi |
| L. | 5137-016-017 | 1024 Beacon AVE , Los Angeles, CA 90015 | $11,000 | 1977 | 1700 | 07/18/1997 | 2.54 mi |
| M. | 5137-010-006 | 1014 Blaine ST , Los Angeles, CA 90015 | $600,000 | 1964 | 2025 | 06/12/1985 | 2.70 mi |
| N. | 5409-006-043 | , , CA | $24,000,000 | 1950 | 1925 | 10/19/2017 | 2.76 mi |
| O. | 5640-034-012 | 3714 San Fernando RD , Glendale, CA 91204 | $515,000 | 1946 | 1800 | 03/12/2004 | 2.90 mi |
| P. | 5640-029-002 | 309 El Bonito AVE , Glendale, CA 91204 | $1,150,000 | 1985 | 2300 | 12/17/2010 | 2.93 mi |
| Q. | 5453-020-025 | , , CA | $135,000 | 1940 | 1700 | 05/24/2005 | 2.97 mi |


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## Subject Property

| | APN | Property Address | Sale Price | Year Built | Sq. Ft. | Rec. Date | Dist. from Subj. |
|---|---|---|---|---|---|---|---|
| | 5426-005-002 | , , CA | | 1951 | 2000 | | |

## Comparable Sales

| | APN | Property Address | Sale Price | Year Built | Sq. Ft. | Rec. Date | Dist. from Subj. |
|---|---|---|---|---|---|---|---|
| R. | 5546-027-003 | , , CA | $9,500,000 | 1928 | 1800 | 05/13/2016 | 2.98 mi |


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## Comparable Statistics

| | Average : | Low : | High : |
|---|---|---|---|
| Sale Price: | $2,442,125 | $11,000 | $24,000,000 |
| Loan Amount: | $979,384 | $140,000 | $4,000,000 |
| Sq. Ft.: | 1928 | 1700 | 2300 |
| Sale $ / Sq. Ft.*: | $1,267 | $6 | $10,435 |

*$/Sq.Ft. is a calculation of Sale Price divided by Sq.Ft.


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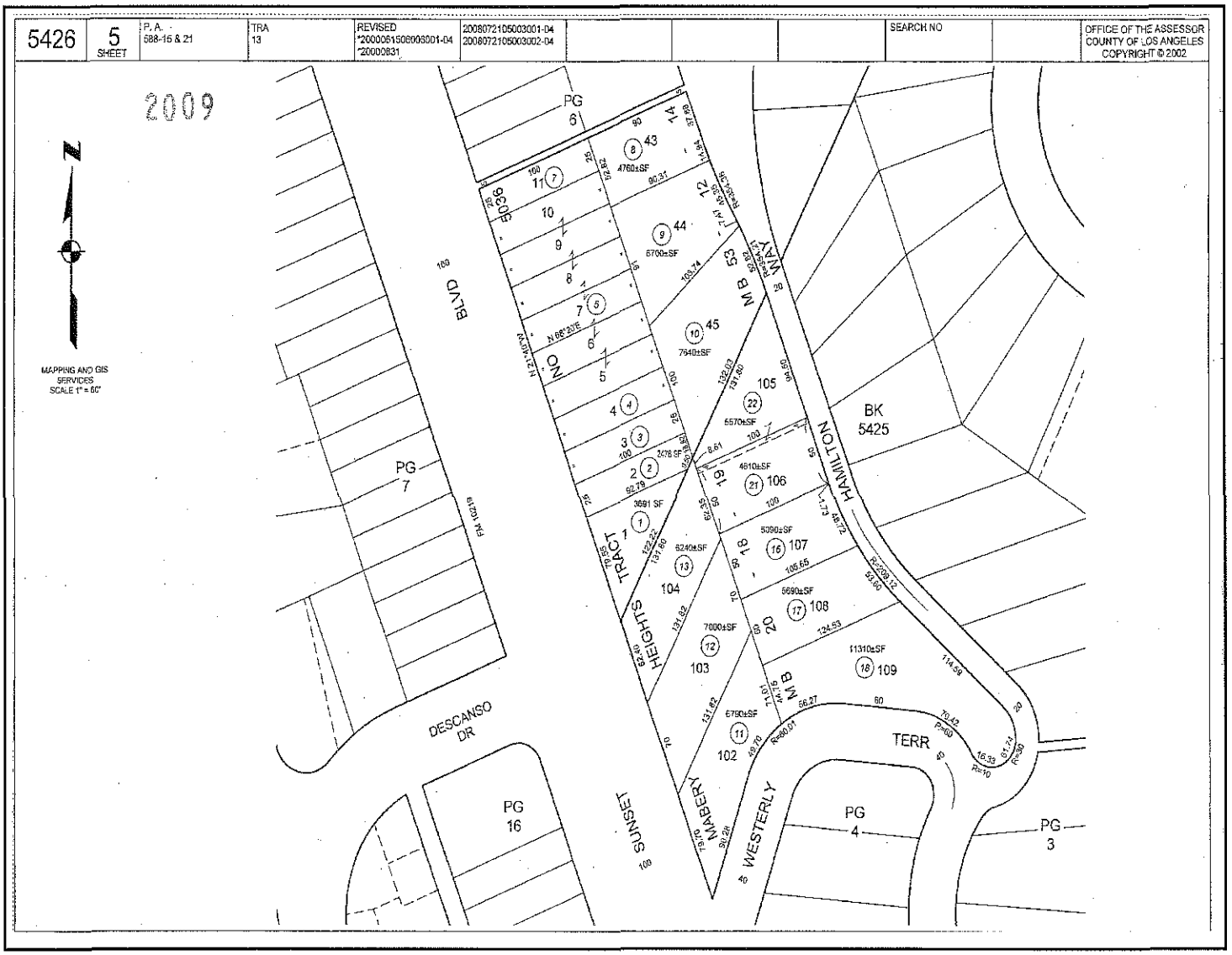
First American

myFirstAm® **Tax Map** , , CA

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Property Address:

, CA



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First American

myFirstAm® Property Profile , , CA

## Property Information

| | | | |
|---|---|---|---|
| Owner(s): | Blair Investment | Mailing Address: | Po Box 293, Somers, MT 59932 |
| Owner Phone: | Unknown | Property Address: | , , CA |
| Vesting Type: | N/A | Alt. APN: | |
| County: | Los Angeles | APN: | 5426-005-004 |
| Map Coord: | 35-B5 | Census Tract: | |
| Lot#: | 4 | Block: | |
| Subdivision: | 5036 | Tract: | 5036 |
| Legal: | Tract # 5036 Lot 4 | | |

## Property Characteristics

| | | | | | |
|---|---|---|---|---|---|
| Use: | Parking Lot | Year Built / Eff. : | 1951 / 1951 | Sq. Ft. : | 2370 |
| Zoning: | LAC2 | Lot Size Ac / Sq Ft: | 0.57 / 2502 | # of Units: | |
| Stories: | 1 | Improvements: | | Parking / #: | Shared/Common / 8 |
| Gross Area: | 2370 | Garage Area : | | Basement Area: | |

## Sale and Loan Information

| | | |
|---|---|---|
| Sale / Rec Date: | *$/Sq. Ft.: | 2nd Mtg.: |
| Sale Price: | 1st Loan: | Prior Sale Amt: |
| Doc No.: | Loan Type: | Prior Sale Date: |
| Doc Type: | Transfer Date: | Prior Doc No.: |
| Seller: | Lender: | Prior Doc Type: |

*$/Sq.Ft. is a calculation of Sale Price divided by Sq.Feet.

## Tax Information

| | | | |
|---|---|---|---|
| Imp Value: | $2,130 | Exemption Type: | |
| Land Value: | $16,570 | Tax Year / Area: | 2018 / 0-013 |
| Total Value: | $18,700 | Tax Value: | |
| Total Tax Amt: | $361.81 | Improved: | 11% |



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First American

myFirstAm® Transaction History , , CA

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| History Record # 1 : | SALE/TRANSFER | | |
|---|---|---|---|
| Buyer: | Blair,Michael B Et Al | Seller: | |
| Transaction Date: | 01/18/1995 | Sale Price: | |
| Recording Date: | 01/25/1995 | Sale Price Type: | |
| Recorded Doc #: | 0000125840 | Title Company: | |
| Document Type: | Deed Transfer | Vesting Type: | N/A |

| History Record # 2 : | SALE/TRANSFER | | |
|---|---|---|---|
| Buyer: | Blair,Robert T And Erolyn F | Seller: | |
| Transaction Date: | 12/05/1994 | Sale Price: | |
| Recording Date: | 12/12/1994 | Sale Price Type: | |
| Recorded Doc #: | 0002198865 | Title Company: | |
| Document Type: | Deed Transfer | Vesting Type: | N/A |


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First American

*my*FirstAm® Comparable Sales , , CA

## Subject Property

| | APN | Property Address | Sale Price | Year Built | Sq. Ft. | Rec. Date | Dist. from Subj. |
|---|---|---|---|---|---|---|---|
| | 5426-005-004 | , , CA | | 1951 | 2370 | | |

## Comparable Sales

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| A. | 5427-024-023 | , , CA | $1,000,000 | 1952 | 2400 | 12/22/1998 | 0.29 mi |
| B. | 5429-013-004 | 3925 Sunset DR , Los Angeles, CA 90027 | $1,745,000 | | 2630 | 04/12/2017 | 0.55 mi |
| C. | 5427-001-008 | 4222 Santa Monica BLVD , Los Angeles, CA 90029 | $220,000 | 1968 | 2025 | 03/18/1997 | 0.64 mi |
| D. | 5542-026-042 | 4545 Santa Monica BLVD , Los Angeles, CA 90029 | $1,960,000 | 2004 | 2500 | 06/09/2017 | 0.82 mi |
| E. | 5501-007-026 | , , CA | $1,165,000 | | 2550 | 06/30/2005 | 1.06 mi |
| F. | 5537-019-033 | 1060 N Kingsley DR , Los Angeles, CA 90029 | $3,440,000 | 1980 | 2550 | 12/06/2013 | 1.65 mi |
| G. | 5406-015-003 | 1261 W Sunset BLVD , Los Angeles, CA 90026 | $655,000 | 1971 | 2500 | 12/18/2009 | 1.79 mi |
| H. | 5437-033-012 | , , CA | $780,000 | 1955 | 2400 | 06/14/2001 | 1.87 mi |
| I. | 5437-033-013 | , , CA | $780,000 | 1955 | 2400 | 06/14/2001 | 1.87 mi |
| J. | 5405-028-003 | 1130 W Sunset BLVD , Los Angeles, CA 90012 | $160,000 | 1989 | 2400 | 01/24/1985 | 1.93 mi |
| K. | 5536-010-028 | , , CA | $3,986,000 | 1969 | 2600 | 05/29/2014 | 1.97 mi |
| L. | 5536-003-003 | 5509 Lexington AVE , Los Angeles, CA 90038 | $600,006 | 1975 | 2200 | 06/11/1982 | 2.07 mi |
| M. | 5442-009-013 | , , CA | $4,800,000 | 1960 | 2500 | 09/24/2014 | 2.07 mi |
| N. | 5435-028-026 | , , CA | $775,000 | | 2500 | 09/28/2012 | 2.10 mi |
| O. | 5435-028-025 | , , CA | $775,000 | 1964 | 2500 | 09/28/2012 | 2.10 mi |
| P. | 5406-030-021 | 1026 Bartlett ST , Los Angeles, CA 90012 | $1,950,000 | | 2413 | 04/07/1988 | 2.12 mi |


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## Subject Property

| | APN | Property Address | Sale Price | Year Built | Sq. Ft. | Rec. Date | Dist. from Subj. |
|---|---|---|---|---|---|---|---|
| | 5426-005-004 | , , CA | | 1951 | 2370 | | |

## Comparable Sales

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Q. | 5544-022-029 | 1530 N Western AVE , Los Angeles, CA 90027 | $941,500 | 1996 | 2500 | 01/31/2000 | 2.16 mi |
| R. | 5522-007-012 | 649 N Gramercy PL , Los Angeles, CA 90004 | $205,000 | 1920 | 2050 | 02/03/1999 | 2.19 mi |
| S. | 5435-027-015 | , , CA | $1,000,000 | 1963 | 2500 | 10/13/2006 | 2.23 mi |
| T. | 5142-021-018 | , , CA | $725,000 | 1982 | 2500 | 11/27/2002 | 2.38 mi |
| U. | 5143-021-014 | 1136 Ingraham ST , Los Angeles, CA 90017 | $10,000,000 | 1984 | 2584 | 09/01/2010 | 2.40 mi |
| V. | 5435-017-018 | 3070 Los Feliz BLVD , Los Angeles, CA 90039 | $460,000 | 1950 | 2500 | 12/31/1997 | 2.71 mi |
| W. | 5137-010-006 | 1014 Blaine ST , Los Angeles, CA 90015 | $600,000 | 1964 | 2025 | 06/12/1985 | 2.71 mi |
| X. | 5409-006-023 | 126 W Elmyra ST , Los Angeles, CA 90012 | $625,000 | 1940 | 2700 | 09/25/2013 | 2.80 mi |
| Y. | 5137-023-003 | 1324 W 11Th PL , Los Angeles, CA 90015 | $780,000 | 1905 | 2681 | 04/18/2008 | 2.81 mi |


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## Comparable Statistics

| | Average : | Low : | High : |
|---|---|---|---|
| Sale Price: | $1,605,100 | $160,000 | $10,000,000 |
| Loan Amount: | $1,300,000 | $140,000 | $5,000,000 |
| Sq. Ft.: | 2444 | 2025 | 2700 |
| Sale $ / Sq. Ft.*: | $657 | $79 | $3,704 |

*$/Sq.Ft. is a calculation of Sale Price divided by Sq.Ft.


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First American

myFirstAm® **Tax Map** , , CA

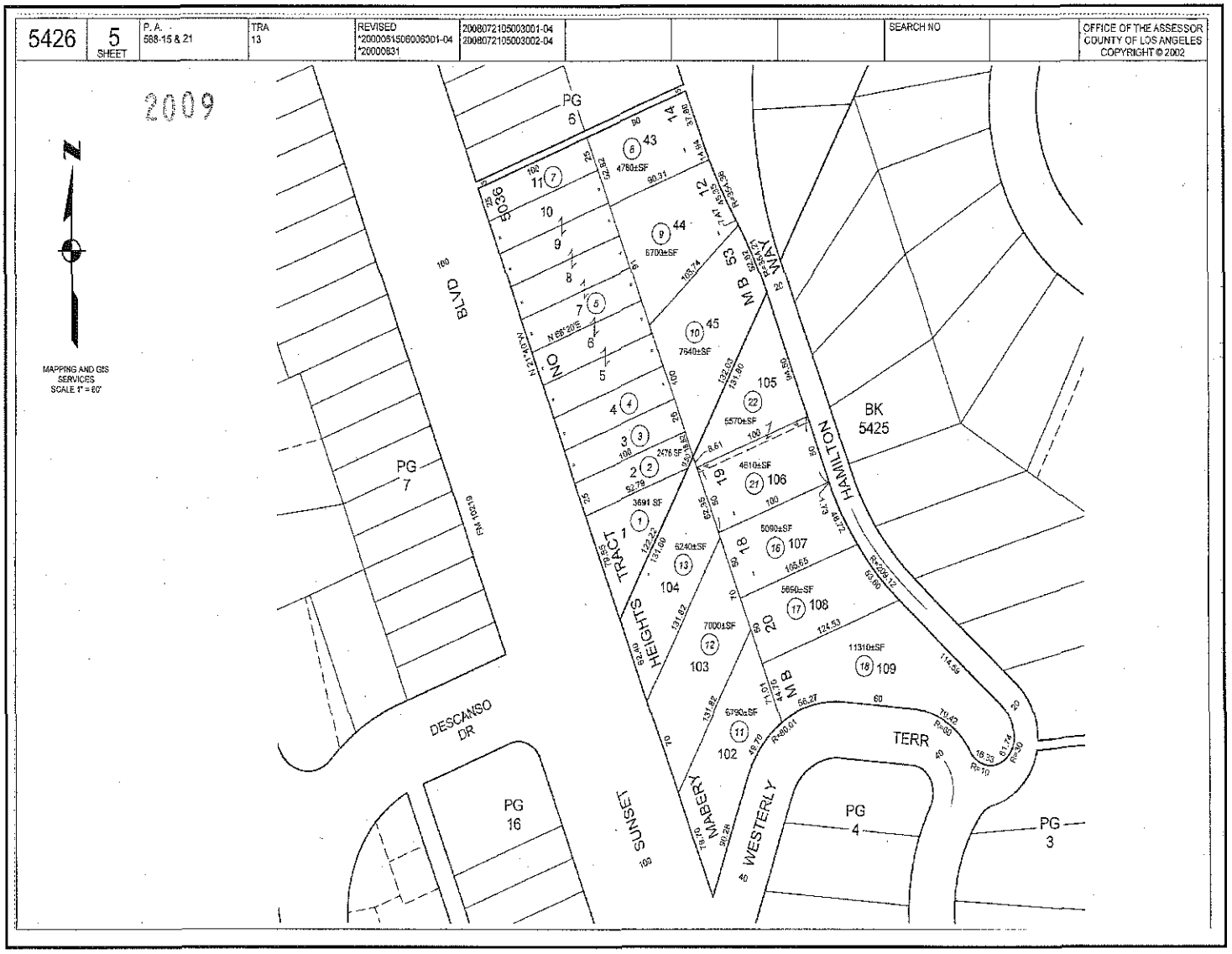


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**Exhibit B**

Historical Tenant Report

**3209-3227 Sunset Blvd**
3209 Sunset Blvd
Los Angeles, CA 90026

Inquiry Number: 5354429.5
July 09, 2018

# The EDR-City Directory Abstract

EDR® Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

# TABLE OF CONTENTS

## SECTION

**Executive Summary**

**Findings**

**City Directory Images**

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

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# EXECUTIVE SUMMARY

## DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2014. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 332 feet of the target property.

A summary of the information obtained is provided in the text of this report.

## RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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## RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

| Year | Source | TP | Adjoining | Text Abstract | Source Image |
|---|---|---|---|---|---|
| 2014 | EDR Digital Archive | - | X | X | - |
| 2010 | EDR Digital Archive | - | X | X | - |
| 2006 | Haines Company, Inc. | - | X | X | - |
| | Haines Company, Inc. | X | X | X | - |
| 2004 | Haines Company | - | - | - | - |
| 2003 | Haines & Company | - | - | - | - |
| 2001 | Haines Company, Inc. | - | - | - | - |
| 2000 | Haines & Company | - | X | X | - |
| | Haines & Company | X | X | X | - |
| 1999 | Haines Company | - | - | - | - |
| 1996 | GTE | - | - | - | - |
| 1995 | Pacific Bell | - | - | - | - |

# EXECUTIVE SUMMARY

| Year | Source | TP | Adjoining | Text Abstract | Source Image |
|---|---|---|---|---|---|
| 1992 | PACIFIC BELL WHITE PAGES | - | - | - | - |
| 1991 | Pacific Bell | - | - | - | - |
| 1990 | Pacific Bell | - | X | X | - |
| | Pacific Bell | X | X | X | - |
| 1986 | Pacific Bell | - | X | X | - |
| | Pacific Bell | X | X | X | - |
| 1985 | Pacific Bell | - | - | - | - |
| 1981 | Pacific Telephone | - | X | X | - |
| | Pacific Telephone | X | X | X | - |
| 1980 | Pacific Telephone | - | X | X | - |
| 1976 | Pacific Telephone | - | X | X | - |
| | Pacific Telephone | X | X | X | - |
| 1975 | Pacific Telephone | - | - | - | - |
| 1972 | R. L. Polk & Co. | - | - | - | - |
| 1971 | Pacific Telephone | - | X | X | - |
| | Pacific Telephone | X | X | X | - |
| 1970 | Pacific Telephone | - | - | - | - |
| 1969 | Pacific Telephone | - | - | - | - |
| 1967 | Pacific Telephone | - | X | X | - |
| 1966 | Pacific Telephone | - | - | - | - |
| 1965 | GTE | - | - | - | - |
| 1964 | Pacific Telephone | - | - | - | - |
| 1963 | Pacific Telephone | - | - | - | - |
| 1962 | Pacific Telephone | - | X | X | - |
| 1961 | R. L. Polk & Co. | - | - | - | - |
| 1960 | Pacific Telephone | - | - | - | - |
| 1958 | Pacific Telephone | - | X | X | - |
| 1957 | Pacific Telephone | - | - | - | - |
| 1956 | Pacific Telephone | - | - | - | - |
| 1955 | R. L. Polk & Co. | - | - | - | - |
| 1954 | R. L. Polk & Co. | - | - | - | - |
| 1952 | Los Angeles Directory Co. | - | - | - | - |
| 1951 | Pacific Telephone & Telegraph Co. | - | X | X | - |
| | Pacific Telephone & Telegraph Co. | X | X | X | - |
| 1950 | Pacific Telephone | - | - | - | - |
| 1949 | Los Angeles Directory Co. | - | - | - | - |
| 1948 | Associated Telephone Company, Ltd. | - | - | - | - |
| 1947 | Pacific Directory Co. | - | - | - | - |
| 1946 | Southern California Telephone Co | - | - | - | - |
| 1945 | R. L. Polk & Co. | - | - | - | - |
| 1944 | R. L. Polk & Co. | - | - | - | - |
| 1942 | Los Angeles Directory Co. | - | X | X | - |

# EXECUTIVE SUMMARY

| Year | Source | TP | Adjoining | Text Abstract | Source Image |
|---|---|---|---|---|---|
| 1940 | Los Angeles Directory Co. | - | - | - | - |
| 1939 | Los Angeles Directory Co. | - | - | - | - |
| 1938 | Los Angeles Directory Company Publishers | - | - | - | - |
| 1937 | Los Angeles Directory Co. | - | X | X | - |
| 1936 | Los Angeles Directory Co. | - | - | - | - |
| 1935 | Los Angeles Directory Co. | - | - | - | - |
| 1934 | Los Angeles Directory Co. | - | - | - | - |
| 1933 | Los Angeles Directory Co. | - | X | X | - |
| 1932 | Los Angeles Directory Co. | - | - | - | - |
| 1931 | TRIBUNE-NEWS PUBLISHING CO. | - | - | - | - |
| 1930 | Los Angeles Directory Co. | - | - | - | - |
| 1929 | Los Angeles Directory Co. | - | X | X | - |
| 1928 | Los Angeles Directory Co. | - | - | - | - |
| 1927 | Los Angeles Directory Co. | - | - | - | - |
| 1926 | Los Angeles Directory Co. | - | - | - | - |
| 1925 | Los Angeles Directory Co. | - | - | - | - |
| 1924 | Los Angeles Directory Co. | - | X | X | - |
| 1923 | Los Angeles Directory Co. | - | - | - | - |
| 1921 | Los Angeles Directory Co. | - | - | - | - |
| 1920 | Los Angeles Directory Co. | - | - | - | - |

# EXECUTIVE SUMMARY

## SELECTED ADDRESSES

The following addresses were selected by the client, for EDR to research. An "X" indicates where information was identified.

| *Address* | *Type* | *Findings* |
|---|---|---|
| 3225 Sunset Blvd | Client Entered | X |
| 3227 Sunset Blvd | Client Entered | |

# FINDINGS

## TARGET PROPERTY INFORMATION

### ADDRESS

3209 Sunset Blvd
Los Angeles, CA 90026

### FINDINGS DETAIL

Target Property research detail.

### Sunset Blvd

**3225 Sunset Blvd**

| *Year* | *Uses* | *Source* |
|---|---|---|
| 2006 | ALL MAGIC PAINT | Haines Company, Inc. |
| 2000 | M & K BODY SHOP | Haines & Company |
| 1990 | M & K BODY SHOP | Pacific Bell |
| 1986 | M & K BODY SHOP | Pacific Bell |
| 1981 | M & K BODY SHOP | Pacific Telephone |
| 1976 | M & K Body Shop | Pacific Telephone |
| 1971 | Metropolitan Chevrolet Co | Pacific Telephone |
| 1951 | Sunst Bl Metropolitan Chevrolet Co | Pacific Telephone & Telegraph Co. |

**3227 Sunset Blvd**

| *Year* | *Uses* | *Source* |
|---|---|---|

# FINDINGS

**3216 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | CHAVEZ MARKET | Haines & Company |

**3218 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | TORRES Alejandra | Haines & Company |
| | PADIILA Lucio | Haines & Company |
| | MILLER David | Haines & Company |
| | MCGRATH Knsten | Haines & Company |
| | HERNANDEZ Francisco | Haines & Company |
| | APARTMENTS DORADO Laura | Haines & Company |
| 1951 | Sunst Bl Gain Jas | Pacific Telephone & Telegraph Co. |
| | Headrick W J | Pacific Telephone & Telegraph Co. |
| | Reesor Geo R r | Pacific Telephone & Telegraph Co. |
| | Kibrick Pearl r | Pacific Telephone & Telegraph Co. |
| | Tumarkin I | Pacific Telephone & Telegraph Co. |
| | Sunset Ansley Apts | Pacific Telephone & Telegraph Co. |

**3219 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | XXXX | Haines & Company |

**3224 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | SUNSET AUTO MART | Haines & Company |

**3225 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | M & K BODY SHOP | Haines & Company |
| 1951 | Sunst Bl Metropolitan Chevrolet Co | Pacific Telephone & Telegraph Co. |

**3229 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | COUGHLIN Ivah | Haines & Company |
| 1951 | W Sunset Georges Steak & Chop House | Pacific Telephone & Telegraph Co. |

**3230 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 1951 | W Sunst Bl Sunset House of Carpets The | Pacific Telephone & Telegraph Co. |

# FINDINGS

## W Sunset Blvd

**3225 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | FIRST CLASS AUTO CRAFT | EDR Digital Archive |
| | LEJ LLC | EDR Digital Archive |
| | LEJ LLC | EDR Digital Archive |
| | FIRST CLASS AUTO CRAFT | EDR Digital Archive |
| 2010 | ALL MAGIC PAINT & BODY INC | EDR Digital Archive |
| | LEJ LLC | EDR Digital Archive |
| | LEJ LLC | EDR Digital Archive |
| | ALL MAGIC PAINT & BODY INC | EDR Digital Archive |

## W SUNSET BLVD

**3225 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | ALL MAGIC PAINT | Haines Company, Inc. |
| 1990 | M & K BODY SHOP | Pacific Bell |
| 1986 | M & K BODY SHOP | Pacific Bell |
| 1981 | M & K BODY SHOP | Pacific Telephone |
| 1976 | M & K Body Shop | Pacific Telephone |
| 1971 | Metropolitan Chevrolet Co | Pacific Telephone |

## W Sunset Blvd

**3229 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | ALI MIMI CAFE | EDR Digital Archive |
| | ALI MIMI CAFE | EDR Digital Archive |
| 2010 | ALI MIMI CAFE | EDR Digital Archive |
| | ALI MIMI CAFE | EDR Digital Archive |

## W SUNSET BLVD

**3229 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1990 | AMELIA S FLOWERS & GIFT SHOP | Pacific Bell |
| 1986 | AMELIA S FLOWERS & GIFT SHOP | Pacific Bell |
| 1981 | BLANCO TAX SERVICE | Pacific Telephone |
| | L C REAL ESTATE | Pacific Telephone |

# FINDINGS

## ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

### DESCANSO DR

**3200 DESCANSO DR**

| Year | Uses | Source |
|---|---|---|
| 1942 | RICHARDSON L R | Los Angeles Directory Co. |
| | COPE Harry T studiowkr | Los Angeles Directory Co. |

**3203 DESCANSO DR**

| Year | Uses | Source |
|---|---|---|
| 1967 | Barnes Maiberry | Pacific Telephone |
| 1933 | MILLER Walter J Eliz real est | Los Angeles Directory Co. |

**3204 DESCANSO DR**

| Year | Uses | Source |
|---|---|---|
| 1986 | RIVERA A | Pacific Bell |

### Descanso Dr

**3205 Descanso Dr**

| Year | Uses | Source |
|---|---|---|
| 2014 | DYP ENTERPRISE INC | EDR Digital Archive |
| | DYP ENTERPRISE INC | EDR Digital Archive |
| 2010 | DYP ENTERPRISE INC | EDR Digital Archive |
| | DYP ENTERPRISE INC | EDR Digital Archive |

### DESCANSO DR

**3205 DESCANSO DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | APARTMENTS | Haines Company, Inc. |
| | ANDERSON N | Haines Company, Inc. |
| | CONNELLHeather E | Haines Company, Inc. |
| | CRAGG Nelson | Haines Company, Inc. |
| | HAYES Erin | Haines Company, Inc. |
| | KNEELER Robed | Haines Company, Inc. |
| | KUTSKO Benjamin | Haines Company, Inc. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 2006 | LAO I Ching | Haines Company, Inc. |
| | MENOU Frederic Y | Haines Company, Inc. |
| | OBRIEN Michael J 323 6f | Haines Company, Inc. |
| | WILLENS | Haines Company, Inc. |
| | WILLIAMS Sandi | Haines Company, Inc. |
| 2000 | APARTMENTS ASMODEO James | Haines & Company |
| | ATKISON Julius J | Haines & Company |
| | BERLIN Mark C | Haines & Company |
| | BUOL John H | Haines & Company |
| | DESCANSO Artiste | Haines & Company |
| | HERMAN Adam P | Haines & Company |
| | KNEEDLER Robert L 3D | Haines & Company |
| | LAUFER Amnon Z | Haines & Company |
| | MCCOY Isaac A | Haines & Company |
| | MCGINLEY Sheena | Haines & Company |
| | NOWELL Lee | Haines & Company |
| | ROSBURG Kathryn | Haines & Company |
| | TENORIO Ana Victoria | Haines & Company |
| | TOTH Joe | Haines & Company |
| | ZIMMERMAN Michael | Haines & Company |
| | ZWIEZEN Scott | Haines & Company |
| 1990 | CANALES ANTONIO | Pacific Bell |
| | GARCIA HILARIO | Pacific Bell |
| | MARQUEZ RAQUEL | Pacific Bell |
| 1986 | CERVANTES MARIA ISABEL | Pacific Bell |
| | MARTINEZ MARIO | Pacific Bell |
| | OROZCO ERMINIO | Pacific Bell |
| | TICAS ROBERTO | Pacific Bell |
| 1981 | ENRIQUEZ MIGUEL | Pacific Telephone |
| | FRIAS GUSTAVO | Pacific Telephone |
| | FRIAS MANUEL | Pacific Telephone |
| | GARAY JOSE | Pacific Telephone |
| | GODINEZ MATILDA | Pacific Telephone |
| | HERNANDEZ FERNANDO | Pacific Telephone |
| | MONTIEL MARIA | Pacific Telephone |
| | ORTEGA MARIA L | Pacific Telephone |
| | SANCHEZ MARIA | Pacific Telephone |
| | VILLALPANDO MARIA | Pacific Telephone |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1976 | Baltazar Javier | Pacific Telephone |
| | Garcia Juan J | Pacific Telephone |
| | Griffin John H | Pacific Telephone |
| | Hurtado Alfredo R | Pacific Telephone |
| | Romero Joyce | Pacific Telephone |
| | Sandoval Jose | Pacific Telephone |
| 1971 | Bond Vernon | Pacific Telephone |
| | Lynch Glenn | Pacific Telephone |
| | Sorathia Ahmed K | Pacific Telephone |
| | Stoddard Lillian | Pacific Telephone |
| 1967 | Dahl L O | Pacific Telephone |
| | Leach Mary Gail | Pacific Telephone |
| | Silver Ann B | Pacific Telephone |
| | Stagno Mary J | Pacific Telephone |
| | Stoddard Lillian | Pacific Telephone |
| | Washinski Thos | Pacific Telephone |
| 1962 | Alfred Lee Apts ofc | Pacific Telephone |
| | Cline Wm | Pacific Telephone |
| | Epps Adella | Pacific Telephone |
| | Hummel Helen | Pacific Telephone |
| | Leach Mary Gail | Pacific Telephone |
| | Locke Mildred B | Pacific Telephone |
| | Murphy Tom E | Pacific Telephone |
| | Ortega Clara | Pacific Telephone |
| | Ostrander Richard | Pacific Telephone |
| | Richardson Mabel | Pacific Telephone |
| | Silver Ann B | Pacific Telephone |
| | Stagno Mary J | Pacific Telephone |
| 1958 | Alfred Lee Apts ofc | Pacific Telephone |
| | Brooks Geo L | Pacific Telephone |
| | Edwards Helen | Pacific Telephone |
| | Edwards Ralph | Pacific Telephone |
| | Epps Adella | Pacific Telephone |
| | King Cora E Mrs | Pacific Telephone |
| | Richardson Mabel | Pacific Telephone |
| | Silver Ann B | Pacific Telephone |
| | Stagno Mary J | Pacific Telephone |
| | Turner I B | Pacific Telephone |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1951 | Descnso Dr Alfred Lee Apts ofc | Pacific Telephone & Telegraph Co. |
| | Turner I B r | Pacific Telephone & Telegraph Co. |
| | Richardson Mabel r | Pacific Telephone & Telegraph Co. |
| | Gorrell Billie r | Pacific Telephone & Telegraph Co. |
| | Durkee Ethel r | Pacific Telephone & Telegraph Co. |
| | Perryman Lois r | Pacific Telephone & Telegraph Co. |
| | Epps Adella r | Pacific Telephone & Telegraph Co. |
| | Irwin Wm L r | Pacific Telephone & Telegraph Co. |
| | Campbell Don | Pacific Telephone & Telegraph Co. |
| 1942 | Waite Alice sten New Hampshire Fire Ins Co | Los Angeles Directory Co. |
| | WOOD Mason mech | Los Angeles Directory Co. |
| | Alfred Lee Apartments | Los Angeles Directory Co. |
| | CHRISTENSEN Benten clk | Los Angeles Directory Co. |
| | Felt Eleanor Mrs mlnr | Los Angeles Directory Co. |
| | LANE Mary L sten Postal Union Life Ins Co | Los Angeles Directory Co. |
| 1937 | ALFRED Lee Apartments | Los Angeles Directory Co. |
| | BROWN Richd | Los Angeles Directory Co. |
| | Bruckner L | Los Angeles Directory Co. |
| | Burmek Clifford | Los Angeles Directory Co. |
| | Burmek Jos | Los Angeles Directory Co. |
| | CHRISTENSEN Burton with Mode O Day Corp | Los Angeles Directory Co. |
| | CLARKE G Mrs | Los Angeles Directory Co. |
| | CLEAVER Ruby T tet opr | Los Angeles Directory Co. |
| | CLEAVER Wm G | Los Angeles Directory Co. |
| | De Lorimier Karl I Lillian sls supvr Loose Wiles Biscunt Co | Los Angeles Directory Co. |
| | DILLARD Henry Nan L mortician | Los Angeles Directory Co. |
| | FINIGAN Hal G Margt serv sta atdt | Los Angeles Directory Co. |
| | Gustafson Wallace H clk S FN Bnnk | Los Angeles Directory Co. |
| | HENDRIX C | Los Angeles Directory Co. |
| | Hickman Lester | Los Angeles Directory Co. |
| | Huggins Geo M cash receiver PE | Los Angeles Directory Co. |
| | JOHNSON Barbara nurse | Los Angeles Directory Co. |
| | La Montagne Emil P Della restr | Los Angeles Directory Co. |
| | MEYERS Layton C Madge slsmn J L Schlosser | Los Angeles Directory Co. |
| | Myers Madge M Mrs mgr Alfred Lee Apts | Los Angeles Directory Co. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1937 | NORRIS Jos | Los Angeles Directory Co. |
| | POPE Lester L asst br mgr Pign Whistle Corp | Los Angeles Directory Co. |
| | Quinton Bee | Los Angeles Directory Co. |
| | ROSS Barbara slswn | Los Angeles Directory Co. |
| | ROSS Beth B emp Mode O Day Corp | Los Angeles Directory Co. |
| | ROSS Eliz | Los Angeles Directory Co. |
| | Ross Matilda B Mrs | Los Angeles Directory Co. |
| | Ruff John H pres Calif Carbon Paper Co | Los Angeles Directory Co. |
| | SCHWARTZ Esther M sten Superior Court | Los Angeles Directory Co. |
| | Tomalino Anselino barber | Los Angeles Directory Co. |
| | Vai Cesare | Los Angeles Directory Co. |
| | Willingham D busmn | Los Angeles Directory Co. |
| | Willingham Elsie clk | Los Angeles Directory Co. |
| 1933 | BEEMAN Marshall clk | Los Angeles Directory Co. |
| | DALE Myrtle N slswn | Los Angeles Directory Co. |
| | De Lorimier Kenneth I slsmn Loose Wiles Biscuit Co | Los Angeles Directory Co. |
| | FULLER Dufay D lawyer | Los Angeles Directory Co. |
| | FULLER Mildred W Mrs mgr Alfred Lee Apts | Los Angeles Directory Co. |
| | Haverly Merton housemn | Los Angeles Directory Co. |
| | HIATT Alice M clk | Los Angeles Directory Co. |
| | HIATT Earl W | Los Angeles Directory Co. |
| | HUGGINS Geo M clk | Los Angeles Directory Co. |
| | Kellner Geo G carrier PO | Los Angeles Directory Co. |
| | KOENIG Frank mattresswkr | Los Angeles Directory Co. |
| | La Frienier E E dentist | Los Angeles Directory Co. |
| | Lane Clara Mrs clk | Los Angeles Directory Co. |
| | LEWIS Cordelia beauty opr | Los Angeles Directory Co. |
| | Lortie Jos C Ada A clk | Los Angeles Directory Co. |
| | Alfred Lee Apartments | Los Angeles Directory Co. |
| | BAILEY Elmo A slswn | Los Angeles Directory Co. |
| | Mc CRACKEN Marguerite studiowkr | Los Angeles Directory Co. |
| | MOORE Esther clk | Los Angeles Directory Co. |
| | OCONNELL Thurma L Compt opr | Los Angeles Directory Co. |
| | Pinnard A E | Los Angeles Directory Co. |
| | Quist Loretta nurse | Los Angeles Directory Co. |
| | Schrack Edith E tel opr | Los Angeles Directory Co. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1933 | Schreck Marie manicurist | Los Angeles Directory Co. |
| | Schreck Michl P studiowkr | Los Angeles Directory Co. |
| | STEVENS Helen manicurist | Los Angeles Directory Co. |
| | Tooker Harry E cond | Los Angeles Directory Co. |
| | Tribble Thos D | Los Angeles Directory Co. |
| | Way Jos C Dorothy batterymn | Los Angeles Directory Co. |

**3208 DESCANSO DR**

| Year | Uses | Source |
|---|---|---|
| 1958 | Gurriere Geo S | Pacific Telephone |
| 1951 | Descnso Dr Cosner Frank J r | Pacific Telephone & Telegraph Co. |
| 1942 | Cosner Frank J | Los Angeles Directory Co. |
| 1937 | Cosner Frank J photo developing | Los Angeles Directory Co. |
| | De Fevere Chas slsmn M J Sperling | Los Angeles Directory Co. |

**3209 DESCANSO DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | APARTMENTS | Haines Company, Inc. |
| | CANNYJoshua | Haines Company, Inc. |
| | CRIQUISteven | Haines Company, Inc. |
| | HERNANDEZHIlario | Haines Company, Inc. |
| | RUIZEvella | Haines Company, Inc. |
| | STARRETT Gary | Haines Company, Inc. |
| 2000 | APARTMENTS | Haines & Company |
| | ARAVA Asa | Haines & Company |
| | FORES Martha | Haines & Company |
| | GARCIA Javier Pedro | Haines & Company |
| | HERNANDEZ Hilano | Haines & Company |
| | NUNEZMENA David | Haines & Company |
| | PATTERSON Mary D | Haines & Company |
| | VALLIANT Anne L | Haines & Company |
| 1990 | DIAZ ONESIMA | Pacific Bell |
| | GARCIA MARTINA | Pacific Bell |
| | GIL NINFA | Pacific Bell |
| | ORELLANA RAQUEL | Pacific Bell |
| | VALLES MARTIN | Pacific Bell |
| 1986 | GODINEZ MATILDA | Pacific Bell |
| | MORALES MARIA | Pacific Bell |
| | RODRIQUEZ REINA | Pacific Bell |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1981 | BARRAGAN AVELINO | Pacific Telephone |
| | BUDD DORIS | Pacific Telephone |
| | GUIDO LIDIA L | Pacific Telephone |
| | MORALES MARIA D | Pacific Telephone |
| | RODRIGUEZ JESUS | Pacific Telephone |
| | RUEDAS FIDEL | Pacific Telephone |
| 1976 | Carlson Jeanne | Pacific Telephone |
| | Escobar Blanca Rosa | Pacific Telephone |
| | Kamura Jas F | Pacific Telephone |
| | Luan Shu Wel | Pacific Telephone |
| | Melendez Manuel | Pacific Telephone |
| | Tso Teresa | Pacific Telephone |
| 1971 | Carlson Jeanne | Pacific Telephone |
| | Chtching Fai | Pacific Telephone |
| | Corrao Francesca F | Pacific Telephone |
| | Foreman J E | Pacific Telephone |
| | Fu Homer | Pacific Telephone |
| | Liu Margaret S | Pacific Telephone |
| | Parker Evelyn D | Pacific Telephone |
| 1967 | Cushman Dale J | Pacific Telephone |
| | Cushman Margaret | Pacific Telephone |
| | Gonzalez Maria Aurelia | Pacific Telephone |
| | Parker Evelyn D | Pacific Telephone |
| | Stephenson M L | Pacific Telephone |
| | Wagnon Fay | Pacific Telephone |
| 1962 | Catalano Wayne | Pacific Telephone |
| | Marconi Sal | Pacific Telephone |
| | Rasputin Maria | Pacific Telephone |
| | Rivera Mary F | Pacific Telephone |
| 1958 | Ching Clarence | Pacific Telephone |
| | Graeber Clara | Pacific Telephone |
| | Hirano Takaji | Pacific Telephone |
| | Mueller Patricia G | Pacific Telephone |
| | Naito Peter Y | Pacific Telephone |
| | Nakata Sue | Pacific Telephone |
| | Rasputin Maria G | Pacific Telephone |
| | Regenor J Victor | Pacific Telephone |
| | Stoehr V C | Pacific Telephone |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1958 | Tabata Katsutoshi | Pacific Telephone |
| 1951 | Descnso Dr Descanso Arms | Pacific Telephone & Telegraph Co. |
| | Cizmar Steve r | Pacific Telephone & Telegraph Co. |
| | Yanovecz John M r | Pacific Telephone & Telegraph Co. |
| | Mumey Margaret L r | Pacific Telephone & Telegraph Co. |
| | Rasputin Maria G r | Pacific Telephone & Telegraph Co. |
| | Welsh E W r | Pacific Telephone & Telegraph Co. |
| | Zipser David W r | Pacific Telephone & Telegraph Co. |
| | Szekely Ethel r | Pacific Telephone & Telegraph Co. |
| | Page Dawn W r | Pacific Telephone & Telegraph Co. |
| | Grimm L E Dr r | Pacific Telephone & Telegraph Co. |
| | Descanso Dr Hyde Louise E r | Pacific Telephone & Telegraph Co. |
| 1942 | Albrecht Robt L aircrftwkr | Los Angeles Directory Co. |
| | Axman Patk | Los Angeles Directory Co. |
| | BARNES M L | Los Angeles Directory Co. |
| | Barnhouse L Helen | Los Angeles Directory Co. |
| | Bartula Adam P Eula with UB & T Co | Los Angeles Directory Co. |
| | BITNER Chas | Los Angeles Directory Co. |
| | Caston Fritz Dorothy aircrftwkr | Los Angeles Directory Co. |
| | Chepke Chas Marine aircrftwkr | Los Angeles Directory Co. |
| | CHRISTIANSON Bert | Los Angeles Directory Co. |
| | Dares Walter | Los Angeles Directory Co. |
| | dela Plate Chas musician | Los Angeles Directory Co. |
| | De Nike Jas R acct | Los Angeles Directory Co. |
| | Descanso Arms Apartments | Los Angeles Directory Co. |
| | Dietrick Walter waiter | Los Angeles Directory Co. |
| | Dukelow Robt aircrftwkr | Los Angeles Directory Co. |
| | Dukelow Thos H bkpr | Los Angeles Directory Co. |
| | Epps Adella wid P H | Los Angeles Directory Co. |
| | FERGUSON Theo L | Los Angeles Directory Co. |
| | Gee E D aircrftwkr | Los Angeles Directory Co. |
| | GILBERT Geo A slsmn UH & M Co | Los Angeles Directory Co. |
| | Gorrell Virginia Mrs waiter | Los Angeles Directory Co. |
| | GRANT Frances Mrs | Los Angeles Directory Co. |
| | Grusenmyer Barbara | Los Angeles Directory Co. |
| | Guiver C E | Los Angeles Directory Co. |
| | HALVERSON Frank clk | Los Angeles Directory Co. |
| | HELLER Richd L | Los Angeles Directory Co. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1942 | IRWIN Wm L Julia statistician G Brashears & Co | Los Angeles Directory Co. |
| | JENSEN Danl clk | Los Angeles Directory Co. |
| | Kays Beatrice sten | Los Angeles Directory Co. |
| | LANE Edith Mrs mgr Alfred Lee Apts | Los Angeles Directory Co. |
| | LANE Walter | Los Angeles Directory Co. |
| | LANE Walter W Edith mechl eng | Los Angeles Directory Co. |
| | Lightley W B | Los Angeles Directory Co. |
| | MILLER Irene | Los Angeles Directory Co. |
| | OLSEN Karl W | Los Angeles Directory Co. |
| | Presher Herman E | Los Angeles Directory Co. |
| | RICE Edwin A Lois studiowkr | Los Angeles Directory Co. |
| | SCHMIT Alice Mrs sten | Los Angeles Directory Co. |
| | SIMS Wm T slsmn J J Haggarty Stores | Los Angeles Directory Co. |
| | SLATEN Laura Mrs beauty shop | Los Angeles Directory Co. |
| | Tankersley S Beulah Mrs | Los Angeles Directory Co. |
| | Tischer Dennis E Belle | Los Angeles Directory Co. |
| | TODD Mary A Wid J C | Los Angeles Directory Co. |
| | VERNON Wm T Mildred | Los Angeles Directory Co. |
| | WAGNER Richd driver | Los Angeles Directory Co. |
| | WAITE Ralph Alice mach | Los Angeles Directory Co. |
| | Wise Blanche E emp C & E Marshall Co | Los Angeles Directory Co. |
| | WISE Sarah Mrs | Los Angeles Directory Co. |
| | WOOD Henry Thelma mech | Los Angeles Directory Co. |
| 1937 | BARTON Ralph F | Los Angeles Directory Co. |
| | Brillhart Louise C sten Halsco Land Yacht Co | Los Angeles Directory Co. |
| | BURRIS Doris | Los Angeles Directory Co. |
| | BURRIS Lloyd W slsmn Loose Wiles Biscuit Co | Los Angeles Directory Co. |
| | Descanso Arms Apartments | Los Angeles Directory Co. |
| | Ellis Fred L Ruth slsmn | Los Angeles Directory Co. |
| | Garcia Joe Rose slsmn | Los Angeles Directory Co. |
| | Goldie Lou slsmn | Los Angeles Directory Co. |
| | Hedges Jack J slsmn Clayburgh Bros | Los Angeles Directory Co. |
| | Land Florence Mrs mgr Descanso Anrs Apts | Los Angeles Directory Co. |
| | Monroe Ann dep collr US Int Rev | Los Angeles Directory Co. |
| | NELSON Helen clk | Los Angeles Directory Co. |
| | NELSON Mary H | Los Angeles Directory Co. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1937 | RHOADES Esther | Los Angeles Directory Co. |
| | STEVENS Cloisea B slswn Owl Drug Co | Los Angeles Directory Co. |
| | Storm Brodrero | Los Angeles Directory Co. |
| | Storm Edna slswn Owl Drug Co | Los Angeles Directory Co. |
| | WALTERS Theo | Los Angeles Directory Co. |
| | Wunderlich Geo | Los Angeles Directory Co. |
| | Yost Ada C slswn | Los Angeles Directory Co. |
| | Zenor G Clenn | Los Angeles Directory Co. |
| | Zenor Violette | Los Angeles Directory Co. |
| 1933 | ARMSTRONG Melvin Leona mgr Descanso Arms Apts | Los Angeles Directory Co. |
| | Bushman Geo J Helen M firemn LAFD | Los Angeles Directory Co. |
| | Descanso Arms Apartments | Los Angeles Directory Co. |
| | Drury Kenneth W slsmn Shell Oil Co | Los Angeles Directory Co. |
| | Dureigh Kenneth slsmn | Los Angeles Directory Co. |
| | Gettes Margt artist | Los Angeles Directory Co. |
| | HANSEN Dora M photog | Los Angeles Directory Co. |
| | HOGAN Alfd slsmn | Los Angeles Directory Co. |
| | PRICE Carol D Mrs clk | Los Angeles Directory Co. |
| | PRICE Herbt musician | Los Angeles Directory Co. |
| | Sherwood Dorothy studio wkr | Los Angeles Directory Co. |
| | Walley Emma maid | Los Angeles Directory Co. |
| 1929 | Brehm Howard T slsmn Pioneer Wall Paper Co | Los Angeles Directory Co. |
| | Descanso Apartments | Los Angeles Directory Co. |
| | Descanso Arms Apartments | Los Angeles Directory Co. |
| | Fife Jas E clk | Los Angeles Directory Co. |
| | FORBES F W plstr | Los Angeles Directory Co. |
| | GUSTAFSON Paul O | Los Angeles Directory Co. |
| | HOWELL Florence br mgr Society Cleaners | Los Angeles Directory Co. |
| | Lavender Isabel slsldy | Los Angeles Directory Co. |
| | Lavender Myrtle L clk | Los Angeles Directory Co. |
| | LINN Kise Wilma mgr Descanso Arms Apts | Los Angeles Directory Co. |
| | PERKINS Geo | Los Angeles Directory Co. |
| | Peterman John F | Los Angeles Directory Co. |
| | SCHMIDT O R h | Los Angeles Directory Co. |
| | Van Anna Velva machine opr h | Los Angeles Directory Co. |
| | WEAVER Blanche Mrs milnr r | Los Angeles Directory Co. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1929 | WEAVER Edwin L Blanche slsmn h | Los Angeles Directory Co. |
| | WHEELER Geo L chef h | Los Angeles Directory Co. |
| | WRIGHT Elmer E h | Los Angeles Directory Co. |

**3210 DESCANSO DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | SEGURAMaria T | Haines Company, Inc. |
| | JOVEL Roxana | Haines Company, Inc. |
| 2000 | LIANG Martin | Haines & Company |
| 1986 | NGUYEN HONG THI | Pacific Bell |
| 1981 | BLOW P | Pacific Telephone |
| 1976 | Lone M B | Pacific Telephone |
| 1967 | Dyer Helen | Pacific Telephone |
| 1962 | Avery Helen | Pacific Telephone |
| 1942 | WALLACE Ann I clk | Los Angeles Directory Co. |
| 1937 | Livingston D R | Los Angeles Directory Co. |
| 1933 | BROWN John Lillian G mtrmn | Los Angeles Directory Co. |
| 1929 | CANFIELD John M Edith B driver | Los Angeles Directory Co. |
| 1924 | SNYDER Eva h | Los Angeles Directory Co. |
| | SNYDER A J r | Los Angeles Directory Co. |

**3212 DESCANSO DR**

| Year | Uses | Source |
|---|---|---|
| 2000 | JOVEL Oscar | Haines & Company |
| 1990 | JOHNSON MARIE H MRS | Pacific Bell |
| 1986 | JOHNSON MARIE H MRS | Pacific Bell |
| 1981 | JOHNSON MARIE H MRS | Pacific Telephone |
| 1976 | Johnson Marie H Mrs | Pacific Telephone |
| 1971 | Johnson Marie H Mrs | Pacific Telephone |
| 1967 | Johnson Marie H Mrs J | Pacific Telephone |
| 1962 | Johnson Marie H Mrs | Pacific Telephone |
| 1958 | Beaupre A R | Pacific Telephone |
| 1951 | Descanso Dr Stilgenbauer Robt r | Pacific Telephone & Telegraph Co. |
| 1942 | Cowell John M uphol | Los Angeles Directory Co. |
| 1933 | ROBINSON Emma H | Los Angeles Directory Co. |
| 1929 | JOHNSON Howard H Ruth carp | Los Angeles Directory Co. |
| 1924 | THOMAS Margt Mrs clk h | Los Angeles Directory Co. |

# FINDINGS

**3214 DESCANSO DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | LANGFIELD Deston | Haines Company, Inc. |
| 2000 | LANGFIELD Deston | Haines & Company |
| 1990 | TREJO JESUS E | Pacific Bell |
| 1986 | CAMPOS FRANCISCO | Pacific Bell |
| 1981 | CONDE CELEDONIO | Pacific Telephone |
| 1976 | Conde Celedonio | Pacific Telephone |
| 1971 | Conde Celedonio | Pacific Telephone |
| 1967 | Conde Celdonio | Pacific Telephone |
| 1962 | Milburn Lloyd | Pacific Telephone |
| 1958 | Milburn Lloyd | Pacific Telephone |
| 1933 | POLLACK Floyd slsmn | Los Angeles Directory Co. |
| 1924 | Galper Willard slsmn r | Los Angeles Directory Co. |
| | YATES Robt A slsmn Libby Mc Neill & Libby h | Los Angeles Directory Co. |

**3215 DESCANSO DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | DRAEGER Russell | Haines Company, Inc. |
| 2000 | DRAEGER Russell | Haines & Company |
| 1990 | DANNY J L | Pacific Bell |
| 1986 | DANNY J L | Pacific Bell |
| 1981 | DANNY J L | Pacific Telephone |
| 1976 | Danny J L | Pacific Telephone |
| 1971 | Danny J L | Pacific Telephone |
| 1967 | Danny J L | Pacific Telephone |
| 1962 | Danny J L | Pacific Telephone |
| 1958 | Danny J L | Pacific Telephone |
| 1951 | Descnso Dr Danny J L r | Pacific Telephone & Telegraph Co. |
| 1942 | BAYLY Chas P acct Bennett Appliance Co | Los Angeles Directory Co. |
| 1937 | Dalrymple Geo E Clctilde P slsmn | Los Angeles Directory Co. |
| 1933 | Dalrymple Geo E Clotilde P slsmn | Los Angeles Directory Co. |
| 1929 | Dalrymple Geo E Clotilde slsmn | Los Angeles Directory Co. |

## HAMILTON WAY

**3103 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 1951 | Hamiltn Wy Oberhelman C r | Pacific Telephone & Telegraph Co. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1942 | THOMPSON Dorothy Mrs slswn | Los Angeles Directory Co. |
| | Stella Mary Mrs caretkr | Los Angeles Directory Co. |
| | THOMPSON Dorothy M Mrs slwn | Los Angeles Directory Co. |
| 1937 | THOMPSON Dorothy M Mrs slswn | Los Angeles Directory Co. |
| | HALL Raymond M | Los Angeles Directory Co. |
| 1933 | GRIER Norma L clk | Los Angeles Directory Co. |
| | HALL Marshall | Los Angeles Directory Co. |
| | PETERSON Fred E Emma K pntr | Los Angeles Directory Co. |
| | PETERSON Norma L waiter | Los Angeles Directory Co. |
| | THOMPSON Dorothy M Mrs slswn | Los Angeles Directory Co. |
| 1929 | BARKER Haldie Mrs demonstrater | Los Angeles Directory Co. |
| 1924 | Beer Frances L r | Los Angeles Directory Co. |
| | Beer Lille M h | Los Angeles Directory Co. |

**3107 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 1924 | LOWE Mildred clk r | Los Angeles Directory Co. |

**3110 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 1929 | SCHWARTZ Eliz sten r | Los Angeles Directory Co. |

## Hamilton Way

**3121 Hamilton Way**

| Year | Uses | Source |
|---|---|---|
| 2014 | CREATIVE LEARNING THERAPY | EDR Digital Archive |
| | CREATIVE LEARNING THERAPY | EDR Digital Archive |

## HAMILTON WAY

**3124 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | COOPER Jessie | Haines Company, Inc. |
| | CORADO Viclor | Haines Company, Inc. |
| 2000 | CORADO Victor | Haines & Company |
| 1986 | HARDEN L | Pacific Bell |
| | FLICK M K | Pacific Bell |
| 1958 | Isais Edw | Pacific Telephone |
| 1937 | Mc KEE Jas miner | Los Angeles Directory Co. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1937 | Mc KEE W Edgar Marion struc eng | Los Angeles Directory Co. |
| 1929 | HAAS Kurt supt Cast Stone Products Co | Los Angeles Directory Co. |
| | Fanning Mildred A bdnrwkr | Los Angeles Directory Co. |
| | Fanning Mary A Mrs | Los Angeles Directory Co. |

**3126 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | o CORADO Christian D | Haines Company, Inc. |
| 2000 | PFEUFFER Alexander | Haines & Company |
| | VONMOLL Maximilian | Haines & Company |
| 1986 | RIGATONI MIKE | Pacific Bell |
| 1958 | Isais Ruben | Pacific Telephone |
| 1951 | Hamiltn Wy Dominguez Danl r | Pacific Telephone & Telegraph Co. |
| 1942 | Chilson Geo Maretha electn | Los Angeles Directory Co. |
| 1937 | Wall Edith | Los Angeles Directory Co. |
| | Wall May H wid H L | Los Angeles Directory Co. |
| 1933 | ROSEN Max palmist | Los Angeles Directory Co. |

**3130 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | ADAMMad | Haines Company, Inc. |
| 2000 | ADAM Malt | Haines & Company |
| 1981 | LAUGAVITZ NORMAN | Pacific Telephone |
| 1958 | Mercado Louis | Pacific Telephone |
| 1951 | Hamiltn Wy Oglesby Mary Beth r | Pacific Telephone & Telegraph Co. |
| 1942 | Terrosa Louis | Los Angeles Directory Co. |
| | Terrosa Rosario Mamie liquors | Los Angeles Directory Co. |
| | Checketts Don H Norma meat ctr | Los Angeles Directory Co. |
| 1929 | SCHWARTZ Rose sten r | Los Angeles Directory Co. |
| | SCHWARTZ Harry clk r | Los Angeles Directory Co. |
| | SCHWARTZ Nathan N Anna shoe repr | Los Angeles Directory Co. |
| | h | Los Angeles Directory Co. |
| 1924 | WALSH Sidney J jr dftsmn A R Kelly h | Los Angeles Directory Co. |
| | WALSH Sidney J eng r | Los Angeles Directory Co. |

**3131 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | CAMPOS Mary | Haines Company, Inc. |
| | CARROLL Peter | Haines Company, Inc. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 2006 | DOUGH John | Haines Company, Inc. |
| 2000 | WINTNER Lee | Haines & Company |
| 1990 | WINTNER LEE | Pacific Bell |
| 1986 | WINTNER LEE | Pacific Bell |
| 1981 | WINTNER LEE | Pacific Telephone |
| | LESLIE FRANK M | Pacific Telephone |
| 1976 | Wintner Lee | Pacific Telephone |
| | Leslie Frank M | Pacific Telephone |
| 1958 | Wintner Lee | Pacific Telephone |
| 1951 | Hamiltn Wy Wintner Lee r | Pacific Telephone & Telegraph Co. |
| 1942 | Saricheff Paul T Violet K mach | Los Angeles Directory Co. |
| 1937 | Justin Alice sheet music | Los Angeles Directory Co. |
| 1933 | Marren Thaddius A Sarah | Los Angeles Directory Co. |
| 1929 | Aubolee Maxine sten | Los Angeles Directory Co. |
| | Aubolee Anna M sten | Los Angeles Directory Co. |
| 1924 | Rodwell Thos h | Los Angeles Directory Co. |
| | GILMORE Martin mech eng r | Los Angeles Directory Co. |
| | GILMORE Gordon M supt Rich Steel Products Co r | Los Angeles Directory Co. |

## Hamilton Way

**3135 Hamilton Way**

| Year | Uses | Source |
|---|---|---|
| 2014 | CREDITORS LAW GROUP | EDR Digital Archive |
| | RICHARDSON D J PHOTOGRAPHY | EDR Digital Archive |
| | RICHARDSON D J PHOTOGRAPHY | EDR Digital Archive |
| | CREDITORS LAW GROUP | EDR Digital Archive |
| 2010 | CREDITORS LAW GROUP A PROF | EDR Digital Archive |
| | RICHARDSON D J PHOTOGRAPHY | EDR Digital Archive |
| | RICHARDSON D J PHOTOGRAPHY | EDR Digital Archive |
| | CREDITORS LAW GROUP A PROF | EDR Digital Archive |

## HAMILTON WAY

**3135 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | o RICHARDSON DJ | Haines Company, Inc. |
| 2000 | GUSTAFSON Frans | Haines & Company |
| | SEMRAU Jeannine | Haines & Company |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1990 | GUSTAFSON FRANS | Pacific Bell |
| 1986 | GUSTAFSON FRANS | Pacific Bell |
| 1958 | Robertson Stewart | Pacific Telephone |
| | Robertson Eve | Pacific Telephone |
| 1951 | Hamiltn Wy Robertson Stewart r | Pacific Telephone & Telegraph Co. |
| | Hamiltn Wy Robertson Eve r | Pacific Telephone & Telegraph Co. |
| 1942 | ROBERTSON Eva Mrs | Los Angeles Directory Co. |
| 1933 | GREENBAUM Jacob | Los Angeles Directory Co. |
| 1929 | Greenbaum Jos artist | Los Angeles Directory Co. |

**3140 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 1924 | Oberbeck Harry A office mgr Norton Bros & Morris h | Los Angeles Directory Co. |

**3200 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | No Current Listing | Haines Company, Inc. |
| 2000 | STONE Patrick | Haines & Company |
| 1986 | DOLLINS STEPHEN M | Pacific Bell |
| 1958 | Hauser John P | Pacific Telephone |
| 1951 | Hamiltn Wy Hauser John P r | Pacific Telephone & Telegraph Co. |
| 1942 | Doffin Marie Mrs | Los Angeles Directory Co. |
| 1937 | Mc Near Norton | Los Angeles Directory Co. |
| | HAUSER Anna typist Bd of Edno | Los Angeles Directory Co. |
| | Galloway Wm P cond Pullman Co | Los Angeles Directory Co. |
| 1933 | HAUSER Anna clk City Bd of Educ | Los Angeles Directory Co. |
| | Mengel Raymond L Martha br mgr Shell Service Inc | Los Angeles Directory Co. |
| | STEWART Jack J police | Los Angeles Directory Co. |
| 1929 | Ducasse Eug L jr clk | Los Angeles Directory Co. |
| | Ducasse Eug L Rella clk | Los Angeles Directory Co. |
| | STEWART John J Anna police h | Los Angeles Directory Co. |

**3201 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | No Current Listing | Haines Company, Inc. |
| 2000 | SYKES Peter | Haines & Company |
| 1990 | SUCHER ROBERT | Pacific Bell |
| | DRINKOVICH JAS | Pacific Bell |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1986 | PETTET DEREK | Pacific Bell |
| 1981 | KIRSCH ANNE WRIGHT | Pacific Telephone |
| | LUNDY BRENT | Pacific Telephone |
| | PARKER FREDRICK | Pacific Telephone |
| 1976 | Griffin Margaret | Pacific Telephone |
| 1951 | Hansen M Donald r | Pacific Telephone & Telegraph Co. |
| | Hamiltn Wy | Pacific Telephone & Telegraph Co. |
| | Mefford Vivian r | Pacific Telephone & Telegraph Co. |
| | Mefford Donna r | Pacific Telephone & Telegraph Co. |
| | Wells Francis M r | Pacific Telephone & Telegraph Co. |
| 1942 | Rochester Noble C Hazel E watchmkr SJ Co | Los Angeles Directory Co. |
| 1937 | BROWN Irvin A Nellie bldg contr | Los Angeles Directory Co. |
| | Hatten Morris | Los Angeles Directory Co. |
| | MALONE Kath waiter | Los Angeles Directory Co. |
| 1933 | BROWN Irvin A Nellie E carp | Los Angeles Directory Co. |
| | COX Julia Mrs smstrs | Los Angeles Directory Co. |
| | DUNLAP Carol manicure | Los Angeles Directory Co. |
| | Monteith Edythe M clk | Los Angeles Directory Co. |
| 1929 | ANDERSON Czerney chainmn TI & TCo | Los Angeles Directory Co. |
| | BROWN Erwin A Nellie carp | Los Angeles Directory Co. |

**3202 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | SCHWARTZ A Dylan | Haines Company, Inc. |
| 2000 | HAMILTON Rebecca | Haines & Company |
| 1990 | WILDER HARRY M | Pacific Bell |
| 1958 | Benedick B D | Pacific Telephone |
| 1942 | Jacobs Clara clk | Los Angeles Directory Co. |
| | Eborall Ronald Helen aircrftwkr | Los Angeles Directory Co. |
| 1937 | SMITH Eug S Jessie studio wkr | Los Angeles Directory Co. |

**3203 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 1937 | Duffern Marie sten | Los Angeles Directory Co. |
| | Duffern Marie sten | Los Angeles Directory Co. |
| 1933 | BAXTER Margt Mrs waiter | Los Angeles Directory Co. |
| | GRIFFIN Hazel G clk | Los Angeles Directory Co. |
| 1929 | Mc LANE Donald Marie mach | Los Angeles Directory Co. |

# FINDINGS

## Hamilton Way

### 3204 Hamilton Way

| Year | Uses | Source |
|---|---|---|
| 2010 | LEAH PETERSON | EDR Digital Archive |
| | LEAH PETERSON | EDR Digital Archive |

## HAMILTON WAY

### 3204 HAMILTON WAY

| Year | Uses | Source |
|---|---|---|
| 1976 | Amthauer Warren | Pacific Telephone |
| 1958 | Bowman Raymond D | Pacific Telephone |
| 1942 | Christ Jack radio techn | Los Angeles Directory Co. |
| | HAUSER John P Francis E plmbr | Los Angeles Directory Co. |
| 1937 | STEWART John J Anna police | Los Angeles Directory Co. |

### 3207 HAMILTON WAY

| Year | Uses | Source |
|---|---|---|
| 2006 | MYRDAHLKris Un | Haines Company, Inc. |
| 2000 | MYRDAHL Kristin K | Haines & Company |
| 1990 | RADINSKI ADAM | Pacific Bell |
| 1951 | Hamiltn Wy Schramel John E Dr r | Pacific Telephone & Telegraph Co. |
| | Hamiltn Wy Miller Dean Warren Mrs r | Pacific Telephone & Telegraph Co. |
| 1942 | BARNES Jas F Mildred F slsmn | Los Angeles Directory Co. |
| | BARNES Mildred F priv sec Cal Western States Life Ins Co | Los Angeles Directory Co. |
| 1937 | Kratzer Margt sten | Los Angeles Directory Co. |
| | Mountain Gwynne sten | Los Angeles Directory Co. |
| | Kensmuir Jas Dean | Los Angeles Directory Co. |
| 1933 | ROBERTS Lucile waiter | Los Angeles Directory Co. |
| | ROBERTS Ralph M Lucille slsmn Olsons Bakery | Los Angeles Directory Co. |
| | Kinion John clk | Los Angeles Directory Co. |
| | Kinion Karl A Eunice searcher Cal Title Ins Co | Los Angeles Directory Co. |

### 3209 HAMILTON WAY

| Year | Uses | Source |
|---|---|---|
| 2006 | KAMLAGER Sydney | Haines Company, Inc. |
| 2000 | XXXX | Haines & Company |
| 1990 | ARENAZ JESS | Pacific Bell |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1990 | SPONZA DONALD | Pacific Bell |
| 1986 | ARENAZ JESS | Pacific Bell |
| | SPONZA DONALD | Pacific Bell |
| 1981 | SPONZA DONALD | Pacific Telephone |
| 1976 | Sponza Donald | Pacific Telephone |
| 1958 | Yates Harley O | Pacific Telephone |
| 1951 | Hamiltn Wy Galloway Wm P r | Pacific Telephone & Telegraph Co. |
| 1942 | GALLOWAY Wm P Erma F cond Pullman Co | Los Angeles Directory Co. |
| 1937 | Gallaway Wm P Irma carp | Los Angeles Directory Co. |
| 1933 | GALLOWAY Wm P Erma S Stickney & Galloway | Los Angeles Directory Co. |
| 1929 | Mc DONNELL Arth Ruth drftsmn | Los Angeles Directory Co. |
| | GALLOWAY Wm P cond | Los Angeles Directory Co. |
| | Mc DONNELL Agnes E sten | Los Angeles Directory Co. |

**3211 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | DULU Gre Tor E | Haines Company, Inc. |
| 2000 | OTOOLE Fergal | Haines & Company |
| 1976 | Samuelson Carlos | Pacific Telephone |
| 1958 | Glass Marjorie S F | Pacific Telephone |
| 1951 | Hamiltn Wy Plancia Gene r | Pacific Telephone & Telegraph Co. |
| 1942 | Camblin Arth L tchn | Los Angeles Directory Co. |
| 1937 | Camblin Arth L reprmn SCTCo | Los Angeles Directory Co. |

**3212 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | A TMENTS | Haines Company, Inc. |
| | MARTINEZElias | Haines Company, Inc. |
| | MARTULA Rose | Haines Company, Inc. |
| | PALMER Eric | Haines Company, Inc. |
| | RODRIGUEZRodney | Haines Company, Inc. |
| | TRAMMELLM | Haines Company, Inc. |
| 2000 | HAMILTON WAY 90026 CONT | Haines & Company |
| | BACKES Calrus J | Haines & Company |
| | REIVYDAS Edward | Haines & Company |
| 1990 | EMERSON H H | Pacific Bell |
| | GRANT ALBERT | Pacific Bell |
| | LEWIS THOMAS S | Pacific Bell |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1990 | MOSES JUVENTINA MEZA | Pacific Bell |
| | VEARY RON | Pacific Bell |
| 1986 | BERNSTEIN ERICK | Pacific Bell |
| | BOGUSCH L | Pacific Bell |
| | MOSES JUVENTINA MEZA | Pacific Bell |
| | SADLER SIM | Pacific Bell |
| | SMITH DOUGLAS | Pacific Bell |
| 1981 | HENKEL KIM | Pacific Telephone |
| | KERN RENE J | Pacific Telephone |
| | SCHWEIGER BRUCE | Pacific Telephone |
| | TJOMSLAND LYNNE | Pacific Telephone |
| | TRAGAR STEVE | Pacific Telephone |
| | TRUITT L | Pacific Telephone |
| | WALLACE R | Pacific Telephone |
| 1976 | Benair Jonathan | Pacific Telephone |
| | Comeford Thos | Pacific Telephone |
| | Ducale R V | Pacific Telephone |
| | Russell Linda | Pacific Telephone |
| | Saint Gelais Josselynne | Pacific Telephone |
| | Yoepp S | Pacific Telephone |
| 1958 | Bateman Hope | Pacific Telephone |
| | Buharov Geo | Pacific Telephone |
| | Hoepner Alex | Pacific Telephone |
| | Kinsella Richard | Pacific Telephone |
| | Martinez Alex | Pacific Telephone |
| | Ramirez Jesus | Pacific Telephone |
| | White Emma | Pacific Telephone |
| 1951 | Hamiltn Wy | Pacific Telephone & Telegraph Co. |
| | Whiteley Marie r | Pacific Telephone & Telegraph Co. |
| | Aeils Albert r | Pacific Telephone & Telegraph Co. |
| | Schrack Boyce K | Pacific Telephone & Telegraph Co. |
| | Flowers Jewel r | Pacific Telephone & Telegraph Co. |
| | Boyd Evelyn | Pacific Telephone & Telegraph Co. |
| | Morrison Ruth B | Pacific Telephone & Telegraph Co. |
| 1942 | Cardoza Alf Shirley shtmltwkr | Los Angeles Directory Co. |
| | Herbison Jas W Dorothy formn O J Endres | Los Angeles Directory Co. |
| | KEENE Viola clk | Los Angeles Directory Co. |
| | Leary Apartments | Los Angeles Directory Co. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1942 | OLIVER Elmo auto trmr A B Johnson | Los Angeles Directory Co. |
| | OLIVER Polly L sten HDS | Los Angeles Directory Co. |
| | OLIVER Villanova Mrs | Los Angeles Directory Co. |
| | Reeve K Duane Patricia acct | Los Angeles Directory Co. |
| | Reeve Harold A Zella F clk | Los Angeles Directory Co. |
| | SHAW John W with Plomb Tool Co | Los Angeles Directory Co. |
| 1937 | Armistead Geo F Marie slsmn | Los Angeles Directory Co. |
| | Galli Yola | Los Angeles Directory Co. |
| | Gillen Edw waiter | Los Angeles Directory Co. |
| | Gregory Margt waiter | Los Angeles Directory Co. |
| | HENDERSON Wm B Daisy and | Los Angeles Directory Co. |
| | King Agnes wid A G | Los Angeles Directory Co. |
| | Leary Apartments | Los Angeles Directory Co. |
| | La Bleu Helen Mrs clk County Charities | Los Angeles Directory Co. |
| | MILLER Ralph E slsmn | Los Angeles Directory Co. |
| | Norris A B slsmn | Los Angeles Directory Co. |
| | Prutsman Henry L Viola clk | Los Angeles Directory Co. |
| | Santo Harry D slsmn | Los Angeles Directory Co. |
| | Santo Nana sten Internat Circulation Co | Los Angeles Directory Co. |
| 1933 | Buckwalter John Helen slsmn | Los Angeles Directory Co. |
| | CUNNINGHAM Ruth E bkpr H E Burt | Los Angeles Directory Co. |
| | Hackamack Herbt D Hazel sta mgr Richfield Stations Inc | Los Angeles Directory Co. |
| | Hartman Helen clk | Los Angeles Directory Co. |
| | LEWIS John mech | Los Angeles Directory Co. |
| | LEWIS L C surveyor Dept Water & Power | Los Angeles Directory Co. |
| | Raub Aubrey M Mrs sten | Los Angeles Directory Co. |
| | WILSON Jas clk | Los Angeles Directory Co. |

**3218 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | No Current Listing | Haines Company, Inc. |
| 2000 | GLENN Angie 323 666 N | Haines & Company |
| | REIVYDAS Edward | Haines & Company |
| 1986 | STINE ARTHUR A | Pacific Bell |
| 1981 | STINE ARTHUR A | Pacific Telephone |
| 1958 | Stine Arthur A | Pacific Telephone |
| 1951 | Hamiltn Wy Shapiro Beryl r | Pacific Telephone & Telegraph Co. |
| | Hamltn Wy Stine Arthur A | Pacific Telephone & Telegraph Co. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1942 | Ebby A Z Mrs | Los Angeles Directory Co. |
| | KLEIN Arth J Helen | Los Angeles Directory Co. |
| | PRICE Cora Mrs | Los Angeles Directory Co. |
| 1937 | Huff Chauncey E Dorothy advmn | Los Angeles Directory Co. |
| | Leary Mayme Mrs | Los Angeles Directory Co. |
| 1933 | KRAMER Frank X Mabel E | Los Angeles Directory Co. |
| | KRAMER Mildred clk | Los Angeles Directory Co. |
| | Leary M Dorothy tchr City Schs | Los Angeles Directory Co. |
| | Leary Mary E Mrs | Los Angeles Directory Co. |
| 1929 | Harris Anne dental asst | Los Angeles Directory Co. |
| | Leary Dorothy Sten | Los Angeles Directory Co. |
| | Leary Mary wid J B | Los Angeles Directory Co. |

**3220 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | o SULLIVAN John F | Haines Company, Inc. |
| 2000 | GESHURI Oren | Haines & Company |
| 1986 | GREGORY WM J | Pacific Bell |
| 1976 | Cimino Richard D | Pacific Telephone |
| | Anderson David L | Pacific Telephone |
| 1958 | Vamado Frank | Pacific Telephone |
| | Martin Jimmy | Pacific Telephone |
| 1951 | Hamiltn Wy Henaman Myrna M | Pacific Telephone & Telegraph Co. |
| | Hamiltn Wy Deane Peggy E | Pacific Telephone & Telegraph Co. |
| 1942 | Del Dotto Edw J restrwkr | Los Angeles Directory Co. |
| | CUMMINGS Carl H Alice imptr | Los Angeles Directory Co. |
| | CUMMINGS Alice compt opr | Los Angeles Directory Co. |
| 1933 | CALLAHAN Eug J Dorothy slsmn | Los Angeles Directory Co. |

**3224 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | SANCHEZDionicio | Haines Company, Inc. |
| 2000 | BROWN Jerome M | Haines & Company |
| | CHOI Henry | Haines & Company |
| | LAM Dave | Haines & Company |
| 1990 | DE LAAT GERALD | Pacific Bell |
| 1986 | DE LAAT GERALD | Pacific Bell |
| | RODRIGUES ESTHER | Pacific Bell |
| 1981 | DE LAAT GERALD | Pacific Telephone |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1976 | Dyer Don E | Pacific Telephone |
| | Garibay Anthony | Pacific Telephone |
| | De Laat Gerald | Pacific Telephone |
| 1958 | Nofziger Evlyn | Pacific Telephone |
| | Crisler Harry Mrs | Pacific Telephone |
| | Covello Lee B | Pacific Telephone |
| | Buchanan Walter | Pacific Telephone |
| 1951 | Hamiltn Wy | Pacific Telephone & Telegraph Co. |
| | Carpyna John | Pacific Telephone & Telegraph Co. |
| | Stearns Stanley D r | Pacific Telephone & Telegraph Co. |
| | Williams Vernon B | Pacific Telephone & Telegraph Co. |
| | McCoy Geo A r | Pacific Telephone & Telegraph Co. |
| 1942 | BUCHANAN Walter aircrftwkr | Los Angeles Directory Co. |
| | FULLER Helen K Mrs | Los Angeles Directory Co. |
| | Mc BRIDE Robt Y pres Mc Bride Printing Co | Los Angeles Directory Co. |
| 1937 | MILLER Elvina Mrs | Los Angeles Directory Co. |
| | Posella Leonard musician | Los Angeles Directory Co. |
| | Ronka Wayne musician | Los Angeles Directory Co. |
| | Barks Carl artist | Los Angeles Directory Co. |
| | GRAY Clara tel opr | Los Angeles Directory Co. |
| | Jenner Dorothy L Mrs clk | Los Angeles Directory Co. |
| | Jenner V Sigrid clk | Los Angeles Directory Co. |
| | Knocke Edna | Los Angeles Directory Co. |
| 1933 | CHAPMAN Geo clk | Los Angeles Directory Co. |
| | Falcon Chas clk | Los Angeles Directory Co. |
| | Grady C B mlnr | Los Angeles Directory Co. |
| | MILLER Elvina Mrs | Los Angeles Directory Co. |
| | WALDEN Larry musician | Los Angeles Directory Co. |

**3231 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2000 | XXXX | Haines & Company |

**3303 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2000 | ROMERO Richard | Haines & Company |
| 1981 | SMITH ALAN WESLEY | Pacific Telephone |
| 1976 | Olwine Debora | Pacific Telephone |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1958 | Larson Earl W | Pacific Telephone |
| 1951 | Hamiltn Wy De Vine Norma r | Pacific Telephone & Telegraph Co. |
| 1942 | Mc CULLOUGH Milton J | Los Angeles Directory Co. |
| | RAINES Carrol aircrftwkr | Los Angeles Directory Co. |
| | RAINES Don V aircrftwkr | Los Angeles Directory Co. |
| 1937 | HURST Juett A Marie sergt USMC | Los Angeles Directory Co. |

**3305 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2000 | XXXX | Haines & Company |
| 1981 | HIGHTOWER RAYMOND W | Pacific Telephone |
| 1976 | Hightower Raymond W | Pacific Telephone |
| 1951 | Hamiltn Wy Graves Alma Ann r | Pacific Telephone & Telegraph Co. |
| 1942 | Obermeier Bertha A Mrs sten Leon Finch | Los Angeles Directory Co. |
| | Pitts Donald Marguerite aircrftwkr | Los Angeles Directory Co. |
| 1937 | JAMIESON Robt W Belle B | Los Angeles Directory Co. |
| 1933 | Jamieson Robt W Bel | Los Angeles Directory Co. |

**3307 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | o STEPHENS Mark | Haines Company, Inc. |
| | Edgar | Haines Company, Inc. |
| 2000 | XXXX | Haines & Company |
| 1942 | Du Puis Geraldine | Los Angeles Directory Co. |
| 1937 | DUNCAN Robt | Los Angeles Directory Co. |
| | DUNCAN Stanley R Harriett clk | Los Angeles Directory Co. |
| 1933 | HINES Louis M Vernett tel repr | Los Angeles Directory Co. |

**3309 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | No Current Listing | Haines Company, Inc. |
| 2000 | CASILLAS Isabella | Haines & Company |
| 1981 | FARBER D | Pacific Telephone |
| 1976 | Murdock Alec | Pacific Telephone |
| | Roberts Alec | Pacific Telephone |
| | Shivers Candace | Pacific Telephone |
| 1958 | Harris Edw R | Pacific Telephone |
| 1951 | Hamiltn Wy Endsley Avery D r | Pacific Telephone & Telegraph Co. |
| 1942 | Springer Grace C sten Graybar Elec Co | Los Angeles Directory Co. |

| Year | Uses | Source |
|---|---|---|
| 1937 | Mudgett Margt Mrs | Los Angeles Directory Co. |
| 1933 | Mudgett Margt Mrs | Los Angeles Directory Co. |

**3311 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 2006 | o POLISKY Sc 06t | Haines Company, Inc. |
| 2000 | POLISKY S D | Haines & Company |
| 1958 | Duff Bertha I | Pacific Telephone |
| 1951 | Hamiltn Wy Maher Margaret C r | Pacific Telephone & Telegraph Co. |
| 1942 | Adams Constance D Mrs sten Alvo Nut & Bolt Co | Los Angeles Directory Co. |
| 1937 | YOUNG Jas H Evelyn clk | Los Angeles Directory Co. |
| 1933 | Windgard Lona R sten | Los Angeles Directory Co. |
| | Wingard Lona | Los Angeles Directory Co. |

**3111 1/2 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 1990 | HUANG JIA NUAN | Pacific Bell |

**3204 1/4 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 1986 | COOPER GARY | Pacific Bell |

**3207 1/2 HAMILTON WAY**

| Year | Uses | Source |
|---|---|---|
| 1981 | HILL KEN | Pacific Telephone |

## LARISSA DR

**3200 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2000 | LUI Jack | Haines & Company |
| 1990 | CAO XIHAN | Pacific Bell |
| 1986 | LEE SING HOB | Pacific Bell |
| 1971 | Carr Pamela | Pacific Telephone |
| 1958 | Atlas Edith | Pacific Telephone |
| 1951 | Larissa Dr Atlas Edith r | Pacific Telephone & Telegraph Co. |
| 1942 | Rhodehamel Chas M Isabell eng | Los Angeles Directory Co. |
| 1937 | GORDON Theresa S Mrs slswn | Los Angeles Directory Co. |
| 1933 | MALONE Donald J Dallas B acct City Dept of Pensions | Los Angeles Directory Co. |

| Year | Uses | Source |
|---|---|---|
| 1929 | Langenberg Russell W Albertine acct Anderson Clayton & Co | Los Angeles Directory Co. |

**3202 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | KAJONBORIRUKW | Haines Company, Inc. |
| 2000 | XXXX | Haines & Company |
| 1990 | VU TUAN | Pacific Bell |
| 1981 | PHOUNG TU | Pacific Telephone |
| 1967 | Miller John | Pacific Telephone |
| 1962 | Andrews John | Pacific Telephone |
| 1951 | Larissa Dr Schiller Mary r | Pacific Telephone & Telegraph Co. |
| 1942 | COWAN Mina maid | Los Angeles Directory Co. |
| | Hellenthall Deana | Los Angeles Directory Co. |
| 1937 | Strohmeyer Louis V Nellie slsmn | Los Angeles Directory Co. |
| 1933 | Strohmeyer Louis W Nellie mgr J L Mc Logan | Los Angeles Directory Co. |
| 1929 | WILLIAMS Evelyn slsldy r | Los Angeles Directory Co. |
| | Freeze Jas A barber | Los Angeles Directory Co. |
| | BELL Roy serv sta opr | Los Angeles Directory Co. |

**3204 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | No Current Listing | Haines Company, Inc. |
| 2000 | XXXX | Haines & Company |
| 1981 | HUNG VAN | Pacific Telephone |
| 1958 | Franco Michael | Pacific Telephone |
| 1951 | Larissa Dr Taylor Hazelle L r | Pacific Telephone & Telegraph Co. |
| 1942 | POULSEN Kendall Beulah aircraftwkr | Los Angeles Directory Co. |
| 1937 | Hellenthal Alberdina | Los Angeles Directory Co. |
| | COWAN Wilhelmina | Los Angeles Directory Co. |
| 1929 | OSBORNE Clarice bkpr | Los Angeles Directory Co. |
| | OSBORN Bettie bkpr | Los Angeles Directory Co. |

**3206 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2000 | XXXX | Haines & Company |
| 1981 | CHAVEZ MARIA | Pacific Telephone |
| 1971 | Vogt Lawrence R | Pacific Telephone |
| 1951 | Larissa Dr Horbach Robert r | Pacific Telephone & Telegraph Co. |

| Year | Uses | Source |
|---|---|---|
| 1942 | Horbach Robt Ethel | Los Angeles Directory Co. |
| | Horbach Ethel F dep Co Recorder | Los Angeles Directory Co. |
| 1937 | Horbach Robt Ethel | Los Angeles Directory Co. |
| 1929 | DUNLAP Chas H Florence slsmn R P Hoffman | Los Angeles Directory Co. |
| | DUNLAP Florence L sten | Los Angeles Directory Co. |

**3207 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 1924 | ROTH Inez Mrs h | Los Angeles Directory Co. |

**3208 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | GARCIALorena | Haines Company, Inc. |
| 2000 | DUARTE Armando | Haines & Company |
| | VASQUEZ Julian | Haines & Company |
| 1981 | HORNSTEIN FRANCES | Pacific Telephone |
| 1976 | Liang Martin | Pacific Telephone |
| | Soo Man Kwong | Pacific Telephone |
| 1971 | Tsen Freddy | Pacific Telephone |
| | Soo Man Kwong | Pacific Telephone |
| 1967 | Lokvig Tor | Pacific Telephone |

**3210 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | CASTANONSotero | Haines Company, Inc. |
| 2000 | XXXX | Haines & Company |
| 1990 | KLEIN JACOB | Pacific Bell |
| 1986 | KLEIN JACOB | Pacific Bell |
| 1976 | Pih Ya Chen | Pacific Telephone |
| 1971 | Pih Ya Chen | Pacific Telephone |
| 1967 | Pih Ya Chen | Pacific Telephone |

**3212 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | FLANIGAN Damian | Haines Company, Inc. |
| | JUON Marc | Haines Company, Inc. |
| 2000 | LEVIN Cameron M | Haines & Company |
| | MENDOZA Martha | Haines & Company |
| 1990 | GARRETT JOHN | Pacific Bell |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1986 | GARRETT JOHN | Pacific Bell |
| 1967 | Keilen Ralph M | Pacific Telephone |
| 1962 | Barton Stella V | Pacific Telephone |
| 1958 | Barton Ralph T | Pacific Telephone |
| 1951 | Larissa Dr Spencer R W r | Pacific Telephone & Telegraph Co. |
| 1942 | HERSH Morris M Dorothy slsmn ODCo | Los Angeles Directory Co. |
| 1937 | ROBERTSON Frank Zada mech | Los Angeles Directory Co. |
| | LONG Robt T awning rprmn | Los Angeles Directory Co. |
| 1933 | ODonnell Kathryn wid Danl | Los Angeles Directory Co. |
| 1929 | ODONNELL Kath Mrs | Los Angeles Directory Co. |

**3214 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | No Current Listing | Haines Company, Inc. |
| 2000 | XXXX | Haines & Company |
| 1986 | POWERS CHAS E | Pacific Bell |
| 1976 | Luna Frances | Pacific Telephone |
| 1971 | Luna Frances | Pacific Telephone |
| 1962 | Keilen Ralph M | Pacific Telephone |
| 1958 | Keilen Ralph M | Pacific Telephone |
| 1951 | Larissa Dr Wells Harrison A r | Pacific Telephone & Telegraph Co. |
| 1933 | Bertsch Louis J Evalyn circulator L A Record | Los Angeles Directory Co. |
| 1929 | EVANS Thos L Alice M clk | Los Angeles Directory Co. |

**3215 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 1924 | Miller Harry B condr h | Los Angeles Directory Co. |

**3217 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | METCALF Crlitna | Haines Company, Inc. |
| | PENNAMadca | Haines Company, Inc. |
| | PRINCE Adam | Haines Company, Inc. |
| | WRIGHTPehra | Haines Company, Inc. |
| 2000 | APARTMENTS BLAKELEY Karina E | Haines & Company |
| | ETHERIDGE Ouzis Paul | Haines & Company |
| | KRATT Brenton | Haines & Company |
| | MULFLUR Edward | Haines & Company |
| | PENDLETON David W | Haines & Company |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 2000 | ROGERS Theresa E | Haines & Company |
| 1990 | ANDRADE ANGELA M | Pacific Bell |
| | CISNEROS MARTHA | Pacific Bell |
| | IBARRA JOSE | Pacific Bell |
| | MORALES SANTOS | Pacific Bell |
| | OREJEL IRMA | Pacific Bell |
| | ORELLANA ALFONSO | Pacific Bell |
| 1986 | OSELAND JAMES | Pacific Bell |
| | STEWART MARY | Pacific Bell |
| 1981 | RODRIQUEZ MARIA ELLENA | Pacific Telephone |
| 1976 | Inigio Carlos E | Pacific Telephone |
| | Sanchez Maria Alicia | Pacific Telephone |
| 1971 | Brandeis Jonatnan | Pacific Telephone |
| | Coggan Harold | Pacific Telephone |
| | Mc Cain Kathleen | Pacific Telephone |
| | Siekmann Frances S | Pacific Telephone |
| 1967 | Bissinger Pamela | Pacific Telephone |
| | Elliott Wm D | Pacific Telephone |
| | Keeler Frank D | Pacific Telephone |
| | Nisly Norman | Pacific Telephone |
| 1962 | Armistead H H | Pacific Telephone |
| | Gibbs Arnold | Pacific Telephone |
| | Reynolds Rodney S | Pacific Telephone |
| 1958 | Anduiza Jean | Pacific Telephone |
| | Armistead H H | Pacific Telephone |
| | Jackson Jas R | Pacific Telephone |
| | Marseillan Beatriz J | Pacific Telephone |
| | Mc Clintock Earl | Pacific Telephone |
| 1951 | Connor Georgia | Pacific Telephone & Telegraph Co. |
| | Hutchison Paul F r | Pacific Telephone & Telegraph Co. |
| | Rosenberg Ralph r | Pacific Telephone & Telegraph Co. |
| | Callison Marjorie r | Pacific Telephone & Telegraph Co. |
| | Boland Raymond J r | Pacific Telephone & Telegraph Co. |
| | Larissa Dr | Pacific Telephone & Telegraph Co. |
| | Grant Nell C r | Pacific Telephone & Telegraph Co. |
| | Wilson Alvina M | Pacific Telephone & Telegraph Co. |
| 1942 | BARUCH Herbt Minna wood carver | Los Angeles Directory Co. |
| | GALLOWAY Clyde studiowkr | Los Angeles Directory Co. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1942 | GIBBS Edw Anne studiowkr | Los Angeles Directory Co. |
| | GILLIS Fred clk | Los Angeles Directory Co. |
| | Gladstone Ruth typist SCIC | Los Angeles Directory Co. |
| | HARE Junnita Mrs | Los Angeles Directory Co. |
| | HILL Brigham mech | Los Angeles Directory Co. |
| | MONROE Helen Mrs waiter | Los Angeles Directory Co. |
| | MORGAN Donald R Jean field rep GMAC | Los Angeles Directory Co. |
| | Nicholes John slsmn | Los Angeles Directory Co. |
| | NICHOLS Sheldon E slsmn Grafton Jones | Los Angeles Directory Co. |
| | ROSS John | Los Angeles Directory Co. |
| 1937 | Bandy Arth J Mariam slsmn Kendall Thompson Co | Los Angeles Directory Co. |
| | BARBOUR Jack E adv Globe Grain & Milling Co | Los Angeles Directory Co. |
| | BAUMGARTNER John Alma | Los Angeles Directory Co. |
| | Etzel Jack gdnr | Los Angeles Directory Co. |
| | Halpal Arms Apartments | Los Angeles Directory Co. |
| | Jarrett Wm Mary slsmn | Los Angeles Directory Co. |
| | KLINE Irene Mrs | Los Angeles Directory Co. |
| | MOORE Edw Ruth studio wkr | Los Angeles Directory Co. |
| | Palston Jessie Mrs | Los Angeles Directory Co. |
| | PATRICK Thos Dianne | Los Angeles Directory Co. |
| | Pecher R J slsmn Crum & Lynn Inc | Los Angeles Directory Co. |
| | Quinn Anthony studiowkr | Los Angeles Directory Co. |
| | TAYLOR Chas H jr jan | Los Angeles Directory Co. |
| 1933 | Bahnmiller Chas Evangeline vocalist | Los Angeles Directory Co. |
| | Beebe Alta wid Wesley | Los Angeles Directory Co. |
| | Bergstrom Edith N clk US Int Rev | Los Angeles Directory Co. |
| | COULSON Ione sten | Los Angeles Directory Co. |
| | Crandell Frances sten | Los Angeles Directory Co. |
| | Etzel John gdnr | Los Angeles Directory Co. |
| | Gerace Pauline clk | Los Angeles Directory Co. |
| | GUSTAFSON Rudy tilewkr | Los Angeles Directory Co. |
| | Hague J Brock miner | Los Angeles Directory Co. |
| | JOHNSON Edw Venbla floor layer | Los Angeles Directory Co. |
| | LAMONT Kittie B bkpr | Los Angeles Directory Co. |
| | La Vista Apartments | Los Angeles Directory Co. |
| | LAWRENCE Philip chemist | Los Angeles Directory Co. |
| | SCOTT Roy slsmn | Los Angeles Directory Co. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1933 | Skousgaard Beda H Mrs mgr La Vista apts | Los Angeles Directory Co. |
| | Wohlleben Clara step | Los Angeles Directory Co. |
| | Wolleben Clara clk | Los Angeles Directory Co. |
| 1929 | Boebe Alta Mrs | Los Angeles Directory Co. |
| | Buddenberg Walter | Los Angeles Directory Co. |
| | COOPER Edw | Los Angeles Directory Co. |
| | Groniga Edith M clk | Los Angeles Directory Co. |
| | Groniga P slsmn | Los Angeles Directory Co. |
| | Hofflander Edw lab | Los Angeles Directory Co. |
| | JOHNSON Edw flrlyr | Los Angeles Directory Co. |
| | Lamont Kittie B clk | Los Angeles Directory Co. |
| | LARSON Harold flrlyr | Los Angeles Directory Co. |
| | Lundgren Alf Hedvig mach hd | Los Angeles Directory Co. |
| | Rusting W C r | Los Angeles Directory Co. |
| 1924 | Jimison Floyd S h | Los Angeles Directory Co. |

**3218 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | ALLENAlelthea | Haines Company, Inc. |
| 2000 | THOMAS Barbara | Haines & Company |
| 1976 | Burgess Jas P | Pacific Telephone |
| 1967 | Schaffer Chas M | Pacific Telephone |
| 1962 | Johnston David | Pacific Telephone |
| 1951 | Larissa Dr Hodges Robt S r | Pacific Telephone & Telegraph Co. |
| 1937 | KENNEDY Frank J Sylvia custodian Bd of Educ | Los Angeles Directory Co. |
| 1929 | Bomberger Margt M tchr City Sch | Los Angeles Directory Co. |
| 1924 | Espy Judson clk r | Los Angeles Directory Co. |
| | Gottlieb Florence apts | Los Angeles Directory Co. |
| | La Vista Apartments | Los Angeles Directory Co. |
| | NEUMAN Sidney M jewlr Broadway Dept Store r | Los Angeles Directory Co. |
| | SIEBERT L Whilney solr r | Los Angeles Directory Co. |

**3220 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | No Current Listing | Haines Company, Inc. |
| 2000 | XXXX | Haines & Company |
| 1976 | Groper John | Pacific Telephone |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1976 | Geffen L | Pacific Telephone |
| 1967 | Dessert W Phillip | Pacific Telephone |
| 1962 | Fascio Giovanni H Mrs | Pacific Telephone |
| 1958 | Scott G Ronald | Pacific Telephone |
| 1951 | Larissa Dr Scott G Ronald r | Pacific Telephone & Telegraph Co. |
| 1942 | Nutzmann Edith V bkpr CDG Co | Los Angeles Directory Co. |
| | Nutzmann Kenny W Edith slsmn Metropolitan Chevroelt | Los Angeles Directory Co. |
| 1937 | COONRADT FRED Reporter Illustrated Daily New | Los Angeles Directory Co. |
| 1933 | POWERS Julia D adv Broadway Dept Store | Los Angeles Directory Co. |
| | MEYERS Mary asst buyer Broadway Dept Store | Los Angeles Directory Co. |
| | Brittain J Harold slsmn Barker Bros | Los Angeles Directory Co. |
| 1929 | PETERS Walter J Emily slsmn | Los Angeles Directory Co. |
| | PETERS Marie Mrs | Los Angeles Directory Co. |

**3221 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 1924 | Mc Call Hazel M solr r | Los Angeles Directory Co. |

**3222 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | GEORGEAnthony P | Haines Company, Inc. |
| 2000 | GEORGE Anthony P | Haines & Company |
| 1976 | Mc Elroy Jas N | Pacific Telephone |
| 1971 | Mc Elroy Jas N | Pacific Telephone |
| 1962 | Bullard Chester D | Pacific Telephone |
| 1958 | Mc Carthy John G | Pacific Telephone |
| 1951 | Larissa Dr McCarthy John G r | Pacific Telephone & Telegraph Co. |

**3223 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | WICK Meredith | Haines Company, Inc. |
| 2000 | WADDILL Lyle | Haines & Company |
| 1990 | RYAN DONALD P | Pacific Bell |
| 1986 | RYAN DONALD P | Pacific Bell |
| 1976 | Ryan Donald P | Pacific Telephone |
| | Battle G M | Pacific Telephone |
| 1971 | Waddill Kent | Pacific Telephone |

| Year | Uses | Source |
|---|---|---|
| 1967 | Shepard Frank R | Pacific Telephone |
| 1962 | Shepard Frank R | Pacific Telephone |
| 1958 | Shepard Frank R | Pacific Telephone |

**3224 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 1942 | Papurt Arnold | Los Angeles Directory Co. |

**3229 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | BENDER Hans | Haines Company, Inc. |
| 2000 | BENDER Haris | Haines & Company |
| 1981 | WEISMAN JOS | Pacific Telephone |
| 1976 | Weisman Jos | Pacific Telephone |
| 1971 | Weisman Jos | Pacific Telephone |
| 1967 | Weisman Jos | Pacific Telephone |
| 1958 | Sorensen E W | Pacific Telephone |
| 1951 | Larissa Dr Shafer Geo M r | Pacific Telephone & Telegraph Co. |
| 1942 | SHAFER Geo M admin rep LACWF | Los Angeles Directory Co. |
| 1937 | SHAFER Geo M Maude M collr L A Community Walfare Federation | Los Angeles Directory Co. |
| | SHAFER Maudie W manicurist | Los Angeles Directory Co. |
| 1933 | Samut Maurice Eleanor cosmetologist | Los Angeles Directory Co. |
| 1929 | Mc FARLANE Vesta M Mrs | Los Angeles Directory Co. |

**3230 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | MURPHY Stephanie | Haines Company, Inc. |
| 2000 | SMYTH Jadalon | Haines & Company |
| 1990 | BARTLETT M D | Pacific Bell |
| 1976 | Romero Chas E | Pacific Telephone |
| | Parsons Ronald S | Pacific Telephone |

**3231 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 1971 | Fitzpatrick Michael | Pacific Telephone |
| | Schrader Rand | Pacific Telephone |
| 1967 | Nelson Karla | Pacific Telephone |
| 1942 | Stutz Wm Z Sophie slsmn | Los Angeles Directory Co. |
| 1937 | Stutz Wm Doris pntr | Los Angeles Directory Co. |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1933 | Mc FARLANE Vesta M | Los Angeles Directory Co. |
| 1929 | PARSONS Irene sec CNT & SBank | Los Angeles Directory Co. |
| | PARSONS Ruth A tchr | Los Angeles Directory Co. |

**3232 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | No Current Listing | Haines Company, Inc. |
| 2000 | KERSHMAN Rebecca | Haines & Company |
| 1986 | COBERLY S | Pacific Bell |
| | DOLAK MIRKO J | Pacific Bell |
| 1981 | MIRKO J | Pacific Telephone |

**3234 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | GINOZA Ha Ty | Haines Company, Inc. |
| 2000 | GINOZA Harry | Haines & Company |
| 1981 | VANDYK SIMON J | Pacific Telephone |
| 1976 | Vandyk Simon J | Pacific Telephone |
| 1971 | White Peter R | Pacific Telephone |

**3236 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 2000 | XXXX | Haines & Company |
| 1990 | GINOZA HARRY | Pacific Bell |
| 1986 | GINOZA HARRY | Pacific Bell |
| 1981 | GINOZA HARRY | Pacific Telephone |
| 1976 | Ginoza Harry | Pacific Telephone |
| 1971 | Oliver Nicholas E | Pacific Telephone |
| 1967 | Scheines A A | Pacific Telephone |
| 1962 | Scheines A A | Pacific Telephone |

**3208 1/2 LARISSA DR**

| Year | Uses | Source |
|---|---|---|
| 1986 | JOHN C | Pacific Bell |
| | JOHN C | Pacific Bell |

## Murray Dr

**1400 Murray Dr**

| Year | Uses | Source |
|---|---|---|
| 2014 | ODDBALL ENTERTAINMENT | EDR Digital Archive |
| | ODDBALL ENTERTAINMENT | EDR Digital Archive |
| 2010 | ODDBALL ENTERTAINMENT | EDR Digital Archive |
| | ODDBALL ENTERTAINMENT | EDR Digital Archive |

## MURRAY DR

**1400 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | TUNYAPOLPARAKO | Haines Company, Inc. |
| 2000 | TUNYAPOLPARA P | Haines & Company |
| 1976 | Mc Cormick S A | Pacific Telephone |
| 1971 | Alsobrook J | Pacific Telephone |
| 1967 | Shimada Hiromi | Pacific Telephone |
| 1962 | Diamond Leonard | Pacific Telephone |
| 1958 | Teske Edmund | Pacific Telephone |
| 1942 | Garwig Opal clk | Los Angeles Directory Co. |
| | Gossard Weston D Dorothy clk OLI Co | Los Angeles Directory Co. |
| 1937 | SMITH Elmer L Elsie clk | Los Angeles Directory Co. |
| | SMITH Harold | Los Angeles Directory Co. |
| 1933 | CRAMER Richd Hilda | Los Angeles Directory Co. |
| | Lang Carl J Anna | Los Angeles Directory Co. |
| | Latier Jean clk | Los Angeles Directory Co. |
| | NELSON Nels P | Los Angeles Directory Co. |
| 1924 | Lange Carl bldg contr | Los Angeles Directory Co. |

**1402 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | GOLONKATaylor | Haines Company, Inc. |
| 2000 | XXXX | Haines & Company |
| 1981 | JARANI FREDERICA | Pacific Telephone |
| | WYATT KEITH | Pacific Telephone |
| 1976 | Matthei Dorothy Mae | Pacific Telephone |
| 1971 | Matthei Dorothy Mae | Pacific Telephone |
| | Postar Stanley | Pacific Telephone |
| 1967 | Wade John | Pacific Telephone |

| Year | Uses | Source |
|---|---|---|
| 1951 | Murray Dr Koff Howard F r | Pacific Telephone & Telegraph Co. |
| 1942 | Crooks Wm cable splicer | Los Angeles Directory Co. |
| | MILLER John B Marion chf clk OLI Co | Los Angeles Directory Co. |
| | POWERS Ray slsmn | Los Angeles Directory Co. |

## Murray Dr

**1404 Murray Dr**

| Year | Uses | Source |
|---|---|---|
| 2010 | DOT ORG POWER | EDR Digital Archive |
| | DOT ORG POWER | EDR Digital Archive |

## MURRAY DR

**1404 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | BAKER Nicholas | Haines Company, Inc. |
| 2000 | BAKER Nicholas | Haines & Company |
| 1976 | Watson Geo R | Pacific Telephone |
| 1971 | Watson Geo R | Pacific Telephone |
| 1958 | Watson Geo R | Pacific Telephone |
| 1951 | Murry Dr Watson Geo R r | Pacific Telephone & Telegraph Co. |
| 1942 | POWELL Wm E jwlr | Los Angeles Directory Co. |
| | POWELL Edw watch repr | Los Angeles Directory Co. |
| | LEHMANN C Leon Veta dep Sleriff | Los Angeles Directory Co. |
| 1937 | Powell Edw watch repr | Los Angeles Directory Co. |
| | LEHMANN Chester L dep sheriff | Los Angeles Directory Co. |
| | Cavett Jas I Nellie | Los Angeles Directory Co. |
| 1933 | NELSON Harold meat ctr | Los Angeles Directory Co. |
| | NELSON Sylvester Thelma M M | Los Angeles Directory Co. |
| 1929 | h | Los Angeles Directory Co. |
| | Wapner Jos M Fanny lawyer | Los Angeles Directory Co. |
| 1924 | Wesley Ben H aud Western Auto Supply Co h | Los Angeles Directory Co. |

**1405 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 1990 | HIGHTOWER RAYMOND W | Pacific Bell |
| 1986 | HIGHTOWER RAYMOND W | Pacific Bell |
| 1976 | Wayne Jas | Pacific Telephone |

| Year | Uses | Source |
|---|---|---|
| 1971 | Wang Jos M T | Pacific Telephone |
| 1958 | Diaz Raul | Pacific Telephone |
| 1942 | Mc MAHON Loy Maxine slsmn GSCo | Los Angeles Directory Co. |
| 1937 | KING Marie tel opr Independent Refiners Assn | Los Angeles Directory Co. |

**1409 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | o CRUZKirk | Haines Company, Inc. |
| 2000 | XXXX | Haines & Company |
| 1986 | MICZEK R | Pacific Bell |
| 1981 | BECK MICHAEL C | Pacific Telephone |
| 1971 | Beck Michael C | Pacific Telephone |
| 1962 | Snider Charlotte | Pacific Telephone |
| 1958 | Snider Charlotte | Pacific Telephone |
| 1951 | Murry Dr Ryan Arthur T r | Pacific Telephone & Telegraph Co. |
| 1942 | SHEARER Royal W Jean L sta mgr UOCo | Los Angeles Directory Co. |
| 1937 | Demmons Wesley | Los Angeles Directory Co. |
| | Demmons Alice Mrs slsmgr Dermetics Inc | Los Angeles Directory Co. |
| 1933 | Warnisch John slsmn | Los Angeles Directory Co. |

**1410 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | VALENTINE E | Haines Company, Inc. |
| 2000 | TAKEI Shinichi | Haines & Company |
| | a 1/2 VALENTINE E | Haines & Company |
| 1958 | Murphy Edgar B | Pacific Telephone |
| 1951 | Murry Dr Murphy Edgar B r | Pacific Telephone & Telegraph Co. |
| 1942 | FOSTER Warren artist LSP | Los Angeles Directory Co. |
| 1933 | CHANEY Saml E Beulah L v pres United Exploration Co Ltd | Los Angeles Directory Co. |
| 1929 | CHANEY Saml E Beulah mining eng | Los Angeles Directory Co. |

**1411 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | WADAChristine | Haines Company, Inc. |
| | HALLENKarln | Haines Company, Inc. |
| 2000 | EISENBERG Alice | Haines & Company |
| 1971 | Kinney Ronald F | Pacific Telephone |
| 1967 | Ginevra Michael L | Pacific Telephone |

| Year | Uses | Source |
|---|---|---|
| 1958 | Sando John | Pacific Telephone |
| | Butterfield Queen | Pacific Telephone |
| 1951 | Murry Dr Sando John r | Pacific Telephone & Telegraph Co. |
| | Murray Dr Stowell Raymond J Jr r | Pacific Telephone & Telegraph Co. |
| 1942 | HUBER Jos acct | Los Angeles Directory Co. |
| | Baltz Ruth Mrs | Los Angeles Directory Co. |
| 1937 | GORDON Jean clk | Los Angeles Directory Co. |
| | Baltz Paul clk | Los Angeles Directory Co. |
| | Baltz Paul clk | Los Angeles Directory Co. |

**1412 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | o POGOSTIN Stephen | Haines Company, Inc. |
| 2000 | POGOSTIEN Stephen | Haines & Company |
| 1976 | Ault Dale B | Pacific Telephone |
| 1971 | Appel Mark | Pacific Telephone |
| 1951 | Murray Dr Christos Peter r | Pacific Telephone & Telegraph Co. |
| 1942 | WATSON Geo R Mamie E | Los Angeles Directory Co. |
| 1937 | WATSON Geo H Mamie mgr Acme Newspictures Inc | Los Angeles Directory Co. |
| 1933 | WATSON Herbt P | Los Angeles Directory Co. |
| | WATSON Geo R Mamie E mgr Acme Newspictures Inc | Los Angeles Directory Co. |
| 1929 | WATSON Geo R Mamie photog h | Los Angeles Directory Co. |
| 1924 | WATSON GEO B Photographer Los Angeles Times h | Los Angeles Directory Co. |

**1413 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | No Current Listing | Haines Company, Inc. |
| 2000 | XXXX | Haines & Company |
| 1951 | Murry Dr Hine Alexander Thelma r | Pacific Telephone & Telegraph Co. |
| | Murry Dr Mautz Gerald R r | Pacific Telephone & Telegraph Co. |
| 1942 | Canfield Claude E slsmn GSCo | Los Angeles Directory Co. |
| 1937 | Resch Julia M sten Buddy Seat Cover Co | Los Angeles Directory Co. |
| | BERNSTEIN Harry Rose gro | Los Angeles Directory Co. |

**1415 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 2006 | MAMIng | Haines Company, Inc. |
| 2000 | MA Ming | Haines & Company |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1981 | FRIEDLAND J | Pacific Telephone |
| 1976 | Tschudin C A | Pacific Telephone |
| 1971 | Tschudin CA | Pacific Telephone |
| 1958 | Tschudin C A | Pacific Telephone |
| 1951 | Murry Dr Tschudin C A r | Pacific Telephone & Telegraph Co. |
| 1942 | Tschudin Ceaser A Ann slsmn | Los Angeles Directory Co. |
| 1937 | Genhart Arnold Mary waiter | Los Angeles Directory Co. |
| 1933 | Mooney Clement F Loretta br mgr Personal Finance Co Ltd | Los Angeles Directory Co. |
| 1929 | Bell Amos P Martha slsmn | Los Angeles Directory Co. |

**1402 1/2 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 1981 | JOCHEIM R | Pacific Telephone |

**1411 1/2 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 1981 | FRIEDRICHS CURTIS L | Pacific Telephone |

**1413 1/2 MURRAY DR**

| Year | Uses | Source |
|---|---|---|
| 1990 | BARKER WM III | Pacific Bell |

## SUNSET BLVD

**3300 SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1981 | RAUL S BODY SHOP | Pacific Telephone |
| 1942 | CRUM Jos W Gretchen L gas sta | Los Angeles Directory Co. |
| 1937 | Go Gas Gasoline Co J De Bell exec v pres office | Los Angeles Directory Co. |
| 1933 | Go Gas Super Service Co Jos De Bell mgr | Los Angeles Directory Co. |

## SUNSET BLVD W

**3200 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | NATNAN Chaim | Haines & Company |

# FINDINGS

**3201 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 1951 | W Sunset Abco Incinerator Co | Pacific Telephone & Telegraph Co. |

**3202 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | FRANKS DISCOUNT STORE | Haines & Company |
| | a 1/2 DEMATA Agustin | Haines & Company |
| | FECSKE Edward | Haines & Company |
| | QUINTANILLA Ana M | Haines & Company |
| | GALLEGOS Rafael | Haines & Company |

**3204 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | COMPUTERS LA | Haines & Company |

**3206 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | CARLAS BEAUTY STUDIO | Haines & Company |
| 1951 | W Sunset Aunt Mollys Delicatessen | Pacific Telephone & Telegraph Co. |

**3208 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | BOTANICA THAI ONI | Haines & Company |
| 1951 | W Sunst Bl Wright M E Lumbr Co whsle | Pacific Telephone & Telegraph Co. |

**3210 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | a 1/2 EL TORITO THRIFT SH | Haines & Company |
| | SAN DIEGO GLASS | Haines & Company |
| 1951 | Sunset Vasconcellos Jos Inc | Pacific Telephone & Telegraph Co. |
| | W Sunst Bl Frigidcold Co coml refrigtn eq | Pacific Telephone & Telegraph Co. |

**3212 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | JONES DECORATING CO | Haines & Company |

**3214 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | XXXX | Haines & Company |

# FINDINGS

**3233 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | XXXX | Haines & Company |

**3235 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | ABAYA ALTERATIONS & CLOTHINGS | Haines & Company |
| 1951 | Sunset Ward Hugh H Co rl est | Pacific Telephone & Telegraph Co. |

**3237 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | MCGARRY H PATK ATTY | Haines & Company |
| | SUAZO GLORIA G | Haines & Company |

**3268 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | a 1/2 FLAMINGO MEDICAL SUPPLY | Haines & Company |

**3300 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | ROAD AND FREEWAY TOWING | Haines & Company |
| | RAULS AUTO REPAIR & BODY SHOP | Haines & Company |
| | MOCEROS AUTO CENTER | Haines & Company |

**3301 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | XXXX | Haines & Company |

**3303 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | LATIN EVANGELICAL IMMGRTN SVS | Haines & Company |
| 1951 | Sunset Sunset Poultry Mkt | Pacific Telephone & Telegraph Co. |

**3312 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | MARTINO ED PHYSIC BOOKS | Haines & Company |

**3313 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | XXXX | Haines & Company |

# FINDINGS

**3314 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | LETELIER CHRISTINA | Haines & Company |

**3315 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 1951 | Sunst Bl Warner Luggage & Leather Goods Mfg Co | Pacific Telephone & Telegraph Co. |

**3316 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | GEE Harry | Haines & Company |
| 1951 | Sunset Harmon Bryant M r | Pacific Telephone & Telegraph Co. |
| | Sunset Farmers Insurance Group district offices Silver Lake Ofc | Pacific Telephone & Telegraph Co. |
| | Sunset Harmon Bryant M Farmers Ins Group | Pacific Telephone & Telegraph Co. |
| | Sunst Bl Television Warranties of U S Inc | Pacific Telephone & Telegraph Co. |

**3318 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | GARCIA Walter | Haines & Company |

**3320 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | XXXX | Haines & Company |
| 1951 | Sunset Jones Grafton rl est | Pacific Telephone & Telegraph Co. |
| | Sunset Ace Hi Floor Serv | Pacific Telephone & Telegraph Co. |

**3321 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | LATIN EVANGELICAL IMMGRTN SRVS | Haines & Company |
| 1951 | Sunset Sunset Fireplace Screen Co | Pacific Telephone & Telegraph Co. |
| | Sunset Sunset Screen Fireplace Co | Pacific Telephone & Telegraph Co. |

**3322 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | ZAMORA BROS MEATS | Haines & Company |
| 1951 | Sunset King Cole Mkts Inc general offices | Pacific Telephone & Telegraph Co. |

**3323 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | XXXX | Haines & Company |

**3324 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | L C A | Haines & Company |
| | HOLLYWD SUNSET CLNC | Haines & Company |
| | FREE CLINICS THE | Haines & Company |
| | CARA A CARA LATINO AIDS PRJCT | Haines & Company |
| 1951 | Sunset Calif State of mental hygiene clinic | Pacific Telephone & Telegraph Co. |
| | Sunset L A State Mental Hygiene Clinic | Pacific Telephone & Telegraph Co. |

**3325 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 2000 | NEW HARVEST CHRISTIAN FELLWSHP | Haines & Company |

**3327 SUNSET BLVD W**

| Year | Uses | Source |
|---|---|---|
| 1951 | W Sunst Bl Safety Incinerator Co Inc | Pacific Telephone & Telegraph Co. |

## W SUNSET BLVD

**3110 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1990 | JOE S AUTO ELECTRIC | Pacific Bell |
| 1976 | Manuel & Leos Mechanic Shop | Pacific Telephone |
| 1971 | Manuel & Leos Mechanic Shop | Pacific Telephone |
| 1967 | Erv Inn | Pacific Telephone |

**3112 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | SPEEDWORKZ | Haines Company, Inc. |
| 1990 | FABRA CARMEN | Pacific Bell |
| 1971 | Silverlake Chinese Hand Laundry | Pacific Telephone |

**3114 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1986 | CASCO LUIS ANTONIO | Pacific Bell |
| | GUERRERO FERNANDO | Pacific Bell |
| 1981 | CONDE DOMLNGO | Pacific Telephone |
| | MORENO LEANDRO | Pacific Telephone |
| 1976 | Leon Francisca | Pacific Telephone |
| 1971 | Betancourt Leo | Pacific Telephone |
| 1962 | Howard Catherine Mrs | Pacific Telephone |

| Year | Uses | Source |
|---|---|---|
| 1958 | Howard Catherine Mrs | Pacific Telephone |
| | Albanese Alfonzina | Pacific Telephone |

## W Sunset Blvd

**3116 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | LETICIAS MINI MARKET | EDR Digital Archive |
| | MOOSHOES LA | EDR Digital Archive |
| | LETICIAS MINI MARKET | EDR Digital Archive |
| | MOOSHOES LA | EDR Digital Archive |
| 2010 | LETICIAS MINI MARKET | EDR Digital Archive |
| | BELTRAN MARIO | EDR Digital Archive |
| | BELTRAN MARIO | EDR Digital Archive |
| | LETICIAS MINI MARKET | EDR Digital Archive |

## W SUNSET BLVD

**3116 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | LEONJEWELRY | Haines Company, Inc. |
| | AND DIAMONDS | Haines Company, Inc. |
| | LETICIASMINI | Haines Company, Inc. |
| | MARKET | Haines Company, Inc. |
| 1990 | PACK JEWELRY | Pacific Bell |
| 1986 | PACK JEWELRY | Pacific Bell |
| 1981 | PACK JEWELRY | Pacific Telephone |
| 1976 | Pack Jewelry | Pacific Telephone |
| 1967 | Industrial Arts Painting Decorating Corp | Pacific Telephone |
| 1962 | Canyon Upholstery | Pacific Telephone |
| 1958 | WILSHIRE RUG CLEANING CO | Pacific Telephone |

**3118 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1990 | EL BATEY | Pacific Bell |
| 1986 | EL BATEY | Pacific Bell |
| 1981 | EL BATEY | Pacific Telephone |
| 1976 | El Batey | Pacific Telephone |
| 1971 | Batey E L | Pacific Telephone |
| 1967 | Batey E L | Pacific Telephone |

| Year | Uses | Source |
|---|---|---|
| 1962 | Feeney Realty Co | Pacific Telephone |

## W Sunset Blvd

**3120 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2010 | VENUS II | EDR Digital Archive |
| | VENUS II | EDR Digital Archive |

## W SUNSET BLVD

**3120 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | VENUSIIBTYSLN | Haines Company, Inc. |
| 1990 | VENUS II BTY SLN | Pacific Bell |
| 1986 | VENUS II BTY SLN | Pacific Bell |
| 1981 | VENUS II BTY SLN | Pacific Telephone |
| 1976 | Lotus Beauty Salon | Pacific Telephone |
| 1971 | Lotus Beauty Salon | Pacific Telephone |
| 1967 | Lotus Beauty Salon | Pacific Telephone |
| 1962 | Winifreds Beauty Salon | Pacific Telephone |
| 1958 | Winifreds Beauty Salon | Pacific Telephone |

**3123 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1981 | IGLESIA DE DIOS | Pacific Telephone |
| 1976 | News Advertiser | Pacific Telephone |
| | Emanuel Realty Co | Pacific Telephone |
| 1967 | Ellis Richard H | Pacific Telephone |
| | Ellis Jocelyn R | Pacific Telephone |

## W Sunset Blvd

**3124 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | EXPRESS ELECTRIC SERVICE CO | EDR Digital Archive |
| | EXPRESS ELECTRIC SERVICE CO | EDR Digital Archive |
| 2010 | EXPRESS ELECTRIC SERVICE CO | EDR Digital Archive |
| | EXPRESS ELECTRIC SERVICE CO | EDR Digital Archive |

# FINDINGS

## W SUNSET BLVD

### 3124 W SUNSET BLVD

| Year | Uses | Source |
|---|---|---|
| 2006 | EXPRESS ELECTRIC 323 666 ON | Haines Company, Inc. |
| 1986 | ZAPATA UPHOLSTERY | Pacific Bell |
| 1981 | ZAPATA UPHOLSTERY | Pacific Telephone |
| 1976 | Cardine S | Pacific Telephone |
| 1971 | SILVERLAKE TERMITE CONTROL | Pacific Telephone |
| | Keene Robt L Silverlake Termite Control | Pacific Telephone |

### 3128 W SUNSET BLVD

| Year | Uses | Source |
|---|---|---|
| 2006 | COIN OP CARWASH | Haines Company, Inc. |
| 1990 | COIN-OP CAR WASH | Pacific Bell |
| 1986 | COIN-OP CAR WASH | Pacific Bell |
| 1981 | COIN OP CAR WASH | Pacific Telephone |
| 1976 | UNITED UPHOLSTERING CO | Pacific Telephone |

## W Sunset Blvd

### 3129 W Sunset Blvd

| Year | Uses | Source |
|---|---|---|
| 2014 | WESTERLY COFFEE SHOP | EDR Digital Archive |
| | DIABLO TACO | EDR Digital Archive |
| | PLAYAS DE ROSARITO | EDR Digital Archive |
| | DIABLO TACO | EDR Digital Archive |
| | WESTERLY COFFEE SHOP | EDR Digital Archive |
| | PLAYAS DE ROSARITO | EDR Digital Archive |
| 2010 | PLAYAS DE ROSARITO | EDR Digital Archive |
| | LA PARRILLA ENTERPRISES INC | EDR Digital Archive |
| | LA PARRILLA ENTERPRISES INC | EDR Digital Archive |
| | PLAYAS DE ROSARITO | EDR Digital Archive |

## W SUNSET BLVD

### 3129 W SUNSET BLVD

| Year | Uses | Source |
|---|---|---|
| 2006 | PLAYAS DE | Haines Company, Inc. |
| | ROSARITO | Haines Company, Inc. |
| 1990 | PLAYAS DE ROSARITO | Pacific Bell |

## W Sunset Blvd

### 3131 W Sunset Blvd

| Year | Uses | Source |
|---|---|---|
| 2014 | EL SIETE MARES | EDR Digital Archive |
| | DURO | EDR Digital Archive |
| | EL SIETE MARES | EDR Digital Archive |
| | DURO | EDR Digital Archive |
| 2010 | EL SIETE MARES | EDR Digital Archive |
| | EL SIETE MARES | EDR Digital Archive |

## W SUNSET BLVD

### 3131 W SUNSET BLVD

| Year | Uses | Source |
|---|---|---|
| 2006 | EL SIETE MARES | Haines Company, Inc. |
| 1986 | EL 7 MARES SEAFOOD RESTRNT | Pacific Bell |
| 1981 | EL 7 MARES SEAFOOD RESTRNT | Pacific Telephone |
| 1976 | Meza Jose L | Pacific Telephone |
| | Casa De Ybarra | Pacific Telephone |
| 1971 | Cass Ybarra restrnt | Pacific Telephone |
| 1967 | Ybarra Casa De restrnt | Pacific Telephone |
| | CASA DE YBARRA restrnt | Pacific Telephone |
| 1962 | CASA DE YBARRA restrnt | Pacific Telephone |
| | Ybarra Casa de restrnt | Pacific Telephone |
| 1958 | Casa de Ybarra restrnt | Pacific Telephone |
| | Casa Ybarra Be restrnt | Pacific Telephone |
| | Ybarra Casa de restrnt | Pacific Telephone |

### 3132 W SUNSET BLVD

| Year | Uses | Source |
|---|---|---|
| 1962 | China Hut | Pacific Telephone |

### 3133 W SUNSET BLVD

| Year | Uses | Source |
|---|---|---|
| 1981 | MEZA JOSE L | Pacific Telephone |

### 3134 W SUNSET BLVD

| Year | Uses | Source |
|---|---|---|
| 1967 | Chopsticks The restrnt | Pacific Telephone |

# FINDINGS

## W Sunset Blvd

### 3140 W Sunset Blvd

| Year | Uses | Source |
|---|---|---|
| 2010 | AUTO PLUS | EDR Digital Archive |
| | AUTO PLUS | EDR Digital Archive |

## W SUNSET BLVD

### 3140 W SUNSET BLVD

| Year | Uses | Source |
|---|---|---|
| 2006 | AUTO PLUS | Haines Company, Inc. |
| 1990 | THRIFTY DRIVE IN MARKET | Pacific Bell |
| 1986 | LOTTERY CALIFORNIA STATE AGENCIES INSTANT TICKET GAMES | Pacific Bell |
| 1981 | THRIFTY MARKET | Pacific Telephone |
| 1976 | Rockview Drive In Dairy | Pacific Telephone |
| | Thrifty Drive In Dairy | Pacific Telephone |
| 1962 | Matsushita Ray Richfield Serv Stn | Pacific Telephone |
| | Richfield Serv Stn | Pacific Telephone |
| 1958 | Williams Russ Richfield Serv Stn | Pacific Telephone |
| | Richfield Serv Stn | Pacific Telephone |

### 3141 W SUNSET BLVD

| Year | Uses | Source |
|---|---|---|
| 1990 | HINES MABEL PET SHOPPE | Pacific Bell |
| 1986 | HINES MABEL PET SHOPPE | Pacific Bell |
| 1981 | HINES MABEL PET SHOPPE | Pacific Telephone |
| 1976 | Hines Mabel Pet Shoppe | Pacific Telephone |
| 1971 | Hines Mabel Pet Shoppe | Pacific Telephone |
| 1967 | Hines Mabel Pet Shoppe | Pacific Telephone |
| 1962 | Hines Mabel Pet Shopee | Pacific Telephone |
| 1958 | Hines Proof Tested Pet Foods Inc | Pacific Telephone |

## W Sunset Blvd

### 3143 W Sunset Blvd

| Year | Uses | Source |
|---|---|---|
| 2014 | LAPAYITA SIETE MARES | EDR Digital Archive |
| | LAPAYITA SIETE MARES | EDR Digital Archive |
| 2010 | LAPAYITA SIETE MARES | EDR Digital Archive |

| Year | Uses | Source |
|---|---|---|
| 2010 | LAPAYITA SIETE MARES | EDR Digital Archive |

## W SUNSET BLVD

**3143 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | MARES | Haines Company, Inc. |
| | LAPAYITASIETE | Haines Company, Inc. |
| 1967 | Rue De La Paix Poodie Salon | Pacific Telephone |
| 1962 | GASPER TILE CO | Pacific Telephone |
| | Davies Frank | Pacific Telephone |
| 1958 | Wayne Tile Co | Pacific Telephone |

## W Sunset Blvd

**3200 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | SAMOSA HOUSE NORTH | EDR Digital Archive |
| | SAMOSA HOUSE NORTH | EDR Digital Archive |
| 2010 | DISALVIO S INC | EDR Digital Archive |
| | DISALVIO S INC | EDR Digital Archive |

## W SUNSET BLVD

**3200 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | DUSTYS | Haines Company, Inc. |
| 1990 | LA AMERICA RESTAURANT | Pacific Bell |
| 1986 | LA AMERICA RESTAURANT | Pacific Bell |
| 1981 | RICE C L DR | Pacific Telephone |
| | LASROCAS RESTAURANT | Pacific Telephone |
| | LAS ROCAS | Pacific Telephone |
| 1971 | Condos Restaurant | Pacific Telephone |
| 1967 | Condes Restaurant | Pacific Telephone |
| 1958 | Sunset Sundries | Pacific Telephone |

**3201 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1958 | Davies Frank Bakern Pest Control Co | Pacific Telephone |
| | Craft Tile Co | Pacific Telephone |

| Year | Uses | Source |
|---|---|---|
| 1958 | BAKERN PEST CONTROL CO | Pacific Telephone |

## W Sunset Blvd

**3202 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | SPANK & SPIKE | EDR Digital Archive |
| | SPANK & SPIKE | EDR Digital Archive |
| 2010 | SPANK & SPIKE | EDR Digital Archive |
| | SPANK & SPIKE | EDR Digital Archive |

## W SUNSET BLVD

**3202 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | DEMATAAgustin | Haines Company, Inc. |
| | FECSKE Edward | Haines Company, Inc. |
| | LABAUT P | Haines Company, Inc. |
| | SPANK& SPIKE | Haines Company, Inc. |
| 1990 | LUI JACK MIN ARCHITECT & ASSOCIATES | Pacific Bell |
| 1986 | LUI JACK MIN ARCHITECT & ASSOCIATES | Pacific Bell |
| 1981 | IMPERIAL DRESS SHOP | Pacific Telephone |
| 1976 | Almazan Francisco | Pacific Telephone |
| | Imperial Dress Shop | Pacific Telephone |
| 1971 | Conde Domingo | Pacific Telephone |
| | Hernandez Martha | Pacific Telephone |
| | Mejia Juan | Pacific Telephone |
| 1967 | Overstreet Howard | Pacific Telephone |
| 1962 | Benoit Barbara | Pacific Telephone |
| | Montgomery Gail | Pacific Telephone |
| | Sams Dry Cleaners & Laundry | Pacific Telephone |
| 1958 | Blum M | Pacific Telephone |
| | Fuji Dry Clnrs | Pacific Telephone |
| | Reitzen Milton H | Pacific Telephone |
| | Roewer Ed | Pacific Telephone |
| | Roewer Ruth | Pacific Telephone |

## W Sunset Blvd

**3204 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | DUST MUFFIN | EDR Digital Archive |
| | DUST MUFFIN | EDR Digital Archive |
| 2010 | SUMIS | EDR Digital Archive |
| | PEPES THRIFT SHOP | EDR Digital Archive |
| | SUMIS | EDR Digital Archive |
| | PEPES THRIFT SHOP | EDR Digital Archive |

## W SUNSET BLVD

**3204 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | SUMIS | Haines Company, Inc. |
| 1986 | EDGAR FASHIONS | Pacific Bell |
| 1981 | EDGAR FASHIONS | Pacific Telephone |

## W Sunset Blvd

**3206 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | FOOD LAB CAFE SILVERLAKE | EDR Digital Archive |
| | FOOD LAB CAFE SILVERLAKE | EDR Digital Archive |
| 2010 | CARDONES ITALIAN DELI | EDR Digital Archive |
| | FOOD LAB CAFE SILVERLAKE | EDR Digital Archive |
| | RADOVANOVITCH SARA | EDR Digital Archive |
| | CARDONES ITALIAN DELI | EDR Digital Archive |
| | RADOVANOVITCH SARA | EDR Digital Archive |
| | FOOD LAB CAFE SILVERLAKE | EDR Digital Archive |

## W SUNSET BLVD

**3206 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | MI ALMA | Haines Company, Inc. |
| 1976 | T & C Dressmakers | Pacific Telephone |
| 1971 | Gian Fashion | Pacific Telephone |
| 1958 | Mollys Delicatessen | Pacific Telephone |

# FINDINGS

## W Sunset Blvd

**3208 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2010 | MESH AND LACE INC | EDR Digital Archive |
| | MESH AND LACE INC | EDR Digital Archive |

## W SUNSET BLVD

**3208 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | MADNESS IS WSDM | Haines Company, Inc. |
| | SOMETIMES | Haines Company, Inc. |
| | PLETHORIC | Haines Company, Inc. |
| 1990 | MOLINA CARMEN | Pacific Bell |
| 1986 | MOLINA CARMEN | Pacific Bell |
| 1981 | MOLINA CARMEN | Pacific Telephone |
| 1976 | Orozcos Upholstery Shop | Pacific Telephone |
| | Big Daddys | Pacific Telephone |
| 1971 | Enchanted Soap Bubble The | Pacific Telephone |
| | Big Daddys | Pacific Telephone |
| 1967 | Big Daddys Bar | Pacific Telephone |
| 1962 | Big Daddys Bar | Pacific Telephone |
| | Associated Cabinet & Fixture Co | Pacific Telephone |
| | Display Dept | Pacific Telephone |

## W Sunset Blvd

**3210 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | IT SERVICE LLC | EDR Digital Archive |
| | SAN DIEGO GLASS | EDR Digital Archive |
| | EL TORITO THRIFT SHOP | EDR Digital Archive |
| | EL TORITO THRIFT SHOP | EDR Digital Archive |
| | SAN DIEGO GLASS | EDR Digital Archive |
| | IT SERVICE LLC | EDR Digital Archive |
| 2010 | SAN DIEGO GLASS | EDR Digital Archive |
| | EL TORITO THRIFT SHOP | EDR Digital Archive |
| | EL TORITO THRIFT SHOP | EDR Digital Archive |
| | SAN DIEGO GLASS | EDR Digital Archive |

# FINDINGS

## W SUNSET BLVD

**3210 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | SAN DIEGO GLASS | Haines Company, Inc. |
| | EL TORITO THRIFT | Haines Company, Inc. |
| 1986 | CHAVEZ FOOD MARKET | Pacific Bell |
| 1976 | Margarets Dress Shop | Pacific Telephone |
| 1971 | Angeles Leather & Findings Co | Pacific Telephone |

## W Sunset Blvd

**3212 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | CASA VICTORIA FURNITURE | EDR Digital Archive |
| | CASA VICTORIA FURNITURE | EDR Digital Archive |
| 2010 | CASA VICTORIA FURNITURE | EDR Digital Archive |
| | CASA VICTORIA FURNITURE | EDR Digital Archive |

## W SUNSET BLVD

**3212 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | FURNITURE | Haines Company, Inc. |
| | CASAVICTORIA | Haines Company, Inc. |
| 1990 | DISTRIBUIDORA EL MONTE | Pacific Bell |
| 1986 | BOTANICA EL MONTE | Pacific Bell |
| 1981 | FASHION | Pacific Telephone |
| 1976 | Sunrise womens apprl retl | Pacific Telephone |

**3214 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1986 | MEDINA S CUSTOM WOODSHOP | Pacific Bell |
| 1981 | MEDINA S CUSTOM WOODSHOP | Pacific Telephone |
| 1976 | Holden Elba | Pacific Telephone |
| 1971 | Grazziani Rebecca G drsmkng | Pacific Telephone |
| 1967 | Anthony Enterprises | Pacific Telephone |
| 1962 | K R Sales | Pacific Telephone |
| 1958 | K R Sales | Pacific Telephone |

# FINDINGS

## W Sunset Blvd

### 3216 W Sunset Blvd

| Year | Uses | Source |
|---|---|---|
| 2014 | DAISYS MARKET | EDR Digital Archive |
| | DAISYS MARKET | EDR Digital Archive |
| 2010 | DAISYS MARKET | EDR Digital Archive |
| | DAISYS MARKET | EDR Digital Archive |

## W SUNSET BLVD

### 3216 W SUNSET BLVD

| Year | Uses | Source |
|---|---|---|
| 2006 | DAISYS MARKET | Haines Company, Inc. |
| 1990 | J S GROCERY MARKET | Pacific Bell |
| 1986 | J S GROCERY MARKET | Pacific Bell |
| 1976 | Institutional Equip Co | Pacific Telephone |
| | Matthay John Sr Institutional Equip Co | Pacific Telephone |
| 1971 | Costellos Used Furniture | Pacific Telephone |
| 1967 | Globe Parcel Serv Inc | Pacific Telephone |
| 1962 | Globe Parcel Serv Inc | Pacific Telephone |
| 1958 | Aarons Portrait Serv Inc photgrphy | Pacific Telephone |

### 3218 W SUNSET BLVD

| Year | Uses | Source |
|---|---|---|
| 2006 | VALLADARESJuan | Haines Company, Inc. |
| | APARTMENTS | Haines Company, Inc. |
| | RIVAS OUlia | Haines Company, Inc. |
| | REYES Jorge | Haines Company, Inc. |
| | RENDONMario | Haines Company, Inc. |
| | LUNA Luis | Haines Company, Inc. |
| | LUGO Lillian | Haines Company, Inc. |
| | GUTIERREZCarlos | Haines Company, Inc. |
| | I GONZALEZ Cecilia | Haines Company, Inc. |
| | GONZALEZA | Haines Company, Inc. |
| | FELIZ Ezequiel | Haines Company, Inc. |
| | CRUZ Victor | Haines Company, Inc. |
| | CHAVEZ Jorge | Haines Company, Inc. |
| | ARTEAGA Ingrid | Haines Company, Inc. |
| 1990 | REYES CARMEN | Pacific Bell |

# FINDINGS

| Year | Uses | Source |
|---|---|---|
| 1986 | GUERRA JULIO | Pacific Bell |
| | GUEVARA FRANCISCO | Pacific Bell |
| | TAPIA GLAFIRA | Pacific Bell |
| | RODRIGUEZ GABRIEL | Pacific Bell |
| 1981 | BETENCOURT GONZALO | Pacific Telephone |
| | GONZALEZ CRISTINA | Pacific Telephone |
| | LOPEZ OLGA | Pacific Telephone |
| | MARTINEZ MARGIE | Pacific Telephone |
| | OLIVA LUIS G | Pacific Telephone |
| | REYES ADOLFO A | Pacific Telephone |
| | TAYLOR MARY FRANCES | Pacific Telephone |
| | ULLOA RAMIRO | Pacific Telephone |
| 1976 | Reyes Adolfo A | Pacific Telephone |
| | Trowe Lillian | Pacific Telephone |
| | Villegas Virginia | Pacific Telephone |
| 1962 | Bullock Jean | Pacific Telephone |
| 1958 | Othen Laura | Pacific Telephone |
| | Reece Mary | Pacific Telephone |
| | Sarni Mary P | Pacific Telephone |
| | Wilds J M | Pacific Telephone |

## W Sunset Blvd

**3224 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | SILVER LAKE LUXURY CAR RENTAL | EDR Digital Archive |
| | ATE RENT A CAR LLC | EDR Digital Archive |
| | SILVER LAKE LUXURY CAR RENTAL | EDR Digital Archive |
| | ATE RENT A CAR LLC | EDR Digital Archive |
| 2010 | SILVER LAKE LUXURY CAR RENTAL | EDR Digital Archive |
| | SILVER LAKE LUXURY CAR RENTAL | EDR Digital Archive |

## W SUNSET BLVD

**3224 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | SYSTEMS INC | Haines Company, Inc. |
| | WESTSi DE MOTORS | Haines Company, Inc. |
| 1990 | PHIL-INT L CAR SALES & LEASING | Pacific Bell |

| Year | Uses | Source |
|---|---|---|
| 1971 | Legal Switchboard | Pacific Telephone |
| | Search Bookstore | Pacific Telephone |
| | Search Center | Pacific Telephone |
| | Search Foundation | Pacific Telephone |
| | Search Foundation | Pacific Telephone |
| | Search Foundation Church | Pacific Telephone |
| | Search Foundation Church Inc | Pacific Telephone |

**3230 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1990 | PAT S DENTAL LABORATORY | Pacific Bell |

**3231 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | HASROUTI Therese | Haines Company, Inc. |
| | Dino A | Haines Company, Inc. |
| | CASTROMORALES | Haines Company, Inc. |
| 1986 | HAYES JOY | Pacific Bell |
| 1981 | HAYES JOY | Pacific Telephone |
| 1971 | Hayes Joy | Pacific Telephone |
| 1962 | Franklin B | Pacific Telephone |
| 1958 | Bebout Josephine A | Pacific Telephone |

**3233 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1971 | Tiras wigs | Pacific Telephone |

**3235 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | ABAYA | Haines Company, Inc. |
| | ALTERATIONS | Haines Company, Inc. |
| | ABAYA | Haines Company, Inc. |
| 1990 | FERNANDO S PHOTOGRAPHY & VIDEO | Pacific Bell |
| | FERNANDO S PHOTOGRAPHY | Pacific Bell |
| 1986 | FERNANDO S PHOTOGRAPHY | Pacific Bell |
| | FERNANDO S PHOTOGRAPHY | Pacific Bell |
| 1981 | FERNANDO S PHOTOGRAPHY | Pacific Telephone |
| | FERNANDO S PHOTOGRAPHY | Pacific Telephone |
| 1976 | Fernandos Photography | Pacific Telephone |

| Year | Uses | Source |
|---|---|---|
| 1976 | Fernandos Photography | Pacific Telephone |
| 1967 | Von Pumm Enterprise sgns | Pacific Telephone |
| | Premier Sales Co | Pacific Telephone |
| 1962 | Goodwil Termite Control | Pacific Telephone |
| 1958 | Goodwil Termite Control | Pacific Telephone |

## W Sunset Blvd

**3237 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | SUAZO GLORIA G | EDR Digital Archive |
| | LAW OFFICES RANDY ALEXANDER | EDR Digital Archive |
| | SUAZOS SECRETARY SERVICE | EDR Digital Archive |
| | LAW OFFICES RANDY ALEXANDER | EDR Digital Archive |
| | SUAZOS SECRETARY SERVICE | EDR Digital Archive |
| | SUAZO GLORIA G | EDR Digital Archive |
| 2010 | CONFEDERATION CENTRO AMERICANA | EDR Digital Archive |
| | LAW OFFICES RANDY ALEXANDER | EDR Digital Archive |
| | LAW OFFICES RANDY ALEXANDER | EDR Digital Archive |
| | CONFEDERATION CENTRO AMERICANA | EDR Digital Archive |

## W SUNSET BLVD

**3237 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | ALEXANDER RANDY | Haines Company, Inc. |
| | SUAZO GLORIAG | Haines Company, Inc. |
| | RANDY ALEXANDER | Haines Company, Inc. |
| | LAW OFFICES OF | Haines Company, Inc. |
| | SOUVENIRS | Haines Company, Inc. |
| | HONDURAS | Haines Company, Inc. |
| | SUAZO GLORIA G | Haines Company, Inc. |
| 1981 | SONIC TELEVISION | Pacific Telephone |
| 1976 | A & A ART & DRAFTING EQUIP REPAIR | Pacific Telephone |

**3260 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1967 | Love Seat The gifts | Pacific Telephone |

## W Sunset Blvd

**3300 W Sunset Blvd**

| Year | Uses | Source |
|---|---|---|
| 2014 | RONY TIRE CENTER | EDR Digital Archive |
| | RONY TIRE CENTER | EDR Digital Archive |
| 2010 | JAY MOTORS | EDR Digital Archive |
| | MOCERO S AUTO CENTER | EDR Digital Archive |
| | C & G AUTO BODY SHOP INC | EDR Digital Archive |
| | RAUL S BODY SHOP INC | EDR Digital Archive |
| | JAY MOTORS | EDR Digital Archive |
| | MOCERO S AUTO CENTER | EDR Digital Archive |
| | C & G AUTO BODY SHOP INC | EDR Digital Archive |
| | RAUL S BODY SHOP INC | EDR Digital Archive |

## W SUNSET BLVD

**3300 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | JAYMOTORS | Haines Company, Inc. |
| | SUNSETMOTOR | Haines Company, Inc. |
| | RAULS AUTO BODY | Haines Company, Inc. |
| 1990 | ANZ AUTO BODY | Pacific Bell |
| | SAN VICENTE AUTO CENTER | Pacific Bell |
| | RAUL S AUTO REPAIR AND BODY SHOP | Pacific Bell |
| 1986 | RAUL S AUTO REPAIR AND BODY SHOP | Pacific Bell |
| | ANZ AUTO BODY | Pacific Bell |
| 1981 | MANUEL S AUTO REPAIR | Pacific Telephone |
| | CHARLES AUTO BODY | Pacific Telephone |
| 1976 | Wolin Joseph M | Pacific Telephone |
| | Tonys Auto Sates | Pacific Telephone |
| | R & M Automotive | Pacific Telephone |
| | Jerrys Auto Body Shop | Pacific Telephone |

**3312 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1981 | FLORES TOM VALJE DRUMS | Pacific Telephone |
| | VALJE DRUMS | Pacific Telephone |
| 1976 | Flores Tom Valje Drums | Pacific Telephone |

| Year | Uses | Source |
|---|---|---|
| 1976 | VALJE DRUMS | Pacific Telephone |
| 1971 | Abacus Bookkeeping Service | Pacific Telephone |
| | Houston Advertising Service Co | Pacific Telephone |
| 1967 | Houston Advertising Serv Co | Pacific Telephone |
| 1962 | Houston Advertising Serv Co | Pacific Telephone |
| 1958 | Houston Advertising Serv Co | Pacific Telephone |

**3314 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 2006 | LETEUER | Haines Company, Inc. |
| | CHRISTINA | Haines Company, Inc. |
| | MARIO EL GUERO | Haines Company, Inc. |
| | TAX SERVICE | Haines Company, Inc. |
| 1981 | LIGHTNING COPIES | Pacific Telephone |
| 1971 | Flores Tom Valje Drums | Pacific Telephone |
| | VALJE DRUMS | Pacific Telephone |
| 1967 | Flores Tam Valje Drums | Pacific Telephone |
| | VALJE DRUMS | Pacific Telephone |
| 1962 | Flores Tom Valje Drums | Pacific Telephone |
| | VALJE DRUMS | Pacific Telephone |
| 1958 | Daugherty Norma Valje Drums | Pacific Telephone |
| | Valje Drums | Pacific Telephone |

**3316 W SUNSET BLVD**

| Year | Uses | Source |
|---|---|---|
| 1990 | REDDI CUTS HAIR SALON | Pacific Bell |
| 1986 | REDDI CUTS HAIR SALON | Pacific Bell |
| | THRIFTY ROOTER | Pacific Bell |
| 1976 | DAVIS DONN P ins | Pacific Telephone |
| | DAVIS HARMON & LIPPE ins | Pacific Telephone |
| | Harmon Bryant M ins | Pacific Telephone |
| | Legman Insurance Division Of Donn P Davis Agcy | Pacific Telephone |
| 1971 | Davis Donn P | Pacific Telephone |
| | Harmon Bryant M | Pacific Telephone |
| | Harmon Bryant M ins | Pacific Telephone |
| | Kinley Martin H Agcy ins | Pacific Telephone |
| | Martin H Kinley Agency Ins | Pacific Telephone |
| | Martin H Kinley Agency ins | Pacific Telephone |

**Exhibit C**

Aerial Photographs and Sanborn Map Report

**3209-3227 Sunset Blvd**

3209 Sunset Blvd

Los Angeles, CA 90026

Inquiry Number: 5354429.8

July 09, 2018

# The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

# EDR Aerial Photo Decade Package

07/09/18

**Site Name:**

3209-3227 Sunset Blvd
3209 Sunset Blvd
Los Angeles, CA 90026
EDR Inquiry # 5354429.8

**Client Name:**

ENCON Technologies Inc.
12145 Mora Drive
Santa Fe, CA 90670
Contact: Elizabeth Bartley

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

***Search Results:***

| Year | Scale | Details | Source |
|---|---|---|---|
| 2016 | 1"=500' | Flight Year: 2016 | USDA/NAIP |
| 2012 | 1"=500' | Flight Year: 2012 | USDA/NAIP |
| 2009 | 1"=500' | Flight Year: 2009 | USDA/NAIP |
| 2005 | 1"=500' | Flight Year: 2005 | USDA/NAIP |
| 2002 | 1"=500' | Flight Date: June 10, 2002 | USDA |
| 1994 | 1"=500' | Acquisition Date: May 31, 1994 | USGS/DOQQ |
| 1989 | 1"=500' | Flight Date: August 22, 1989 | USDA |
| 1981 | 1"=500' | Flight Date: February 17, 1981 | USGS |
| 1979 | 1"=500' | Flight Date: February 05, 1979 | USGS |
| 1977 | 1"=500' | Flight Date: April 25, 1977 | USGS |
| 1964 | 1"=500' | Flight Date: July 28, 1964 | USGS |
| 1952 | 1"=500' | Flight Date: August 02, 1952 | USGS |
| 1948 | 1"=500' | Flight Date: July 10, 1948 | USGS |
| 1938 | 1"=500' | Flight Date: May 22, 1938 | USDA |
| 1928 | 1"=500' | Flight Date: January 01, 1928 | USGS |
| 1923 | 1"=500' | Flight Date: January 01, 1923 | FAIR |

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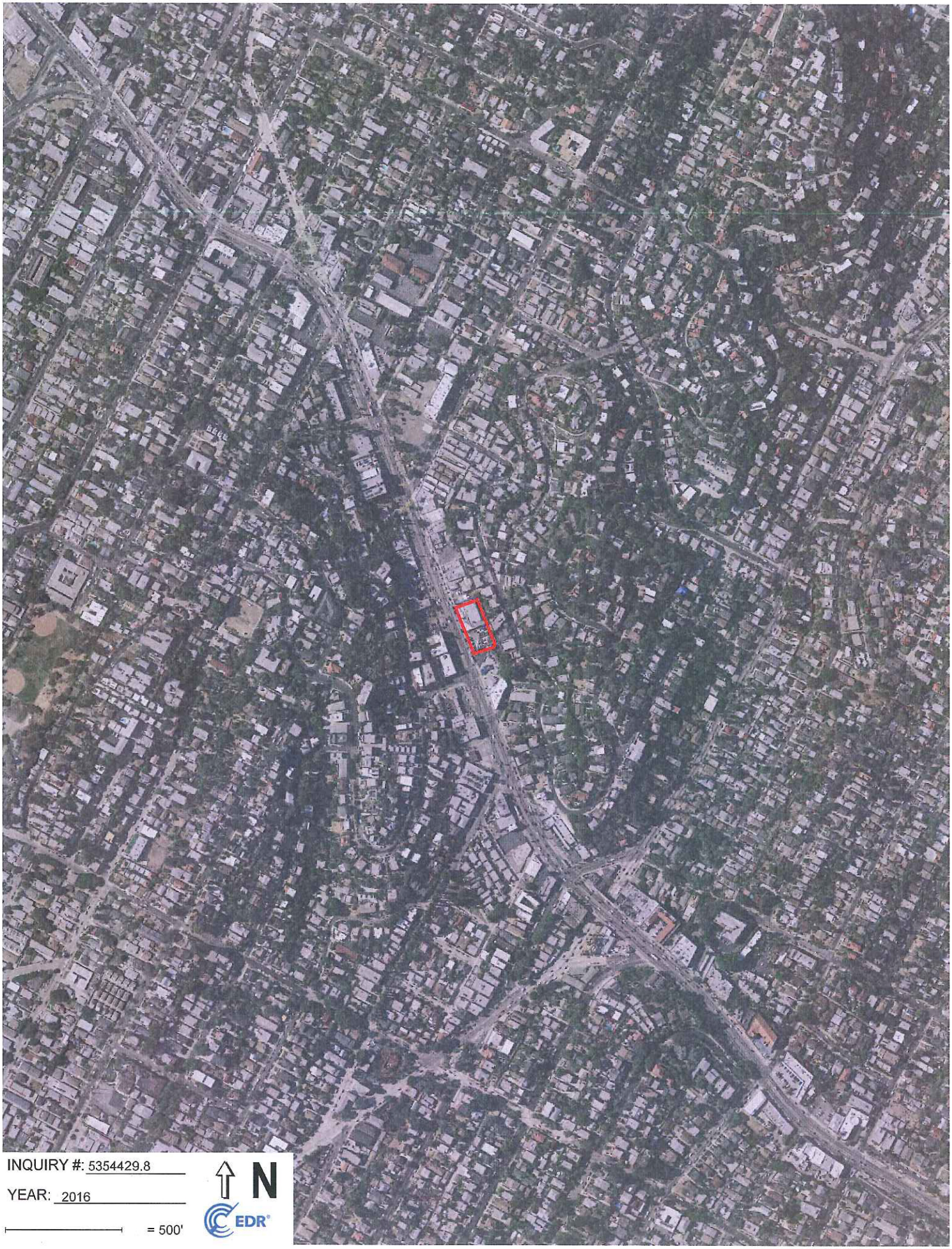

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EDR



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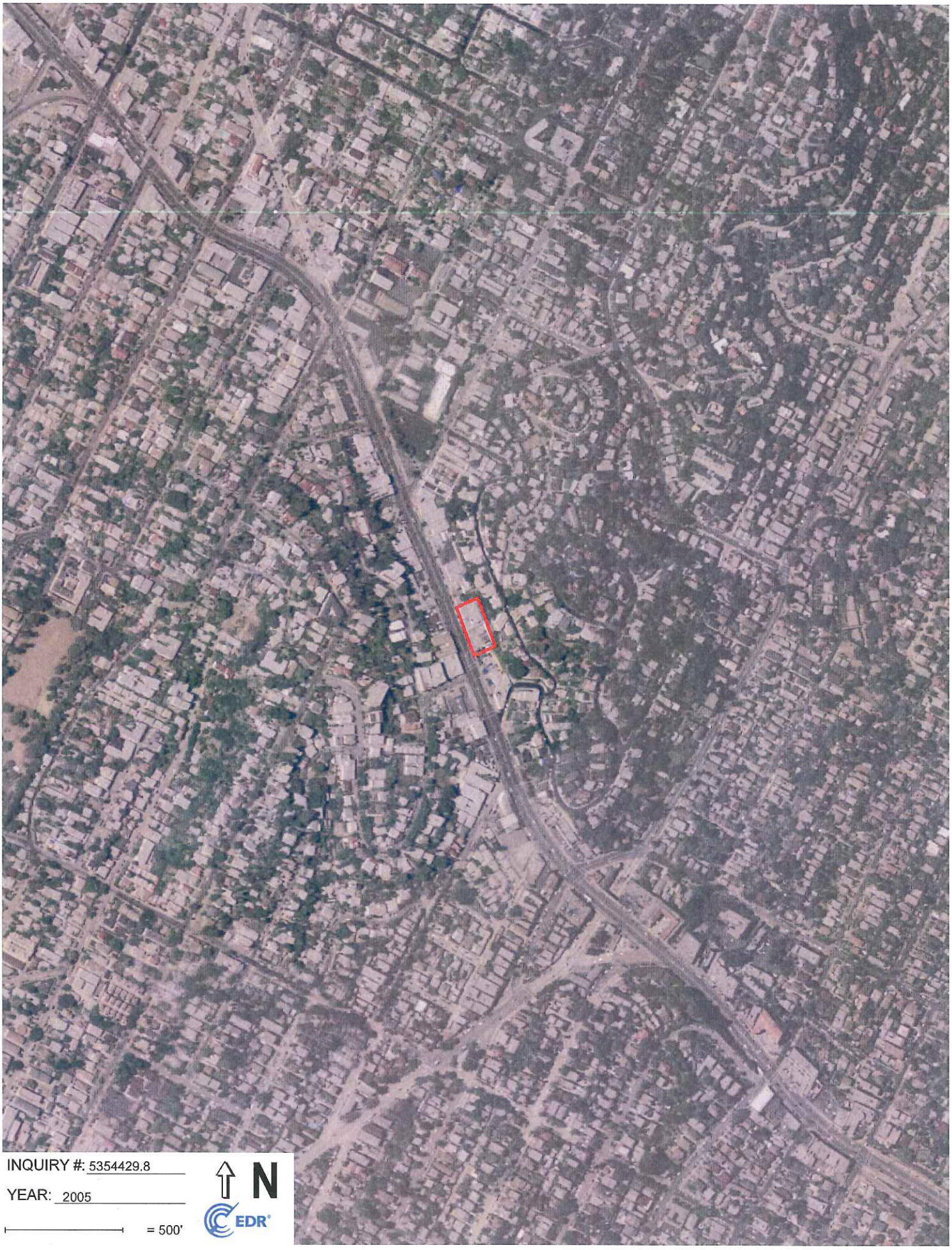

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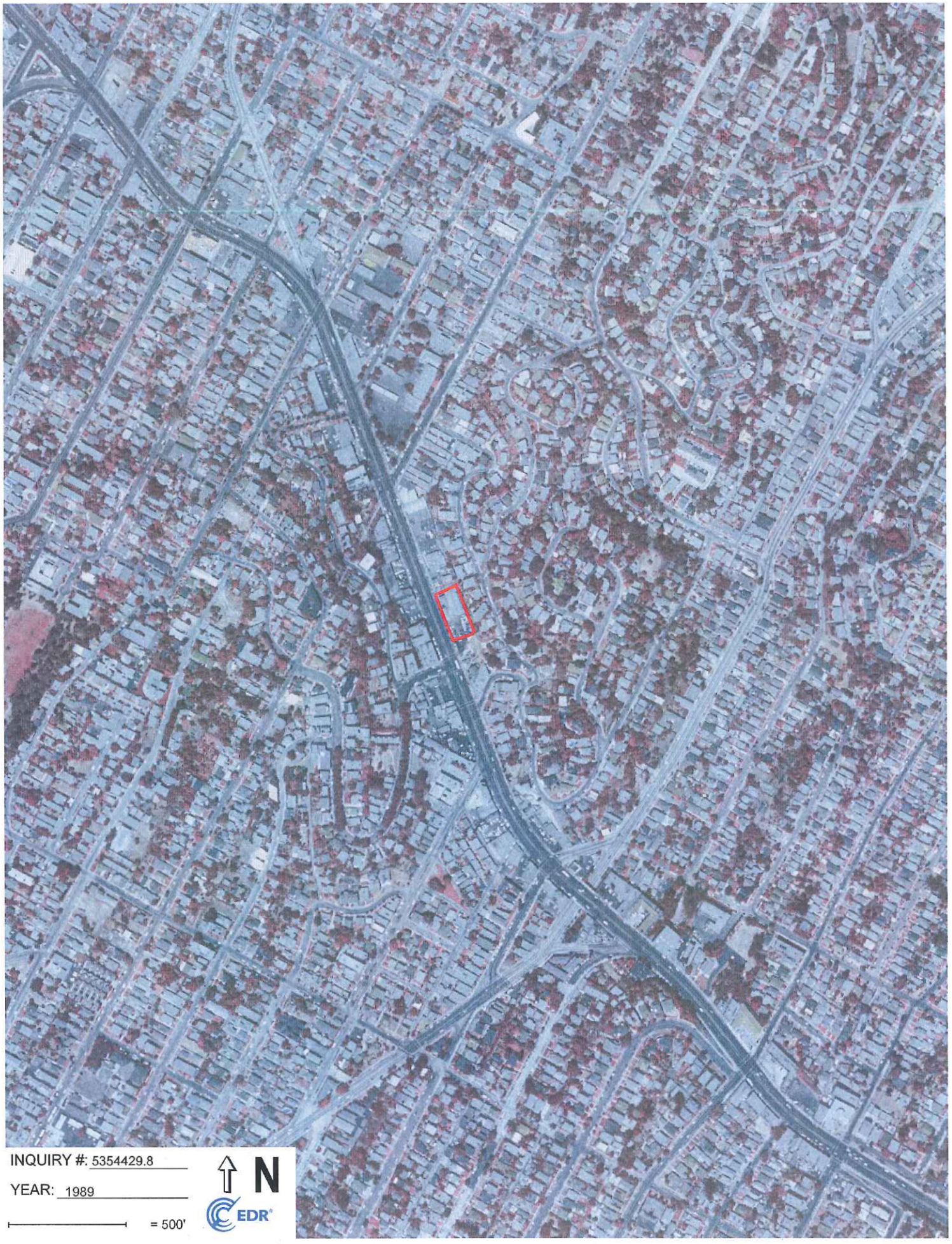
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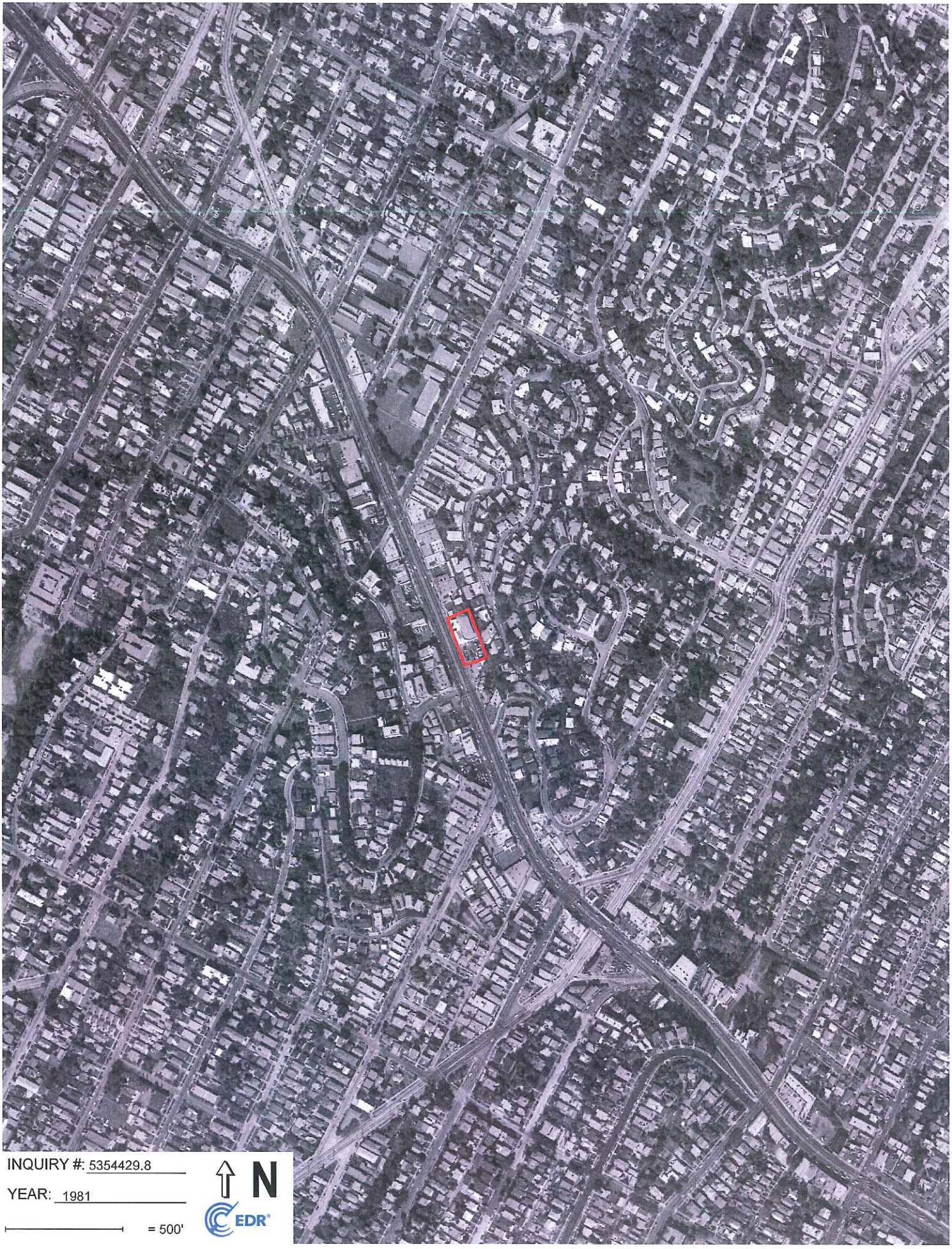

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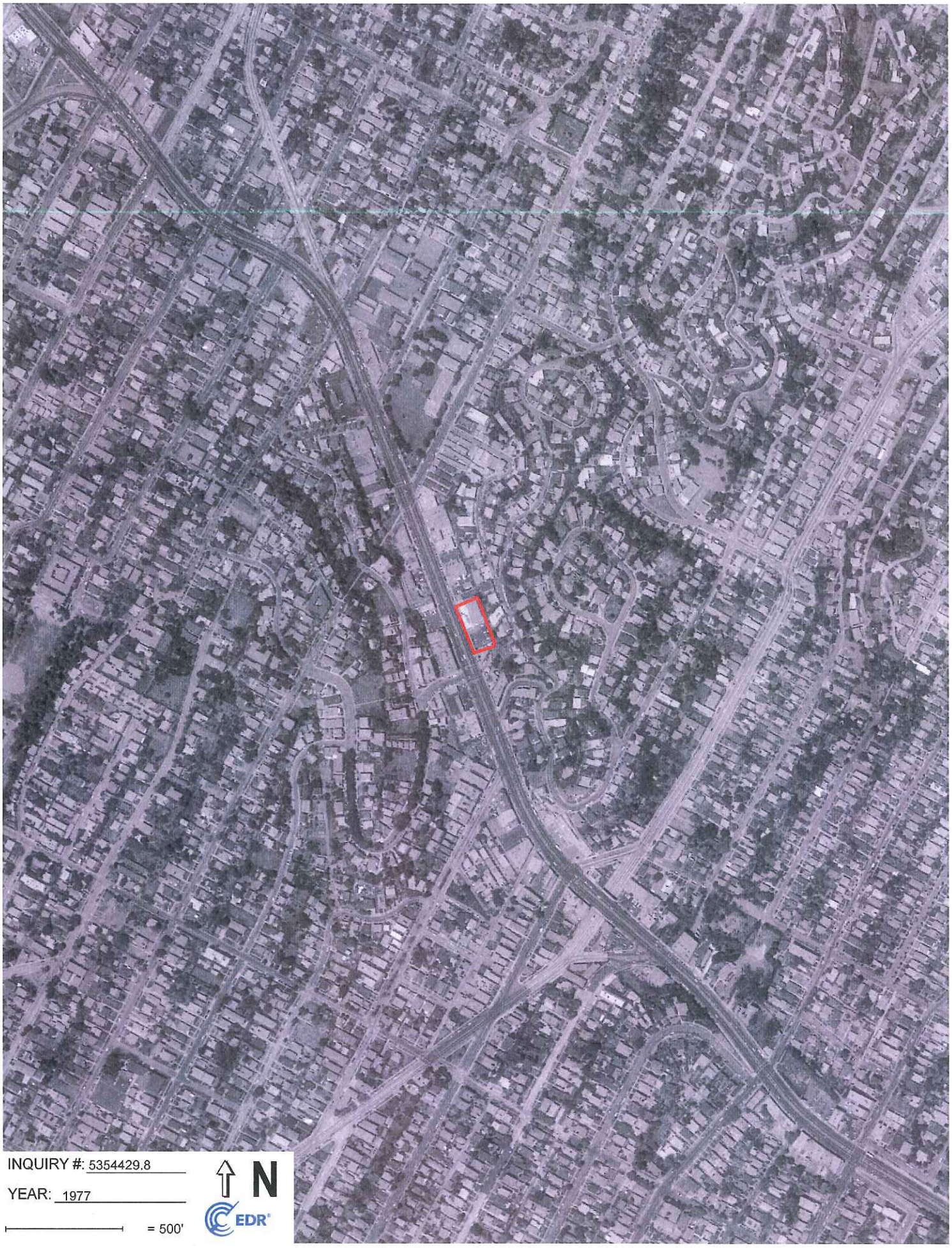

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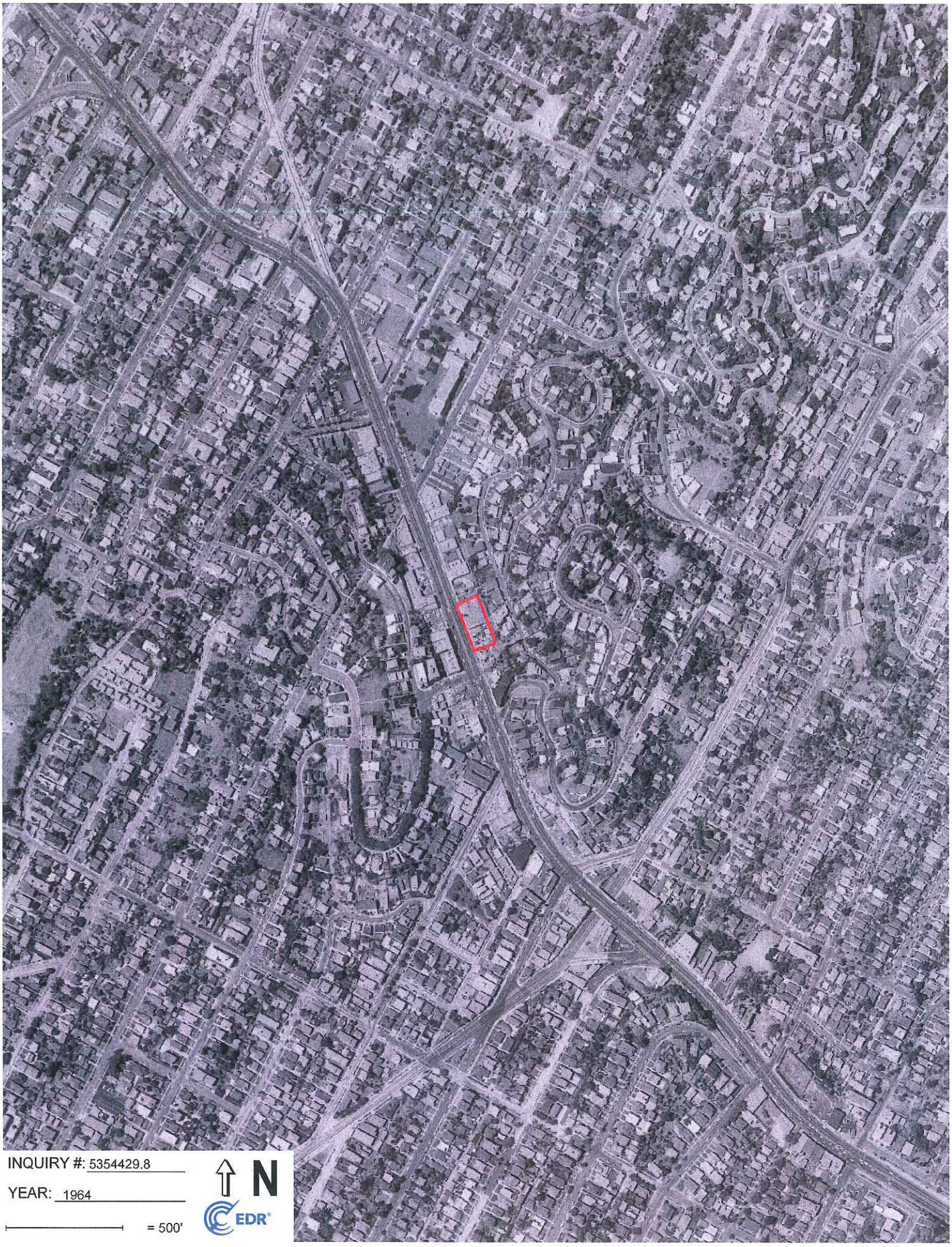

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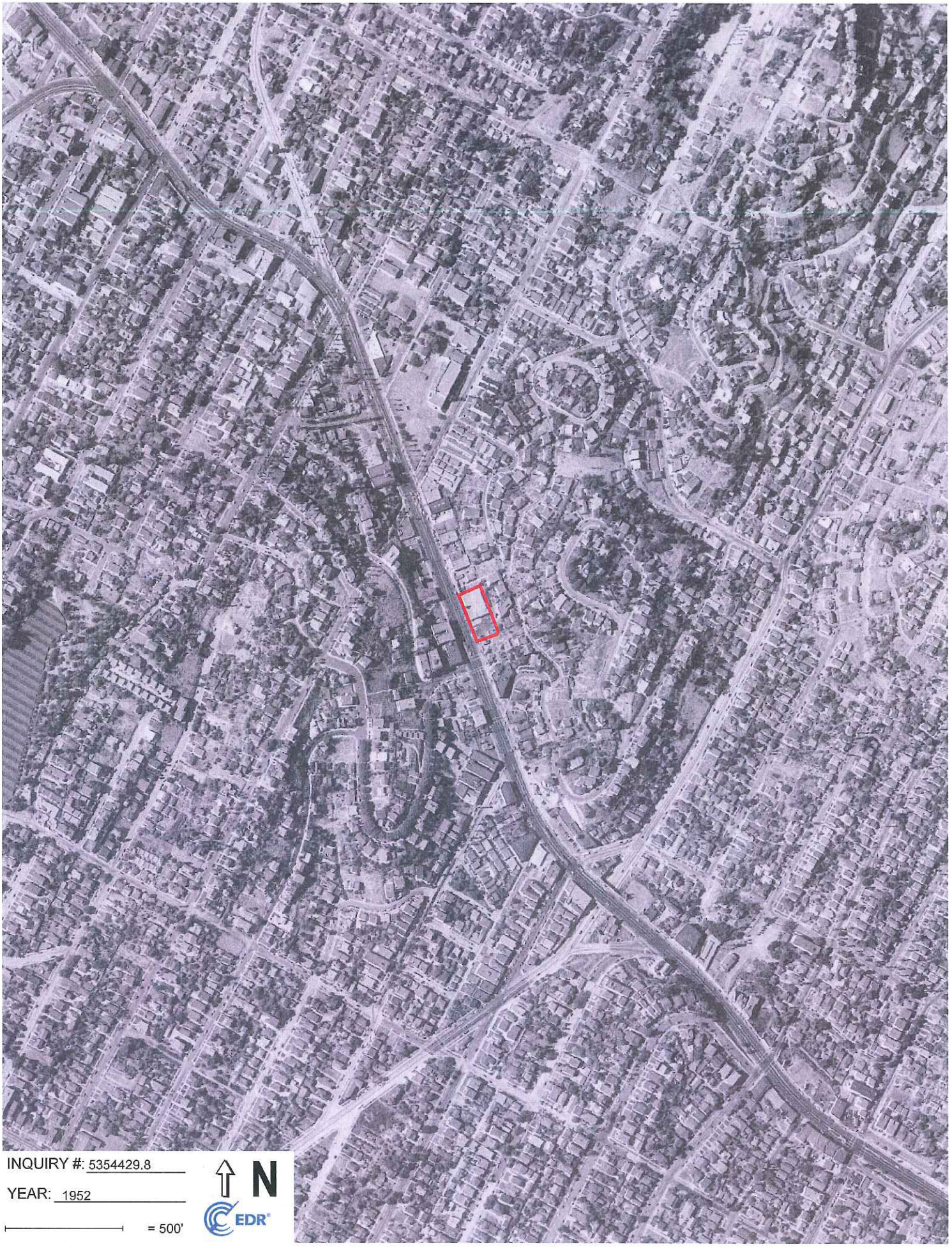

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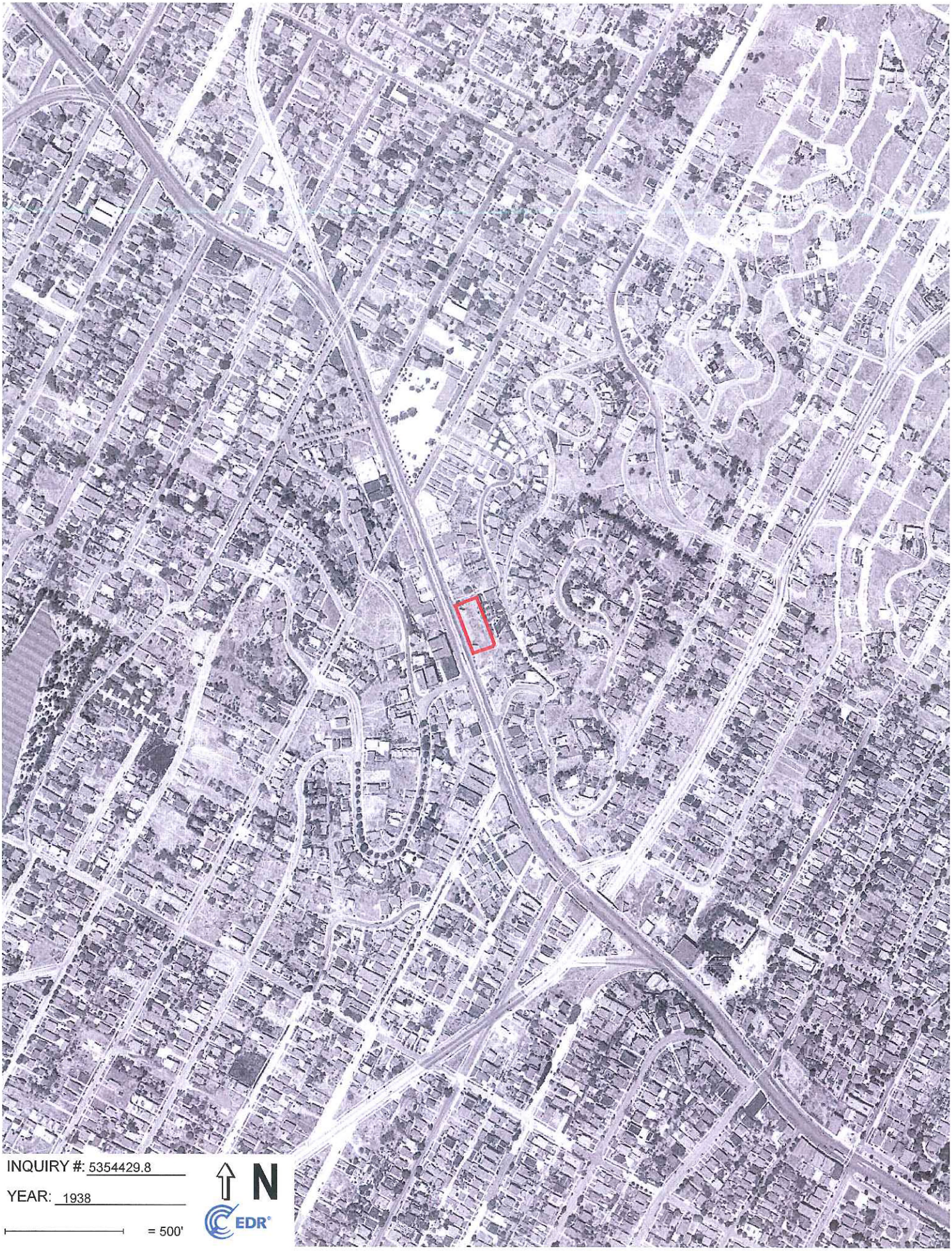

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EDR



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[redacted]



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YEAR: 1923

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Los Angeles, CA 90026

Inquiry Number: 5354429.3

July 09, 2018

# Certified Sanborn® Map Report

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Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

# Certified Sanborn® Map Report

07/09/18

**Site Name:**

3209-3227 Sunset Blvd
3209 Sunset Blvd
Los Angeles, CA 90026
EDR Inquiry # 5354429.3

**Client Name:**

ENCON Technologies Inc.
12145 Mora Drive
Santa Fe, CA 90670
Contact: Elizabeth Bartley

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## *Certified Sanborn Results:*

**Certification #** B278-41FE-AD16

**PO #** NA

**Project** 3209-3227 Sunset Blvd

**Maps Provided:**

| | |
|---|---|
| 1970 | 1950 |
| 1969 | 1919 |
| 1968 | |
| 1966 | |
| 1961 | |
| 1960 | |
| 1957 | |
| 1953 | |

Sanborn® Library search results

Certification #: B278-41FE-AD16

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- ☑ Library of Congress
- ☑ University Publications of America
- ☑ EDR Private Collection

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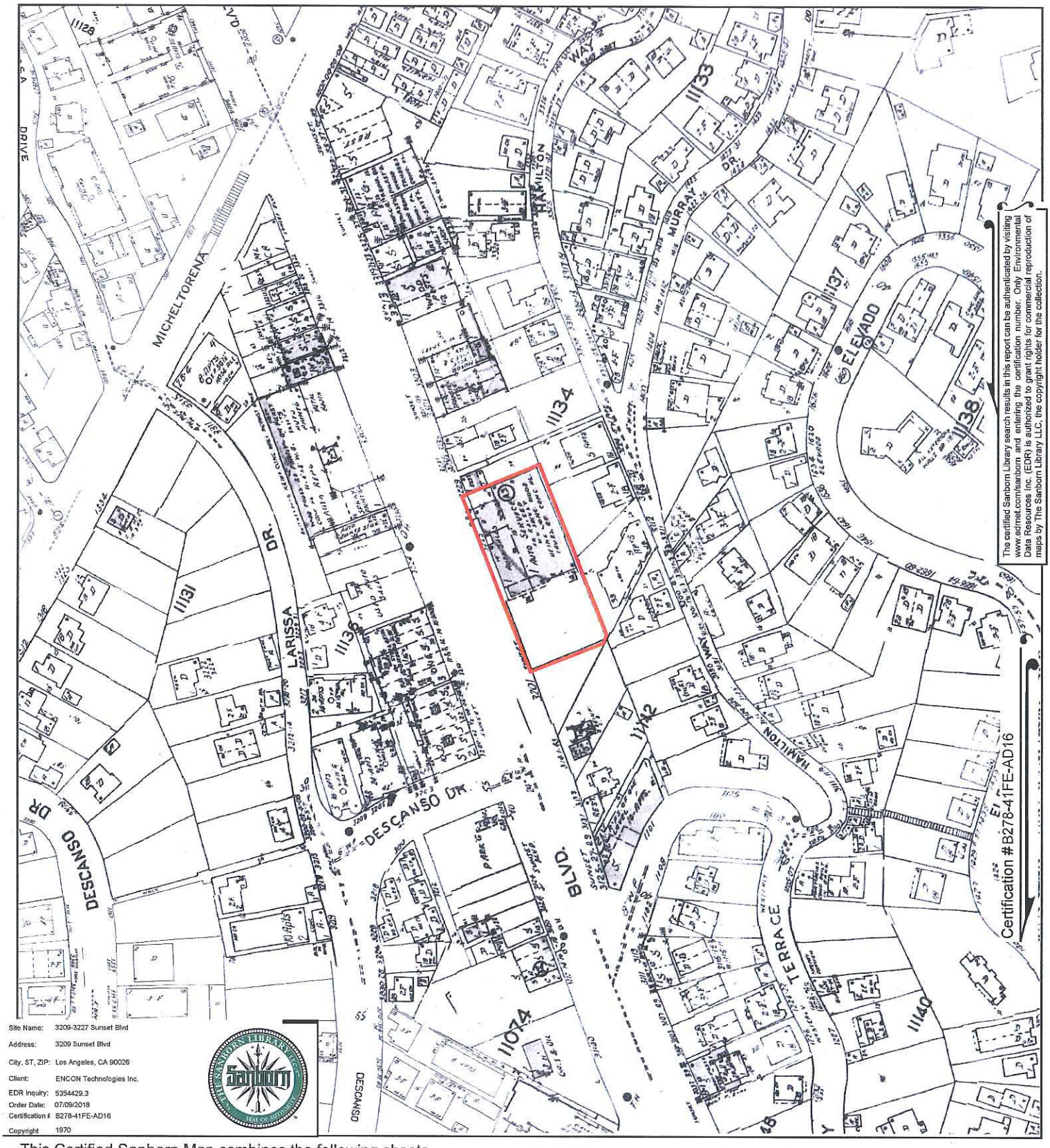


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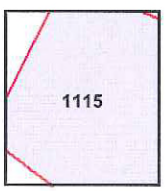


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# Certified Sanborn® Map

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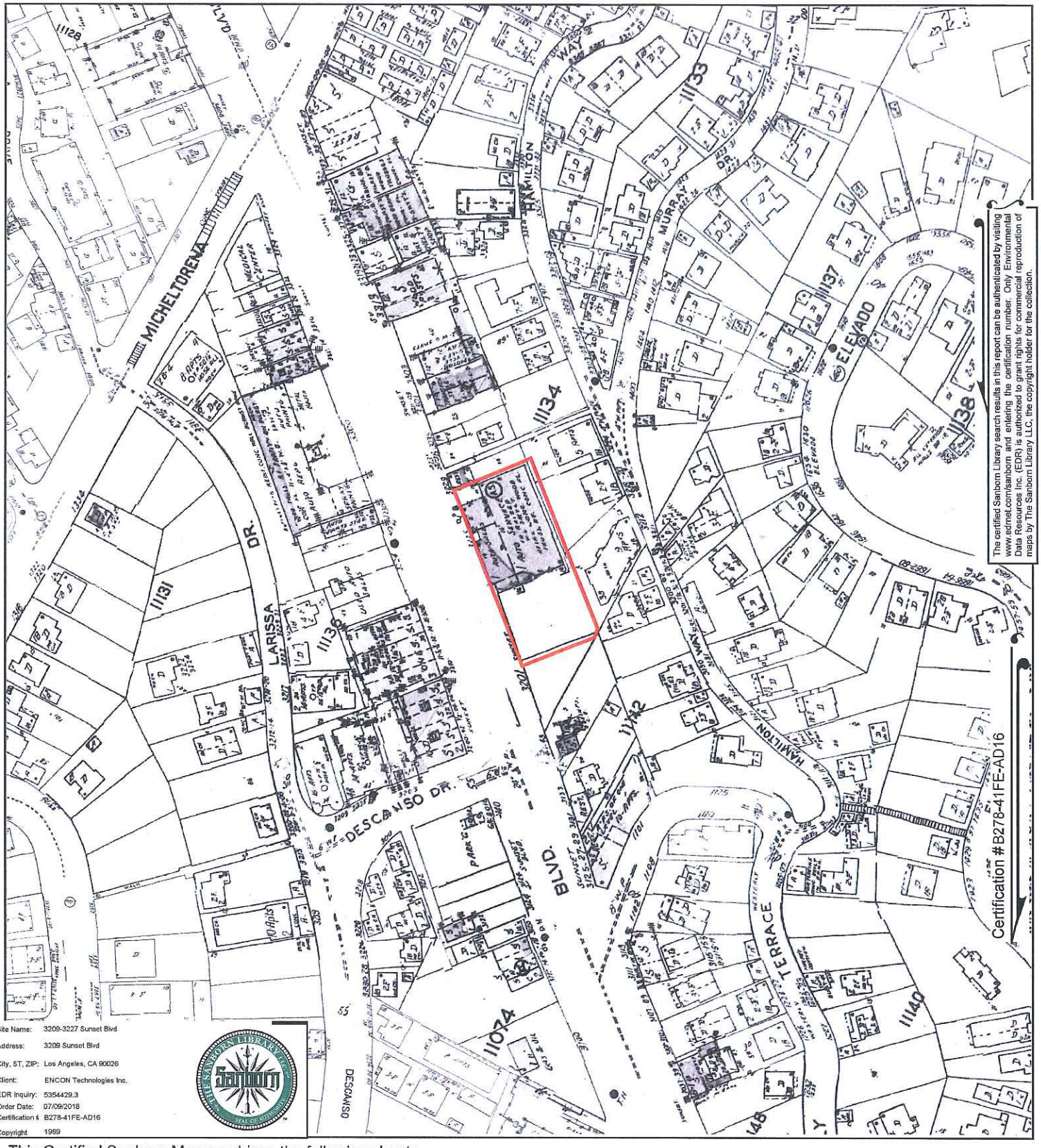


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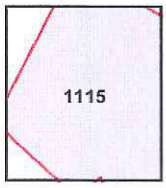


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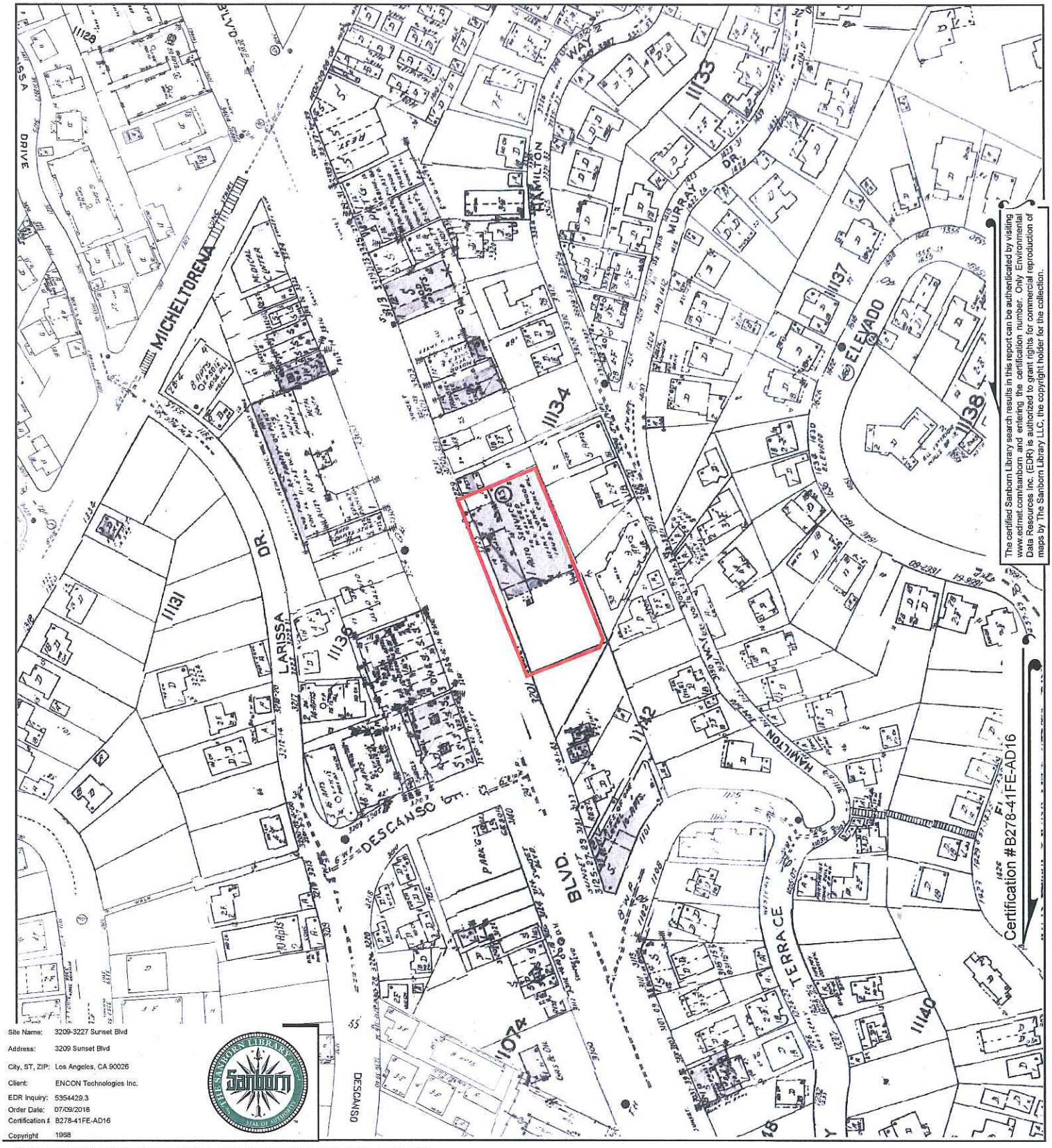


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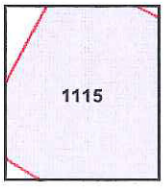


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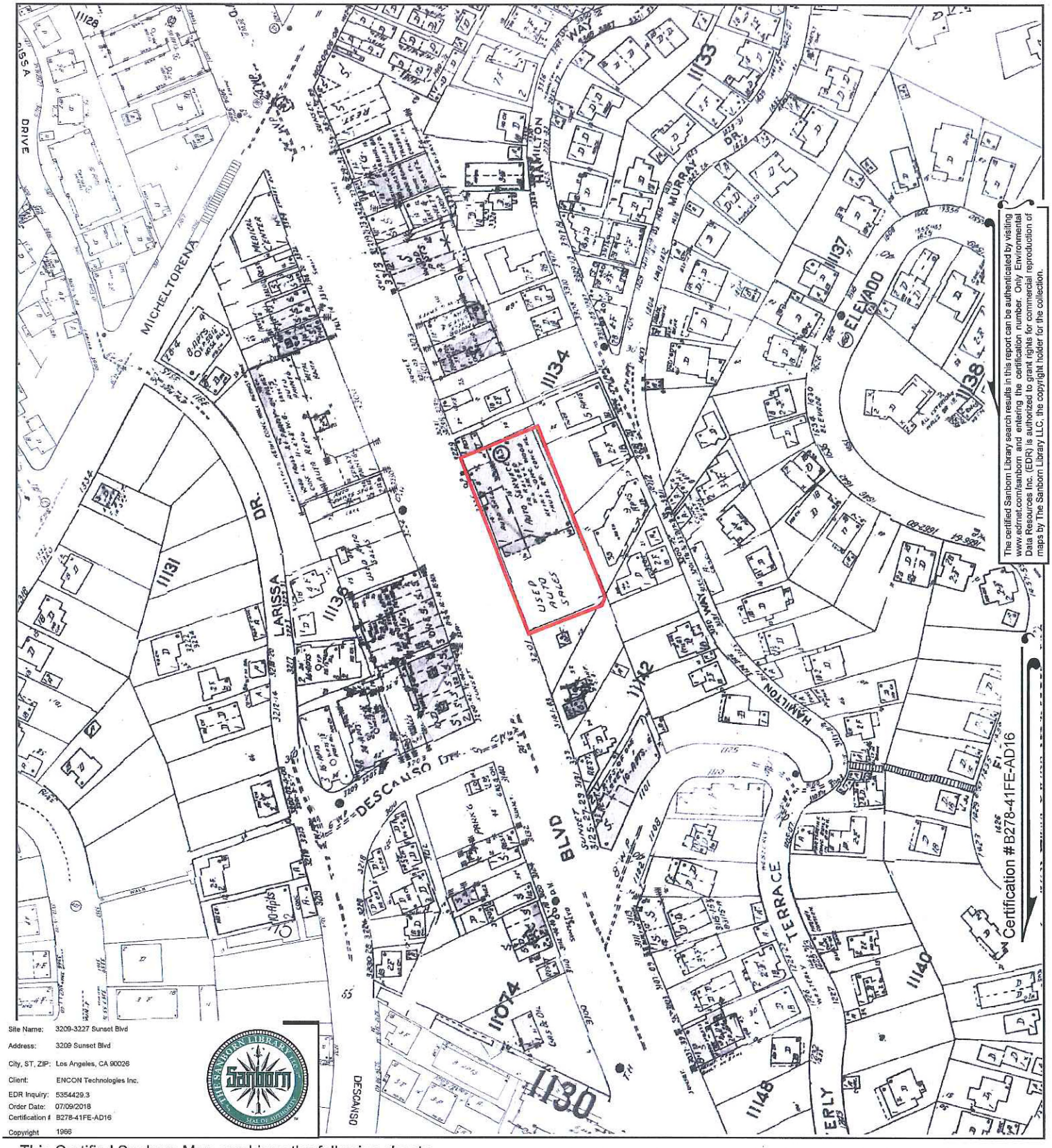


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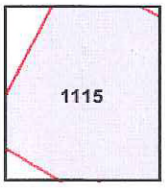


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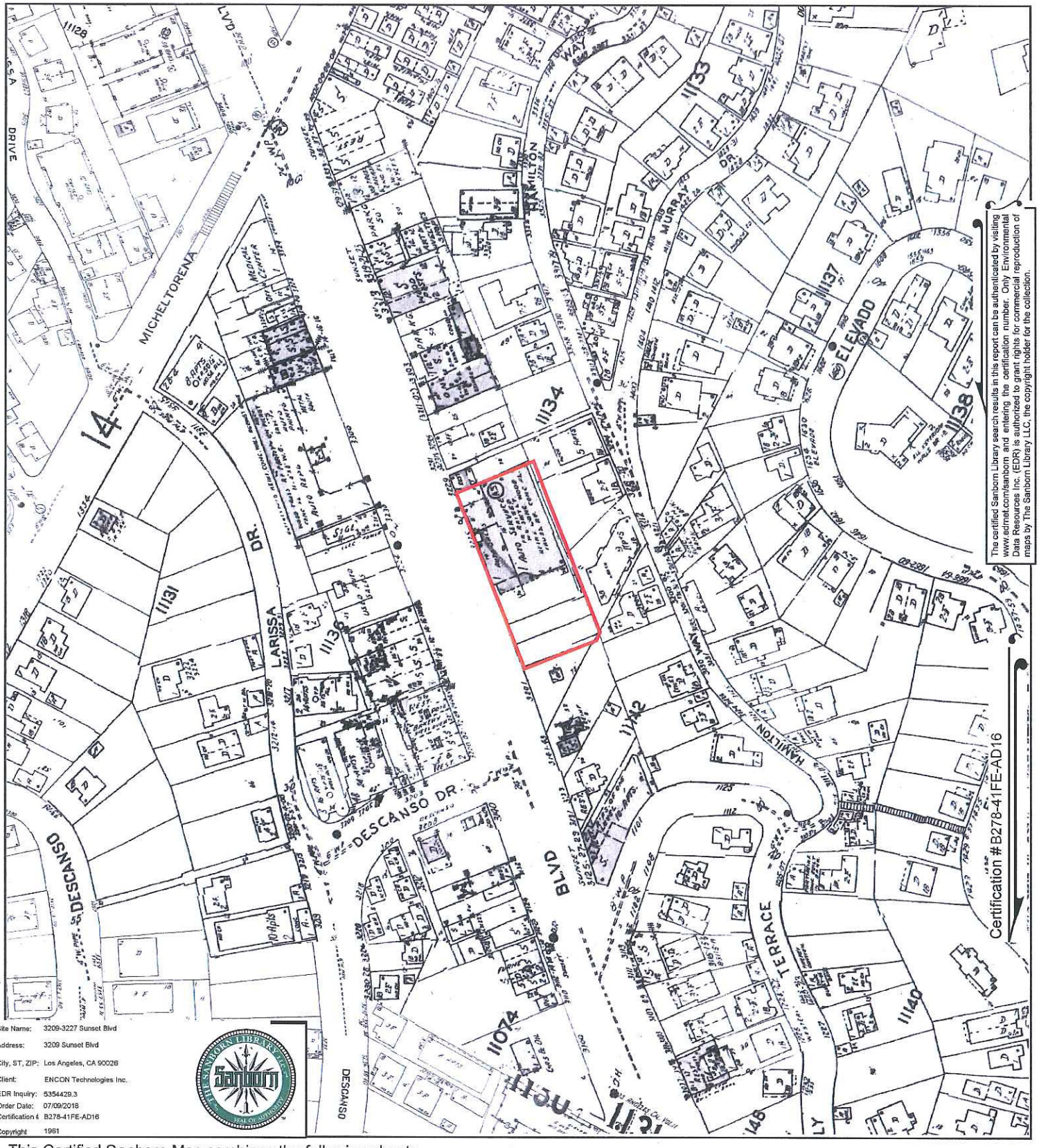


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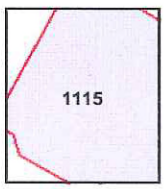


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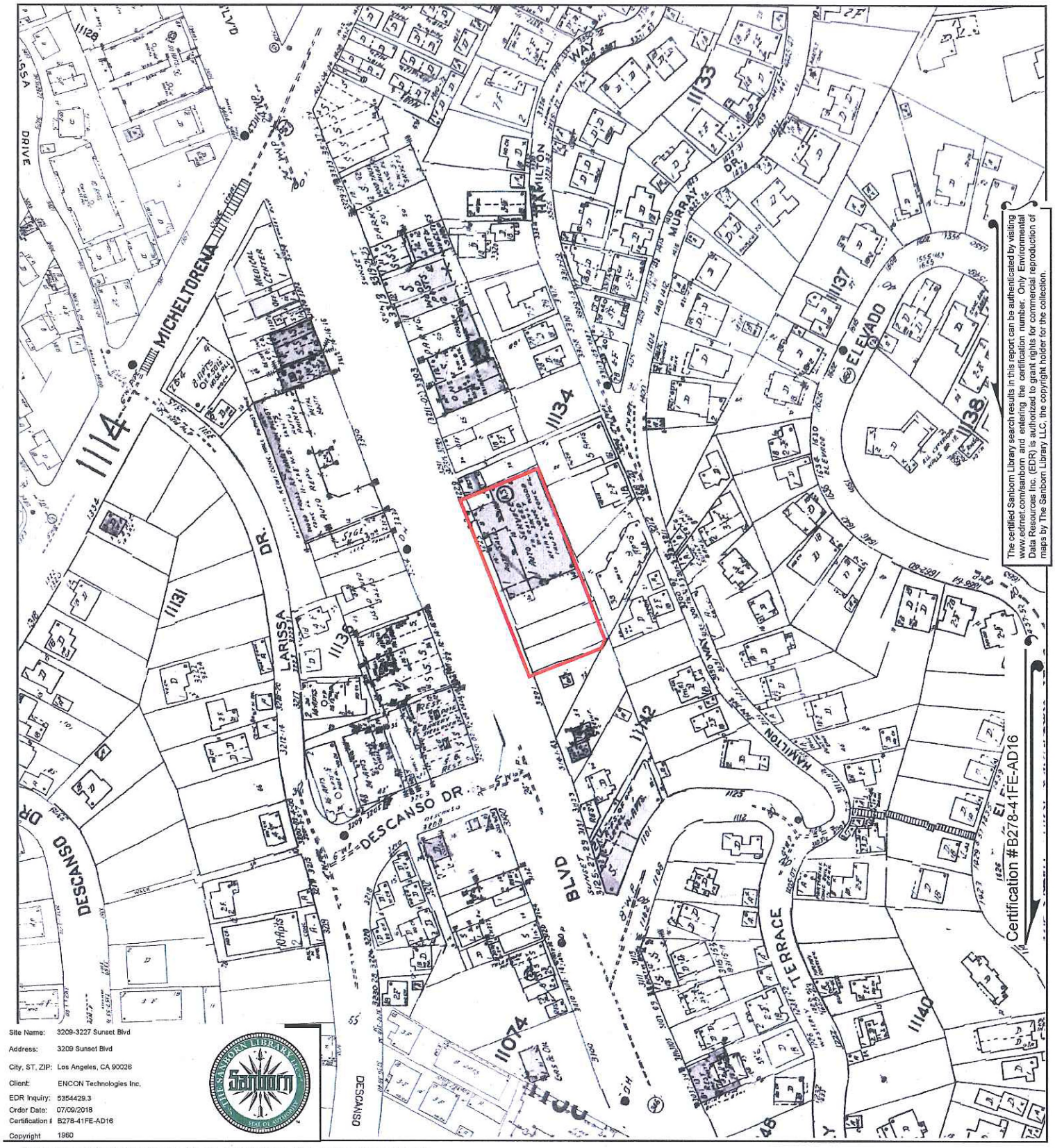


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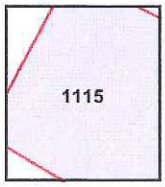


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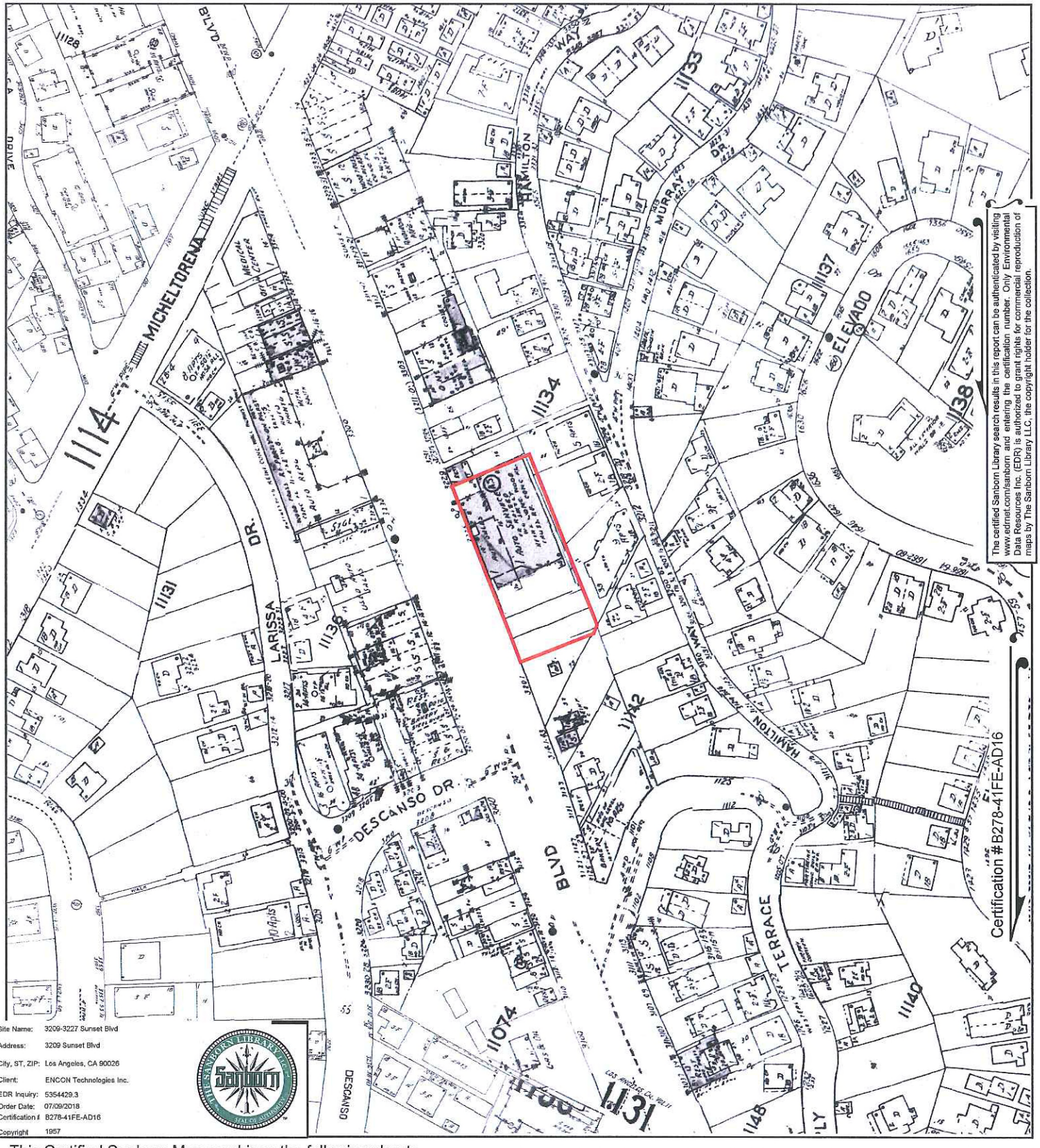


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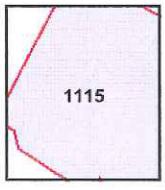


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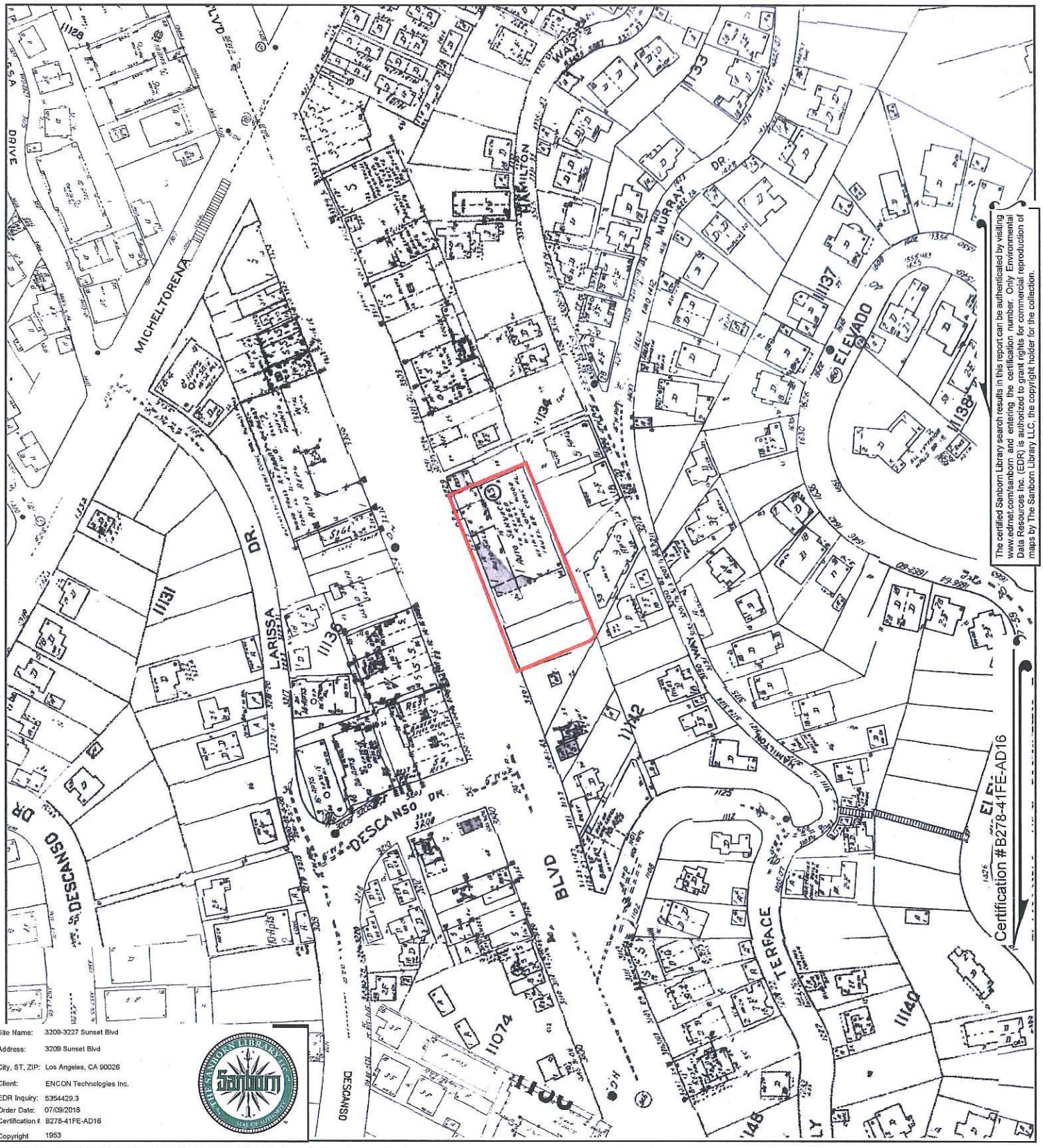


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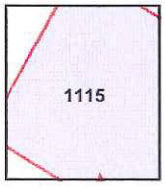


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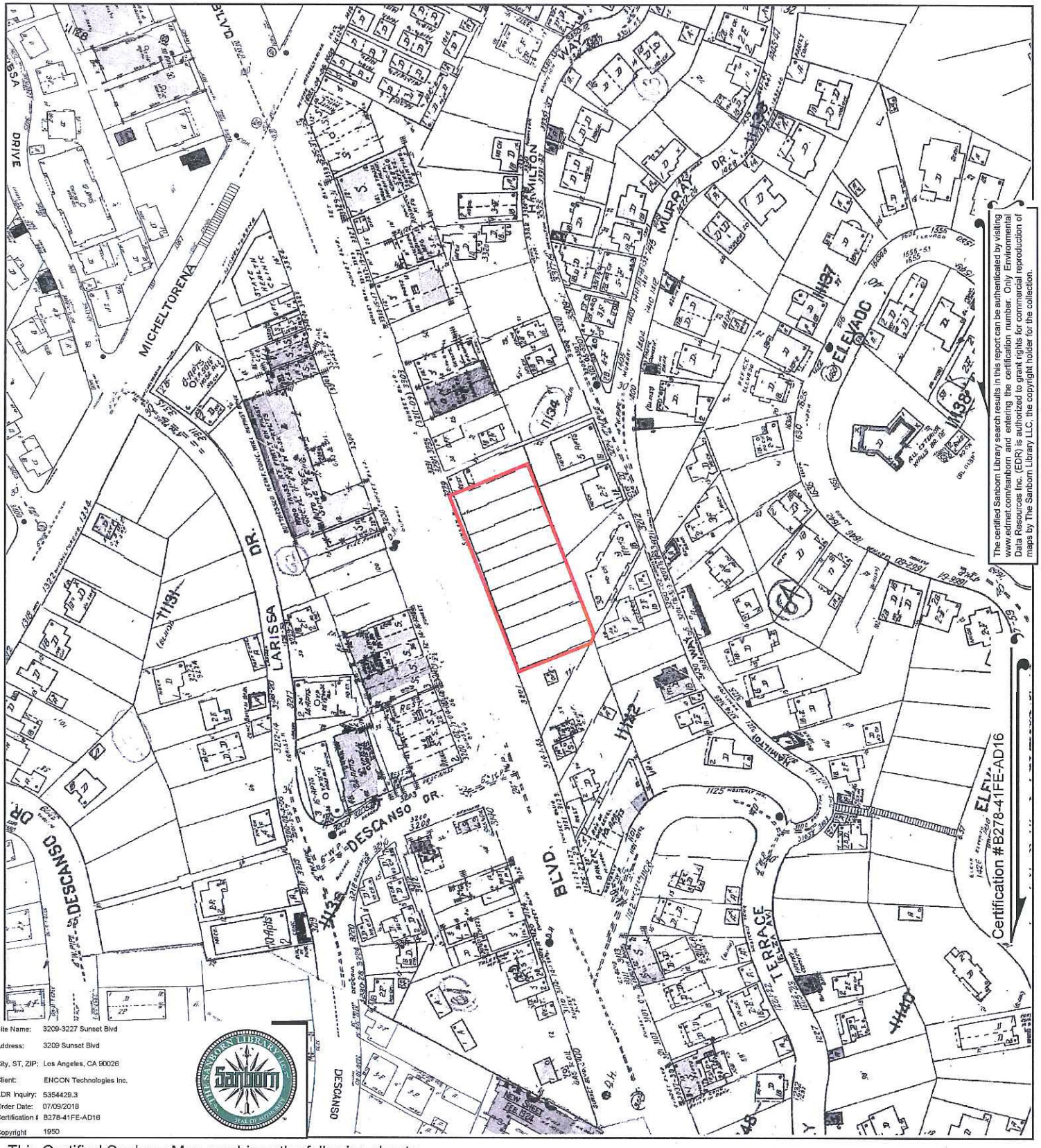


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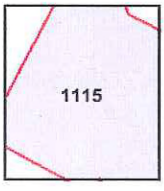


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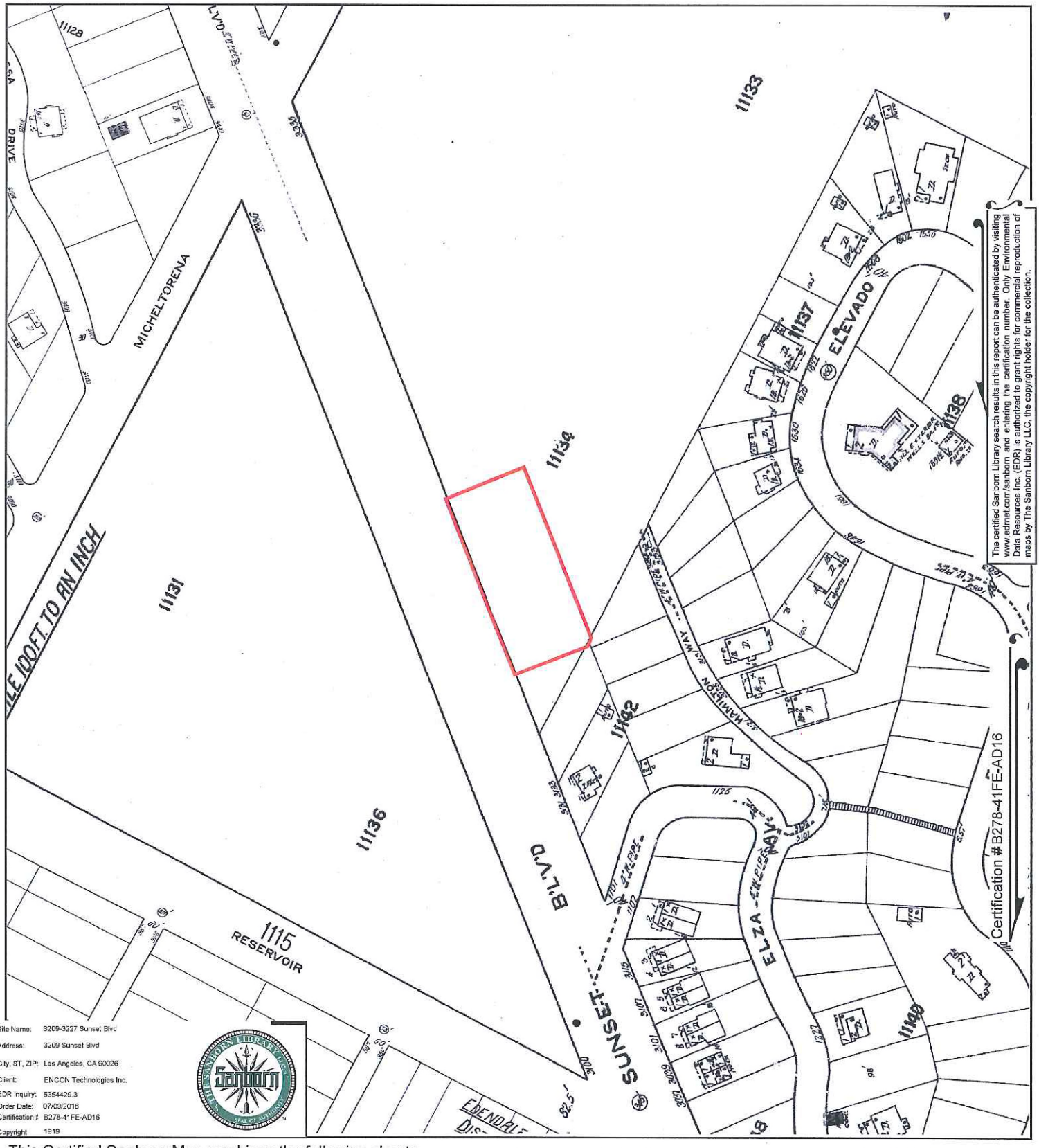


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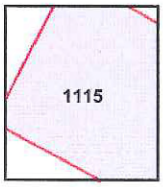


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N

**Exhibit D**

SCAQMD Air Emission Records, Cal EPA DTSC Hazardous Waste Tracking System Search Results, LA County Department of Building and Safety Permit Records

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board | Transportation

## Facility Details

| | |
|---|---|
| **Facility ID** | 183013 |
| **Company Name** | SUNSET BODYWORKS |
| **Address** | 3225 SUNSET BLVD |
| | LOS ANGELES, CA 90026 |

**Status** ACTIVE

**Are there any back fees due?**

No.

| SIC Code | Description |
|---|---|
| 7539 | AUTO REPAIR SHOPS, NEC |

SOUTH COAST AQMD

# Facility INformation Detail (FIND)



## Equipment List

| | |
|---|---|
| **Facility ID** | 183013 |
| **Company Name** | SUNSET BODYWORKS |
| **Address** | 3225 SUNSET BLVD |
| | LOS ANGELES, CA 90026 |

## No Equipment Listed

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board | Transportation

## Compliance

| | |
|---|---|
| **Facility ID** | 183013 |
| **Company Name** | SUNSET BODYWORKS |
| **Address** | 3225 SUNSET BLVD |
| | LOS ANGELES, CA 90026 |

## Notices Of Violaton: NONE

## Notices To Comply: NONE

SOUTH COAST AQMD

# Facility INformation Detail (FIND)



## Facility Details

| | |
|---|---|
| **Facility ID** | 141455 |
| **Company Name** | ALL MAGIC PAINT & BODY, INC. |
| **Address** | 3225 SUNSET BLVD |
| | LOS ANGELES, CA 90026 |

**Status** SOLD

| SIC Code | Description |
|---|---|
| 9721 | INTERNATIONAL AFFAIRS |

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board | Transportation

## Equipment List

**Facility ID** 141455

**Company Name** ALL MAGIC PAINT & BODY, INC.

**Address** 3225 SUNSET BLVD

LOS ANGELES, CA 90026

| Appl_Nbr | Permit_Nbr | Issued_Date | Permit_Status | Eq_Type | Equip_Description | Appl_Date | Appl_Status |
|---|---|---|---|---|---|---|---|
| 444253 | F76407 | 6/30/2005 | INACTIVE | Control | SPRAY BOOTH PAINT AND SOLVENT | 5/31/2005 | PERMIT TO OPERATE GRANTED |
| 432702 | F71672 | 11/3/2004 | INACTIVE | Control | SPRAY BOOTH PAINT AND SOLVENT | 8/25/2004 | PERMIT TO OPERATE GRANTED |

First Prev Page 1 of 1 (2 records) Next Last Page 1 Export To Excel

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board

## Application Details

Application/Tracking Number 444253

### Facility Information

| | | | |
|---|---|---|---|
| Business Name | ALL MAGIC PAINT & BODY, INC. | | |
| Facility ID | 141455 | Facility Status | SOLD |

### Application Information

| | | | |
|---|---|---|---|
| Application Type | New Construction (Permit to Construct) | Application Received | 5/31/2005 |
| Application Status | PERMIT TO OPERATE GRANTED | Application Deemed Complete | 6/3/2005 |
| Equipment Desc | SPRAY BOOTH PAINT AND SOLVENT | | |
| Permit Number | F76407 | Permit Status | INACTIVE |

View Permit Image

### Engineer Information

| | | | |
|---|---|---|---|
| Engineer Assigned | BAHRAM BEHJAT | | |
| Engineer Phone | (909) 396-2640 | Team Assigned | B1 |

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
21865 East Copley Drive, Diamond Bar, CA 91765

# PERMIT TO CONSTRUCT/OPERATE


Permit No.
F76407
A/N 444253

This initial permit must be renewed ANNUALLY unless the equipment is moved, or changes ownership.
If the billing for the annual renewal fee (Rule 301.f) is not received by the expiration date, contact the District.

ID 141455

Legal Owner
or Operator:

ALL MAGIC PAINT & BODY, INC.
3225 SUNSET BLVD
LOS ANGELES, CA 90026

**Equipment Location:** 3225 SUNSET BLVD, LOS ANGELES, CA 90026

***Equipment Description :***

SPRAY BOOTH, THERMOAIR, AUTOMOTIVE TYPE, MODEL NO. TA1427DD, 14'-0" W. X 30'-0" L. X 10'-5" H., FIVE 30" X 360" EXHAUST FILTERS, WITH ONE NATURAL GAS FIRED 1.075 MM BTU/HR HEATER, AND ONE 10 HP EXHAUST FAN.

**Conditions :**

1. OPERATION OF THIS EQUIPMENT SHALL BE CONDUCTED IN ACCORDANCE WITH ALL DATA AND SPECIFICATIONS SUBMITTED WITH THE APPLICATION UNDER WHICH THIS PERMIT IS ISSUED UNLESS OTHERWISE NOTED BELOW.

2. THIS EQUIPMENT SHALL BE PROPERLY MAINTAINED AND KEPT IN GOOD OPERATING CONDITION AT ALL TIMES.

3. A GAUGE SHALL BE INSTALLED AND MAINTAINED TO INDICATE, IN INCHES OF WATER, THE STATIC PRESSURE DIFFERENTIAL ACROSS THE EXHAUST FILTERS. IN OPERATION, THE PRESSURE DIFFERENTIAL SHALL NOT EXCEED 0.25 INCHES OF WATER.

4. THIS SPRAY BOOTH SHALL NOT BE OPERATED UNLESS ALL EXHAUST AIR PASSES THROUGH FILTER MEDIA AT LEAST 2 INCHES THICK.

5. THIS EQUIPMENT SHALL BE OPERATED IN COMPLIANCE WITH RULES 1151 AND 1171.

6. MATERIALS USED IN THIS EQUIPMENT SHALL NOT CONTAIN ANY CARCINOGENIC AIR CONTAMINANTS IDENTIFIED IN RULE 1401, TABLE 1 WITH AN EFFECTIVE DATE OF MAY 2, 2003, OR EARLIER.

7. MATERIAL SAFETY DATA SHEETS FOR ALL COATINGS AND SOLVENTS USED AT THIS FACILITY SHALL BE KEPT CURRENT AND MADE AVAILABLE TO DISTRICT PERSONNEL UPON REQUEST.

8. THE TOTAL QUANTITY OF VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS FROM THE USE OF COATINGS AND SOLVENTS FROM THIS EQUIPMENT SHALL BE LESS THAN 400 POUNDS IN ANY ONE CALENDAR MONTH..

**FILE COPY**

9. THE OPERATOR SHALL COMPLY WITH RULE 109 (RECORDKEEPING FOR VOLATILE ORGANIC COMPOUND EMISSIONS).

10. IN ADDITION TO THE REQUIREMENTS OF RULE 109, THE OPERATOR SHALL KEEP ADEQUATE RECORDS FOR THIS FACILITY TO VERIFY CALENDAR MONTHLY VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS IN POUNDS AND THE VOC CONTENT OF EACH MATERIAL AS APPLIED (INCLUDING WATER AND EXEMPT COMPOUNDS). ALL RECORDS SHALL BE PREPARED IN A FORMAT WHICH IS ACCEPTABLE TO THE DISTRICT.

11. WITHIN 14 CALENDAR DAYS AFTER THE END OF EACH MONTH, THE OPERATOR SHALL TOTAL AND RECORD VOC EMISSIONS FOR THE MONTH FROM ALL EQUIPMENT COVERED BY THE MONTHLY LIMIT. THE RECORD SHALL INCLUDE ANY PROCEDURES USED TO ACCOUNT FOR CONTROL DEVICE EFFICIENCIES AND/OR WASTE DISPOSAL. IT SHALL BE SIGNED AND CERTIFIED FOR ACCURACY BY THE HIGHEST RANKING INDIVIDUAL RESPONSIBLE FOR COMPLIANCE WITH DISTRICT RULES.

12. THE OPERATOR SHALL MAINTAIN A SINGLE LIST THAT INCLUDES ONLY THE NAME AND ADDRESS OF EACH PERSON FROM WHOM THE FACILITY ACQUIRED VOC-CONTAINING MATERIAL REGULATED BY THE DISTRICT THAT WAS USED OR STORED AT THE FACILITY DURING THE PRECEDING 12 MONTHS.

13. THE OPERATOR SHALL RETAIN FOR 24 MONTHS ALL PURCHASE INVOICES FOR ALL VOC-CONTAINING MATERIAL USED OR STORED AT THE FACILITY, AND WASTE MANIFESTS FOR ALL WASTE VOC-CONTAINING MATERIAL REMOVED FROM THE FACILITY.

14. ALL RECORDS REQUIRED BY THIS PERMIT SHALL BE RETAINED AT THE FACILITY FOR 24 MONTHS, AND SHALL BE MADE AVAILABLE TO ANY DISTRICT REPRESENTATIVE UPON REQUEST.

15. THIS EQUIPMENT SHALL NOT USE MORE THAN 10,000 CUBIC FEET OF NATURAL GAS IN ANY ONE DAY.

16. A NON-RESETTABLE TOTALIZING FUEL METER SHALL BE INSTALLED AND MAINTAINED TO VERIFY COMPLIANCE WITH CONDITION NO. 15. IN CASE THE FACILITY MAIN GAS METER IS USED TO VERIFY COMPLIANCE WITH CONDITION NO. 15, THEN THE TOTAL NATURAL GAS USAGE AT THE ENTIRE FACILITY SHALL NOT EXCEED 10,000 CUBIC FEET IN ANY ONE DAY.

17. THE OPERATOR SHALL MAINTAIN A FUEL USAGE LOG TO DEMONSTRATE COMPLIANCE WITH CONDITION NO. 15. THE LOG SHALL INCLUDE, AT A MINIMUM, THE DATE THE HEATER IS OPERATED, THE METER READINGS AT THE BEGINING AND AT THE END OF THE OPERATION, AND THE DAILY FUEL USAGE. IF THE FACILITY MAIN GAS METER IS USED TO VERIFY COMPLIANCE, READINGS AT THE START AND END OF EACH WORK DAY SHALL BE RECORDED

18. THIS PERMIT SHALL EXPIRE IF CONSTRUCTION OF THIS EQUIPMENT IS NOT COMPLETE WITHIN ONE YEAR FROM THE DATE OF ISSUANCE OF THIS PERMIT UNLESS AN EXTENSION IS GRANTED BY THE EXECUTIVE OFFICER.

**FILE COPY**

CONTINUATION OF PERMIT TO CONSTRUCT/OPERATE

**NOTICE**

IN ACCORDANCE WITH RULE 206, THIS PERMIT TO OPERATE OR COPY SHALL BE POSTED ON OR WITHIN 8 METERS OF THE EQUIPMENT.

THIS PERMIT DOES NOT AUTHORIZE THE EMISSION OF AIR CONTAMINANTS IN EXCESS OF THOSE ALLOWED BY DIVISION 26 OF THE HEALTH AND SAFETY CODE OF THE STATE OF CALIFORNIA OR THE RULES OF THE AIR QUALITY MANAGEMENT DISTRICT. THIS PERMIT CANNOT BE CONSIDERED AS PERMISSION TO VIOLATE EXISTING LAWS, ORDINANCES, REGULATIONS OR STATUES OF OTHER GOVERNMENT AGENCIES.

EXECUTIVE OFFICER

Dorris M Bailey

By Dorris M.Bailey/BB01
6/30/2005

**FILE COPY**

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board

**Application Details**

Application/Tracking Number 432702

Facility Information

| | | | |
|---|---|---|---|
| Business Name | ALL MAGIC PAINT & BODY, INC. | | |
| Facility ID | 141455 | Facility Status | SOLD |

Application Information

| | | | |
|---|---|---|---|
| Application Type | Equipment Operating Without A Permit | Application Received | 8/25/2004 |
| Application Status | PERMIT TO OPERATE GRANTED | Application Deemed Complete | 8/27/2004 |
| Equipment Desc | SPRAY BOOTH PAINT AND SOLVENT | | |
| Permit Number | F71672 | Permit Status | INACTIVE |

View Permit Image

Engineer Information

| | | | |
|---|---|---|---|
| Engineer Assigned | BAHRAM BEHJAT | | |
| Engineer Phone | (909) 396-2640 | Team Assigned | B1 |

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
21865 East Copley Drive, Diamond Bar, CA 91765

# PERMIT TO OPERATE


Permit No.
F71672
A/N 432702

This initial permit must be renewed ANNUALLY unless the equipment is moved, or changes ownership.
If the billing for the annual renewal fee (Rule 301.f) is not received by the expiration date, contact the District.

ID 141455

Legal Owner
or Operator:

ALL MAGIC PAINT & BODY, INC.
3225 SUNSET BLVD
LOS ANGELES, CA 90026

**Equipment Location:** 3225 SUNSET BLVD, LOS ANGELES, CA 90026

**Equipment Description :**

SPRAY BOOTH, SPRAY SYSTEM, AUTOMOTIVE TYPE, MODEL NO. 14-96-28, 14'-0" W. X 28'-0" L. X 9'-6" H., WITH A 6,000 BTU/HR NATURAL GAS HEATER, EIGHTEEN 20" X 20" EXHAUST FILTERS, AND ONE 3 HP EXHAUST FAN.

**Conditions :**

1. OPERATION OF THIS EQUIPMENT SHALL BE CONDUCTED IN ACCORDANCE WITH ALL DATA AND SPECIFICATIONS SUBMITTED WITH THE APPLICATION UNDER WHICH THIS PERMIT IS ISSUED UNLESS OTHERWISE NOTED BELOW.

2. THIS EQUIPMENT SHALL BE PROPERLY MAINTAINED AND KEPT IN GOOD OPERATING CONDITION AT ALL TIMES.

3. A GAUGE SHALL BE INSTALLED AND MAINTAINED TO INDICATE, IN INCHES OF WATER, THE STATIC PRESSURE DIFFERENTIAL ACROSS THE EXHAUST FILTERS. IN OPERATION, THE PRESSURE DIFFERENTIAL SHALL NOT EXCEED 0.25 INCHES OF WATER.

4. THIS SPRAY BOOTH SHALL NOT BE OPERATED UNLESS ALL EXHAUST AIR PASSES THROUGH FILTER MEDIA AT LEAST 2 INCHES THICK.

5. THIS EQUIPMENT SHALL BE OPERATED IN COMPLIANCE WITH RULES 1151 AND 1171.

6. MATERIALS USED IN THIS EQUIPMENT SHALL NOT CONTAIN ANY CARCINOGENIC AIR CONTAMINANTS IDENTIFIED IN RULE 1401, TABLE 1 WITH AN EFFECTIVE DATE OF MAY 2, 2003, OR EARLIER.

7. MATERIAL SAFETY DATA SHEETS FOR ALL COATINGS AND SOLVENTS USED AT THIS FACILITY SHALL BE KEPT CURRENT AND MADE AVAILABLE TO DISTRICT PERSONNEL UPON REQUEST.

**FILE COPY**

CONTINUATION OF PERMIT TO OPERATE

8. THE TOTAL QUANTITY OF VOLATILE ORGANIC COMPOUND (VOC) EMISSIONS FROM ALL PERMITTED EQUIPMENT AND ASSOCIATED OPERATIONS AT THIS FACILITY SHALL BE LESS THAN 420 POUNDS IN ANY ONE CALENDAR MONTH. ASSOCIATED OPERATIONS INCLUDE, BUT ARE NOT LIMITED TO, SURFACE PREPARATION, EQUIPMENT CLEAN-UP, AND THE APPLICATION OF ANY OTHER MATERIALS TO PARTS THAT ARE SUBSEQUENTLY PROCESSED IN THE PERMITTED EQUIPMENT.

9. THE OPERATOR SHALL COMPLY WITH RULE 109 (RECORDKEEPING FOR VOLATILE ORGANIC COMPOUND EMISSIONS).

10. ALL RECORDS REQUIRED BY THIS PERMIT SHALL BE RETAINED AT THE FACILITY FOR 24 MONTHS, AND SHALL BE MADE AVAILABLE TO ANY DISTRICT REPRESENTATIVE UPON REQUEST.

11. IN ADDITION TO THE RECORDKEEPING REQUIREMENTS OF RULE 109, THE OPERATOR SHALL KEEP ADEQUATE RECORDS FOR THIS FACILITY TO VERIFY THE CALENDAR MONTHLY VOC EMISSIONS IN POUNDS AND THE VOC CONTENT OF EACH MATERIAL AS APPLIED (INCLUDING WATER AND EXEMPT COMPOUNDS). THESE RECORDS SHALL BE PREPARED IN A FORMAT WHICH IS ACCEPTABLE TO THE DISTRICT.

12. WITHIN 14 CALENDAR DAYS AFTER THE END OF EACH MONTH, THE OPERATOR SHALL TOTAL AND RECORD VOC EMISSIONS FOR THE MONTH FOR ALL EQUIPMENT COVERED BY THE MONTHLY LIMIT. THE RECORD SHALL INCLUDE ANY PROCEDURES USED TO ACCOUNT FOR CONTROL DEVICE EFFICIENCIES AND/OR WASTE DISPOSAL. IT SHALL BE SIGNED AND CERTIFIED FOR ACCURACY BY THE HIGHEST RANKING INDIVIDUAL RESPONSIBLE FOR COMPLIANCE WITH DISTRICT RULES.

13. THE OPERATOR SHALL RETAIN ALL PURCHASE INVOICES FOR ALL VOC-CONTAINING MATERIAL USED OR STORED AT THE FACILITY, AND ALL WASTE MANIFESTS FOR ALL WASTE VOC-CONTAINING MATERIAL REMOVED FROM THE FACILITY FOR 24 MONTHS.

14. THE OPERATOR SHALL MAINTAIN A SINGLE LIST WHICH INCLUDES ONLY THE NAME AND ADDRESS OF EACH PERSON FROM WHOM THE FACILITY ACQUIRED VOC-CONTAINING MATERIAL REGULATED BY THE DISTRICT THAT WAS USED OR STORED AT THE FACILITY DURING THE PRECEDING 12 MONTHS.

**FILE COPY**

# PERMIT TO OPERATE

## CONTINUATION OF PERMIT TO OPERATE

### NOTICE

IN ACCORDANCE WITH RULE 206, THIS PERMIT TO OPERATE OR COPY SHALL BE POSTED ON OR WITHIN 8 METERS OF THE EQUIPMENT.

THIS PERMIT DOES NOT AUTHORIZE THE EMISSION OF AIR CONTAMINANTS IN EXCESS OF THOSE ALLOWED BY DIVISION 26 OF THE HEALTH AND SAFETY CODE OF THE STATE OF CALIFORNIA OR THE RULES OF THE AIR QUALITY MANAGEMENT DISTRICT. THIS PERMIT CANNOT BE CONSIDERED AS PERMISSION TO VIOLATE EXISTING LAWS, ORDINANCES, REGULATIONS OR STATUES OF OTHER GOVERNMENT AGENCIES.

EXECUTIVE OFFICER

Dorris M Bailey

By Dorris M.Bailey/BB01
11/3/2004

**FILE COPY**

SOUTH COAST AQMD

# Facility INformation Detail (FIND)



## Facility Details

| | |
|---|---|
| **Facility ID** | 131835 |
| **Company Name** | ELITE BODY SHOP, INC. |
| **Address** | 3225 W SUNSET BLVD |
| | LOS ANGELES, CA 90026 |

**Status** ACTIVE

**Are there any back fees due?**

Yes. Please contact your AQMD Customer Service Rep. at (909) 396-2900, or call toll-free (866) 888-8838.

| SIC Code | Description |
|---|---|
| 9999 | UNKNOWN |

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board | Transportation

## Equipment List

**Facility ID** 131835

**Company Name** ELITE BODY SHOP, INC.

**Address** 3225 W SUNSET BLVD

LOS ANGELES, CA 90026

| Appl_Nbr | Permit_Nbr | Issued_Date | Permit_Status | Eq_Type | Equip_Description | Appl_Date | Appl_Status |
|---|---|---|---|---|---|---|---|
| 401066 | F52048 | 5/14/2002 | INACT_NR | Control | SPRAY BOOTH PAINT AND SOLVENT | 5/7/2002 | PERMIT TO OPERATE GRANTED |

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SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board

## Application Details

Application/Tracking Number 401066

### Facility Information

| | | | |
|---|---|---|---|
| Business Name | ELITE BODY SHOP, INC. | | |
| Facility ID | 131835 | Facility Status | ACTIVE |

### Application Information

| | | | |
|---|---|---|---|
| Application Type | Change of Conditions: No Engineering Evaluation/Administrative Changes | Application Received | 5/7/2002 |
| Application Status | PERMIT TO OPERATE GRANTED | Application Deemed Complete | 5/9/2002 |
| Equipment Desc | SPRAY BOOTH PAINT AND SOLVENT | | |
| Permit Number | F52048 | Permit Status | INACT_NR |

View Permit Image

### Engineer Information

| | | | |
|---|---|---|---|
| Engineer Assigned | BAHRAM BEHJAT | | |
| Engineer Phone | (909) 396-2640 | Team Assigned | B1 |

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
21865 East Copley Drive, Diamond Bar, CA 91765

# PERMIT TO OPERATE


Permit No.
*F52048*
A/N 401066

This initial permit must be renewed ANNUALLY unless the equipment is moved, or changes ownership.
If the billing for annual renewal fee (Rule 301.f) is not received by the expiration date, contact the District.

LEGAL OWNER
OR OPERATOR: ELITE BODY SHOP, INC.
3225 W SUNSET BLVD
LOS ANGELES, CA 90026

ID 131835

**Equipment Location:** 3225 W SUNSET BLVD, LOS ANGELES, CA 90026

**Equipment Description:**

SPRAY BOOTH, SPRAY SYSTEM, AUTOMOTIVE TYPE, MODEL NO. 14-96-28, 14'-0" W. X 9'-6" L. X 9'-6" H., WITH EIGHTEEN 20" H. X 20" L. EXHAUST FILTERS, WITH A 6,000 BTU PER HOUR HEATER, NATURAL GAS FIRED, AND ONE 3 HP EXHAUST FAN.

**Conditions:**

1) OPERATION OF THIS EQUIPMENT SHALL BE CONDUCTED IN ACCORDANCE WITH ALL DATA AND SPECIFICATIONS SUBMITTED WITH THE APPLICATION UNDER WHICH THIS PERMIT IS ISSUED UNLESS OTHERWISE NOTED BELOW.

2) THIS EQUIPMENT SHALL BE PROPERLY MAINTAINED AND KEPT IN GOOD OPERATING CONDITION AT ALL TIMES.

3) A GAUGE SHALL BE INSTALLED AND MAINTAINED TO INDICATE, IN INCHES OF WATER, THE STATIC PRESSURE DIFFERENTIAL ACROSS THE EXHAUST FILTERS. IN OPERATION, THE PRESSURE DIFFERENTIAL SHALL NOT EXCEED 0.25 INCHES OF WATER.

4) THIS SPRAY BOOTH SHALL NOT BE OPERATED UNLESS ALL EXHAUST AIR PASSES THROUGH FILTER MEDIA AT LEAST 2 INCHES THICK.

5) THIS EQUIPMENT SHALL BE OPERATED IN COMPLIANCE WITH RULES 1151 AND 1171.

6) COATINGS, ADHESIVES, INKS, REDUCERS, THINNERS, AND CLEAN-UP SOLVENTS USED IN THIS EQUIPMENT SHALL NOT CONTAIN ANY COMPOUNDS IDENTIFIED AS TOXIC AIR CONTAMINANTS IN RULE 1401 AS AMENDED JUNE 15, 2001, EXCEPT TOLUENE, XYLENE, ETHYLENE GLYCOL MONOBUTYL ETHER, METHYL ETHYL AND METHANOL.

7) MATERIAL SAFTY DATA SHEETS FOR ALL COATINGS AND SOLVENTS USED AT THIS FACILITY SHALL BE KEPT CURRENT AND MADE AVAILABLE TO DISTRICT PERSONNEL UPON REQUEST.

8) THE TOTAL QUANTITY OF VOC EMISSIONS FROM THIS FACILITY SHALL BE LESS THAN 667 POUNDS IN ANY CALENDAR MONTH.

**FILE COPY**

CONTINUATION OF PERMIT TO OPERATE

9) THE OPERATOR SHALL COMPLY WITH RULE 109 (RECORDKEEPING FOR VOLATILE ORGANIC COMPOUND EMISSIONS).

10) IN ADDITION TO THE REQUIREMENTS OF RULE 109, THE OPERATOR SHALL KEEP ADEQUATE RECORDS FOR THIS FACILITY TO VERIFY CALENDAR MONTHLY VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS IN POUNDS AND THE VOC CONTENT OF EACH MATERIAL AS APPLIED (INCLUDING WATER AND EXEMPT COMPOUNDS). ALL RECORDS SHALL BE PREPARED IN A FORMAT WHICH IS ACCEPTABLE TO THE DISTRICT.

11) WITHIN 14 CALENDAR DAYS AFTER THE END OF EACH MONTH, THE OPERATOR SHALL TOTAL AND RECORD VOC EMISSIONS FOR THE MONTH FROM ALL EQUIPMENT COVERED BY THE MONTHLY LIMIT. THE RECORD SHALL INCLUDE ANY PROCEDURES USED TO ACCOUNT FOR CONTROL DEVICE EFFICIENCIES AND/OR WASTE DISPOSAL. IT SHALL BE SIGNED AND CERTIFIED FOR ACCURACY BY THE HIGHEST RANKING INDIVIDUAL RESPONSIBLE FOR COMPLIANCE WITH DISTRICT RULES.

12) THE OPERATOR SHALL MAINTAIN A SINGLE LIST THAT INCLUDES ONLY THE NAME AND ADDRESS OF EACH PERSON FROM WHOM THE FACILITY ACQUIRED VOC-CONTAINING MATERIAL REGULATED BY THE DISTRICT THAT WAS USED OR STORED AT THE FACILITY DURING THE PRECEDING 12 MONTHS.

13) THE OPERATOR SHALL RETAIN FOR 36 MONTHS ALL PURCHASE INVOICES FOR ALL VOC-CONTAINING MATERIAL USED OR STORED AT THE FACILITY, AND WASTE MANIFESTS FOR ALL WASTE VOC-CONTAINING MATERIAL REMOVED FROM THE FACILITY.

14) ALL RECORDS REQUIRED BY THIS PERMIT SHALL BE RETAINED AT THE FACILITY FOR 36 MONTHS, AND SHALL BE MADE AVAILABLE TO ANY DISTRICT REPRESENTATIVE UPON REQUEST.

NOTICE

IN ACCORDANCE WITH RULE 206, THIS PERMIT TO OPERATE OR COPY SHALL BE POSTED ON OR WITHIN 8 METERS OF THE EQUIPMENT.

**FILE COPY**

CONTINUATION OF PERMIT TO OPERATE

THIS PERMIT DOES NOT AUTHORIZE THE EMISSION OF AIR CONTAMINANTS IN EXCESS OF THOSE ALLOWED BY DIVISION 26 OF THE HEALTH AND SAFETY CODE OF THE STATE OF CALIFORNIA OR THE RULES OF THE AIR QUALITY MANAGEMENT DISTRICT. THIS PERMIT CANNOT BE CONSIDERED AS PERMISSION TO VIOLATE EXISTING LAWS, ORDINANCES, REGULATIONS OR STATUTES OF OTHER GOVERNMENT AGENCIES.

EXECUTIVE OFFICER

Dorris M Bailey

By Dorris M. Bailey/bb01
5/14/2002

**FILE COPY**

SOUTH COAST AQMD

# Facility INformation Detail (FIND)



## Compliance

| | |
|---|---|
| **Facility ID** | 131835 |
| **Company Name** | ELITE BODY SHOP, INC. |
| **Address** | 3225 W SUNSET BLVD |
| | LOS ANGELES, CA 90026 |

## Notices Of Violation

| Notice Number | Notice Issue Date | Violation Date | Disposition Date | Disposition |
|---|---|---|---|---|
| P42559 | 3/28/2003 | 3/28/2003 | 5/12/2006 | Cancelled |

First Prev Page 1 of 1 (1 records) Next Last Page 1 Export To Excel

## Notices To Comply

| Notice Number | Violation Date | Re-Inspection Date | Status |
|---|---|---|---|
| C76823 | 3/8/2002 | 5/1/2002 | In Compliance |
| C87196 | 3/28/2003 | 4/23/2003 | In Compliance |

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SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board | Transportation

**NOV/NC Details**

| Notice Number | P42559 | Violation Date | 3/28/2003 | Issue Date | 3/28/2003 | Notice Type | NOV |
|---|---|---|---|---|---|---|---|

| | |
|---|---|
| Facility ID | 131835 |
| Company Name | ELITE BODY SHOP, INC. |
| Address | 3225 W SUNSET<br>LOS ANGELES, CA 90026 |
| Violation Description | THE FACILITY IS OPERATING WITH EXPIRED PERMIT (#F52048). THE PERMIT EXPIRED ON OCTOBER 2002 |
| Equipment Description | |
| Follow Up Status | In Compliance |
| **Disposition** | Cancelled |
| Disposition Date | 5/12/2006 |

| Rule No. | Rule Description |
|---|---|
| 203 (a) | Permit to Operate |

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board | Transportation

**NOV/NC Details**

| Notice Number | C76823 | Violation Date | 3/8/2002 | Issue Date | 12/31/9999 | Notice Type | NC |
|---|---|---|---|---|---|---|---|

| | |
|---|---|
| Facility ID | 131835 |
| Company Name | ELITE BODY SHOP |
| Address | 3225 SUNSET<br>LOS ANGELES, CA 90026 |
| Violation Description | NEED TO APPLY FOR A CHANGE OF OWNERSHIP |
| Equipment Description | PERMIT |
| Status | In Compliance |
| Re-inspection Date | 5/1/2002 |

| Rule No. | Rule Description |
|---|---|

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board | Transportation

**NOV/NC Details**

| Notice Number | C87196 | Violation Date | 3/28/2003 | Issue Date | 12/31/9999 | Notice Type | NC |
|---|---|---|---|---|---|---|---|

| | |
|---|---|
| Facility ID | 131835 |
| Company Name | ELITE BODY SHOP, INC. |
| Address | 3225 W SUNSET<br>LOS ANGELES, CA 90026 |
| Violation Description | POST PERMIT TO OPERATE #F52048 |
| Equipment Description | |
| Status | In Compliance |
| Re-inspection Date | 4/23/2003 |

| Rule No. | Rule Description |
|---|---|
| 206 | Posting of Permit to Operate |

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board | Transportation

## Facility Details

| | |
|---|---|
| **Facility ID** | 154453 |
| **Company Name** | FIRST CLASS AUTO CRAFT |
| **Address** | 3225 SUNSET BLVD |
| | LOS ANGELES, CA 90026 |

**Status** SOLD

| SIC Code | Description |
|---|---|
| 7539 | AUTO REPAIR SHOPS, NEC |

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board | Transportation

## Equipment List

**Facility ID** 154453

**Company Name** FIRST CLASS AUTO CRAFT

**Address** 3225 SUNSET BLVD

LOS ANGELES, CA 90026

| Appl_Nbr | Permit_Nbr | Issued_Date | Permit_Status | Eq_Type | Equip_Description | Appl_Date | Appl_Status |
|---|---|---|---|---|---|---|---|
| 507952 | G10911 | 12/3/2010 | ACTIVE | Control | SPRAY BOOTH PAINT AND SOLVENT | 2/18/2010 | PERMIT TO OPERATE GRANTED |
| 507951 | G10910 | 12/3/2010 | ACTIVE | Control | SPRAY BOOTH, AUTOMOTIVE | 2/18/2010 | PERMIT TO OPERATE GRANTED |
| 478156 | F95844 | 3/12/2008 | INACTIVE | Control | SPRAY BOOTH PAINT AND SOLVENT | 2/14/2008 | PERMIT TO OPERATE GRANTED |

First Prev Page 1 of 1 (3 records) Next Last Page 1 Export To Excel

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board

**Application Details**

Application/Tracking Number 478156

Facility Information

| | | | |
|---|---|---|---|
| Business Name | FIRST CLASS AUTO CRAFT | | |
| Facility ID | 154453 | Facility Status | SOLD |

Application Information

| | | | |
|---|---|---|---|
| Application Type | Change of Ownership | Application Received | 2/14/2008 |
| Application Status | PERMIT TO OPERATE GRANTED | Application Deemed Complete | 2/21/2008 |
| Equipment Desc | SPRAY BOOTH PAINT AND SOLVENT | | |
| Permit Number | F95844 | Permit Status | INACTIVE |

View Permit Image

Engineer Information

| | | | |
|---|---|---|---|
| Engineer Assigned | JOE TUMAMBING | | |
| Engineer Phone | (909) 396-2462 | Team Assigned | N |

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
21865 Copley Drive, Diamond Bar, CA 91765


Permit No.
F95844
A/N 478156

# PERMIT TO OPERATE

This initial permit must be renewed ANNUALLY unless the equipment is moved, or changes ownership.
If the billing for the annual renewal fee (Rule 301.f) is not received by the expiration date, contact the District.

Legal Owner
or Operator:

ID 154453

SUNSET AUTO CRAFTERS, LEJ, LLC
3225 SUNSET BLVD
LOS ANGELES, CA 90026

**Equipment Location:** 3225 SUNSET BLVD, LOS ANGELES, CA 90026

**Equipment Description :**

SPRAY BOOTH, THERMOAIR, AUTOMOTIVE TYPE, MODEL NO. TA1427DD, 14'-0" W. X 30'-0" L. X 10'-5" H., FIVE 30" X 360" EXHAUST FILTERS, WITH ONE NATURAL GAS FIRED 1.075 MM BTU/HR HEATER, AND ONE 10 HP EXHAUST FAN.

**Conditions :**

1. OPERATION OF THIS EQUIPMENT SHALL BE CONDUCTED IN ACCORDANCE WITH ALL DATA AND SPECIFICATIONS SUBMITTED WITH THE APPLICATION UNDER WHICH THIS PERMIT IS ISSUED UNLESS OTHERWISE NOTED BELOW.

2. THIS EQUIPMENT SHALL BE PROPERLY MAINTAINED AND KEPT IN GOOD OPERATING CONDITION AT ALL TIMES.

3. A GAUGE SHALL BE INSTALLED AND MAINTAINED TO INDICATE, IN INCHES OF WATER, THE STATIC PRESSURE DIFFERENTIAL ACROSS THE EXHAUST FILTERS. IN OPERATION, THE PRESSURE DIFFERENTIAL SHALL NOT EXCEED 0.25 INCHES OF WATER.

4. THIS SPRAY BOOTH SHALL NOT BE OPERATED UNLESS ALL EXHAUST AIR PASSES THROUGH FILTER MEDIA AT LEAST 2 INCHES THICK.

5. THIS EQUIPMENT SHALL BE OPERATED IN COMPLIANCE WITH RULES 1151 AND 1171.

6. MATERIALS USED IN THIS EQUIPMENT SHALL NOT CONTAIN ANY CARCINOGENIC AIR CONTAMINANTS IDENTIFIED IN RULE 1401, TABLE 1 WITH AN EFFECTIVE DATE OF MAY 2, 2003, OR EARLIER.

7. MATERIAL SAFETY DATA SHEETS FOR ALL COATINGS AND SOLVENTS USED AT THIS FACILITY SHALL BE KEPT CURRENT AND MADE AVAILABLE TO DISTRICT PERSONNEL UPON REQUEST.

8. THE TOTAL QUANTITY OF VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS FROM THE USE OF COATINGS AND SOLVENTS FROM THIS EQUIPMENT SHALL BE LESS THAN 400 POUNDS IN ANY ONE CALENDAR MONTH..

**FILE COPY**

9. THE OPERATOR SHALL COMPLY WITH RULE 109 (RECORDKEEPING FOR VOLATILE ORGANIC COMPOUND EMISSIONS).

10. IN ADDITION TO THE REQUIREMENTS OF RULE 109, THE OPERATOR SHALL KEEP ADEQUATE RECORDS FOR THIS FACILITY TO VERIFY CALENDAR MONTHLY VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS IN POUNDS AND THE VOC CONTENT OF EACH MATERIAL AS APPLIED (INCLUDING WATER AND EXEMPT COMPOUNDS). ALL RECORDS SHALL BE PREPARED IN A FORMAT WHICH IS ACCEPTABLE TO THE DISTRICT.

11. WITHIN 14 CALENDAR DAYS AFTER THE END OF EACH MONTH, THE OPERATOR SHALL TOTAL AND RECORD VOC EMISSIONS FOR THE MONTH FROM ALL EQUIPMENT COVERED BY THE MONTHLY LIMIT. THE RECORD SHALL INCLUDE ANY PROCEDURES USED TO ACCOUNT FOR CONTROL DEVICE EFFICIENCIES AND/OR WASTE DISPOSAL. IT SHALL BE SIGNED AND CERTIFIED FOR ACCURACY BY THE HIGHEST RANKING INDIVIDUAL RESPONSIBLE FOR COMPLIANCE WITH DISTRICT RULES.

12. THE OPERATOR SHALL MAINTAIN A SINGLE LIST THAT INCLUDES ONLY THE NAME AND ADDRESS OF EACH PERSON FROM WHOM THE FACILITY ACQUIRED VOC-CONTAINING MATERIAL REGULATED BY THE DISTRICT THAT WAS USED OR STORED AT THE FACILITY DURING THE PRECEDING 12 MONTHS.

13. THE OPERATOR SHALL RETAIN FOR 24 MONTHS ALL PURCHASE INVOICES FOR ALL VOC-CONTAINING MATERIAL USED OR STORED AT THE FACILITY, AND WASTE MANIFESTS FOR ALL WASTE VOC-CONTAINING MATERIAL REMOVED FROM THE FACILITY.

14. ALL RECORDS REQUIRED BY THIS PERMIT SHALL BE RETAINED AT THE FACILITY FOR 24 MONTHS, AND SHALL BE MADE AVAILABLE TO ANY DISTRICT REPRESENTATIVE UPON REQUEST.

15. THIS EQUIPMENT SHALL NOT USE MORE THAN 10,000 CUBIC FEET OF NATURAL GAS IN ANY ONE DAY.

16. A NON-RESETTABLE TOTALIZING FUEL METER SHALL BE INSTALLED AND MAINTAINED TO VERIFY COMPLIANCE WITH CONDITION NO. 15. IN CASE THE FACILITY MAIN GAS METER IS USED TO VERIFY COMPLIANCE WITH CONDITION NO. 15, THEN THE TOTAL NATURAL GAS USAGE AT THE ENTIRE FACILITY SHALL NOT EXCEED 10,000 CUBIC FEET IN ANY ONE DAY.

17. THE OPERATOR SHALL MAINTAIN A FUEL USAGE LOG TO DEMONSTRATE COMPLIANCE WITH CONDITION NO. 15. THE LOG SHALL INCLUDE, AT A MINIMUM, THE DATE THE HEATER IS OPERATED, THE METER READINGS AT THE BEGINING AND AT THE END OF THE OPERATION, AND THE DAILY FUEL USAGE. IF THE FACILITY MAIN GAS METER IS USED TO VERIFY COMPLIANCE, READINGS AT THE START AND END OF EACH WORK DAY SHALL BE RECORDED

## PERMIT TO OPERATE

**NOTICE**

IN ACCORDANCE WITH RULE 206, THIS PERMIT TO OPERATE OR COPY SHALL BE POSTED ON OR WITHIN 8 METERS OF THE EQUIPMENT.

THIS PERMIT DOES NOT AUTHORIZE THE EMISSION OF AIR CONTAMINANTS IN EXCESS OF THOSE ALLOWED BY DIVISION 26 OF THE HEALTH AND SAFETY CODE OF THE STATE OF CALIFORNIA OR THE RULES OF THE AIR QUALITY MANAGEMENT DISTRICT. THIS PERMIT CANNOT BE CONSIDERED AS PERMISSION TO VIOLATE EXISTING LAWS, ORDINANCES, REGULATIONS OR STATUTES OF OTHER GOVERNMENT AGENCIES.

EXECUTIVE OFFICER

Dorris M Bailey

By Dorris M.Bailey/JT03
3/12/2008

**FILE COPY**

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board

**Application Details**

Application/Tracking Number 507951

Facility Information

| | | | |
|---|---|---|---|
| Business Name | FIRST CLASS AUTO CRAFT | | |
| Facility ID | 154453 | Facility Status | SOLD |

Application Information

| | | | |
|---|---|---|---|
| Application Type | New Construction (Permit to Construct) | Application Received | 2/18/2010 |
| Application Status | PERMIT TO OPERATE GRANTED | Application Deemed Complete | 3/20/2010 |
| Equipment Desc | SPRAY BOOTH, AUTOMOTIVE | | |
| Permit Number | G10910 | Permit Status | ACTIVE |

View Permit Image

Engineer Information

| | | | |
|---|---|---|---|
| Engineer Assigned | SINAE KIM | | |
| Engineer Phone | (909) 396-2397 | Team Assigned | B1 |

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
21865 Copley Drive, Diamond Bar, CA 91765

# PERMIT TO OPERATE


Permit No.
G10910
A/N 507951

**This initial permit must be renewed ANNUALLY unless the equipment is moved, or changes ownership.**
**If the billing for the annual renewal fee (Rule 301.f) is not received by the expiration date, contact the District.**

ID 154453

Legal Owner
or Operator:

SUNSET AUTO CRAFTERS, LEJ, LLC
3225 SUNSET BLVD
LOS ANGELES, CA 90026

**Equipment Location:** 3225 SUNSET BLVD, LOS ANGELES, CA 90026

**Equipment Description :**

SPRAY BOOTH, ZHONGDA, AUTOMOTIVE TYPE, MODEL NO. ZD-701-C900II, 17'-9" W. X 27'-4" L. X 11'-0" H., WITH A 1,050,000 BTU PER HOUR NATURAL GAS-FIRED HEATER, TWO 30" X 72" AND TWO 30" X 264" EXHAUST FILTERS AND ONE 10-H.P. EXHAUST FAN.

**Conditions :**

1. OPERATION OF THIS EQUIPMENT SHALL BE CONDUCTED IN ACCORDANCE WITH ALL DATA AND SPECIFICATIONS SUBMITTED WITH THE APPLICATION UNDER WHICH THIS PERMIT IS ISSUED UNLESS OTHERWISE NOTED BELOW.

2. THIS EQUIPMENT SHALL BE PROPERLY MAINTAINED AND KEPT IN GOOD OPERATING CONDITION AT ALL TIMES.

3. A GAUGE SHALL BE INSTALLED AND MAINTAINED TO INDICATE, IN INCHES OF WATER, THE STATIC PRESSURE DIFFERENTIAL ACROSS THE EXHAUST FILTERS. IN OPERATION, THE PRESSURE DIFFERENTIAL SHALL NOT EXCEED 0.25 INCHES OF WATER.

4. THIS SPRAY BOOTH SHALL NOT BE OPERATED UNLESS ALL EXHAUST AIR PASSES THROUGH FILTER MEDIA AT LEAST 2 INCHES THICK.

5. THIS EQUIPMENT SHALL BE OPERATED IN COMPLIANCE WITH RULES 1147, 1151, AND 1171.

6. THIS EQUIPMENT SHALL NOT USE MORE THAN 7,692 CUBIC FEET OF NATURAL GAS IN ANY ONE DAY.

7. A NON-RESETTABLE TOTALIZING FUEL METER SHALL BE INSTALLED AND MAINTAINED TO VERIFY COMPLIANCE WITH CONDITION NO. 6. IF THE FACILITY MAIN GAS METER IS USED TO VERIFY COMPLIANCE WITH NATURAL GAS USAGE, THE TOTAL NATURAL GAS USAGE AT THE FACILITY SHALL NOT EXCEED 7,692 CUBIC FEET IN ANY ONE DAY.

**FILE COPY**

8. THE OPERATOR SHALL MAINTAIN A NATURAL GAS CONSUMPTION LOG TO VERIFY COMPLIANCE WITH CONDITION NO. 6. THE LOG SHALL INCLUDE, AT A MINIMUM, THE DATE OF OPERATION, THE METER READINGS AT THE BEGINNING AND AT THE END OF THE OPERATION, AND THE DAILY NATURAL GAS CONSUMPTION. IF THE FACILITY MAIN GAS METER IS USED TO VERIFY COMPLIANCE, READINGS AT THE START AND END OF EACH WORK DAY SHALL BE RECORDED.

9. MATERIALS USED IN THIS EQUIPMENT SHALL NOT CONTAIN ANY CARCINOGENIC AIR CONTAMINANTS IDENTIFIED IN RULE 1401, TABLE 1 WITH AN EFFECTIVE DATE OF JUNE 5, 2009 OR EARLIER, WITH THE EXCEPTION OF ETHYL BENZENE (CAS NO. 100-41-4).

10. THE ETHYL BENZENE (CAS NO. 100-41-4) CONTENT BY WEIGHT IN MATERIALS USED IN THIS EQUIPMENT SHALL NOT EXCEED 1.5%.

11. THE TOTAL QUANTITY OF MATERIALS CONTAINING ETHYL BENZENE USED IN THIS EQUIPMENT SHALL NOT EXCEED 171 GALLONS IN ANY ONE CALENDAR YEAR.

12. THE OPERATOR SHALL KEEP ADEQUATE RECORDS TO VERIFY CALENDAR YEARLY THROUGHPUT OF MATERIALS CONTAINING ETHYL BENZENE TO DEMONSTRATE COMPLIANCE WITH CONDITION NO. 11.

13. THE TOTAL QUANTITY OF VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS FROM ALL PERMITTED EQUIPMENT AND ASSOCIATED OPERATIONS AT THIS FACILITY SHALL BE LESS THAN 667 POUNDS IN ANY ONE CALENDAR MONTH. ASSOCIATED OPERATIONS INCLUDE, BUT ARE NOT LIMITED TO, SURFACE PREPARATION, EQUIPMENT CLEAN-UP, AND THE APPLICATION OF ANY OTHER MATERIALS TO PARTS THAT ARE PREVIOUSLY OR SUBSEQUENTLY PROCESSED IN THE PERMITTED EQUIPMENT.

14. MATERIAL SAFETY DATA SHEETS FOR ALL COATINGS AND SOLVENTS USED AT THIS FACILITY AND SUBJECT TO DISTRICT RULES SHALL BE KEPT CURRENT AND MADE AVAILABLE TO DISTRICT PERSONNEL UPON REQUEST.

15. THE OPERATOR SHALL COMPLY WITH RULE 109 (RECORDKEEPING FOR VOLATILE ORGANIC COMPOUND EMISSIONS).

16. IN ADDITION TO THE REQUIREMENTS OF RULE 109, THE OPERATOR SHALL KEEP ADEQUATE RECORDS FOR THIS FACILITY TO VERIFY CALENDAR MONTHLY VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS IN POUNDS AND THE VOC CONTENT OF EACH MATERIAL AS APPLIED (INCLUDING WATER AND EXEMPT COMPOUNDS). ALL RECORDS SHALL BE PREPARED IN A FORMAT WHICH IS ACCEPTABLE TO THE DISTRICT.

17. THE OPERATOR SHALL MAINTAIN A SINGLE LIST THAT INCLUDES ONLY THE NAME AND ADDRESS OF EACH PERSON FROM WHOM THE FACILITY ACQUIRED VOC-CONTAINING MATERIAL REGULATED BY THE DISTRICT THAT WAS USED OR STORED AT THE FACILITY DURING THE PRECEDING 12 MONTHS.

**FILE COPY**

18. THE OPERATOR SHALL RETAIN FOR 24 MONTHS ALL PURCHASE INVOICES FOR ALL VOC-CONTAINING MATERIAL USED OR STORED AT THE FACILITY, AND WASTE MANIFESTS FOR ALL WASTE VOC-CONTAINING MATERIAL REMOVED FROM THE FACILITY.

19. WITHIN 14 CALENDAR DAYS AFTER THE END OF EACH MONTH, THE OPERATOR SHALL TOTAL AND RECORD VOC EMISSIONS FOR THE MONTH FROM ALL EQUIPMENT COVERED BY THE MONTHLY LIMIT. THE RECORD SHALL INCLUDE ANY PROCEDURES USED TO ACCOUNT FOR CONTROL DEVICE EFFICIENCIES AND/OR WASTE DISPOSAL. IT SHALL BE SIGNED AND CERTIFIED FOR ACCURACY BY THE HIGHEST RANKING INDIVIDUAL RESPONSIBLE FOR COMPLIANCE WITH DISTRICT RULES.

20. ALL RECORDS REQUIRED BY THIS PERMIT SHALL BE RETAINED AT THE FACILITY FOR 24 MONTHS, AND SHALL BE MADE AVAILABLE TO ANY DISTRICT REPRESENTATIVE UPON REQUEST.

**NOTICE**

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EXECUTIVE OFFICER

Dorris M Bailey

By Dorris M.Bailey/SK12
12/3/2010

**FILE COPY**

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board

**Application Details**

Application/Tracking Number 507952

Facility Information

| | | | |
|---|---|---|---|
| *Business Name* | FIRST CLASS AUTO CRAFT | | |
| Facility ID | 154453 | Facility Status | SOLD |

Application Information

| | | | |
|---|---|---|---|
| Application Type | Change of Conditions | Application Received | 2/18/2010 |
| Application Status | PERMIT TO OPERATE GRANTED | Application Deemed Complete | 3/20/2010 |
| Equipment Desc | SPRAY BOOTH PAINT AND SOLVENT | | |
| Permit Number | G10911 | Permit Status | ACTIVE |

View Permit Image

Engineer Information

| | | | |
|---|---|---|---|
| Engineer Assigned | SINAE KIM | | |
| Engineer Phone | (909) 396-2397 | Team Assigned | B1 |

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
21865 Copley Drive, Diamond Bar, CA 91765

# PERMIT TO OPERATE


Permit No.
G10911
A/N 507952

**This initial permit must be renewed ANNUALLY unless the equipment is moved, or changes ownership.**
**If the billing for the annual renewal fee (Rule 301.f) is not received by the expiration date, contact the District.**

Legal Owner
or Operator:

SUNSET AUTO CRAFTERS, LEJ, LLC
3225 SUNSET BLVD
LOS ANGELES, CA 90026

ID 154453

**Equipment Location:** 3225 SUNSET BLVD, LOS ANGELES, CA 90026

**Equipment Description :**

SPRAY BOOTH, THERMOAIR, AUTOMOTIVE TYPE, MODEL NO. TA1427DD, 14'-0" W. X 30'-0" L. X 10'-5" H., WITH A 1,075,000 BTU PER HOUR NATURAL GAS-FIRED HEATER, FIVE 30" X 360" EXHAUST FILTERS AND ONE 10-H.P. EXHAUST FAN.

**Conditions :**

1. OPERATION OF THIS EQUIPMENT SHALL BE CONDUCTED IN ACCORDANCE WITH ALL DATA AND SPECIFICATIONS SUBMITTED WITH THE APPLICATION UNDER WHICH THIS PERMIT IS ISSUED UNLESS OTHERWISE NOTED BELOW.

2. THIS EQUIPMENT SHALL BE PROPERLY MAINTAINED AND KEPT IN GOOD OPERATING CONDITION AT ALL TIMES.

3. A GAUGE SHALL BE INSTALLED AND MAINTAINED TO INDICATE, IN INCHES OF WATER, THE STATIC PRESSURE DIFFERENTIAL ACROSS THE EXHAUST FILTERS. IN OPERATION, THE PRESSURE DIFFERENTIAL SHALL NOT EXCEED 0.25 INCHES OF WATER.

4. THIS SPRAY BOOTH SHALL NOT BE OPERATED UNLESS ALL EXHAUST AIR PASSES THROUGH FILTER MEDIA AT LEAST 2 INCHES THICK.

5. THIS EQUIPMENT SHALL BE OPERATED IN COMPLIANCE WITH RULES 1147, 1151, AND 1171.

6. THIS EQUIPMENT SHALL NOT USE MORE THAN 7,692 CUBIC FEET OF NATURAL GAS IN ANY ONE DAY.

7. A NON-RESETTABLE TOTALIZING FUEL METER SHALL BE INSTALLED AND MAINTAINED TO VERIFY COMPLIANCE WITH CONDITION NO. 6. IF THE FACILITY MAIN GAS METER IS USED TO VERIFY COMPLIANCE WITH NATURAL GAS USAGE, THE TOTAL NATURAL GAS USAGE AT THE FACILITY SHALL NOT EXCEED 7,692 CUBIC FEET IN ANY ONE DAY.

**FILE COPY**

8. THE OPERATOR SHALL MAINTAIN A NATURAL GAS CONSUMPTION LOG TO VERIFY COMPLIANCE WITH CONDITION NO. 6. THE LOG SHALL INCLUDE, AT A MINIMUM, THE DATE OF OPERATION, THE METER READINGS AT THE BEGINNING AND AT THE END OF THE OPERATION, AND THE DAILY NATURAL GAS CONSUMPTION. IF THE FACILITY MAIN GAS METER IS USED TO VERIFY COMPLIANCE, READINGS AT THE START AND END OF EACH WORK DAY SHALL BE RECORDED.

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10. THE ETHYL BENZENE (CAS NO. 100-41-4) CONTENT BY WEIGHT IN MATERIALS USED IN THIS EQUIPMENT SHALL NOT EXCEED 1.5%.

11. THE TOTAL QUANTITY OF MATERIALS CONTAINING ETHYL BENZENE USED IN THIS EQUIPMENT SHALL NOT EXCEED 171 GALLONS IN ANY ONE CALENDAR YEAR.

12. THE OPERATOR SHALL KEEP ADEQUATE RECORDS TO VERIFY CALENDAR YEARLY THROUGHPUT OF MATERIALS CONTAINING ETHYL BENZENE TO DEMONSTRATE COMPLIANCE WITH CONDITION NO. 11.

13. THE TOTAL QUANTITY OF VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS FROM ALL PERMITTED EQUIPMENT AND ASSOCIATED OPERATIONS AT THIS FACILITY SHALL BE LESS THAN 667 POUNDS IN ANY ONE CALENDAR MONTH. ASSOCIATED OPERATIONS INCLUDE, BUT ARE NOT LIMITED TO, SURFACE PREPARATION, EQUIPMENT CLEAN-UP, AND THE APPLICATION OF ANY OTHER MATERIALS TO PARTS THAT ARE PREVIOUSLY OR SUBSEQUENTLY PROCESSED IN THE PERMITTED EQUIPMENT.

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16. IN ADDITION TO THE REQUIREMENTS OF RULE 109, THE OPERATOR SHALL KEEP ADEQUATE RECORDS FOR THIS FACILITY TO VERIFY CALENDAR MONTHLY VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS IN POUNDS AND THE VOC CONTENT OF EACH MATERIAL AS APPLIED (INCLUDING WATER AND EXEMPT COMPOUNDS). ALL RECORDS SHALL BE PREPARED IN A FORMAT WHICH IS ACCEPTABLE TO THE DISTRICT.

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**FILE COPY**

18. THE OPERATOR SHALL RETAIN FOR 24 MONTHS ALL PURCHASE INVOICES FOR ALL VOC-CONTAINING MATERIAL USED OR STORED AT THE FACILITY, AND WASTE MANIFESTS FOR ALL WASTE VOC-CONTAINING MATERIAL REMOVED FROM THE FACILITY.

19. WITHIN 14 CALENDAR DAYS AFTER THE END OF EACH MONTH, THE OPERATOR SHALL TOTAL AND RECORD VOC EMISSIONS FOR THE MONTH FROM ALL EQUIPMENT COVERED BY THE MONTHLY LIMIT. THE RECORD SHALL INCLUDE ANY PROCEDURES USED TO ACCOUNT FOR CONTROL DEVICE EFFICIENCIES AND/OR WASTE DISPOSAL. IT SHALL BE SIGNED AND CERTIFIED FOR ACCURACY BY THE HIGHEST RANKING INDIVIDUAL RESPONSIBLE FOR COMPLIANCE WITH DISTRICT RULES.

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EXECUTIVE OFFICER

Dorris M Bailey

By Dorris M.Bailey/SK12
12/3/2010

**FILE COPY**

SOUTH COAST AQMD

# Facility INformation Detail (FIND)



## Compliance

| | |
|---|---|
| **Facility ID** | 154453 |
| **Company Name** | FIRST CLASS AUTO CRAFT |
| **Address** | 3225 SUNSET BLVD |
| | LOS ANGELES, CA 90026 |

## Notices Of Violaton: NONE

## Notices To Comply

| Notice Number | Violation Date | Re-Inspection Date | Status |
|---|---|---|---|
| E06483 | 5/19/2011 | 9/22/2011 | In Compliance |

First Prev Page 1 of 1 (1 records) Next Last Page 1 Export To Excel

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board | Transportation

**NOV/NC Details**

| Notice Number | E06483 | Violation Date | 5/19/2011 | Issue Date | 10/6/2011 | Notice Type | NC |
|---|---|---|---|---|---|---|---|

| | |
|---|---|
| Facility ID | 154453 |
| Company Name | SUNSET AUTO CRAFTERS, LEJ, LLC |
| Address | 3225 SUNSET<br>LOS ANGELES, CA 90026 |
| Violation Description | to maintain daily gas usage records. |
| Equipment Description | spray booth |
| Status | In Compliance |
| Re-inspection Date | 9/22/2011 |

| Rule No. | Rule Description |
|---|---|

SOUTH COAST AQMD

# Facility INformation Detail (FIND)

Search Again | Search Results | Facility Details | Equipment List | Compliance | Emissions | Hearing Board | Transportation

**NOV/NC Details**

| Notice Number | E06483 | Violation Date | 5/19/2011 | Issue Date | 10/6/2011 | Notice Type | NC |
|---|---|---|---|---|---|---|---|

| | |
|---|---|
| Facility ID | 154453 |
| Company Name | SUNSET AUTO CRAFTERS, LEJ, LLC |
| Address | 3225 SUNSET<br>LOS ANGELES, CA 90026 |
| Violation Description | to maintain daily gas usage records. |
| Equipment Description | spray booth |
| Status | In Compliance |
| Re-inspection Date | 9/22/2011 |

| Rule No. | Rule Description |
|---|---|

**Department of Toxic Substances Control**

**Barbara A. Lee , Director**
**1001 I Street**
**P.O. Box 806**
**Sacramento , CA 958120806**

***Matthew Rodriquez***
*Secretary for*
*Environmental Protection*

***Edmund G. Brown Jr***
*Governor*

## EPA ID PROFILE

Map

**ID Number:** CAL000330910
**Name:** LEJ LLC DBA FIRST CLASS
**County:** LOS ANGELESAUTO CRAFT
**NAICS:** 811121

**Status:** INACTIVE
**Inactive Date:** 6/30/2017 12:00:00 AM
**Record Entered:** 3/20/2008 4:56:23 PM
**Last Updated:** 12/13/2016 9:37:29 AM

| | Name | Address | City | State | Zip Code | Phone |
|---|---|---|---|---|---|---|
| Location | LEJ LLC DBA FIRST CLASS AUTO CRAFT | 3225 W SUNSET BLVD | LOS ANGELES | CA | 900262115 | |
| Mailing | | 3225 W SUNSET BLVD | LOS ANGELES | CA | 900262115 | |
| Owner | LEJ LLC/LAWRENCE ROZENBERG | 1509 COURTNEY AVE | LOS ANGELES | CA | 900462716 | 3235743436 |
| Operator/Contact | WENDY MARTINEZ | 3225 W SUNSET BLVD | LOS ANGELES | CA | 90026 | 3236443313 |

**Based Only Upon ID Number:**
**CAL000330910**

| Calif. Manifests? | Non Calif. Manifests? | Transporter Registration? |
|---|---|---|
| Yes | N/A | N/A |

**California and Non California Manifest Tonnage Total and Waste Code by Year Matrix by Entity Type (if available) are on the next page**

**Calif. Manifest Counts and Total Tonnage**

Top line represents Manifest Count and Bottom line represents Total Tonnage

| Year | Generator | Trans. 1 | Trans. 2 | TSDF | ALT. TSDF |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| 2008 | 1<br>0.20850 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 |
| 2014 | 8<br>1.13176 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 |
| 2015 | 5<br>0.65404 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 |
| 2016 | 1<br>0.10000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 |

## Non California Manifest Total Tonnage

**No Records Found**

| Waste Code Matrix | | | | | |
|---|---|---|---|---|---|
| California | Generator | Trans. 1 | Trans. 2 | TSDF | Alt. TSDF |
| RCRA | Generator | Trans. 1 | Trans. 2 | TSDF | Alt. TSDF |

Waste Code Matrix as a spreadsheet

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

**Report Generation Date:** 10/23/2018

# California Waste Code by Year Matrix

**ID Number:** **CAL000330910**
**Entity Type:** **Generator**

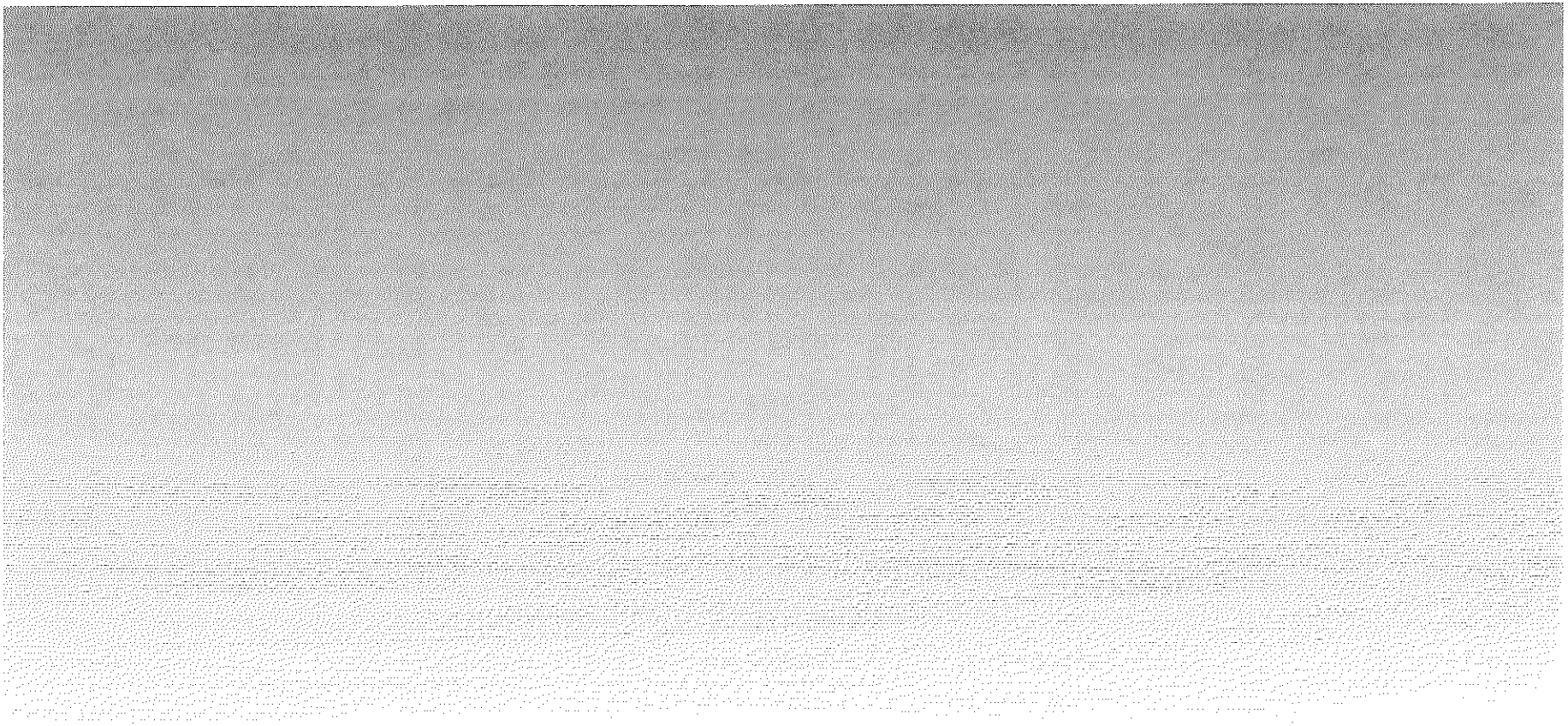
2008 2018 Select Years

| Calif. Code | Description | 2008 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|
| 133 | AQ SOL (2 < PH < 12.5) W ORG RESIDUES >= 10% | 0.20850 | 0.11676 | 0.21684 | 0.00000 |
| 214 | UNSPECIFIED SOLVENT MIXTURE | 0.00000 | 0.02500 | 0.09500 | 0.00000 |
| 221 | WASTE OIL AND MIXED OIL | 0.00000 | 0.00000 | 0.16720 | 0.00000 |
| 223 | UNSPECIFIED OIL-CONTAINING WASTE | 0.00000 | 0.04000 | 0.00000 | 0.00000 |
| 352 | OTHER ORGANIC SOLIDS | 0.00000 | 0.95000 | 0.17500 | 0.10000 |
| | Grand Totals | 0.20850 | 1.13176 | 0.65404 | 0.10000 |

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste

Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

**Report Generation Date:** 10/23/2018



**Department of Toxic Substances Control**

**Barbara A. Lee , Director**
**1001 I Street**
**P.O. Box 806**
**Sacramento , CA 958120806**

***Matthew Rodriquez***
*Secretary for*
*Environmental Protection*

***Edmund G. Brown Jr***
*Governor*

## EPA ID PROFILE

Map

| | | | |
|---|---|---|---|
| **ID Number:** | CAL000035662 | **Status:** | INACTIVE |
| **Name:** | M&K BODY SHOP | **Inactive Date:** | 6/30/2003 12:00:00 AM |
| **County:** | LOS ANGELES | **Record Entered:** | 7/5/1990 12:00:00 AM |
| **NAICS:** | N/A | **Last Updated:** | 5/25/2007 10:47:07 AM |

| | Name | Address | City | State | Zip Code | Phone |
|---|---|---|---|---|---|---|
| **Location** | M&K BODY SHOP | 3225 SUNSET BLVD | HOLLYWOOD | CA | 900260000 | |
| **Mailing** | | 3225 W SUNSET BLVD | LOS ANGELES | CA | 900262115 | |
| **Owner** | BEKHOR SAM | -- | -- | 99 | -- | 0000000000 |
| **Operator/Contact** | -- | INACT PER 98VQ FINAL NOTICE | -- | 99 | -- | -- |

**Based Only Upon ID Number:**
**CAL000035662**

| Calif. Manifests? | Non Calif. Manifests? | Transporter Registration? |
|---|---|---|
| Yes | N/A | N/A |

**California and Non California Manifest Tonnage Total and Waste Code by Year Matrix by Entity Type (if available) are on the next page**

**Calif. Manifest Counts and Total Tonnage**

Top line represents Manifest Count and Bottom line represents Total Tonnage

| Year | Generator | Trans. 1 | Trans. 2 | TSDF | ALT. TSDF |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| 1993 | 4<br>0.47160 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 |
| 2002 | 1<br>0.45000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 |
| 2003 | 1<br>0.18000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 |
| 2004 | 4<br>2.89200 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 |
| 2005 | 1<br>0.39600 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 |
| 2007 | 1<br>0.17000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 |

## Non California Manifest Total Tonnage

**No Records Found**

| Waste Code Matrix | | | | | |
|---|---|---|---|---|---|
| California | Generator | Trans. 1 | Trans. 2 | TSDF | Alt. TSDF |
| RCRA | Generator | Trans. 1 | Trans. 2 | TSDF | Alt. TSDF |

Waste Code Matrix as a spreadsheet

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

**Report Generation Date:** 10/22/2018

# California Waste Code by Year Matrix

**ID Number:** **CAL000035662**
**Entity Type:** **Generator**

1993 2018 Select Years



| Calif. Code | Description | 1993 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|
| 134 | AQ SOL (2 < PH < 12.5) W ORG RESIDUES < 10% | 0.00000 | 0.00000 | 0.00000 | 2.10000 | 0.00000 |
| 214 | UNSPECIFIED SOLVENT MIXTURE | 0.47160 | 0.45000 | 0.18000 | 0.79200 | 0.39600 |
| 343 | UNSPECIFIED ORGANIC LIQUID MIXTURE | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| | Grand Totals | 0.47160 | 0.45000 | 0.18000 | 2.89200 | 0.39600 |

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

**Report Generation Date:** 10/24/2018

# California Waste Code by Year Matrix

**ID Number:** **CAL000035662**
**Entity Type:** **Generator**

2005 2018 Select Years

| Calif. Code | Description | 2005 | 2007 |
|---|---|---|---|
| 214 | UNSPECIFIED SOLVENT MIXTURE | 0.39600 | 0.00000 |
| 343 | UNSPECIFIED ORGANIC LIQUID MIXTURE | 0.00000 | 0.17000 |
| | Grand Totals | 0.39600 | 0.17000 |

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

**Report Generation Date:** 10/24/2018

**Department of Toxic Substances Control**

**Barbara A. Lee , Director**
**1001 I Street**
**P.O. Box 806**
**Sacramento , CA 958120806**

***Matthew Rodriquez***
*Secretary for*
*Environmental Protection*

***Edmund G. Brown Jr***
*Governor*

## EPA ID PROFILE

Map

| | | | |
|---|---|---|---|
| **ID Number:** | | **Status:** | |
| **Name:** | CAL000284516 | **Inactive Date:** | INACTIVE |
| **County:** | ALL MAGIC PAINT & BODY | **Record Entered:** | 6/30/2008 12:00:00 AM |
| **NAICS:** | LOS ANGELES | **Last Updated:** | 7/14/2004 2:22:54 PM |
| | 811111 | | 4/23/2009 1:57:48 PM |

| | Name | Address | City | State | Zip Code | Phone |
|---|---|---|---|---|---|---|
| **Location** | ALL MAGIC PAINT & BODY | 3225 SUNSET BLVD | LOS ANGELES | CA | 90026 | |
| **Mailing** | | 3225 SUNSET BLVD | LOS ANGELES | CA | 900260000 | |
| **Owner** | ALL MAGIC PAINT & BODY | 3225 SUNSET BLVD | LOS ANGELES | CA | 900260000 | 3236648999 |
| **Operator/Contact** | SIMON EDRI | 3225 SUNSET BLVD | LOS ANGELES | CA | 900260000 | 3236648999 |

**Based Only Upon ID Number:**
**CAL000284516**

| Calif. Manifests? | Non Calif. Manifests? | Transporter Registration? |
|---|---|---|
| Yes | N/A | N/A |

**California and Non California Manifest Tonnage Total and Waste Code by Year Matrix by Entity Type (if available) are on the next page**

**Calif. Manifest Counts and Total Tonnage**

Top line represents Manifest Count and Bottom line represents Total Tonnage

| Year | Generator | Trans. 1 | Trans. 2 | TSDF | ALT. TSDF |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| 2006 | 1<br>0.19800 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 |

## Non California Manifest Total Tonnage

**No Records Found**

| Waste Code Matrix | | | | | |
|---|---|---|---|---|---|
| **California** | Generator | Trans. 1 | Trans. 2 | TSDF | Alt. TSDF |
| **RCRA** | Generator | Trans. 1 | Trans. 2 | TSDF | Alt. TSDF |

Waste Code Matrix as a spreadsheet

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

**Report Generation Date:** 10/22/2018

# California Waste Code by Year Matrix

**ID Number:** **CAL000284516**
**Entity Type:** **Generator**

2006 2018 Select Years

| Calif. Code | Description | 2006 |
|---|---|---|
| 214 | UNSPECIFIED SOLVENT MIXTURE | 0.19800 |
| | Grand Total | 0.19800 |

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

**Report Generation Date:** 10/22/2018

**Department of Toxic Substances Control**

**Barbara A. Lee , Director**
**1001 I Street**
**P.O. Box 806**
**Sacramento , CA 958120806**

***Matthew Rodriquez***
*Secretary for*
*Environmental Protection*

***Edmund G. Brown Jr***
*Governor*

## EPA ID PROFILE

Map

**ID Number:** CAL000329514
**Name:** LEJ LLC DBA SUNSET AUTO
**County:** LOS ANGELESCRAFTERS
**NAICS:** 99999

**Status:** INACTIVE
**Inactive Date:** 6/30/2008 12:00:00 AM
**Record Entered:** 2/6/2008 3:01:03 PM
**Last Updated:** 4/23/2009 1:57:48 PM

| | Name | Address | City | State | Zip Code | Phone |
|---|---|---|---|---|---|---|
| Location | LEJ LLC DBA SUNSET AUTO CRAFTERS | 3225 W SUNSET BLVD | LOS ANGELES | CA | 900262115 | |
| Mailing | | 3225 W SUNSET BLVD | LOS ANGELES | CA | 900262115 | |
| Owner | JEFFERY GERBER | 33342 TRAIL RANCH RD | AGUA DULCE | CA | 913903463 | 9093660665 |
| Operator/Contact | JEFFREY GERBER | 3225 W SUNSET BLVD | LOS ANGELES | CA | 900262115 | 3236443344 |

**Based Only Upon ID Number:**
**CAL000329514**

| Calif. Manifests? | Non Calif. Manifests? | Transporter Registration? |
|---|---|---|
| N/A | N/A | N/A |

**California and Non California Manifest Tonnage Total and Waste Code by Year Matrix by Entity Type (if available) are on the next page**

**Calif. Manifest Counts and Total Tonnage**

**No Records Found**

## Non California Manifest Total Tonnage

**No Records Found**

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

**Report Generation Date:** 10/22/2018

**Department of Toxic Substances Control**

**Barbara A. Lee , Director**
**1001 I Street**
**P.O. Box 806**
**Sacramento , CA 958120806**

***Matthew Rodriquez***
*Secretary for*
*Environmental Protection*

***Edmund G. Brown Jr***
*Governor*

## EPA ID PROFILE

Map

**ID Number:** CAL000419750
**Name:** LETR INC DBA SUNSET BODY
**County:** LOS ANGELESWORKS
**NAICS:** 811121

**Status:** ACTIVE
**Inactive Date:**
**Record Entered:** 8/22/2016 11:36:06 AM
**Last Updated:** 11/10/2017 10:15:47 AM

| | Name | Address | City | State | Zip Code | Phone |
|---|---|---|---|---|---|---|
| Location | LETR INC DBA SUNSET BODY WORKS | 3225 W SUNSET BLVD | LOS ANGELES | CA | 900262115 | |
| Mailing | | 3225 W SUNSET BLVD | LOS ANGELES | CA | 900262115 | |
| Owner | TANYA ROZENBERG | 2934 1/2 N BEVERLY GLEN CIR | LOS ANGELES | CA | 900771724 | 3233501372 |
| Operator/Contact | WENDY MARTINEZ | 3225 W SUNSET BLVD | LOS ANGELES | CA | 90026 | 3237410800 |

**Based Only Upon ID Number:**
**CAL000419750**

| Calif. Manifests? | Non Calif. Manifests? | Transporter Registration? |
|---|---|---|
| N/A | N/A | N/A |

**California and Non California Manifest Tonnage Total and Waste Code by Year Matrix by Entity Type (if available) are on the next page**

**Calif. Manifest Counts and Total Tonnage**

**No Records Found**

## Non California Manifest Total Tonnage

**No Records Found**

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

**Report Generation Date:** 10/22/2018

**Department of Toxic Substances Control**

**Barbara A. Lee , Director**
**1001 I Street**
**P.O. Box 806**
**Sacramento , CA 958120806**

***Matthew Rodriquez***
*Secretary for*
*Environmental Protection*

***Edmund G. Brown Jr***
*Governor*

## EPA ID PROFILE

Map

**ID Number:** CAL000419848
**Name:** LETR INC DBA SUNSET BODY
**County:** LOS ANGELESWORKS
**NAICS:** 811121

**Status:** ACTIVE
**Inactive Date:**
**Record Entered:** 8/25/2016 1:34:58 PM
**Last Updated:** 11/10/2017 10:15:47 AM

| | Name | Address | City | State | Zip Code | Phone |
|---|---|---|---|---|---|---|
| Location | LETR INC DBA SUNSET BODY WORKS | 3225 W SUNSET BLVD | LOS ANGELES | CA | 900262115 | |
| Mailing | | 3225 W SUNSET BLVD | LOS ANGELES | CA | 900262115 | |
| Owner | TANYA ROZENBERG | 2934 1/2 N BEVERLY GLEN CIR | LOS ANGELES | CA | 900771724 | 3233501372 |
| Operator/Contact | WENDY MARTINEZ | 3225 W SUNSET BLVD | LOS ANGELES | CA | 90026 | 3237410800 |

**Based Only Upon ID Number:**
**CAL000419848**

| Calif. Manifests? | Non Calif. Manifests? | Transporter Registration? |
|---|---|---|
| Yes | N/A | N/A |

**California and Non California Manifest Tonnage Total and Waste Code by Year Matrix by Entity Type (if available) are on the next page**

**Calif. Manifest Counts and Total Tonnage**

Top line represents Manifest Count and Bottom line represents Total Tonnage

| Year | Generator | Trans. 1 | Trans. 2 | TSDF | ALT. TSDF |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| 2017 | 2<br>0.30600 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 | 0<br>0.00000 |

## Non California Manifest Total Tonnage

**No Records Found**

| Waste Code Matrix | | | | | |
|---|---|---|---|---|---|
| California | Generator | Trans. 1 | Trans. 2 | TSDF | Alt. TSDF |
| RCRA | Generator | Trans. 1 | Trans. 2 | TSDF | Alt. TSDF |

Waste Code Matrix as a spreadsheet

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

**Report Generation Date:** 10/22/2018

# California Waste Code by Year Matrix

**ID Number:** **CAL000419848**
**Entity Type:** **Generator**

2017 2018 Select Years

| Calif. Code | Description | 2017 |
|---|---|---|
| 214 | UNSPECIFIED SOLVENT MIXTURE | 0.30600 |
| | Grand Total | 0.30600 |

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

**Report Generation Date:** 10/22/2018

1

# APPLICATION TO [redacted] FOR A Certificate of Occupancy

Form B-1
CITY OF LOS ANGELES
DEPARTMENT
OF
BUILDING AND SAFETY
BUILDING DIVISION

Lot No. 2-3-4-5

Tract 5036

Location of Building 3xxx Sunset Blvd. (House Number and Street) | Approved by City Engineer

Between what cross streets? W. of Westerly | Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of [redacted] Used car lot (Store, Dwelling, Apartment House, Hotel or other purpose) Families Rooms
2. Owner Metropolitan Chevrolet Co. (Print Name) Phone
3. Owner's Address 3225 Sunset Blvd. P. O.
4. Certificated Architect State License No. Phone
5. Licensed Engineer State License No. Phone
6. Contractor State License No. Phone
7. Contractor's Address
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $
9. State how many buildings NOW on lot and give use of each. (Store, Dwelling, Apartment House, Hotel or other purpose)
10. Size of new building x No. Stories Height to highest point. Size lot 9x x 100
11. Material Exterior Walls Type of Roofing
12. For Accessory Buildings and similar structures
   (a) Footing: Width Depth in Ground Width of Wall
   (b) Size of Studs Material of Floor
   (c) Size of Floor Joists x Size of Rafters x

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Signature Metropolitan Chevrolet Co (Owner or Authorized Agent)
By John F. Matthews, Vice Pres.

DISTRICT OFFICE L.A.

FOR DEPARTMENT USE ONLY

PLAN CHECKING

Valuation $ | $ | Investigation Fee $ | Bldg. Permit Fee $ 5.00 | Total $ 5.00

Fee $ CERTIFICATE OF OCCUPANCY

| | | | | | |
|---|---|---|---|---|---|
| TYPE | Building or Occupancy | Inside Lot / Corner Lot | Key Lot / Corner Lot Keyed | Lot Size 9'x100 | — Ft. rear alley — Ft. side alley; Clerk MB |
| GROUP | Plans and Specifications checked | | Zone C-2 | Fire District No. 2 | District Map No. 141-201 |
| Fee Plans See | Corrections Verified | | Bldg. Line — Ft. | Street Widening — Ft. | Application checked and approved Clerk MSkier |
| Filed with | Plans, Specifications and Application rechecked and approved MSkier | Continuous Inspection | Specified—Required Valuation Included Yes—No | | Inspector |

DO NOT WRITE BELOW THIS LINE

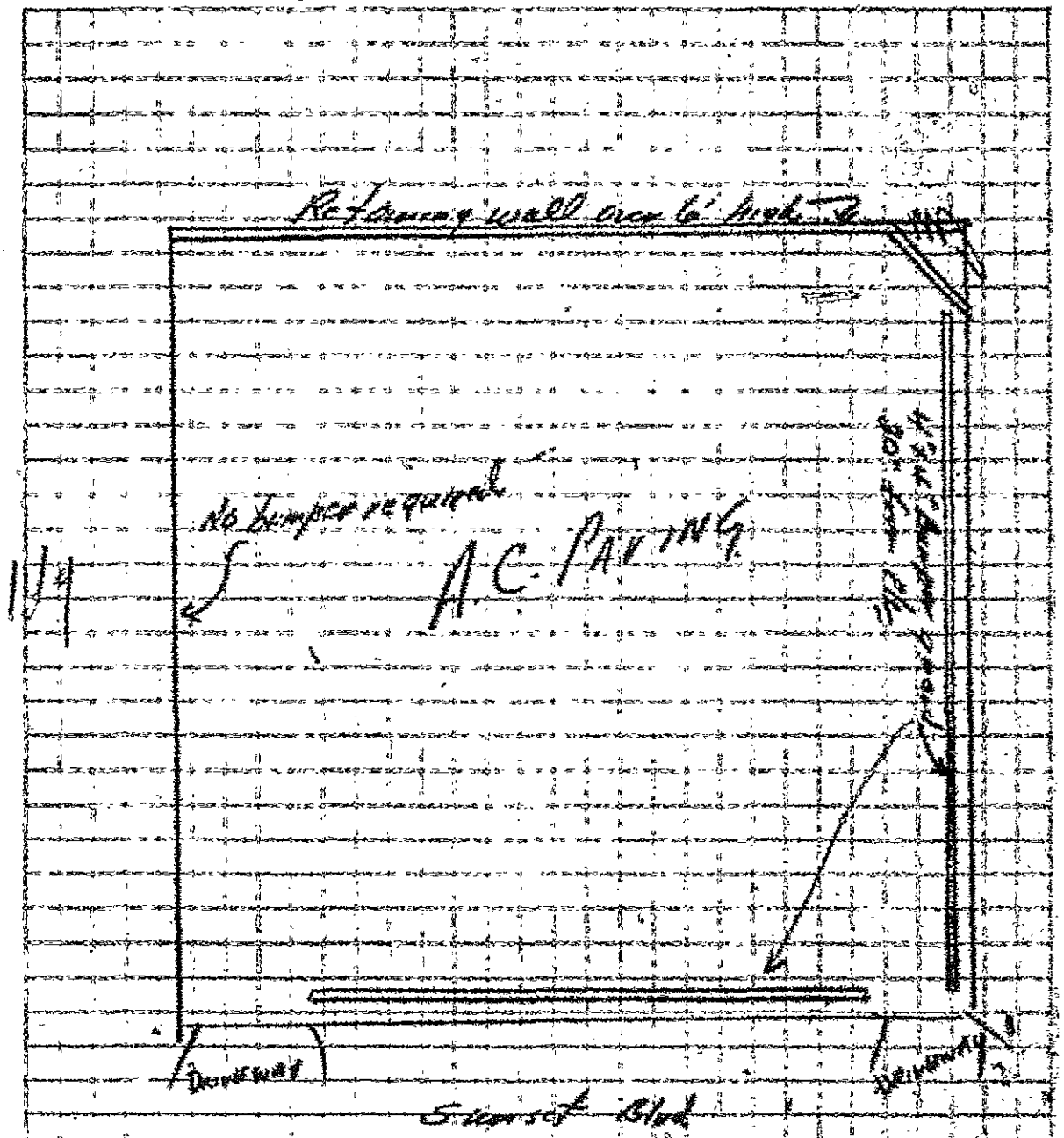
| TYPE OF RECEIPT | DATE ISSUED | TRACER NO. (M) | RECEIPT NO. | CODE | FEE PAID |
|---|---|---|---|---|---|
| Plan Checking | | | | | |
| Supplemental Plan Checking | | | | | |
| Building Permit | AUG 30 51 | | LA16300 | | |

C.2

5/10/4.

5545 Sunset

Used Car lot



CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

# CERTIFICATE OF OCCUPANCY

Address of Building: 3225 Sunset Boulevard

Permit No. and Year: LA 16300 - 1951

Certificate Issued: September 27, 1951

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, Article 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

92x100 USED CAR LOT

USE OF LAND ONLY

Owner: Metropolitan Chevrolet Company

Owner's Address: 3225 Sunset Boulevard
Los Angeles 26, California

Form B-955a—20M—7-51 G. E. MORRIS, Superintendent of Building By John D. Miller

1

# APPLICATION TO ERECT A NEW BUILDING AND FOR A Certificate of Occupancy

Form B-1
CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. Lot 19

Tract Tract 5012 - Block 3

Location of Building 3225 Sunset Blvd - Los Angeles (House Number and Street) — Approved by City Engineer

Between what cross streets? Descanso Drive & Michel Torena St. — Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Retaining Wall (Store, Dwelling, Apartment House, Hotel or other purpose) Families Rooms
2. Owner Metropolitan Chevrolet Co. (Print Name) Phone
3. Owner's Address 3225 Sunset Blvd P. O.
4. Certificated Architect Daniel, Mann, Johnson, & Mendenhall State License No. C420 Phone OL 2492
5. Licensed Engineeer J.E. Mendenhall State License No. 6545 Phone OL 2492
6. Contractor State License No. Phone
7. Contractor's Address
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $ $1,000
9. State how many buildings NOW on lot and give use of each. One - Apartment Bldg & Commercial Store (Store, Dwelling, Apartment House, Hotel or other purpose)
10. Size of new building x No. Stories Height to highest point Size lot x
11. Material Exterior Walls Type of Roofing
12. For Accessory Buildings and similar structures
    (a) Footing: Width 4'-9" Depth in Ground 2'-0" ± Width of Wall 12"
    (b) Size of Studs Material of Floor
    (c) Size of Floor Joists x Size of Rafters x

**I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.**

Sign here METROPOLITAN CHEVROLET CO. D. Hewett SE 7670 (Owner or Authorized Agent)

DISTRICT OFFICE

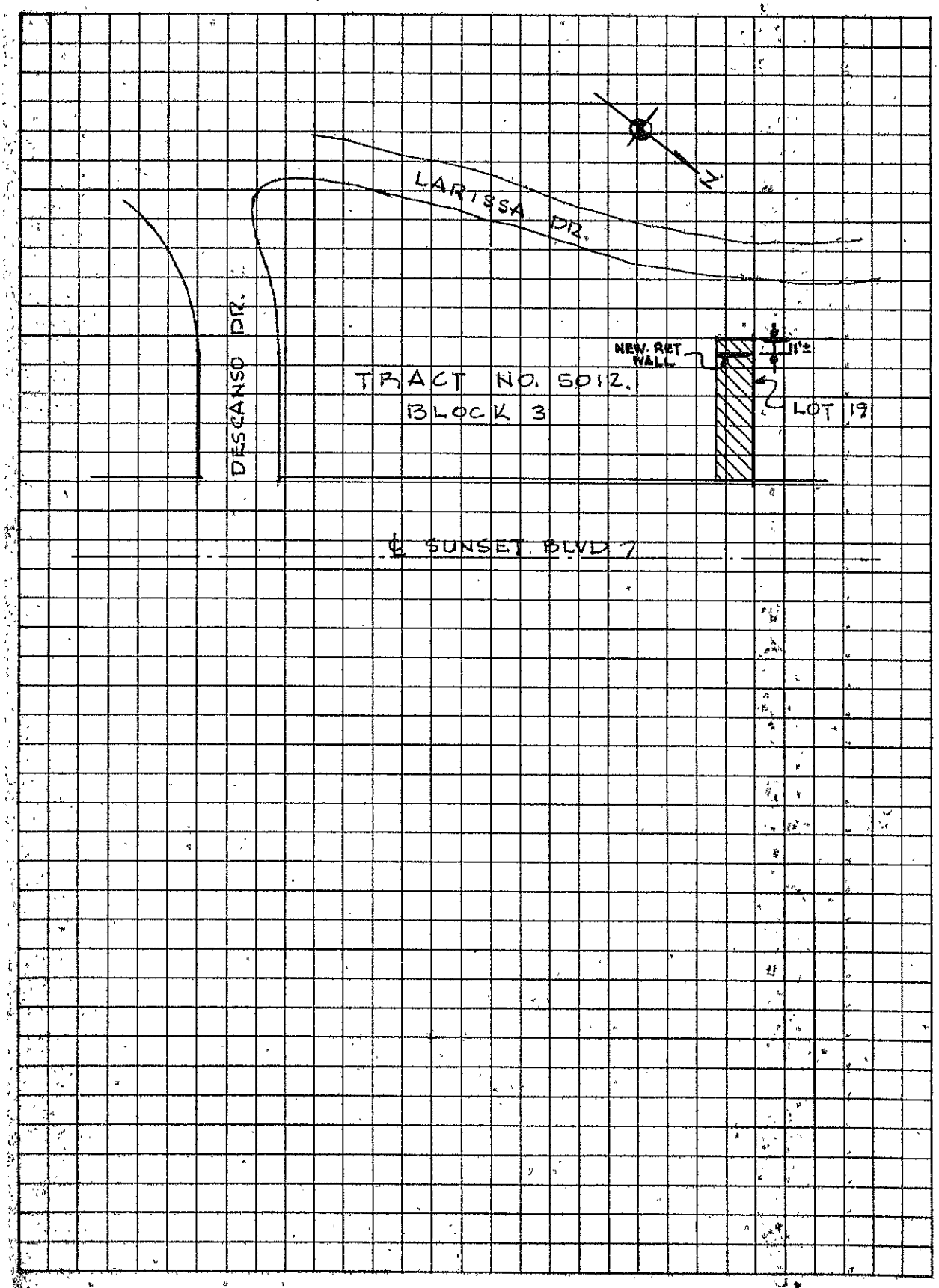
## FOR DEPARTMENT USE ONLY

PLAN CHECKING

| | | | | | | |
|---|---|---|---|---|---|---|
| Valuation $ 1000 | $ | | | | Investigation Fee $ | |
| Fee $ 2.— | $ | | | | Bldg. Permit Fee $ 6.— | |
| | | | | | Total $ 6. | |
| TYPE Ret Wall | Maximum No. Occupants | Inside Lot / Corner Lot | Key Lot / Corner Lot Keyed | Lot Size 25x100 | Ft. rear alley / Ft. side alley | Clerk Bendy |
| GROUP | Plans and Specifications checked M.A. Brugger | Zone C-2 | Fire District No. 2 100 | | District Map No. 141-201 | |
| For Plans See | Corrections Verified M.A. Brugger | Bldg. Line Ft. | Street Widening Ft. | | Application checked and approved MAR 11 1953 Bendy | Clerk |
| Filed with 51290/52 | Plans, Specifications and Application received and approved | Continuous Inspection | SPRINKLER Specified—Required Valuation Included Yes— —No | | Inspector | |

DO NOT WRITE BELOW THIS LINE AF 2453 21 3118

| TYPE OF RECEIPT | DATE ISSUED | TRACER NO. (M) | RECEIPT NO. | CODE | FEE PAID |
|---|---|---|---|---|---|
| Plan Checking | MAR 10 '53 | | LA30325 | | |
| Supplemental Plan Checking | | | | | |
| Building Permit | MAR 12 '53 | | LA58390 | | |


N
LARISSA DR.
DESCANSO DR.
NEW RET WALL
11'±
TRACT NO. 5012.
BLOCK 3
LOT 19
℄ SUNSET BLVD.

3

# APPLICATION TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY — B&S B-3—12-70

**INSTRUCTIONS:** Applicant to Complete Numbered Items Only.

| | | | | |
|---|---|---|---|---|
| 1. LEGAL DESCR. LOT: 9 | BLK. | TRACT: 5036 | | CENSUS TRACT: 1954 |
| 2. PRESENT USE OF BUILDING: ( 16 ) Store | NEW USE OF BUILDING: ( 16 ) Same | | | DIST. MAP: 141-201 |
| 3. JOB ADDRESS: 3225 W. Sunset Blvd. | | | | ZONE: C2-2 |
| 4. BETWEEN CROSS STREETS: Westerly | AND Micheltorena | | | FIRE DIST.: 2 |
| 5. OWNER'S NAME: Jack Bloomfust | | PHONE: 763 7610 | | LOT (TYPE): int. |
| 6. OWNER'S ADDRESS: Same | CITY | ZIP | | LOT SIZE: 25x100 |
| 7. ARCHITECT OR DESIGNER: --- | STATE LICENSE No | PHONE | | |
| 8. ENGINEER: --- | STATE LICENSE No. | PHONE | | ALLEY: / |
| 9. CONTRACTOR: Ace Sand Blast | STATE LICENSE No. 2661090 | PHONE 2452112 | | BLDG LINE: / |
| 10. LENDER: -- | BRANCH | ADDRESS | | AFFIDAVITS: /// |

| 11. SIZE OF EXISTING BLDG. LENGTH | WIDTH | STORIES | HEIGHT | NO. OF EXISTING BUILDINGS ON LOT AND USE |
|---|---|---|---|---|
| 100 | 60 | 2 | 28 | 1 |

| 12. MATERIAL OF CONSTRUCTION OF EXISTING BLDG ⟶ | EXT. WALLS | ROOF | FLOOR |
|---|---|---|---|
| | conc | comp | cpnc. |

3

13. JOB ADDRESS: 3225 W. Sunset — DISTRICT OFFICE: LA

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 500 — GRADING: yes

15. NEW WORK (Describe): Sand Blast Conc. Interior — CRIT SOIL: yes — HIGHWAY DED.: yes

| NEW USE OF BUILDING | SIZE OF ADDITION | STORIES | HEIGHT | FLOOD |
|---|---|---|---|---|
| 3 ( 16 ) Store | | | | / |

| TYPE | GROUP | SPRINKLERS REQ'D SPECIFIED | INSPECTION ACTIVITY: COMB | GEN | MAJ S | CONS | CONS |
|---|---|---|---|---|---|---|---|
| | | | | | | | / |

| BLDG. AREA | MAX. OCC. TOTAL | PLANS CHECKED | ZONED BY |
|---|---|---|---|
| | N/C | | Jacobo |

| DWELL. UNITS | GUEST ROOMS | PARKING SPACES REQ'D | PROVIDED | PLANS APPROVED | FILE WITH |
|---|---|---|---|---|---|
| | | | | | |

| P.C. No. | CONT. INSP. | APPLICATION APPROVED | INSPECTOR |
|---|---|---|---|
| | | Miller | |

| P.C. | S.P.C. | G.P.I. | B.P. | I.F. | O.S. | C/O | TYPIST |
|---|---|---|---|---|---|---|---|
| | | | 8.25 | / | | | acm |

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

JAN-24-72 03878 E •43771 U — 1 CS 8.25

## STATEMENT OF RESPONSIBILITY

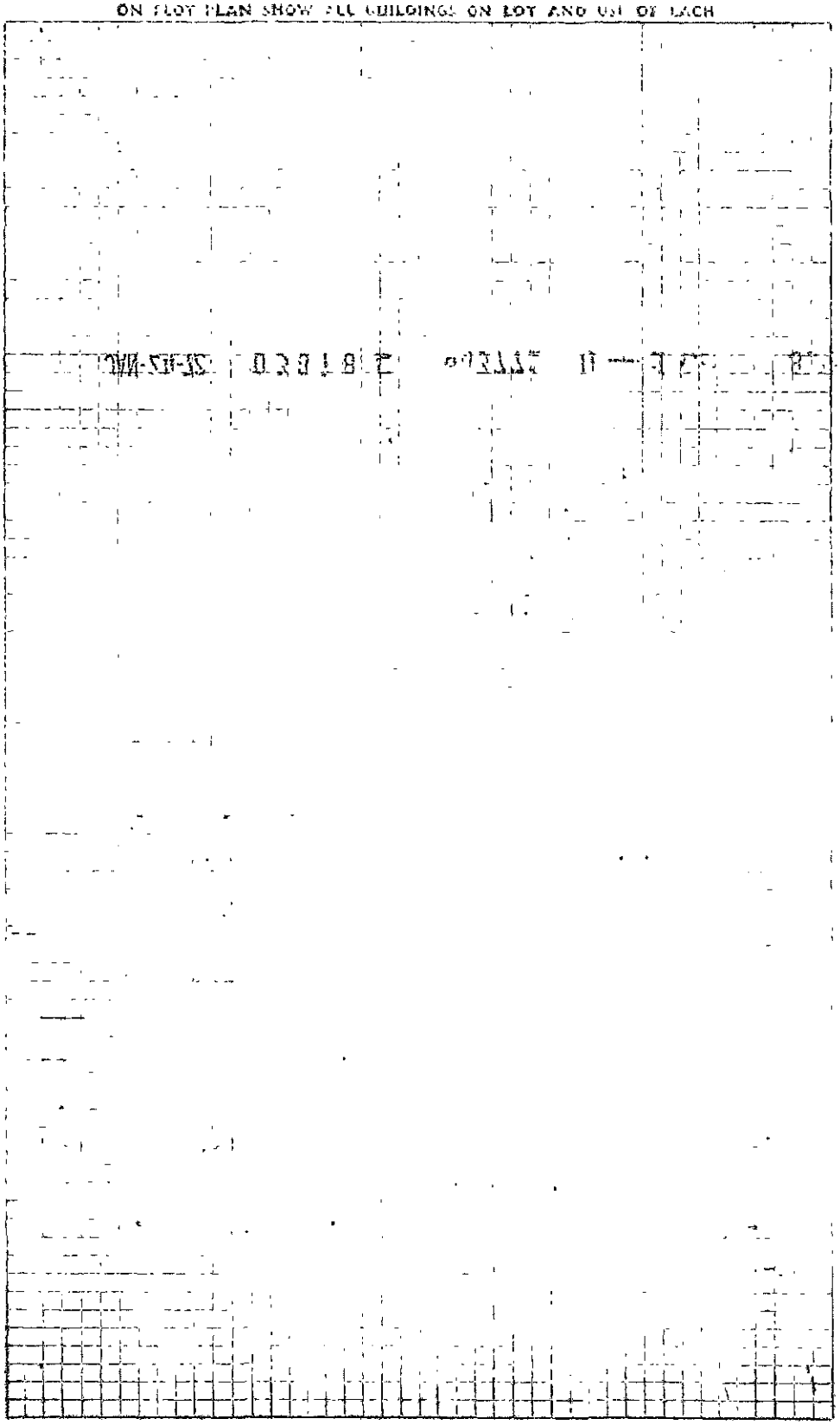
I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"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: J. R. Dalton (Owner or Agent)

| | | Name | Date |
|---|---|---|---|
| Bureau of Engineering | ADDRESS APPROVED | Dalton | 1-24-72 |
| | SEWERS AVAILABLE / NOT AVAILABLE | | |
| | DRIVEWAY APPROVED | | |
| | HIGHWAY DEDICATION REQUIRED / COMPLETED | | |
| | FLOOD CLEARANCE APPROVED | | |
| Conservation | APPROVED FOR ISSUE FILE # | | |
| Plumbing | PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED | | |
| Planning | APPROVED UNDER CASE # | | |
| Fire | APPROVED (TITLE 19) (L.A.M.C.-5700) | | |
| Traffic | APPROVED FOR | | |

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



3 APPLICATION FOR INSPECTION — CITY OF LOS ANGELES DEPT OF BUILDING AND SAFETY — 2 3 0 0 5 0 0 2 3 1 — TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

**INSTRUCTIONS: 1. Applicant to Complete Numbered items Only.**

| | | | | | |
|---|---|---|---|---|---|
| 1. LEGAL DESCR. | LOT 9 | BLOCK — | TRACT 5036 | COUNCIL DISTRICT NO. 13 | DIST MAP 147-201 / CENSUS TRACT 1954 |
| 2. PRESENT USE OF BUILDING | ( 1 ) retail store | NEW USE OF BUILDING | ( 1 ) retail store | | ZONE |
| 3. JOB ADDRESS | 3225 Sunset Blvd. Los Angeles | | | | FIRE DIST |
| 4. BETWEEEN CROSS STREETS | HICHEL Torena | AND | DESCANSO DR | | LOT TYPE |
| 5. OWNER'S NAME | Bob Blair | | PHONE 247-1715 | | LOT SIZE |
| 6. OWNER'S ADDRESS | 1530 Cedar Hill Rd. | CITY Glendale | ZIP 91202 | | |
| 7. ENGINEER | None | BUS. LIC NO. | ACTIVE STATE LIC. NO | PHONE | ALLEY |
| 8. ARCHITECT OR DESIGNER | None | BUS LIC. NO. | ACTIVE STATE LIC. NO. | PHONE | BLDG. LINE |
| 9. ARCHITECT OR ENGINEER ADDRESS | None | CITY | ZIP | | AFFIDAVITS |
| 10. CONTRACTOR | United Roofing Co. | BUS. LIC. NO. C-39 | ACTIVE STATE LIC. NO. 137650 | PHONE 223-4081 | |
| 11. SIZE OF EXISTING BLDG. WIDTH LENGTH | | STORIES | HEIGHT | NO. OF EXISTING BUILDINGS ON LOT AND USE | |
| 12. CONST. MATERIAL OF EXISTING BLDG. | EXT. WALLS | ROOF | FLOOR | | |
| 13. JOB ADDRESS | 3225 Sunset Blvd. | | | STREET GUIDE | DISTRICT OFFICE LA |
| 14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING | 23 sqs. $ 2300.00 | | | | SEISMIC STUDY ZONE |
| 15. NEW WORK (Describe) | reroofing with 4-ply built-up fiberglass over tear-off | | | | GRADING / FLOOD / HWY. DED. / CONS. |
| NEW USE OF BUILDING | Same | SIZE OF ADDITION N/C | STORIES N/C | HEIGHT N/C | ZONE/HT D-5 |
| TYPE | GROUP OCC. | FLOOR AREA | PLANS CHECKED | | FILE WITH |
| DWELL. UNITS | MAX OCC. | TOTAL | APPLICATION APPROVED | | TYPIST |
| GUEST ROOMS | PARKING REQ'D | PARKING PROVIDED STD. COMP. | INSPECTION ACTIVITY COMB / GEN. / MAJ. S. / CONS. | | INSPECTOR |

| | | | |
|---|---|---|---|
| P.C. none | GPI | CONT. INSP | |
| SPC | PM | | |
| BP 20.80 | EI .50 | Claims for refund of fees paid on permits must be filed: 1. Within one year from date of payment of fee; or 2 Within one year from date of expiration of extension for building or grading permits granted by the Dept of B & S. SECTIONS 22.12 & 22.13 LAMC | |
| IF | OSS 1.00 | | |
| O/S | SOS | | |
| DIST. OFFICE LA | C/O | SPRINKLERS REQ'D SPEC. | |
| P.C. NO. | | ENERGY | |

PLAN CHECK EXPIRES ONE YEAR AFTER FEE IS PAID. PERMIT EXPIRES TWO YEARS AFTER FEE IS PAID OR 180 DAYS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED

CASHIER'S USE ONLY

| | | | |
|---|---|---|---|
| C | .60 E.I. | | B&SB-3(R1.83) |
| C | 1.00 OSS | | 22.30 |
| C | 20.60 B-C1 | | |
| | 633 85 0001 | | |
| J6772 | 2 0 5/06/83 | | 22.30 CHTD |

## DECLARATIONS AND CERTIFICATIONS

### LICENSED CONTRACTORS DECLARATION

16. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Date 4-28-83 Lic. Class C-39 Lic. Number 137650 Contractor _____ (Signature)

### OWNER-BUILDER DECLARATION

17. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.).

☐ I am exempt under Sec. _____, B. & P. C. for this reason _____

Date _____ Owner's Signature _____

### WORKERS' COMPENSATION DECLARATION

18. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

Policy No. 637265-83 Insurance Company State Compensation Insurance Fun

☐ Certified copy is hereby furnished.

☒ Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date 4-28-83 Applicant's Signature _____

Applicant's Mailing Address 1821 Daly St. Los Angeles, CA 90031

### CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

19. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Applicant's Signature _____

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

### CONSTRUCTION LENDING AGENCY

20. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

Lender's Name _____ Lender's Address _____

21. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

I realize that this permit is an application for inspection, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the city of Los Angeles nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the conditions of the property or soil upon which such work is performed. (See Sec. 91.0202 LAMC)

Signed _____ (Owner or agent having property owner's consent) Pres Position 4/28/83 Date

0 2 3 0 0 5 0 0 2 5 2

1983 APR 29 AM 9:58

1983 APR 29 AM 9:57

2230

HELD AT CASHIERS

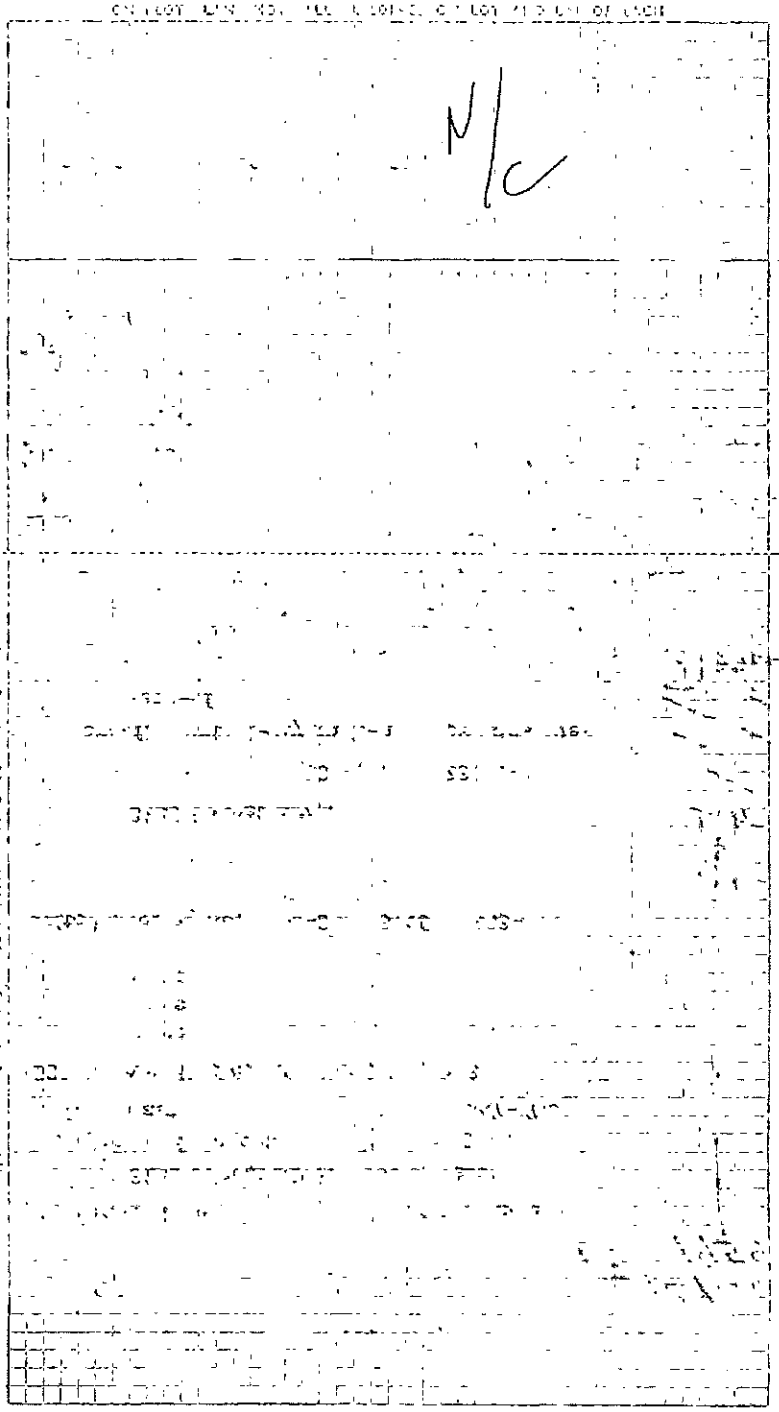


**Exhibit E**

EDR Government Radius Record Search

**3209-3227 Sunset Blvd**
3209 Sunset Blvd
Los Angeles, CA 90026

Inquiry Number: 5354429.2s
July 09, 2018

# The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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| Government Records Searched/Data Currency Tracking | GR-1 |

## GEOCHECK ADDENDUM

| | |
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***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 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

## TARGET PROPERTY INFORMATION

### ADDRESS

3209 SUNSET BLVD
LOS ANGELES, CA 90026

### COORDINATES

| | |
|---|---|
| Latitude (North): | 34.0857880 - 34° 5' 8.83" |
| Longitude (West): | 118.2746510 - 118° 16' 28.74" |
| Universal Tranverse Mercator: | Zone 11 |
| UTM X (Meters): | 382400.9 |
| UTM Y (Meters): | 3772206.5 |
| Elevation: | 369 ft. above sea level |

### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

| | |
|---|---|
| Target Property Map: | 5630741 HOLLYWOOD, CA |
| Version Date: | 2012 |

### AERIAL PHOTOGRAPHY IN THIS REPORT

| | |
|---|---|
| Portions of Photo from: | 20140515 |
| Source: | USDA |

## MAPPED SITES SUMMARY

Target Property Address:
3209 SUNSET BLVD
LOS ANGELES, CA 90026

Click on Map ID to see full detail.

| MAP ID | SITE NAME | ADDRESS | DATABASE ACRONYMS | RELATIVE ELEVATION | DIST (ft. & mi.) DIRECTION |
|---|---|---|---|---|---|
| A1 | LEJ LLC DBA FIRST CL | 3225 W SUNSET BLVD | HAZNET | | TP |
| A2 | M & K BODY SHOP, SAM | 3225 SUNSET BLVD | EMI | | TP |
| A3 | SUNSET AUTO CRAFTERS | 3225 W SUNSET BLVD | FINDS | | TP |
| A4 | M&K BODY SHOP | 3225 SUNSET BLVD | HAZNET | | TP |
| A5 | ALL MAGIC PAINT & BO | 3225 SUNSET BLVD | HAZNET | | TP |
| A6 | CHARBULAK V I | 3202 S SUNSET BLVD | EDR Hist Cleaner | Lower | 106, 0.020, SSW |
| B7 | RAUL'S AUTO REPAIR & | 3300 SUNSET BLVD | RCRA-SQG, FINDS, ECHO, EMI | Lower | 189, 0.036, NW |
| B8 | GO GAS CO | 3300 S SUNSET BLVD | EDR Hist Auto | Lower | 189, 0.036, NW |
| B9 | ZIEFFLER JOHN | 3310 S SUNSET BLVD | EDR Hist Auto | Lower | 195, 0.037, NW |
| A10 | FORMER GASOLINE STAT | 3128 SUNSET BLVD | LUST | Lower | 238, 0.045, SSW |
| A11 | SHULTER E V | 3140 S SUNSET BLVD | EDR Hist Auto | Lower | 248, 0.047, South |
| C12 | VERNON MILTON | 3116 S SUNSET BLVD | EDR Hist Cleaner | Lower | 303, 0.057, South |
| B13 | POPPY CLEANERS | 3339 SUNSET BLVD | EDR Hist Cleaner | Lower | 321, 0.061, NNW |
| C14 | JEWETT JAS | 3111 S SUNSET BLVD | EDR Hist Cleaner | Lower | 396, 0.075, SSE |
| B15 | SOLES DEAN | 3331 S SUNSET BLVD | EDR Hist Auto | Higher | 405, 0.077, NNW |
| C16 | LEO'S AUTO REPAIR | 3100 SUNSET BLVD | LUST | Lower | 471, 0.089, South |
| C17 | AKER CHARLES J | 3100 SUNSET BLVD | EDR Hist Auto | Lower | 471, 0.089, South |
| C18 | MR. DOMENIC SCAVO | 3100 SUNSET BLVD | CA FID UST | Lower | 471, 0.089, South |
| C19 | MR. DOMENIC SCAVD | 3100 SUNSET BLVD | SWEEPS UST | Lower | 471, 0.089, South |
| C20 | LEO'S AUTO REPAIR | 3100 SUNSET | LUST, HIST CORTESE | Lower | 471, 0.089, South |
| 21 | SOLTZ NATHAN | 1402 MICHELTORENA ST | EDR Hist Cleaner | Higher | 546, 0.103, NNW |
| D22 | PARKMAN CLEANERS | 2925 W SUNSET BLVD | DRYCLEANERS | Lower | 835, 0.158, SSE |
| D23 | PARKMAN DRY CLEANER | 2925 W SUNSET BLVD | DRYCLEANERS | Lower | 835, 0.158, SSE |
| D24 | PARKMAN DRY CLEANER, | 2925 W SUNSET BLVD | DRYCLEANERS | Lower | 835, 0.158, SSE |
| 25 | LA USD MICHELTORENA | 1511 MICHELTORENA ST | RCRA-SQG, FINDS, ECHO | Higher | 851, 0.161, NNW |
| E26 | JASMINE CLEANERS | 3514 SUNSET BLVD | RCRA-SQG, FINDS, ECHO, DRYCLEANERS, HAZNET | Higher | 1071, 0.203, NNW |
| E27 | JASMINE CLEANERS, NA | 3514 W SUNSET BL | DRYCLEANERS, EMI | Higher | 1071, 0.203, NNW |
| 28 | AL VILLAREAL | 1650 SILVER LAKE BLV | LUST, SWEEPS UST, CA FID UST | Higher | 2145, 0.406, ENE |
| 29 | JAMES SCOVEL PROPERT | 3827 SUNSET BLVD W | LUST, ENF, HIST CORTESE, CIWQS | Higher | 2340, 0.443, NNW |
| 30 | FLORES RECYCLING | 2517 W SUNSET BLVD | SWRCY | Higher | 2559, 0.485, SE |
| 31 | BELMONT/HOLLYWOOD NO | WILLOWBROOK AVE/HOOV | ENVIROSTOR, SCH | Higher | 2859, 0.541, WNW |
| 32 | BELMONT NEW P C NO 1 | 610 MICHELTORENA ST | RCRA-SQG, ENVIROSTOR, SCH, FINDS, ECHO, HAZNET | Lower | 2866, 0.543, SW |
| 33 | TERMINIX | 2828 LONDON STREET | ENVIROSTOR, VCP | Lower | 3414, 0.647, South |
| 34 | DAYTON HEIGHTS ELEME | 607 NORTH WESTMORELA | ENVIROSTOR, SCH | Lower | 4219, 0.799, WSW |
| F35 | CULLIGAN DEIONIZED W | 315 N HOOVER ST | SWEEPS UST, CA FID UST, HWP | Lower | 4300, 0.814, SW |
| F36 | CULLIGAN D I WATER S | 315 NORTH HOOVER STR | ENVIROSTOR, HIST UST | Lower | 4300, 0.814, SW |
| F37 | PUEBLO NUEVO CHARTER | 3501-3515 WEST TEMPL | ENVIROSTOR, SCH | Lower | 4342, 0.822, SW |
| 38 | ALVARADO | 1453 & 1455 NORTH AL | ENVIROSTOR, VCP | Higher | 4342, 0.822, ESE |
| 39 | CENTRAL REGION ES #1 | 2115 MARATHON STREET | ENVIROSTOR, SCH | Higher | 4464, 0.845, SE |

## MAPPED SITES SUMMARY

Target Property Address:
3209 SUNSET BLVD
LOS ANGELES, CA 90026

Click on Map ID to see full detail.

| MAP ID | SITE NAME | ADDRESS | DATABASE ACRONYMS | RELATIVE ELEVATION | DIST (ft. & mi.) DIRECTION |
|---|---|---|---|---|---|
| 40 | MARSHALL NEW PRIMARY | LEXINGTON AVE/WESTMO | ENVIROSTOR, SCH | Lower | 4671, 0.885, NW |
| 41 | CHEVRON USA INC. | 4166 MELROSE AVE. #9 | Notify 65 | Lower | 5036, 0.954, West |
| 42 | APPLIED GRAPHICS TEC | 340 N MADISON AV | ENVIROSTOR, EMI | Lower | 5145, 0.974, SW |

# EXECUTIVE SUMMARY

## TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

| Site | Database(s) | EPA ID |
|---|---|---|
| LEJ LLC DBA FIRST CL<br>3225 W SUNSET BLVD<br>LOS ANGELES, CA 90026 | HAZNET<br>GEPAID: CAL000330910 | N/A |
| M & K BODY SHOP, SAM<br>3225 SUNSET BLVD<br>LOS ANGELES, CA 90026 | EMI<br>Facility Id: 18519 | N/A |
| SUNSET AUTO CRAFTERS<br>3225 W SUNSET BLVD<br>LOS ANGELES, CA 90026 | FINDS<br>Registry ID:: 110065274571 | N/A |
| M&K BODY SHOP<br>3225 SUNSET BLVD<br>HOLLYWOOD, CA 90026 | HAZNET<br>GEPAID: CAL000035662 | N/A |
| ALL MAGIC PAINT & BO<br>3225 SUNSET BLVD<br>LOS ANGELES, CA 90026 | HAZNET<br>GEPAID: CAL000284516 | N/A |

## DATABASES WITH NO MAPPED SITES

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

## STANDARD ENVIRONMENTAL RECORDS

### *Federal NPL site list*

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

### *Federal Delisted NPL site list*

Delisted NPL ---------- National Priority List Deletions

# EXECUTIVE SUMMARY

***Federal CERCLIS list***

FEDERAL FACILITY..... Federal Facility Site Information listing
SEMS..... Superfund Enterprise Management System

***Federal CERCLIS NFRAP site list***

SEMS-ARCHIVE..... Superfund Enterprise Management System Archive

***Federal RCRA CORRACTS facilities list***

CORRACTS..... Corrective Action Report

***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

***Federal RCRA generators list***

RCRA-LQG..... RCRA - Large Quantity Generators
RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

***Federal institutional controls / engineering controls registries***

LUCIS..... Land Use Control Information System
US ENG CONTROLS..... Engineering Controls Sites List
US INST CONTROL..... Sites with Institutional Controls

***Federal ERNS list***

ERNS..... Emergency Response Notification System

***State- and tribal - equivalent NPL***

RESPONSE..... State Response Sites

***State and tribal landfill and/or solid waste disposal site lists***

SWF/LF..... Solid Waste Information System

***State and tribal leaking storage tank lists***

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land
CPS-SLIC..... Statewide SLIC Cases

***State and tribal registered storage tank lists***

FEMA UST..... Underground Storage Tank Listing
UST..... Active UST Facilities
AST..... Aboveground Petroleum Storage Tank Facilities
INDIAN UST..... Underground Storage Tanks on Indian Land

***State and tribal voluntary cleanup sites***

INDIAN VCP..... Voluntary Cleanup Priority Listing

VCP ---------- Voluntary Cleanup Program Properties

***State and tribal Brownfields sites***

BROWNFIELDS ---------- Considered Brownfieds Sites Listing

**ADDITIONAL ENVIRONMENTAL RECORDS**

***Local Brownfield lists***

US BROWNFIELDS ---------- A Listing of Brownfields Sites

***Local Lists of Landfill / Solid Waste Disposal Sites***

WMUDS/SWAT ---------- Waste Management Unit Database
HAULERS ---------- Registered Waste Tire Haulers Listing
INDIAN ODI ---------- Report on the Status of Open Dumps on Indian Lands
ODI ---------- Open Dump Inventory
DEBRIS REGION 9 ---------- Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS ---------- Open Dumps on Indian Land

***Local Lists of Hazardous waste / Contaminated Sites***

AOCONCERN ---------- San Gabriel Valley Areas of Concern
US HIST CDL ---------- Delisted National Clandestine Laboratory Register
HIST Cal-Sites ---------- Historical Calsites Database
SCH ---------- School Property Evaluation Program
CDL ---------- Clandestine Drug Labs
Toxic Pits ---------- Toxic Pits Cleanup Act Sites
US CDL ---------- National Clandestine Laboratory Register
CERS HAZ WASTE ---------- CERS HAZ WASTE

***Local Lists of Registered Storage Tanks***

HIST UST ---------- Hazardous Substance Storage Container Database
CERS TANKS ---------- California Environmental Reporting System (CERS) Tanks

***Local Land Records***

LIENS ---------- Environmental Liens Listing
LIENS 2 ---------- CERCLA Lien Information
DEED ---------- Deed Restriction Listing

***Records of Emergency Release Reports***

HMIRS ---------- Hazardous Materials Information Reporting System
CHMIRS ---------- California Hazardous Material Incident Report System
LDS ---------- Land Disposal Sites Listing
MCS ---------- Military Cleanup Sites Listing
SPILLS 90 ---------- SPILLS 90 data from FirstSearch

***Other Ascertainable Records***

RCRA NonGen / NLR ---------- RCRA - Non Generators / No Longer Regulated

# EXECUTIVE SUMMARY

| | |
|---|---|
| FUDS | Formerly Used Defense Sites |
| DOD | Department of Defense Sites |
| SCRD DRYCLEANERS | State Coalition for Remediation of Drycleaners Listing |
| US FIN ASSUR | Financial Assurance Information |
| EPA WATCH LIST | EPA WATCH LIST |
| 2020 COR ACTION | 2020 Corrective Action Program List |
| TSCA | Toxic Substances Control Act |
| TRIS | Toxic Chemical Release Inventory System |
| SSTS | Section 7 Tracking Systems |
| ROD | Records Of Decision |
| RMP | Risk Management Plans |
| RAATS | RCRA Administrative Action Tracking System |
| PRP | Potentially Responsible Parties |
| PADS | PCB Activity Database System |
| ICIS | Integrated Compliance Information System |
| FTTS | FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act) |
| MLTS | Material Licensing Tracking System |
| COAL ASH DOE | Steam-Electric Plant Operation Data |
| COAL ASH EPA | Coal Combustion Residues Surface Impoundments List |
| PCB TRANSFORMER | PCB Transformer Registration Database |
| RADINFO | Radiation Information Database |
| HIST FTTS | FIFRA/TSCA Tracking System Administrative Case Listing |
| DOT OPS | Incident and Accident Data |
| CONSENT | Superfund (CERCLA) Consent Decrees |
| INDIAN RESERV | Indian Reservations |
| FUSRAP | Formerly Utilized Sites Remedial Action Program |
| UMTRA | Uranium Mill Tailings Sites |
| LEAD SMELTERS | Lead Smelter Sites |
| US AIRS | Aerometric Information Retrieval System Facility Subsystem |
| US MINES | Mines Master Index File |
| ABANDONED MINES | Abandoned Mines |
| UXO | Unexploded Ordnance Sites |
| DOCKET HWC | Hazardous Waste Compliance Docket Listing |
| ECHO | Enforcement & Compliance History Information |
| FUELS PROGRAM | EPA Fuels Program Registered Listing |
| CA BOND EXP. PLAN | Bond Expenditure Plan |
| Cortese | "Cortese" Hazardous Waste & Substances Sites List |
| CUPA Listings | CUPA Resources List |
| ENF | Enforcement Action Listing |
| Financial Assurance | Financial Assurance Information Listing |
| ICE | ICE |
| LOS ANGELES CO. HMS | HMS: Street Number List |
| HWT | Registered Hazardous Waste Transporter Database |
| MINES | Mines Site Location Listing |
| MWMP | Medical Waste Management Program Listing |
| NPDES | NPDES Permits Listing |
| PEST LIC | Pesticide Regulation Licenses Listing |
| PROC | Certified Processors Database |
| LA Co. Site Mitigation | Site Mitigation List |
| UIC | UIC Listing |
| WASTEWATER PITS | Oil Wastewater Pits Listing |
| WDS | Waste Discharge System |
| WIP | Well Investigation Program Case List |
| PROJECT | PROJECT (GEOTRACKER) |

PROD WATER PONDS..... PROD WATER PONDS (GEOTRACKER)
OTHER OIL GAS..... OTHER OIL & GAS (GEOTRACKER)
NON-CASE INFO..... NON-CASE INFO (GEOTRACKER)
MILITARY PRIV SITES..... MILITARY PRIV SITES (GEOTRACKER)
CIWQS..... California Integrated Water Quality System
CERS..... CERS
UIC GEO..... UIC GEO (GEOTRACKER)
SAMPLING POINT..... SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ..... Well Stimulation Project (GEOTRACKER)

**EDR HIGH RISK HISTORICAL RECORDS**

***EDR Exclusive Records***

EDR MGP..... EDR Proprietary Manufactured Gas Plants

**EDR RECOVERED GOVERNMENT ARCHIVES**

***Exclusive Recovered Govt. Archives***

RGA LF..... Recovered Government Archive Solid Waste Facilities List
RGA LUST..... Recovered Government Archive Leaking Underground Storage Tank

**SURROUNDING SITES: SEARCH RESULTS**

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

**STANDARD ENVIRONMENTAL RECORDS**

***Federal RCRA generators list***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/01/2018 has revealed that there are 3 RCRA-SQG sites within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| *LA USD MICHELTORENA* | *1511 MICHELTORENA ST* | *NNW 1/8 - 1/4 (0.161 mi.)* | *25* | *27* |
| *JASMINE CLEANERS* | *3514 SUNSET BLVD* | *NNW 1/8 - 1/4 (0.203 mi.)* | *E26* | *28* |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| *RAUL'S AUTO REPAIR &* | *3300 SUNSET BLVD* | *NW 0 - 1/8 (0.036 mi.)* | *B7* | *13* |

***State- and tribal - equivalent CERCLIS***

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 04/30/2018 has revealed that there are 10 ENVIROSTOR sites within approximately 1 mile of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| *BELMONT/HOLLYWOOD NO*<br>Facility Id: 19800042<br>Status: Inactive - Needs Evaluation | *WILLOWBROOK AVE/HOOV* | *WNW 1/2 - 1 (0.541 mi.)* | *31* | *50* |
| *ALVARADO*<br>Facility Id: 60002289<br>Status: Active | *1453 & 1455 NORTH AL* | *ESE 1/2 - 1 (0.822 mi.)* | *38* | *79* |
| *CENTRAL REGION ES #1*<br>Facility Id: 60000074<br>Status: Certified | *2115 MARATHON STREET* | *SE 1/2 - 1 (0.845 mi.)* | *39* | *83* |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| *BELMONT NEW P C NO 1*<br>Facility Id: 19820049<br>Status: No Further Action | *610 MICHELTORENA ST* | *SW 1/2 - 1 (0.543 mi.)* | *32* | *52* |
| *TERMINIX*<br>Facility Id: 19070003<br>Status: Active | *2828 LONDON STREET* | *S 1/2 - 1 (0.647 mi.)* | *33* | *58* |
| *DAYTON HEIGHTS ELEME*<br>Facility Id: 19880014<br>Status: Certified | *607 NORTH WESTMORELA* | *WSW 1/2 - 1 (0.799 mi.)* | *34* | *65* |
| *CULLIGAN D I WATER S*<br>Facility Id: 80001345<br>Facility Id: 19350464<br>Status: * Inactive<br>Status: Refer: RCRA | *315 NORTH HOOVER STR* | *SW 1/2 - 1 (0.814 mi.)* | *F36* | *71* |
| *PUEBLO NUEVO CHARTER*<br>Facility Id: 60000553<br>Status: Certified | *3501-3515 WEST TEMPL* | *SW 1/2 - 1 (0.822 mi.)* | *F37* | *74* |
| *MARSHALL NEW PRIMARY* | *LEXINGTON AVE/WESTMO* | *NW 1/2 - 1 (0.885 mi.)* | *40* | *88* |

Facility Id: 19650016
Status: No Further Action

***APPLIED GRAPHICS TEC*** ***340 N MADISON AV*** ***SW 1/2 - 1 (0.974 mi.)*** ***42*** ***91***
Facility Id: 71002193
Status: Refer: Other Agency

***State and tribal leaking storage tank lists***

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 5 LUST sites within approximately 0.5 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***AL VILLAREAL*** | ***1650 SILVER LAKE BLV*** | ***ENE 1/4 - 1/2 (0.406 mi.)*** | ***28*** | ***35*** |
| Database: LUST, Date of Government Version: 03/12/2018<br>Status: Open - Active<br>Global Id: T10000011344 | | | | |
| ***JAMES SCOVEL PROPERT*** | ***3827 SUNSET BLVD W*** | ***NNW 1/4 - 1/2 (0.443 mi.)*** | ***29*** | ***36*** |
| Database: LUST REG 4, Date of Government Version: 09/07/2004<br>Database: LUST, Date of Government Version: 03/12/2018<br>Status: Open - Remediation<br>Facility Id: 900290125<br>Status: Pollution Characterization<br>Global Id: T0603700775<br>Global ID: T0603700775 | | | | |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| FORMER GASOLINE STAT | 3128 SUNSET BLVD | SSW 0 - 1/8 (0.045 mi.) | A10 | 16 |
| Database: LUST, Date of Government Version: 03/12/2018<br>Status: Completed - Case Closed<br>Global Id: T10000010943 | | | | |
| LEO'S AUTO REPAIR | 3100 SUNSET BLVD | S 0 - 1/8 (0.089 mi.) | C16 | 19 |
| Database: LUST, Date of Government Version: 03/12/2018<br>Status: Completed - Case Closed<br>Global Id: T0603700711 | | | | |
| ***LEO'S AUTO REPAIR*** | ***3100 SUNSET*** | ***S 0 - 1/8 (0.089 mi.)*** | ***C20*** | ***22*** |
| Database: LUST REG 4, Date of Government Version: 09/07/2004<br>Facility Id: 900260070<br>Status: Case Closed<br>Global ID: T0603700711 | | | | |

# EXECUTIVE SUMMARY

## ADDITIONAL ENVIRONMENTAL RECORDS

### *Local Lists of Landfill / Solid Waste Disposal Sites*

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 03/12/2018 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| FLORES RECYCLING<br>Cert Id: RC10405 | 2517 W SUNSET BLVD | SE 1/4 - 1/2 (0.485 mi.) | 30 | 49 |

### *Local Lists of Registered Storage Tanks*

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there is 1 SWEEPS UST site within approximately 0.25 miles of the target property.

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| MR. DOMENIC SCAVD<br>Comp Number: 7490 | 3100 SUNSET BLVD | S 0 - 1/8 (0.089 mi.) | C19 | 22 |

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there is 1 CA FID UST site within approximately 0.25 miles of the target property.

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| MR. DOMENIC SCAVO<br>Facility Id: 19002585<br>Status: I | 3100 SUNSET BLVD | S 0 - 1/8 (0.089 mi.) | C18 | 21 |

### *Other Ascertainable Records*

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 DRYCLEANERS list, as provided by EDR, has revealed that there are 5 DRYCLEANERS sites

within approximately 0.25 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***JASMINE CLEANERS*** | ***3514 SUNSET BLVD*** | ***NNW 1/8 - 1/4 (0.203 mi.)*** | ***E26*** | ***28*** |
| Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018 | | | | |
| ***JASMINE CLEANERS, NA*** | ***3514 W SUNSET BL*** | ***NNW 1/8 - 1/4 (0.203 mi.)*** | ***E27*** | ***32*** |
| Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018 | | | | |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| PARKMAN CLEANERS | 2925 W SUNSET BLVD | SSE 1/8 - 1/4 (0.158 mi.) | D22 | 24 |
| Database: DRYCLEANERS, Date of Government Version: 03/27/2018 | | | | |
| Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018 | | | | |
| EPA Id: CAL000267279 | | | | |
| EPA Id: CAL000286866 | | | | |
| PARKMAN DRY CLEANER | 2925 W SUNSET BLVD | SSE 1/8 - 1/4 (0.158 mi.) | D23 | 26 |
| Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018 | | | | |
| PARKMAN DRY CLEANER, | 2925 W SUNSET BLVD | SSE 1/8 - 1/4 (0.158 mi.) | D24 | 26 |
| Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018 | | | | |

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 2 HIST CORTESE sites within approximately 0.5 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***JAMES SCOVEL PROPERT*** | ***3827 SUNSET BLVD W*** | ***NNW 1/4 - 1/2 (0.443 mi.)*** | ***29*** | ***36*** |
| Reg Id: 900290125 | | | | |

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***LEO'S AUTO REPAIR*** | ***3100 SUNSET*** | ***S 0 - 1/8 (0.089 mi.)*** | ***C20*** | ***22*** |
| Reg Id: 900260070 | | | | |

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 02/20/2018 has revealed that there is 1 HWP site within approximately 1 mile of the target property.

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| ***CULLIGAN DEIONIZED W*** | ***315 N HOOVER ST*** | ***SW 1/2 - 1 (0.814 mi.)*** | ***F35*** | ***69*** |
| EPA Id: CAD000819755 | | | | |
| Cleanup Status: PROTECTIVE FILER | | | | |

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 03/23/2018 has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| CHEVRON USA INC. | 4166 MELROSE AVE. #9 | W 1/2 - 1 (0.954 mi.) | 41 | 91 |

**EDR HIGH RISK HISTORICAL RECORDS**

***EDR Exclusive Records***

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 5 EDR Hist Auto sites within approximately 0.125 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| SOLES DEAN | 3331 S SUNSET BLVD | NNW 0 - 1/8 (0.077 mi.) | B15 | 19 |
| **Lower Elevation** | **Address** | **Direction / Distance** | **Map ID** | **Page** |
| GO GAS CO | 3300 S SUNSET BLVD | NW 0 - 1/8 (0.036 mi.) | B8 | 15 |
| ZIEFFLER JOHN | 3310 S SUNSET BLVD | NW 0 - 1/8 (0.037 mi.) | B9 | 16 |
| SHULTER E V | 3140 S SUNSET BLVD | S 0 - 1/8 (0.047 mi.) | A11 | 18 |
| AKER CHARLES J | 3100 SUNSET BLVD | S 0 - 1/8 (0.089 mi.) | C17 | 21 |

EDR Hist Cleaner: 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. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there are 5 EDR Hist Cleaner sites within approximately 0.125 miles of the target property.

| Equal/Higher Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| SOLTZ NATHAN | 1402 MICHELTORENA ST | NNW 0 - 1/8 (0.103 mi.) | 21 | 23 |
| **Lower Elevation** | **Address** | **Direction / Distance** | **Map ID** | **Page** |
| CHARBULAK V I | 3202 S SUNSET BLVD | SSW 0 - 1/8 (0.020 mi.) | A6 | 12 |

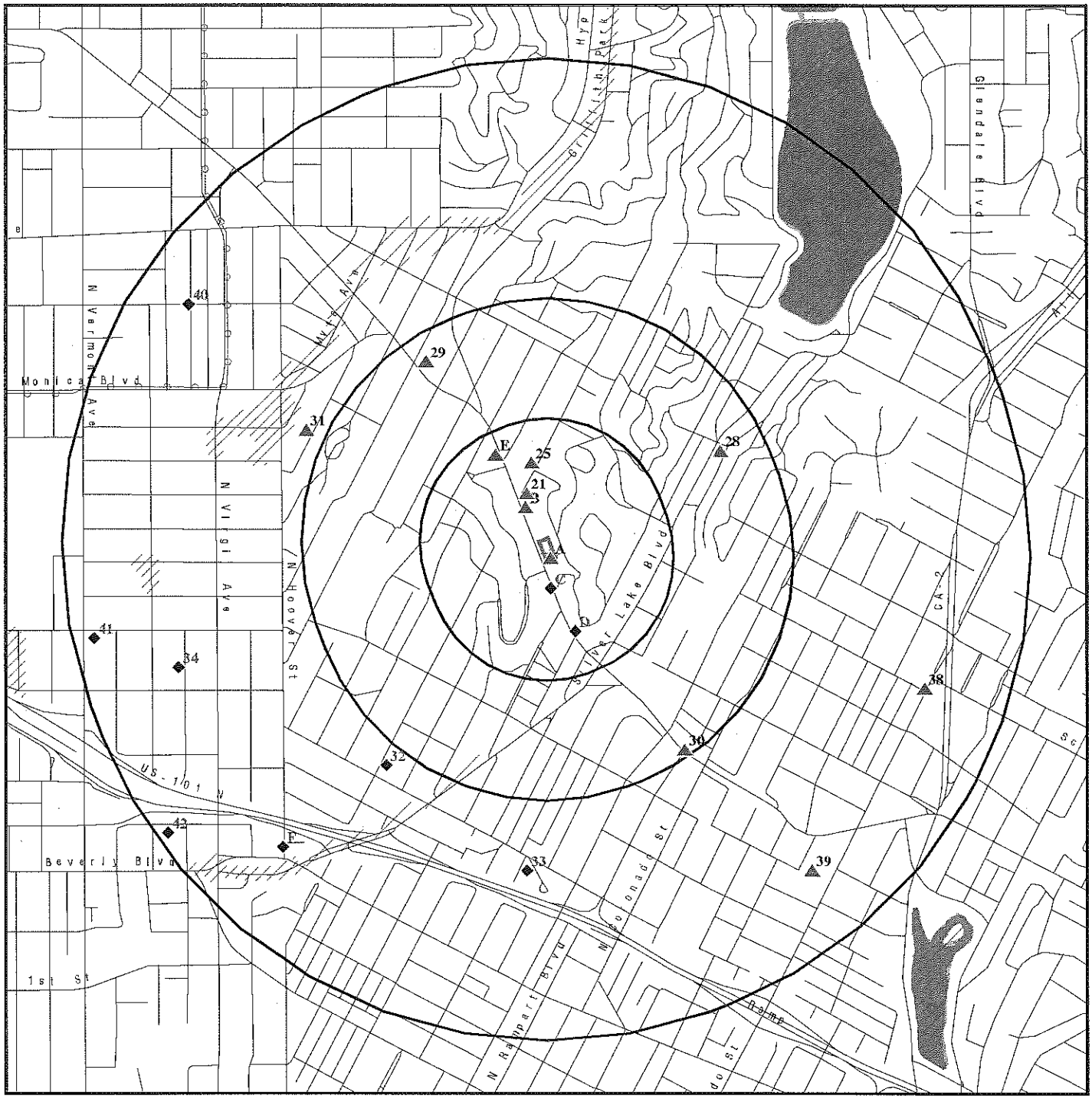
# EXECUTIVE SUMMARY

| Lower Elevation | Address | Direction / Distance | Map ID | Page |
|---|---|---|---|---|
| VERNON MILTON | 3116 S SUNSET BLVD | S 0 - 1/8 (0.057 mi.) | C12 | 18 |
| POPPY CLEANERS | 3339 SUNSET BLVD | NNW 0 - 1/8 (0.061 mi.) | B13 | 18 |
| JEWETT JAS | 3111 S SUNSET BLVD | SSE 0 - 1/8 (0.075 mi.) | C14 | 19 |

# EXECUTIVE SUMMARY

There were no unmapped sites in this report.

# OVERVIEW MAP - 5354429.2S




- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Upgradient Area
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

| | |
|---|---|
| SITE NAME: 3209-3227 Sunset Blvd<br>ADDRESS: 3209 Sunset Blvd<br>Los Angeles CA 90026<br>LAT/LONG: 34.085788 / 118.274651 | CLIENT: ENCON Technologies Inc.<br>CONTACT: Elizabeth Bartley<br>INQUIRY #: 5354429.2s<br>DATE: July 09, 2018 3:09 pm |

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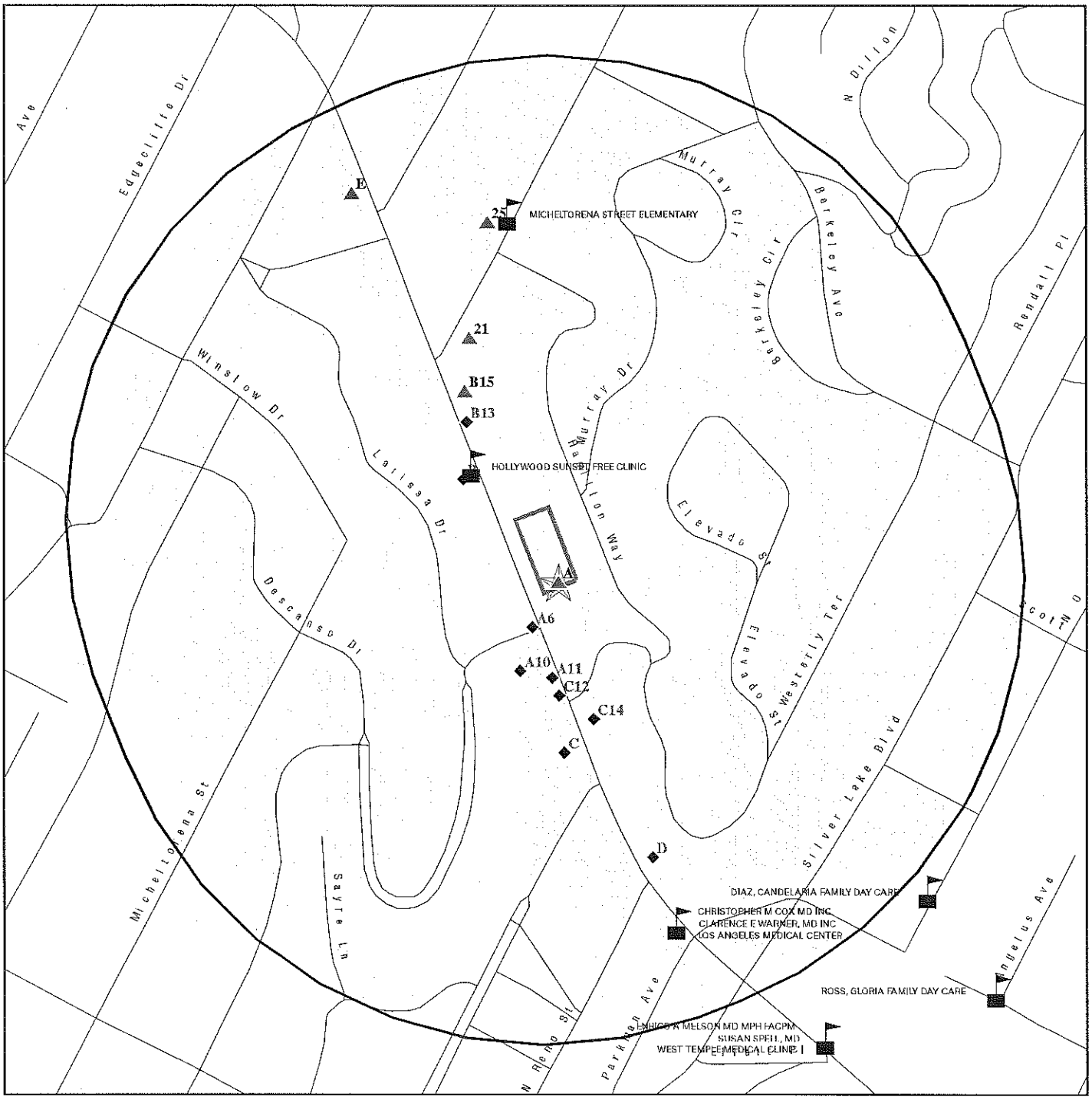
# DETAIL MAP - 5354429.2S




- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

| | |
|---|---|
| SITE NAME: 3209-3227 Sunset Blvd | CLIENT: ENCON Technologies Inc. |
| ADDRESS: 3209 Sunset Blvd<br>Los Angeles CA 90026 | CONTACT: Elizabeth Bartley |
| LAT/LONG: 34.085788 / 118.274651 | INQUIRY #: 5354429.2s<br>DATE: July 09, 2018 3:10 pm |

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# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| **STANDARD ENVIRONMENTAL RECORDS** | | | | | | | | |
| ***Federal NPL site list*** | | | | | | | | |
| NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| Proposed NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| NPL LIENS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ***Federal Delisted NPL site list*** | | | | | | | | |
| Delisted NPL | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| ***Federal CERCLIS list*** | | | | | | | | |
| FEDERAL FACILITY | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| SEMS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Federal CERCLIS NFRAP site list*** | | | | | | | | |
| SEMS-ARCHIVE | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Federal RCRA CORRACTS facilities list*** | | | | | | | | |
| CORRACTS | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| ***Federal RCRA non-CORRACTS TSD facilities list*** | | | | | | | | |
| RCRA-TSDF | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Federal RCRA generators list*** | | | | | | | | |
| RCRA-LQG | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| RCRA-SQG | 0.250 | | 1 | 2 | NR | NR | NR | 3 |
| RCRA-CESQG | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ***Federal institutional controls / engineering controls registries*** | | | | | | | | |
| LUCIS | 0.500 | | 0 | 0 | 0 | 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 |
| ***Federal ERNS list*** | | | | | | | | |
| ERNS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ***State- and tribal - equivalent NPL*** | | | | | | | | |
| RESPONSE | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| ***State- and tribal - equivalent CERCLIS*** | | | | | | | | |
| ENVIROSTOR | 1.000 | | 0 | 0 | 0 | 10 | NR | 10 |
| ***State and tribal landfill and/or solid waste disposal site lists*** | | | | | | | | |
| SWF/LF | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***State and tribal leaking storage tank lists*** | | | | | | | | |
| LUST | 0.500 | | 3 | 0 | 2 | NR | NR | 5 |

# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| INDIAN LUST | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| CPS-SLIC | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***State and tribal registered storage tank lists*** | | | | | | | | |
| FEMA UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| AST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| INDIAN UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ***State and tribal voluntary cleanup sites*** | | | | | | | | |
| INDIAN VCP | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| VCP | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***State and tribal Brownfields sites*** | | | | | | | | |
| BROWNFIELDS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| **ADDITIONAL ENVIRONMENTAL RECORDS** | | | | | | | | |
| ***Local Brownfield lists*** | | | | | | | | |
| US BROWNFIELDS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Local Lists of Landfill / Solid Waste Disposal Sites*** | | | | | | | | |
| WMUDS/SWAT | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| SWRCY | 0.500 | | 0 | 0 | 1 | NR | NR | 1 |
| HAULERS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| INDIAN ODI | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ODI | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| DEBRIS REGION 9 | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| IHS OPEN DUMPS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Local Lists of Hazardous waste / Contaminated Sites*** | | | | | | | | |
| AOCONCERN | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| US HIST CDL | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HIST Cal-Sites | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| SCH | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| CDL | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| Toxic Pits | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| US CDL | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| CERS HAZ WASTE | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ***Local Lists of Registered Storage Tanks*** | | | | | | | | |
| SWEEPS UST | 0.250 | | 1 | 0 | NR | NR | NR | 1 |
| HIST UST | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| CA FID UST | 0.250 | | 1 | 0 | NR | NR | NR | 1 |
| CERS TANKS | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ***Local Land Records*** | | | | | | | | |
| LIENS | 0.001 | | 0 | NR | NR | NR | NR | 0 |

# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| LIENS 2 | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| DEED | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| ***Records of Emergency Release Reports*** | | | | | | | | |
| HMIRS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| CHMIRS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| LDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MCS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| SPILLS 90 | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ***Other Ascertainable Records*** | | | | | | | | |
| RCRA NonGen / NLR | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| FUDS | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| DOD | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| SCRD DRYCLEANERS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| US FIN ASSUR | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| EPA WATCH LIST | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| 2020 COR ACTION | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| TSCA | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| TRIS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| SSTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ROD | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| RMP | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| RAATS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PRP | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PADS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ICIS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FTTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MLTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| COAL ASH DOE | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| COAL ASH EPA | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| PCB TRANSFORMER | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| RADINFO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HIST FTTS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| DOT OPS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| CONSENT | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| INDIAN RESERV | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FUSRAP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| UMTRA | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| LEAD SMELTERS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| US AIRS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| US MINES | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| ABANDONED MINES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FINDS | 0.001 | 1 | 0 | NR | NR | NR | NR | 1 |
| UXO | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| DOCKET HWC | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| ECHO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| FUELS PROGRAM | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| CA BOND EXP. PLAN | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| Cortese | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| CUPA Listings | 0.250 | | 0 | 0 | NR | NR | NR | 0 |

# MAP FINDINGS SUMMARY

| Database | Search Distance (Miles) | Target Property | < 1/8 | 1/8 - 1/4 | 1/4 - 1/2 | 1/2 - 1 | > 1 | Total Plotted |
|---|---|---|---|---|---|---|---|---|
| DRYCLEANERS | 0.250 | | 0 | 5 | NR | NR | NR | 5 |
| EMI | 0.001 | 1 | 0 | NR | NR | NR | NR | 1 |
| ENF | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| Financial Assurance | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HAZNET | 0.001 | 3 | 0 | NR | NR | NR | NR | 3 |
| ICE | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HIST CORTESE | 0.500 | | 1 | 0 | 1 | NR | NR | 2 |
| LOS ANGELES CO. HMS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| HWP | 1.000 | | 0 | 0 | 0 | 1 | NR | 1 |
| HWT | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| MINES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MWMP | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| NPDES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PEST LIC | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PROC | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| Notify 65 | 1.000 | | 0 | 0 | 0 | 1 | NR | 1 |
| LA Co. Site Mitigation | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| UIC | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| WASTEWATER PITS | 0.500 | | 0 | 0 | 0 | NR | NR | 0 |
| WDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| WIP | 0.250 | | 0 | 0 | NR | NR | NR | 0 |
| PROJECT | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| PROD WATER PONDS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| OTHER OIL GAS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| NON-CASE INFO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| MILITARY PRIV SITES | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| CIWQS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| CERS | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| UIC GEO | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| SAMPLING POINT | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| WELL STIM PROJ | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| **EDR HIGH RISK HISTORICAL RECORDS** | | | | | | | | |
| ***EDR Exclusive Records*** | | | | | | | | |
| EDR MGP | 1.000 | | 0 | 0 | 0 | 0 | NR | 0 |
| EDR Hist Auto | 0.125 | | 5 | NR | NR | NR | NR | 5 |
| EDR Hist Cleaner | 0.125 | | 5 | NR | NR | NR | NR | 5 |
| **EDR RECOVERED GOVERNMENT ARCHIVES** | | | | | | | | |
| ***Exclusive Recovered Govt. Archives*** | | | | | | | | |
| RGA LF | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| RGA LUST | 0.001 | | 0 | NR | NR | NR | NR | 0 |
| - Totals -- | | 5 | 17 | 7 | 4 | 12 | 0 | 45 |

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

**A1**
**Target**
**Property**

**LEJ LLC DBA FIRST CLASS AUTO CRAFT**
**3225 W SUNSET BLVD**
**LOS ANGELES, CA 90026**

**HAZNET** **S113152054**
**N/A**

**Site 1 of 8 in cluster A**

**Actual:**
**369 ft.**

HAZNET:

| | |
|---|---|
| envid: | S113152054 |
| Year: | 2016 |
| GEPAID: | CAL000330910 |
| Contact: | WENDY MARTINEZ |
| Telephone: | 3236443313 |
| Mailing Name: | Not reported |
| Mailing Address: | 3225 W SUNSET BLVD |
| Mailing City,St,Zip: | LOS ANGELES, CA 900262115 |
| Gen County: | Los Angeles |
| TSD EPA ID: | CAD097030993 |
| TSD County: | Los Angeles |
| Waste Category: | Other organic solids |
| Disposal Method: | Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Tons: | 0.1 |
| Cat Decode: | Other organic solids |
| Method Decode: | Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |
| Facility County: | Los Angeles |

| | |
|---|---|
| envid: | S113152054 |
| Year: | 2015 |
| GEPAID: | CAL000330910 |
| Contact: | WENDY MARTINEZ |
| Telephone: | 3236443313 |
| Mailing Name: | Not reported |
| Mailing Address: | 3225 W SUNSET BLVD |
| Mailing City,St,Zip: | LOS ANGELES, CA 900262115 |
| Gen County: | Los Angeles |
| TSD EPA ID: | CAD008252405 |
| TSD County: | Los Angeles |
| Waste Category: | Unspecified solvent mixture |
| Disposal Method: | Solvents Recovery |
| Tons: | 0.075 |
| Cat Decode: | Not reported |
| Method Decode: | Not reported |
| Facility County: | Los Angeles |

| | |
|---|---|
| envid: | S113152054 |
| Year: | 2015 |
| GEPAID: | CAL000330910 |
| Contact: | WENDY MARTINEZ |
| Telephone: | 3236443313 |
| Mailing Name: | Not reported |
| Mailing Address: | 3225 W SUNSET BLVD |
| Mailing City,St,Zip: | LOS ANGELES, CA 900262115 |
| Gen County: | Los Angeles |
| TSD EPA ID: | CAD008252405 |
| TSD County: | Los Angeles |
| Waste Category: | Unspecified solvent mixture |
| Disposal Method: | Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135) |

**LEJ LLC DBA FIRST CLASS AUTO CRAFT (Continued)** **S113152054**

| | |
|---|---|
| Tons: | 0.02 |
| Cat Decode: | Not reported |
| Method Decode: | Not reported |
| Facility County: | Los Angeles |
| | |
| envid: | S113152054 |
| Year: | 2015 |
| GEPAID: | CAL000330910 |
| Contact: | WENDY MARTINEZ |
| Telephone: | 3236443313 |
| Mailing Name: | Not reported |
| Mailing Address: | 3225 W SUNSET BLVD |
| Mailing City,St,Zip: | LOS ANGELES, CA 900262115 |
| Gen County: | Los Angeles |
| TSD EPA ID: | CAD008252405 |
| TSD County: | Los Angeles |
| Waste Category: | Waste oil and mixed oil |
| Disposal Method: | Fuel Blending Prior To Energy Recovery At Another Site |
| Tons: | 0.1672 |
| Cat Decode: | Not reported |
| Method Decode: | Not reported |
| Facility County: | Los Angeles |
| | |
| envid: | S113152054 |
| Year: | 2015 |
| GEPAID: | CAL000330910 |
| Contact: | WENDY MARTINEZ |
| Telephone: | 3236443313 |
| Mailing Name: | Not reported |
| Mailing Address: | 3225 W SUNSET BLVD |
| Mailing City,St,Zip: | LOS ANGELES, CA 900262115 |
| Gen County: | Los Angeles |
| TSD EPA ID: | CAD008252405 |
| TSD County: | Los Angeles |
| Waste Category: | Aqueous solution with total organic residues 10 percent or more |
| Disposal Method: | Fuel Blending Prior To Energy Recovery At Another Site |
| Tons: | 0.21684 |
| Cat Decode: | Not reported |
| Method Decode: | Not reported |
| Facility County: | Los Angeles |

Click this hyperlink while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

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**A2**
**Target Property**

**M & K BODY SHOP, SAM BEKHOR DB**
**3225 SUNSET BLVD**
**LOS ANGELES, CA 90026**

EMI **S106834875**
**N/A**

**Site 2 of 8 in cluster A**

**Actual:**
**369 ft.**

EMI:

| | |
|---|---|
| Year: | 1990 |
| County Code: | 19 |
| Air Basin: | SC |
| Facility ID: | 18519 |
| Air District Name: | SC |
| SIC Code: | 7538 |
| Air District Name: | SOUTH COAST AQMD |

**M & K BODY SHOP, SAM BEKHOR DB (Continued)** **S106834875**

| | |
|---|---|
| Community Health Air Pollution Info System: | Not reported |
| Consolidated Emission Reporting Rule: | Not reported |
| Total Organic Hydrocarbon Gases Tons/Yr: | 6 |
| Reactive Organic Gases Tons/Yr: | 2 |
| Carbon Monoxide Emissions Tons/Yr: | 0 |
| NOX - Oxides of Nitrogen Tons/Yr: | 0 |
| SOX - Oxides of Sulphur Tons/Yr: | 0 |
| Particulate Matter Tons/Yr: | 0 |
| Part. Matter 10 Micrometers and Smllr Tons/Yr: | 0 |

---

**A3** **SUNSET AUTO CRAFTERS** **FINDS** **1023239716**
**Target** **3225 W SUNSET BLVD** **N/A**
**Property** **LOS ANGELES, CA 90026**

**Site 3 of 8 in cluster A**

**Actual:** FINDS:
**369 ft.**

Registry ID: 110065274571

Environmental Interest/Information System
STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

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**A4** **M&K BODY SHOP** **HAZNET** **S113035627**
**Target** **3225 SUNSET BLVD** **N/A**
**Property** **HOLLYWOOD, CA 90026**

**Site 4 of 8 in cluster A**

**Actual:** HAZNET:
**369 ft.**

| | |
|---|---|
| envid: | S113035627 |
| Year: | 2007 |
| GEPAID: | CAL000035662 |
| Contact: | -- |
| Telephone: | -- |
| Mailing Name: | Not reported |
| Mailing Address: | 3225 W SUNSET BLVD |
| Mailing City,St,Zip: | LOS ANGELES, CA 900262115 |
| Gen County: | Not reported |
| TSD EPA ID: | CAD008252405 |
| TSD County: | Not reported |
| Waste Category: | Unspecified organic liquid mixture |
| Disposal Method: | Fuel Blending Prior To Energy Recovery At Another Site |
| Tons: | 0.17 |
| Cat Decode: | Not reported |
| Method Decode: | Not reported |
| Facility County: | Los Angeles |

| | |
|---|---|
| envid: | S113035627 |
| Year: | 2005 |
| GEPAID: | CAL000035662 |
| Contact: | -- |

**M&K BODY SHOP (Continued)** **S113035627**

Telephone: --
Mailing Name: Not reported
Mailing Address: 3225 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900262115
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Not reported
Tons: 0.45
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113035627
Year: 2004
GEPAID: CAL000035662
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 3225 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900262115
Gen County: Not reported
TSD EPA ID: CAD981696420
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 2.08
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113035627
Year: 2004
GEPAID: CAL000035662
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 3225 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900262115
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.68
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113035627
Year: 2003
GEPAID: CAL000035662
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 3225 W SUNSET BLVD

**M&K BODY SHOP (Continued)** **S113035627**

| | |
|---|---|
| Mailing City,St,Zip: | LOS ANGELES, CA 900262115 |
| Gen County: | Not reported |
| TSD EPA ID: | CAD008252405 |
| TSD County: | Not reported |
| Waste Category: | Unspecified solvent mixture |
| Disposal Method: | Recycler |
| Tons: | 0.2 |
| Cat Decode: | Not reported |
| Method Decode: | Not reported |
| Facility County: | Los Angeles |

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

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**A5** **ALL MAGIC PAINT & BODY** **HAZNET** **S113133097**
**Target** **3225 SUNSET BLVD** **N/A**
**Property** **LOS ANGELES, CA 90026**

**Site 5 of 8 in cluster A**

**Actual:** **369 ft.**

HAZNET:

| | |
|---|---|
| envid: | S113133097 |
| Year: | 2006 |
| GEPAID: | CAL000284516 |
| Contact: | SIMON EDRI |
| Telephone: | 3236648999 |
| Mailing Name: | Not reported |
| Mailing Address: | 3225 SUNSET BLVD |
| Mailing City,St,Zip: | LOS ANGELES, CA 90026 |
| Gen County: | Not reported |
| TSD EPA ID: | CAD028409019 |
| TSD County: | Not reported |
| Waste Category: | Unspecified solvent mixture |
| Disposal Method: | Fuel Blending Prior To Energy Recovery At Another Site |
| Tons: | 0.22 |
| Cat Decode: | Not reported |
| Method Decode: | Not reported |
| Facility County: | Los Angeles |

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**A6** **CHARBULAK V I** **EDR Hist Cleaner** **1009187924**
**SSW** **3202 S SUNSET BLVD** **N/A**
**< 1/8** **LOS ANGELES, CA**
**0.020 mi.**
**106 ft.** **Site 6 of 8 in cluster A**

**Relative:** **Lower**

EDR Hist Cleaner

**Actual:** **351 ft.**

| Year: | Name: | Type: |
|---|---|---|
| 1929 | CHARBULAK V I | CLOTHES PRESSERS CLEANERS AND REPAIRERS |
| 1937 | REID L B | CLOTHES PRESSERS AND CLEANERS |

**B7** **RAUL'S AUTO REPAIR & BODY SHOP** **RCRA-SQG** **1000275389**
**NW** **3300 SUNSET BLVD** **FINDS** **CAD982320434**
**< 1/8** **LOS ANGELES, CA 90026** **ECHO**
**0.036 mi.** **EMI**
**189 ft.** **Site 1 of 5 in cluster B**

**Relative:**
**Lower**

**Actual:**
**357 ft.**

RCRA-SQG:

| | |
|---|---|
| Date form received by agency: | 03/16/1988 |
| Facility name: | RAUL'S AUTO REPAIR & BODY SHOP |
| Facility address: | 3300 SUNSET BLVD<br>LOS ANGELES, CA 90026 |
| EPA ID: | CAD982320434 |
| Mailing address: | SUNSET BLVD<br>LOS ANGELES, CA 90026 |
| Contact: | ENVIRONMENTAL MANAGER |
| Contact address: | 3300 SUNSET BLVD<br>LOS ANGELES, CA 90026 |
| Contact country: | US |
| Contact telephone: | 213-666-5171 |
| Contact email: | Not reported |
| EPA Region: | 09 |
| Classification: | Small Small Quantity Generator |
| Description: | Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time |

Owner/Operator Summary:

| | |
|---|---|
| Owner/operator name: | NOT REQUIRED |
| Owner/operator address: | NOT REQUIRED<br>NOT REQUIRED, ME 99999 |
| Owner/operator country: | Not reported |
| Owner/operator telephone: | 415-555-1212 |
| Owner/operator email: | Not reported |
| Owner/operator fax: | Not reported |
| Owner/operator extension: | Not reported |
| Legal status: | Private |
| Owner/Operator Type: | Operator |
| Owner/Op start date: | Not reported |
| Owner/Op end date: | Not reported |

| | |
|---|---|
| Owner/operator name: | RAUL TORRES |
| Owner/operator address: | NOT REQUIRED<br>NOT REQUIRED, ME 99999 |
| Owner/operator country: | Not reported |
| Owner/operator telephone: | 415-555-1212 |
| Owner/operator email: | Not reported |
| Owner/operator fax: | Not reported |
| Owner/operator extension: | Not reported |
| Legal status: | Private |
| Owner/Operator Type: | Owner |
| Owner/Op start date: | Not reported |
| Owner/Op end date: | Not reported |

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

**RAUL'S AUTO REPAIR & BODY SHOP (Continued)** **1000275389**

Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002793371

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000275389
Registry ID: 110002793371
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002793371

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 20866
Air District Name: SC
SIC Code: 7538
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0

**RAUL'S AUTO REPAIR & BODY SHOP (Continued)** **1000275389**

| | |
|---|---|
| NOX - Oxides of Nitrogen Tons/Yr: | 0 |
| SOX - Oxides of Sulphur Tons/Yr: | 0 |
| Particulate Matter Tons/Yr: | 0 |
| Part. Matter 10 Micrometers and Smllr Tons/Yr: | 0 |

| | |
|---|---|
| Year: | 1990 |
| County Code: | 19 |
| Air Basin: | SC |
| Facility ID: | 20866 |
| Air District Name: | SC |
| SIC Code: | 7538 |
| Air District Name: | SOUTH COAST AQMD |
| Community Health Air Pollution Info System: | Not reported |
| Consolidated Emission Reporting Rule: | Not reported |
| Total Organic Hydrocarbon Gases Tons/Yr: | 0 |
| Reactive Organic Gases Tons/Yr: | 0 |
| Carbon Monoxide Emissions Tons/Yr: | 0 |
| NOX - Oxides of Nitrogen Tons/Yr: | 0 |
| SOX - Oxides of Sulphur Tons/Yr: | 0 |
| Particulate Matter Tons/Yr: | 0 |
| Part. Matter 10 Micrometers and Smllr Tons/Yr: | 0 |

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**B8** **GO GAS CO** **EDR Hist Auto** **1009083073**
**NW** **3300 S SUNSET BLVD** **N/A**
**< 1/8** **LOS ANGELES, CA**
**0.036 mi.**
**189 ft.** **Site 2 of 5 in cluster B**

**Relative:** EDR Hist Auto
**Lower**

**Actual:**
**357 ft.**

| Year: | Name: | Type: |
|---|---|---|
| 1933 | GO GAS SUPER SERVICE CO | GASOLINE AND OIL SERVICE STATIONS |
| 1937 | GO GAS CO | GASOLINE AND OIL SERVICE STATIONS |
| 1942 | CRUM JOS | GASOLINE AND OIL SERVICE STATIONS |
| 1975 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1976 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1977 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1978 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1979 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1980 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1982 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1983 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1985 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1986 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1987 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1988 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1989 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1990 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1990 | ANZ BODY SHOP | Top And Body Repair And Paint Shops |
| 1991 | ANZ BODY SHOP | Top And Body Repair And Paint Shops |
| 1991 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1992 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1992 | ANZ BODY SHOP | Top And Body Repair And Paint Shops |
| 1993 | ANZ BODY SHOP | Top And Body Repair And Paint Shops |
| 1994 | OUR SHOP | General Automotive Repair Shops |
| 1994 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1998 | RAULS AUTO REPAIR | General Automotive Repair Shops |
| 1999 | RAULS AUTO REPAIR | General Automotive Repair Shops |

**GO GAS CO (Continued)** **1009083073**

| | | |
|---|---|---|
| 2000 | MOCEROS AUTO CTR | Automotive Repair Shops, NEC |
| 2001 | MOCEROS AUTO CENTER | Automotive Repair Shops, NEC |
| 2002 | MOCEROS AUTO CENTER | Automotive Repair Shops, NEC |
| 2003 | MOCERO S AUTO CENTER | Automotive Repair Shops, NEC |
| 2004 | MOCERO S AUTO CENTER | Automotive Repair Shops, NEC |
| 2005 | MOCERO S AUTO CENTER | Automotive Repair Shops, NEC |
| 2006 | MOCERO S AUTO CENTER | Automotive Repair Shops, NEC |
| 2007 | MOCERO S AUTO CENTER | Automotive Repair Shops, NEC |
| 2008 | MOCERO S AUTO CENTER | Automotive Repair Shops, NEC |
| 2009 | MOCERO S AUTO CENTER | Automotive Repair Shops, NEC |
| 2010 | MOCERO S AUTO CENTER | Automotive Repair Shops, NEC |
| 2011 | MOCERO S AUTO CENTER | Automotive Repair Shops, NEC |
| 2012 | MOCERO S AUTO CENTER | Automotive Repair Shops, NEC |

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**B9** **ZIEFFLER JOHN** **EDR Hist Auto** **1009081299**
**NW** **3310 S SUNSET BLVD** **N/A**
**< 1/8** **LOS ANGELES, CA**
**0.037 mi.**
**195 ft.** **Site 3 of 5 in cluster B**

**Relative:** EDR Hist Auto
**Lower**

**Actual:** **358 ft.**

| Year: | Name: | Type: |
|---|---|---|
| 1937 | ZIEFFLER JOHN | AUTOMOBILE REPAIRING |

---

**A10** **FORMER GASOLINE STATION** **LUST** **S121307848**
**SSW** **3128 SUNSET BLVD** **N/A**
**< 1/8** **LOS ANGELES, CA 90026**
**0.045 mi.**
**238 ft.** **Site 7 of 8 in cluster A**

**Relative:** LUST:
**Lower**

**Actual:** **347 ft.**

| | |
|---|---|
| Lead Agency: | LOS ANGELES RWQCB (REGION 4) |
| Case Type: | LUST Cleanup Site |
| Geo Track: | http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000010943 |
| Global Id: | T10000010943 |
| Latitude: | 34.08507 |
| Longitude: | -118.27502 |
| Status: | Completed - Case Closed |
| Status Date: | 01/25/2018 |
| Case Worker: | MB |
| RB Case Number: | 900260389 |
| Local Agency: | Not reported |
| File Location: | Not reported |
| Local Case Number: | Not reported |
| Potential Media Affect: | Other Groundwater (uses other than drinking water) |
| Potential Contaminants of Concern: | Total Petroleum Hydrocarbons (TPH) |
| Site History: | Not reported |

LUST:

| | |
|---|---|
| Global Id: | T10000010943 |
| Contact Type: | Regional Board Caseworker |
| Contact Name: | MAGDY BAIADY |
| Organization Name: | LOS ANGELES RWQCB (REGION 4) |
| Address: | 320 W. 4TH ST., SUITE 200 |
| City: | LOS ANGELES |
| Email: | mbaiady@waterboards.ca.gov |

**FORMER GASOLINE STATION (Continued)** **S121307848**

Phone Number: 2135766699

LUST:
Global Id: T10000010943
Action Type: Other
Date: 08/22/2017
Action: Leak Reported

Global Id: T10000010943
Action Type: ENFORCEMENT
Date: 01/25/2018
Action: Closure/No Further Action Letter

Global Id: T10000010943
Action Type: Other
Date: 08/22/2017
Action: Leak Began

Global Id: T10000010943
Action Type: RESPONSE
Date: 10/14/2017
Action: Other Report / Document

Global Id: T10000010943
Action Type: RESPONSE
Date: 10/03/2017
Action: Request for Closure - Regulator Responded

Global Id: T10000010943
Action Type: ENFORCEMENT
Date: 09/14/2017
Action: Staff Letter

Global Id: T10000010943
Action Type: ENFORCEMENT
Date: 08/22/2017
Action: Referral to Regional Board

Global Id: T10000010943
Action Type: ENFORCEMENT
Date: 11/20/2017
Action: Notification - Preclosure

Global Id: T10000010943
Action Type: Other
Date: 08/22/2017
Action: Leak Discovery

LUST:
Global Id: T10000010943
Status: Open - Case Begin Date
Status Date: 08/22/2017

Global Id: T10000010943
Status: Open - Inactive
Status Date: 08/22/2017

**FORMER GASOLINE STATION (Continued)** **S121307848**

Global Id: T10000010943
Status: Open - Inactive
Status Date: 08/22/2017

Global Id: T10000010943
Status: Pending Review
Status Date: 08/31/2017

Global Id: T10000010943
Status: Open - Eligible for Closure
Status Date: 11/15/2017

Global Id: T10000010943
Status: Completed - Case Closed
Status Date: 01/25/2018

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**A11** **SHULTER E V** **EDR Hist Auto** **1009081857**
**South** **3140 S SUNSET BLVD** **N/A**
**< 1/8** **LOS ANGELES, CA**
**0.047 mi.**
**248 ft.** **Site 8 of 8 in cluster A**

**Relative:** EDR Hist Auto
**Lower**

**Actual:** **353 ft.**

| Year: | Name: | Type: |
|---|---|---|
| 1937 | SHULTER E V | GASOLINE AND OIL SERVICE STATIONS |

---

**C12** **VERNON MILTON** **EDR Hist Cleaner** **1009191649**
**South** **3116 S SUNSET BLVD** **N/A**
**< 1/8** **LOS ANGELES, CA**
**0.057 mi.**
**303 ft.** **Site 1 of 7 in cluster C**

**Relative:** EDR Hist Cleaner
**Lower**

**Actual:** **352 ft.**

| Year: | Name: | Type: |
|---|---|---|
| 1929 | VERNON MILTON | CLOTHES PRESSERS CLEANERS AND REPAIRERS |
| 1933 | GREENBERG ABR | CLOTHES PRESSERS AND CLEANERS |

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**B13** **POPPY CLEANERS** **EDR Hist Cleaner** **1018466851**
**NNW** **3339 SUNSET BLVD** **N/A**
**< 1/8** **LOS ANGELES, CA 90026**
**0.061 mi.**
**321 ft.** **Site 4 of 5 in cluster B**

**Relative:** EDR Hist Cleaner
**Lower**

**Actual:** **368 ft.**

| Year: | Name: | Type: |
|---|---|---|
| 1980 | POPPY CLEANERS | Garment Pressing And Cleaners' Agents |
| 1982 | POPPY CLEANERS | Garment Pressing And Cleaners' Agents |
| 1983 | POPPY CLEANERS | Garment Pressing And Cleaners' Agents |
| 1985 | POPPY CLEANERS | Garment Pressing And Cleaners' Agents |
| 1986 | POPPY CLEANERS | Garment Pressing And Cleaners' Agents |
| 1987 | POPPY CLEANERS | Garment Pressing And Cleaners' Agents |

**POPPY CLEANERS (Continued)** **1018466851**

| | | |
|---|---|---|
| 1988 | POPPY CLEANERS | Garment Pressing And Cleaners' Agents |
| 1989 | POPPY CLEANERS | Laundry And Drycleaner Agents |
| 1994 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 1995 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 1996 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 1997 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 1998 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 1999 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 2000 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 2001 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 2002 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 2003 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 2004 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 2005 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 2006 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 2007 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 2008 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 2009 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 2010 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |
| 2011 | ELEGANT CLEANERS | Garment Pressing And Cleaners' Agents |

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**C14** **JEWETT JAS** **EDR Hist Cleaner** **1009187972**
**SSE** **3111 S SUNSET BLVD** **N/A**
**< 1/8** **LOS ANGELES, CA**
**0.075 mi.**
**396 ft.** **Site 2 of 7 in cluster C**

**Relative:** EDR Hist Cleaner
**Lower**

**Actual:** **357 ft.**

| Year: | Name: | Type: |
|---|---|---|
| 1929 | GROVE J A | CLOTHES PRESSERS CLEANERS AND REPAIRERS |
| 1937 | JEWETT JAS | CLOTHES PRESSERS AND CLEANERS |

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**B15** **SOLES DEAN** **EDR Hist Auto** **1009079996**
**NNW** **3331 S SUNSET BLVD** **N/A**
**< 1/8** **LOS ANGELES, CA**
**0.077 mi.**
**405 ft.** **Site 5 of 5 in cluster B**

**Relative:** EDR Hist Auto
**Higher**

**Actual:** **372 ft.**

| Year: | Name: | Type: |
|---|---|---|
| 1929 | SOLES DEAN | AUTOMOBILE REPAIRING AND SERVICE STATIONS |

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**C16** **LEO'S AUTO REPAIR** **LUST** **S111760329**
**South** **3100 SUNSET BLVD** **N/A**
**< 1/8** **ECHO PARK, CA 90026**
**0.089 mi.**
**471 ft.** **Site 3 of 7 in cluster C**

**Relative:** LUST:
**Lower**

**Actual:** **350 ft.**

| | |
|---|---|
| Lead Agency: | LOS ANGELES RWQCB (REGION 4) |
| Case Type: | LUST Cleanup Site |
| Geo Track: | http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700711 |
| Global Id: | T0603700711 |

**LEO'S AUTO REPAIR (Continued)** **S111760329**

| | |
|---|---|
| Latitude: | 34.0844493 |
| Longitude: | -118.2745373 |
| Status: | Completed - Case Closed |
| Status Date: | 12/20/1996 |
| Case Worker: | YR |
| RB Case Number: | 900260070 |
| Local Agency: | LOS ANGELES, CITY OF |
| File Location: | Not reported |
| Local Case Number: | Not reported |
| Potential Media Affect: | Aquifer used for drinking water supply |
| Potential Contaminants of Concern: | Gasoline |
| Site History: | Not reported |

LUST:

| | |
|---|---|
| Global Id: | T0603700711 |
| Contact Type: | Local Agency Caseworker |
| Contact Name: | ELOY LUNA |
| Organization Name: | LOS ANGELES, CITY OF |
| Address: | 200 North Main Street, Suite 1780 |
| City: | LOS ANGELES |
| Email: | eloy.luna@lacity.org |
| Phone Number: | Not reported |

| | |
|---|---|
| Global Id: | T0603700711 |
| Contact Type: | Regional Board Caseworker |
| Contact Name: | YUE RONG |
| Organization Name: | LOS ANGELES RWQCB (REGION 4) |
| Address: | 320 W. 4TH ST., SUITE 200 |
| City: | Los Angeles |
| Email: | yrong@waterboards.ca.gov |
| Phone Number: | Not reported |

LUST:

| | |
|---|---|
| Global Id: | T0603700711 |
| Action Type: | Other |
| Date: | 05/25/1990 |
| Action: | Leak Reported |

LUST:

| | |
|---|---|
| Global Id: | T0603700711 |
| Status: | Open - Case Begin Date |
| Status Date: | 05/25/1990 |

| | |
|---|---|
| Global Id: | T0603700711 |
| Status: | Open - Site Assessment |
| Status Date: | 05/25/1990 |

| | |
|---|---|
| Global Id: | T0603700711 |
| Status: | Open - Site Assessment |
| Status Date: | 01/15/1996 |

| | |
|---|---|
| Global Id: | T0603700711 |
| Status: | Completed - Case Closed |
| Status Date: | 12/20/1996 |

**C17** **AKER CHARLES J** **EDR Hist Auto** **1009079542**
**South** **3100 SUNSET BLVD** **N/A**
**< 1/8** **LOS ANGELES, CA 90026**
**0.089 mi.**
**471 ft.** **Site 4 of 7 in cluster C**

**Relative:** EDR Hist Auto
**Lower**

**Actual:**
**350 ft.**

| Year: | Name: | Type: |
|---|---|---|
| 1933 | PRUESSMAN DONALD | GASOLINE AND OIL SERVICE STATIONS |
| 1937 | MC KENNA L W | GASOLINE AND OIL SERVICE STATIONS |
| 1969 | AKER CHARLES J | Gasoline Service Stations |
| 1970 | AKER CHARLES J | Gasoline Service Stations |
| 1989 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 1990 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 1991 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 1992 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 1993 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 1994 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 1995 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 1996 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 1997 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 1998 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2000 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2001 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2002 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2003 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2004 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2005 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2006 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2007 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2008 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2009 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2010 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2011 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2012 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2013 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |
| 2014 | ASI AUTO WRECKING | Automotive Repair Shops, NEC |

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**C18** **MR. DOMENIC SCAVO** **CA FID UST** **S101583086**
**South** **3100 SUNSET BLVD** **N/A**
**< 1/8** **LOS ANGELES, CA 90026**
**0.089 mi.**
**471 ft.** **Site 5 of 7 in cluster C**

**Relative:** CA FID UST:
**Lower**

**Actual:**
**350 ft.**

| | |
|---|---|
| Facility ID: | 19002585 |
| Regulated By: | UTNKI |
| Regulated ID: | Not reported |
| Cortese Code: | Not reported |
| SIC Code: | Not reported |
| Facility Phone: | 8187067236 |
| Mail To: | Not reported |
| Mailing Address: | 3100 SUNSET BLVD |
| Mailing Address 2: | Not reported |
| Mailing City,St,Zip: | LOS ANGELES 900260000 |
| Contact: | Not reported |
| Contact Phone: | Not reported |
| DUNs Number: | Not reported |
| NPDES Number: | Not reported |

**MR. DOMENIC SCAVO (Continued)** **S101583086**

EPA ID: Not reported
Comments: Not reported
Status: Inactive

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**C19** **MR. DOMENIC SCAVD** **SWEEPS UST** **S104916126**
**South** **3100 SUNSET BLVD** **N/A**
**< 1/8** **LOS ANGELES, CA 90026**
**0.089 mi.**
**471 ft.** **Site 6 of 7 in cluster C**

**Relative:** SWEEPS UST:
**Lower**
**Actual:** Status: Not reported
**350 ft.** Comp Number: 7490
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

---

**C20** **LEO'S AUTO REPAIR** **LUST** **S102432598**
**South** **3100 SUNSET** **HIST CORTESE** **N/A**
**< 1/8** **LOS ANGELES, CA 90026**
**0.089 mi.**
**471 ft.** **Site 7 of 7 in cluster C**

**Relative:** LUST REG 4:
**Lower**
**Actual:** Region: 4
**350 ft.** Regional Board: 04
County: Los Angeles
Facility Id: 900260070
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700711
W Global ID: W0603700547
Staff: UNK
Local Agency: 19050
Cross Street: VENDOME ST
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 5/25/1990
Date Leak Record Entered: 6/22/1990
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported

**LEO'S AUTO REPAIR (Continued)** **S102432598**

| | |
|---|---|
| Date Case Last Changed on Database: | 4/30/1997 |
| Date the Case was Closed: | 12/20/1996 |
| How Leak Discovered: | Not reported |
| How Leak Stopped: | Not reported |
| Cause of Leak: | UNK |
| Leak Source: | Tank |
| Operator: | Not reported |
| Water System: | FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN) |
| Well Name: | Not reported |
| Approx. Dist To Production Well (ft): | 3645.437616757683266271759463 |
| Source of Cleanup Funding: | Tank |
| Preliminary Site Assessment Workplan Submitted: | 5/25/1990 |
| Preliminary Site Assessment Began: | Not reported |
| Pollution Characterization Began: | 1/15/1996 |
| Remediation Plan Submitted: | Not reported |
| Remedial Action Underway: | Not reported |
| Post Remedial Action Monitoring Began: | Not reported |
| Enforcement Action Date: | Not reported |
| Historical Max MTBE Date: | Not reported |
| Hist Max MTBE Conc in Groundwater: | Not reported |
| Hist Max MTBE Conc in Soil: | Not reported |
| Significant Interim Remedial Action Taken: | Not reported |
| GW Qualifier: | Not reported |
| Soil Qualifier: | Not reported |
| Organization: | Not reported |
| Owner Contact: | Not reported |
| Responsible Party: | REZNIK & REZNIK |
| RP Address: | 15456 VENTURA BLVD, 5TH FL, SHERMAN OAKS CA 91403-3025 |
| Program: | LUST |
| Lat/Long: | 34.0844493 / -1 |
| Local Agency Staff: | PEJ |
| Beneficial Use: | Not reported |
| Priority: | Not reported |
| Cleanup Fund Id: | Not reported |
| Suspended: | Not reported |
| Assigned Name: | 1900547-001GEN |
| Summary: | USTCF CASE. 05/31/95 |
| | CASE ASSIGNED TO JDP 04/30/97 |
| | ABANDONMENT OF SEVEN GW MONITORING WELLS |

HIST CORTESE:

| | |
|---|---|
| Region: | CORTESE |
| Facility County Code: | 19 |
| Reg By: | LTNKA |
| Reg Id: | 900260070 |

---

**21**
**NNW**
**< 1/8**
**0.103 mi.**
**546 ft.**

**SOLTZ NATHAN**
**1402 MICHELTORENA ST**
**LOS ANGELES, CA**

**EDR Hist Cleaner** **1009191011**
**N/A**

**Relative:**
**Higher**

**Actual:**
**377 ft.**

EDR Hist Cleaner

| Year: | Name: | Type: |
|---|---|---|
| 1933 | SOLTZ NATHAN | CLOTHES PRESSERS AND CLEANERS |
| 1937 | SOLTZ NATHAN | CLOTHES PRESSERS AND CLEANERS |

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

## STANDARD ENVIRONMENTAL RECORDS

### *Federal NPL site list*

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

***Federal Delisted NPL site list***

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

***Federal CERCLIS list***

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 05/18/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

***Federal CERCLIS NFRAP site list***

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 05/18/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Quarterly

***Federal RCRA CORRACTS facilities list***

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

***Federal RCRA generators list***

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

***Federal institutional controls / engineering controls registries***

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/16/2018
Date Data Arrived at EDR: 02/22/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 78

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

***Federal ERNS list***

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

***State- and tribal - equivalent NPL***

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

***State- and tribal - equivalent CERCLIS***

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

***State and tribal landfill and/or solid waste disposal site lists***

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/16/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 37

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

***State and tribal leaking storage tank lists***

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/24/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 01/06/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/16/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

***State and tribal registered storage tank lists***

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 15

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 06/21/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/24/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 01/13/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/24/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 134

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 10/16/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

***State and tribal voluntary cleanup sites***

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 06/22/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

***State and tribal Brownfields sites***

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

**ADDITIONAL ENVIRONMENTAL RECORDS**

***Local Brownfield lists***

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/21/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Semi-Annually

***Local Lists of Landfill / Solid Waste Disposal Sites***

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 02/08/2018
Date Data Arrived at EDR: 02/09/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 39

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 01/30/2018
Next Scheduled EDR Contact: 05/14/2018
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 05/04/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

***Local Lists of Hazardous waste / Contaminated Sites***

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database
The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program
This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs
A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2017
Date Data Arrived at EDR: 08/18/2017
Date Made Active in Reports: 09/21/2017
Number of Days to Update: 34

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites
Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs
A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Quarterly

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

***Local Lists of Registered Storage Tanks***

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 02/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 27

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 04/19/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

***Local Land Records***

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 01/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 46

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing
Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 02/08/2018
Date Data Arrived at EDR: 02/08/2018
Date Made Active in Reports: 02/08/2018
Number of Days to Update: 0

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

***Records of Emergency Release Reports***

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 51

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)
Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Quality Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)
Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch
Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

***Other Ascertainable Records***

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 05/15/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/08/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/22/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/09/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 04/20/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 126

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 04/09/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 06/07/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/04/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 04/27/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 04/05/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 03/31/2018
Date Data Arrived at EDR: 04/16/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 74

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 06/22/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)
The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 05/03/2018
Date Data Arrived at EDR: 05/31/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 29

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing
This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing
Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 87

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/21/2018
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 28

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 02/25/2018
Date Data Arrived at EDR: 03/17/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 10/31/2017
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 73

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 06/01/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 30

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 05/07/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 39

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

CUPA SAN FRANCISCO CO: CUPA SAN FRANCISCO CO

Cupa facilities

Date of Government Version: 04/20/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

DRYCLEAN AVAQMD: DRYCLEAN AVAQMD

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 52

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 06/22/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: DRYCLEAN SOUTH COAST

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 03/16/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 06/11/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 03/29/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 36

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 03/21/2017
Date Made Active in Reports: 08/15/2017
Number of Days to Update: 147

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 07/06/2018
Number of Days to Update: 73

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/20/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 60

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/15/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 38

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/12/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 97

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 04/12/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

ICE: ICE
Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 41

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 41

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 04/09/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 02/27/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 42

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/16/2018
Date Made Active in Reports: 07/05/2018
Number of Days to Update: 50

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 04/19/2018
Number of Days to Update: 45

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 03/23/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 04/13/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 06/25/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data
The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

OTHER OIL GAS: OTHER OIL & GAS (GEOTRACKER)
Other Oil & Gas Projects sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

PROD WATER PONDS: PROD WATER PONDS (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

CIWQS: The California Integrated Water Quality System
The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 60

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

WELL STIM PROJ: WELL SAMP PROJ (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

SAMPLING POINT: SAMPLING POINT (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

PROJECT: PROJECT (GEOTRACKER)
Projects sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

UIC GEO: UIC GEO (GEOTRACKER)
Underground control injection sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

NON-CASE INFO: NON-CASE INFO (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

**EDR HIGH RISK HISTORICAL RECORDS**

***EDR Exclusive Records***

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive 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. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

**EDR RECOVERED GOVERNMENT ARCHIVES**

***Exclusive Recovered Govt. Archives***

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

# GEOCHECK®- PHYSICAL SETTING SOURCE ADDENDUM

**TARGET PROPERTY ADDRESS**

3209-3227 SUNSET BLVD
3209 SUNSET BLVD
LOS ANGELES, CA 90026

**TARGET PROPERTY COORDINATES**

| | |
|---|---|
| Latitude (North): | 34.085788 - 34° 5' 8.84" |
| Longitude (West): | 118.274651 - 118° 16' 28.74" |
| Universal Tranverse Mercator: | Zone 11 |
| UTM X (Meters): | 382400.9 |
| UTM Y (Meters): | 3772206.5 |
| Elevation: | 369 ft. above sea level |

**USGS TOPOGRAPHIC MAP**

| | |
|---|---|
| Target Property Map: | 5630741 HOLLYWOOD, CA |
| Version Date: | 2012 |

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

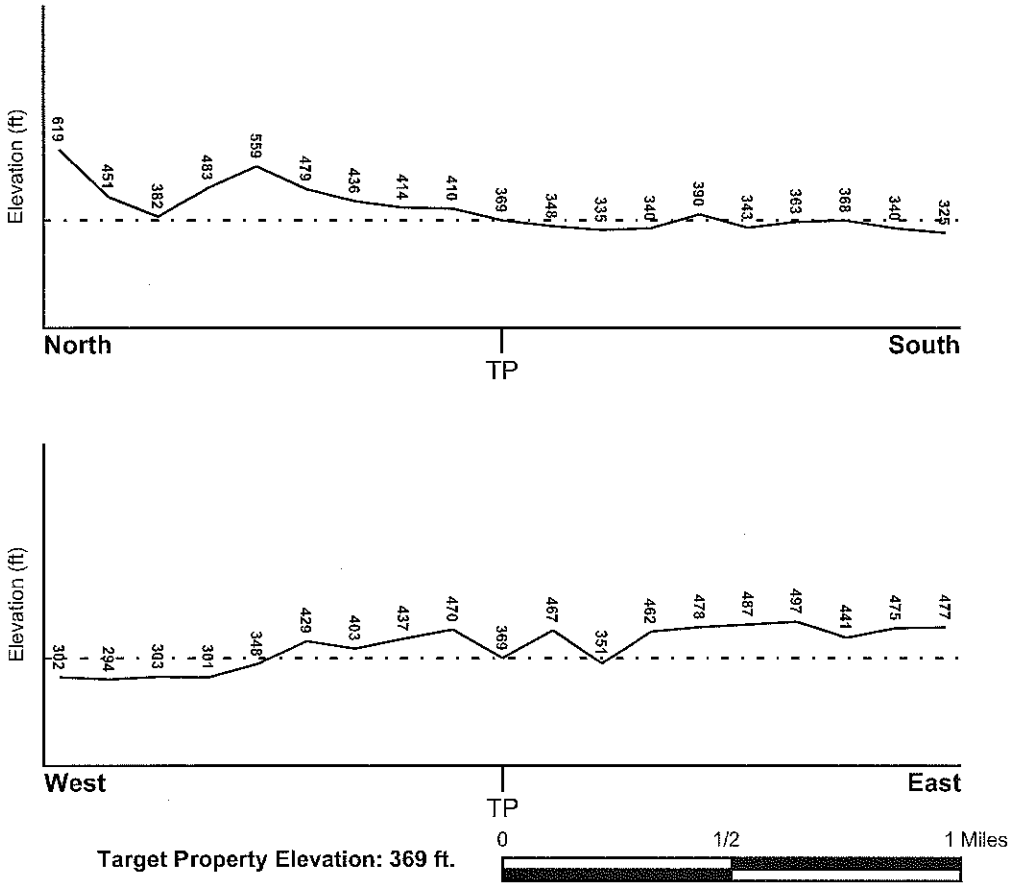
## TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

### TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SE

### SURROUNDING TOPOGRAPHY: ELEVATION PROFILES




Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

### FEMA FLOOD ZONE

| Flood Plain Panel at Target Property | FEMA Source Type |
|---|---|
| 06037C1610F | FEMA FIRM Flood data |

| Additional Panels in search area: | FEMA Source Type |
|---|---|
| Not Reported | |

### NATIONAL WETLAND INVENTORY

| NWI Quad at Target Property | NWI Electronic Data Coverage |
|---|---|
| HOLLYWOOD | YES - refer to the Overview Map and Detail Map |

## HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

***Site-Specific Hydrogeological Data*:***

| | |
|---|---|
| Search Radius: | 1.25 miles |
| Status: | Not found |

## AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

| MAP ID | LOCATION FROM TP | GENERAL DIRECTION GROUNDWATER FLOW |
|---|---|---|
| 1 | 1/4 - 1/2 Mile NW | SW |
| 1G | 1/4 - 1/2 Mile NW | SW |

For additional site information, refer to Physical Setting Source Map Findings.

* ©1996 Site-specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

## GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

**ROCK STRATIGRAPHIC UNIT**

| | |
|---|---|
| Era: | Cenozoic |
| System: | Tertiary |
| Series: | Miocene |
| Code: | Tm *(decoded above as Era, System & Series)* |

**GEOLOGIC AGE IDENTIFICATION**

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

**DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY**

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

| | |
|---|---|
| Soil Component Name: | HAMBRIGHT |
| Soil Surface Texture: | gravelly - loam |
| Hydrologic Group: | Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer. |
| Soil Drainage Class: | Well drained. Soils have intermediate water holding capacity. Depth to water table is more than 6 feet. |

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: MODERATE

Depth to Bedrock Min: > 10 inches

Depth to Bedrock Max: > 20 inches

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

| Soil Layer Information | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Boundary | | | Classification | | | |
| Layer | Upper | Lower | Soil Texture Class | AASHTO Group | Unified Soil | Permeability Rate (in/hr) | Soil Reaction (pH) |
| 1 | 0 inches | 7 inches | gravelly - loam | Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils. | COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel | Max: 2.00<br>Min: 0.60 | Max: 7.30<br>Min: 6.10 |
| 2 | 7 inches | 16 inches | very gravelly - loam | Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand. | COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel. COARSE-GRAINED SOILS, Gravels, Gravels with fines, Clayey Gravel. | Max: 2.00<br>Min: 0.60 | Max: 7.30<br>Min: 6.10 |
| 3 | 16 inches | 20 inches | unweathered bedrock | Not reported | Not reported | Max: 0.00<br>Min: 0.00 | Max: 0.00<br>Min: 0.00 |

**OTHER SOIL TYPES IN AREA**

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: loam
silty clay loam
shaly - clay loam
sandy loam
clay
loamy sand
clay loam

Surficial Soil Types: loam
silty clay loam
shaly - clay loam
sandy loam
clay
loamy sand
clay loam

Shallow Soil Types: silty clay

Deeper Soil Types: weathered bedrock
clay loam

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

## WELL SEARCH DISTANCE INFORMATION

| DATABASE | SEARCH DISTANCE (miles) |
|---|---|
| Federal USGS | 1.000 |
| Federal FRDS PWS | Nearest PWS within 0.001 miles |
| State Database | 1.000 |

### FEDERAL USGS WELL INFORMATION

| MAP ID | WELL ID | LOCATION FROM TP |
|---|---|---|
| No Wells Found | | |

### FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

| MAP ID | WELL ID | LOCATION FROM TP |
|---|---|---|
| No PWS System Found | | |

Note: PWS System location is not always the same as well location.

### STATE DATABASE WELL INFORMATION

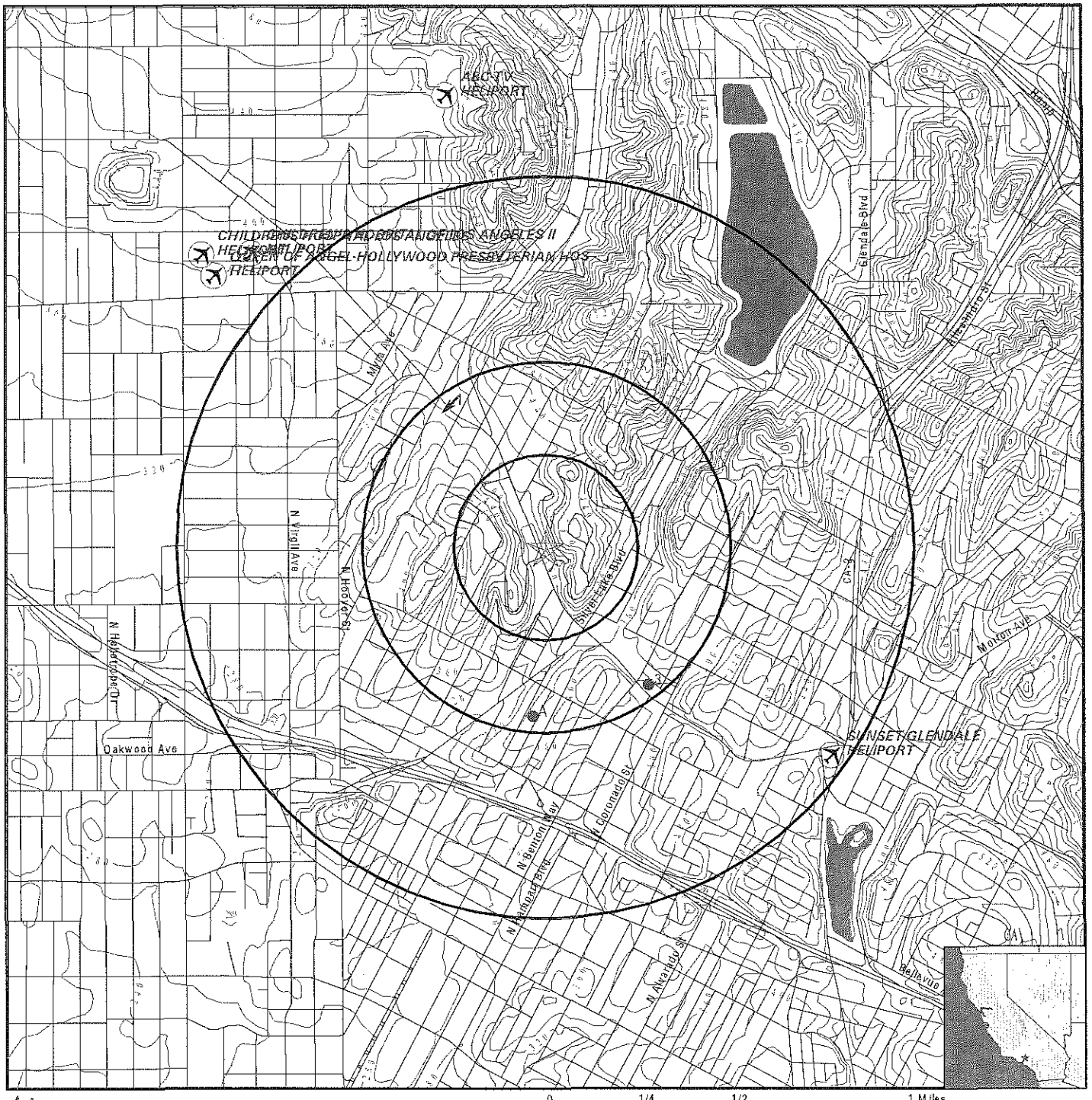
| MAP ID | WELL ID | LOCATION FROM TP |
|---|---|---|
| No Wells Found | | |

## OTHER STATE DATABASE INFORMATION

### STATE OIL/GAS WELL INFORMATION

| MAP ID | WELL ID | LOCATION FROM TP |
|---|---|---|
| A1 | CAOG11000215170 | 1/4 - 1/2 Mile South |
| A2 | CAOG11000215171 | 1/4 - 1/2 Mile South |
| 3 | CAOG11000204502 | 1/4 - 1/2 Mile SE |

# PHYSICAL SETTING SOURCE MAP - 5354429.2s




- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- (GI) Indeterminate Groundwater Flow at Location
- (GV) Groundwater Flow Varies at Location
- (HD) Closest Hydrogeological Data
- Oil, gas or related wells

| | |
|---|---|
| SITE NAME: 3209-3227 Sunset Blvd<br>ADDRESS: 3209 Sunset Blvd<br>Los Angeles CA 90026<br>LAT/LONG: 34.085788 / 118.274651 | CLIENT: ENCON Technologies Inc.<br>CONTACT: Elizabeth Bartley<br>INQUIRY #: 5354429.2s<br>DATE: July 09, 2018 3:10 pm |

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# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| Map ID<br>Direction<br>Distance<br>Elevation | | | Database | EDR ID Number |
|---|---|---|---|---|
| **1**<br>**NW**<br>**1/4 - 1/2 Mile**<br>**Higher** | Site ID:<br>Groundwater Flow:<br>Shallow Water Depth:<br>Deep Water Depth:<br>Average Water Depth:<br>Date: | 900290125<br>SW<br>Not Reported<br>Not Reported<br>30<br>01/12/1998 | **AQUIFLOW** | **70473** |
| **1G**<br>**NW**<br>**1/4 - 1/2 Mile**<br>**Lower** | Site ID:<br>Groundwater Flow:<br>Shallow Water Depth:<br>Deep Water Depth:<br>Average Water Depth:<br>Date: | 900290125<br>SW<br>Not Reported<br>Not Reported<br>30<br>01/12/1998 | **AQUIFLOW** | **70473** |

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

**A1**
**South**
**1/4 - 1/2 Mile**

**OIL_GAS** **CAOG11000215170**

| | | | |
|---|---|---|---|
| District nun: | 1 | Api number: | 03723874 |
| Blm well: | N | Redrill can: | Not Reported |
| Dryhole: | N | Well status: | P |
| Operator name: | H. Rogalske | | |
| County name: | Los Angeles | Fieldname: | Los Angeles City |
| Area name: | Any Area | Section: | 18 |
| Township: | 01S | Range: | 13W |
| Base meridian: | SB | Elevation: | Not Reported |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Not Reported | Wellnumber: | 1A |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | Not Reported |
| Welldeptha: | 0 | | |
| Redrillfoo: | 0 | | |
| Abandonedd: | Not Reported | Completion: | Not Reported |
| Directiona: | Unknown | Gissymbol: | POG |
| Site id: | CAOG11000215170 | | |

---

**A2**
**South**
**1/4 - 1/2 Mile**

**OIL_GAS** **CAOG11000215171**

| | | | |
|---|---|---|---|
| District nun: | 1 | Api number: | 03723875 |
| Blm well: | N | Redrill can: | Not Reported |
| Dryhole: | N | Well status: | P |
| Operator name: | H. Rogalske | | |
| County name: | Los Angeles | Fieldname: | Los Angeles City |
| Area name: | Any Area | Section: | 18 |
| Township: | 01S | Range: | 13W |
| Base meridian: | SB | Elevation: | Not Reported |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Not Reported | Wellnumber: | 2A |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | Not Reported |
| Welldeptha: | 0 | | |
| Redrillfoo: | 0 | | |
| Abandonedd: | Not Reported | Completion: | Not Reported |
| Directiona: | Unknown | Gissymbol: | POG |
| Site id: | CAOG11000215171 | | |

---

**3**
**SE**
**1/4 - 1/2 Mile**

**OIL_GAS** **CAOG11000204502**

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

| | | | |
|---|---|---|---|
| District nun: | 1 | Api number: | 03705178 |
| Blm well: | N | Redrill can: | Not Reported |
| Dryhole: | Y | Well status: | P |
| Operator name: | Atlantic Richfield Company | | |
| County name: | Los Angeles | Fieldname: | Any Field |
| Area name: | Any Area | Section: | 17 |
| Township: | 01S | Range: | 13W |
| Base meridian: | SB | Elevation: | Not Reported |
| Gissourcec: | hud | | |
| Comments: | Not Reported | | |
| Leasename: | Silver Lake Comm. | Wellnumber: | A-1 |
| Epawell: | N | Hydraulica: | N |
| Confidenti: | N | Spuddate: | Not Reported |
| Welldeptha: | 0 | | |
| Redrillfoo: | 0 | | |
| Abandonedd: | Not Reported | Completion: | Not Reported |
| Directiona: | Unknown | Gissymbol: | PDH |
| Site id: | CAOG11000204502 | | |

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
# RADON

**AREA RADON INFORMATION**

State Database: CA Radon

Radon Test Results

| Zipcode | Num Tests | > 4 pCi/L |
|---|---|---|
| 90026 | 39 | 4 |

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

---

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

| Area | Average Activity | % <4 pCi/L | % 4-20 pCi/L | % >20 pCi/L |
|---|---|---|---|---|
| Living Area - 1st Floor | 0.711 pCi/L | 98% | 2% | 0% |
| Living Area - 2nd Floor | Not Reported | Not Reported | Not Reported | Not Reported |
| Basement | 0.933 pCi/L | 100% | 0% | 0% |

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

## HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

## HYDROGEOLOGIC INFORMATION

AQUIFLOW$^{R}$ Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

## GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

## OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

**STREET AND ADDRESS INFORMATION**

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ENCON

# PHASE II ESA REPORT
# SUBSURFACE SOIL AND SOIL GAS INVESTIGATION

**Subject Property:**

RYDA Ventures, LLC
1525 South Broadway
Los Angeles, California 90015
Attention: Daniel Neman

**Prepared For:**

Sunset Body Works Facility
Former Metropolitan Chevrolet Dealership
3225 Sunset Boulevard
(3209-3227 Sunset Boulevard)
Los Angeles, California 90026

**Prepared by:**

ENCON Technologies, Inc.
Environmental and Engineering Services
12145 Mora Drive Suite #7
Santa Fe Springs, CA 90670
Tel: (562) 777-2200, Fax: (562) 777-2201
Email:encon@encontech.net

April 1, 2019

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### FIGURES:


Figure 1 Site Vicinity Map
Figure 2 Site Map with Sampling Locations


### EXHIBITS:


Exhibit A Soil Analytical Laboratory Report
Exhibit B Soil Gas Analytical Laboratory Report
Exhibit C ENCON Phase I Environmental Site Assessment Report, dated October 30, 2018 (Text Only)

# 1.0 INTRODUCTION

## 1.1 Project Overview

ENCON Technologies, Inc., Environmental & Engineering Services (ENCON) was retained by RYDA Ventures, LLC, Potential Buyer and Project Client, to perform a Phase II Environmental Site Assessment Soil and Soil Gas Investigation at the automotive body shop facility located at 3209-3227 Sunset Boulevard in Los Angeles, California (Subject Site). The Phase II ESA Investigation scope and sampling and analysis plan (SAP) was based on the RECs identified in Phase I ESA conclusions and recommendations prepared by ENCON, dated October 30, 2018. Refer to Exhibit C for text portion of ENCON's Phase I ESA Report. The Phase II ESA site subsurface investigation was requested by the Project Client for the pending real estate transaction. The Project Client intends to redevelop the Subject Site for commercial use.

The Subject Site is comprised of four (4) parcels totaling approximately 13,350 square feet of building area located on a total lot size of approximately 22,499 square feet, APNs: 5426-005-002, 5426-005-003, 5426-005-004 and 5426-005-005. Refer to Exhibit A for legal property descriptions. The Subject Site is located within a mixed commercial and residential area in the City of Los Angeles, on the north side of Sunset Boulevard between Descanso Drive and Micheltorena Street. The subject property site map is shown in Figure 2. The Subject Site building was constructed in 1951 and is currently operated as an automotive collision repair and body shop facility, from about 2014 through the present time in 2018.

## 1.2 Subject Site History

Based on ENCON's site inspection performed as part of the Phase I ESA, the exterior of the building area was visibly in fair to good condition with no visible damage from wear, and no recent building upgrades or renovations. The current automotive collision repair and body work operations include the use of two (2) paint spray booths, paint mixing and parts washing stations, former hydraulic lifts, one (1) 3-stage clarifier with floor drain, and waste oil drum storage area. These operations include the use and storage of hazardous materials, which is a considered Recognized Environmental Condition (REC) and requires further investigation at this time.

The Site building structure was originally operated by Metropolitan Chevrolet Dealership from about 1951 through about 1973. Reportedly, the Metropolitan Chevrolet Dealership was closed in 1973 and operated two (2) underground storage tanks that included one (1) 1,100-gallon waste oil storage tank and one (1) 1,100 gasoline fuel tank and dispensing system. These UST tank operations were reportedly closed in 1973 although no records were found in the Phase I ESA file review that the UST were properly closed in accordance with State guidelines. These UST tanks are currently under investigation by the Property Owner and the Los Angeles Fire Department CUPA requires these tanks to be removed and properly closed at this time. The Subject Site was subsequently operated as an auto body repair shop tenants from the 1990s by the past tenant, All Magic Paint & Body Shop in early 2000 through about 2010.

During the recent Site inspection performed by ENCON, the Subject Site was fully operational as an automotive body repair shop facility, including the use and storage of automotive waste solvents and waste oil drums, use and storage of automotive paint and solvent mixing operations, one 3-stage waste water treatment clarifier, and the use of two (2) paint spray booths and one paint spray room within the facility. The building is of older construction and is in good condition normal evidence of spills and leaks associated with body work and painting operations. The main building floor as well as the vehicle storage yard and access way pavements are generally paved with concrete and asphalt and appear to be in good condition.

Two (2) UST tank direct burial fill ports were observed on the south yard with vent pipes attached to the main building. These UST fill ports and vent lines are indicative of the presence of a former waste oil UST tank and a former gasoline fuel UST tank that have not been removed and are currently present in the south parking lot. As reported by the Los Angeles Fire Department these tank operations were closed in 1973 and included two (2) 1,100-gallon UST tanks. The waste oil tank was reported to be filled with waste oil materials and the gas tank contained several inches of unspecified waste liquid.

Therefore, the Subject Site has historically been operated as an automotive service and repair facility and more recently as a body work and painting facility by various automotive service operations throughout the history of the Subject Site, from about 1951 through the present time. In this past 70 years of operation, the Subject Site has been involved in the storage and use of hazardous materials for automotive service-related activity. In addition, the government records confirmed that the Subject Site use at 3225 Sunset Boulevard was automotive and these type operations pose an environmental risk from the current and historical automotive repair and body work operations performed at the Subject Site.

These automotive repair activities are considered a recognized environmental concerns (RECs) since these type of operations historically stored, used, and generated hazardous automotive materials and wastes, specifically automotive fuel and motor oil products, motor oil wastes, and spent volatile organic compounds solutions in parts washing and spray painting activities, and therefore, a Phase II ESA Investigation is warranted at this time.

### 1.3 Environmental Site Assessment and Investigation Purposes

The Project Client has requested this Phase II Subsurface Soil and Soil Gas Investigation for real estate transaction purposes. The purpose of the Phase I ESA report is to identify all known and suspected Recognized Environmental Conditions (RECs) in connection with subject property. A REC is defined as the presence, or likely presence, of any hazardous or California regulated substances to include petroleum products in, on, or present at the subject property due to past or present releases into the structures on the property or into the ground, groundwater, or surface water associated with the property under conditions indicative of a past or current unauthorized release to the environment or pose a material threat of a future release to the environment.

The purpose of a Phase I ESA record review and evaluation was to assist the Project Client and Potential Buyer as well as the lender by providing reliable, early information on the environmental condition of the property and the possible need for additional evaluations and investigations, referred to as a Phase II ESA Subsurface Investigation. For reference purposes, the Phase I ESA involves non-intrusive investigation methods which are designed to identify the most common contamination sources and site conditions that pose a known or potential environmental risk to the property while the Initial Phase II ESA investigation is designed to verify the presence, or absence, of the contamination and characterize the nature of the contamination using the Phase I ESA finding sampling and analysis plan. A further or additional Phase II ESA investigation may be required to define the extent of the contamination and develop a conceptual model. Phase III ESA remediation covers the actual site mitigation and/or remediation (cleanup) based on the information derived in the Phase II ESA investigation.

### 1.4 Phase I ESA Findings and Identified Recognized Environmental Conditions (RECs)

Based on ENCON's conclusions and recommendations provided in the Phase I ESA, the following Recognized Environmental Conditions (RECs) were identified at the Subject Site and these RECs do pose a potential environmental risk, requiring Phase II subsurface soil and soil gas investigation. These RECs were used by ENCON technical staff to develop the Sampling and Analysis Plan (SAP) to investigate these RECs at the Subject Site that may have environmentally impacted the Subject site. Refer to Figure 2 for Site Boring Location Map showing areas of concern (AOC)/RECs, and Sampling Plan.

1. **REC #01 – Underground Storage Tank Area:** Two (2) UST tank direct burial fill ports were observed on the south yard with vent pipes attached to the main building. As reported by the Los Angeles Fire Department these tanks were abandoned in 1973 and included two (2) 1,100-gallon UST tanks that historically stored gasoline and diesel fuels. These historical operations include the use and storage of hazardous materials, including petroleum hydrocarbons in the gasoline range (TPHg), fuel additives (BTEX and oxygenates) and petroleum hydrocarbons in the diesel range (TPHd). Three (3) exploratory soil borings were advanced in the vicinity of the UST area.
2. **REC #02 – Waste Oil Drum Storage Area:** Waste oil drums were noted as being stored along the northern property line. These operations include the use and storage of hazardous materials, including petroleum hydrocarbons in the diesel range (TPHd). One (1) exploratory soil boring was advanced in the vicinity of the drum storage area.
3. **REC #03 – 3-Stage Wastewater Clarifier and Discharge Drain:** The 3-stage clarifier was located inside the main building and the clarifier fed southeast to a grade-surface drain located adjacent to the entrance of the building area. Since the wastewater from the site washdown and accidental spills and leaks may contain spent solvents and motor and hydraulic waste oils, the clarifier and drain may have been impacted hazardous chemicals, including chlorinated and hydrocarbon solvent volatile organic compounds (VOCs), petroleum hydrocarbons, and metals found in automotive spent solvents and waste oils from accidental spills and leaks. Five (5) exploratory soil borings were advanced adjacent to the clarifier influent and effluent area, the vicinity of the waste discharge line, and grade surface drain.

4. **REC #04: Spray Booth and General Auto Building Operations:** The current automotive body work and repair facility includes the use of two (2) paint spray booths, paint mixing and parts washing stations, hydraulic lifts, one (1) 3-stage clarifier with floor drain, and drum storage. These auto body work, painting shop and general auto repair operations typically involve the use of hazardous materials that include chlorinated and hydrocarbon solvent volatile organic compounds (VOCs) and petroleum hydrocarbons found in automotive spent solvents and waste motor oils from accidental spills and leaks. Four (4) exploratory soil borings were advanced inside the main building in the vicinity of the parts washing stations and the general auto service activities.
5. **REC #05 –Hydraulic Lifts:** The current automotive body work and repair facility includes the use of hydraulic lifts. The use of hydraulic lifts typically involve the use of hazardous materials that include chlorinated and hydrocarbon solvent volatile organic compounds (VOCs) and petroleum hydrocarbons found in waste oils from accidental spills and leaks. One (1) exploratory soil boring was advanced in the vicinity of the hydraulic lift at the Subject Site.
6. **REC #06 – VOC Vapor Intrusion Assessment:** Due to the current and historical solvent based auto repair, parts washing, paint booth chemical use activities and historical use of one (1) gasoline and one (1) diesel underground storage tanks (USTs) at the Subject Site, eight (8) soil gas probes were installed, to further investigate the presence, or absence, of volatile organic compounds (VOCs) and to evaluate the potential vapor intrusion conditions (VICs) at the Subject Site for the current use as well as for future Subject Property redevelopment purposes.

Based on the six (6) identified RECs at the Subject Site, a Phase II ESA subsurface soil and soil gas investigation was required to confirm the presence, or absence, of any significant unauthorized releases of hazardous material present beneath the Subject Site at this time that may pose a significant threat to the environment or public safety, or poses any environmental restrictions or limitations to the commercial use of the Subject Property. The Phase II ESA subsurface investigation was designed to address all RECs identified at the Subject Site in the Phase I ESA assessment performed by ENCON under the direction of a California Professional Geologist and Registered Environmental Professional.

## 2.0 ENVIRONMENTAL SETTING

### 2.1 Physiography

The Subject Site is located near the southern flank of the Santa Monica Mountains, on the Hollywood Piedmont Slope. The Santa Monica Mountains are part of the Transverse Range Geomorphic Province of California and extend westward from the Elysian Hills in Los Angeles to San Miguel Isl and offshore from Ventura (Norris and Webb, 1976). The Elysian Hills are primarily marine in origin and include massive slates, conglomerates, sandstones, and deep-water shales and turbidite deposits (deep-water debris flows).

The Site is situated within the Hollywood Groundwater Basin, which extends southward towards the La Brea High, a subsurface structural feature beneath the La Brea Plain. The Basin's western and eastern boundaries are the Inglewood fault and the Elysian Hills; respectively The Hollywood Basin is comprised of approximately 650 feet of sediments containing known aquifers and includes Recent Alluvium, and the Lakewood and San Pedro Formations of Pleistocene Age. Below 650 feet below ground surface (bgs), basement rocks of Pliocene to Miocene age are present.

The soils in the vicinity of the Subject Site are mapped as Recent Alluvium (Qal) with limited sandstone bedrock exposures in outcrops and road cuts. The Qal consists of approximately five to 35 feet of fine-grained sediments infilling former drainages near the base of the Elysian Hills. Semi-perched aquifers have been documented within the Qal; however, they have not been differentiated or named. Beneath the Qal, the Lakewood Formation extends over the entire Hollywood Basin and outcrops in the southern half south of the La Brea High and outcrops on the eastern border of the basin along the base of the Elysian Hills. The Lakewood Formation includes the Bellflower Aquiclude and the Exposition and Gage Aquifers.

### 2.2 Site Geology

The soils encountered in the vicinity of the Subject Site, along Sunset Boulevard, consist of fine grained, high plasticity, low permeability clays and silts ranging in thickness from 20 to 30 feet overlying highly weathered and weathered sandstone. The top five feet (7 feet to 12 feet bgs) of bedrock is highly weathered and loosely cemented, while the bedrock below 12 feet bgs grades to slightly weathered and well cemented sandstone bedrock.

Sunset Boulevard loses elevation to the west and is bounded by hills to the north and south. This topography suggests that Sunset Boulevard follows a former drainage channel which has been filled with clay and silt alluvium, and the groundwater exiting the site joins groundwater flowing to the west in the coarser grained sedimentary layers of the in filled channel.

## 3.0 PHASE II ESA SUBSURFACE INVESTIGATION SCOPE OF WORK

Based on the Phase I ESA findings and recommendations prepared by ENCON, a Phase II ESA subsurface soil and soil gas investigation was recommended to confirm the presence, or absence, of chemical releases that may have adversely affected the Subject Site from the RECs identified, listed below. ENCON Senior Registered Environmental Property Assessor, Mr. G. Joseph Scatoloni conducted a site reconnaissance on June 30, 2018 to inspect the Subject Site and develop a Phase II ESA Sampling & Analysis Plan (SAP).

The SAP was developed to address the subsurface soil and soil gas site conditions associated with the identified RECs, or potential areas of concern (AOCs), in order to define the risk to the environment and occupants of the Subject Site. Refer to Figure 2 for Sampling Plan showing the boring locations.

1. **REC #01 – Underground Storage Tank (UST) Area** – ENCON proposed advancing three (3) soil borings (SB1, SB2 and SB3) in the vicinity of the USTs. Borings SB1, SB2 and SB3 were advanced to a total depth of 15 feet below grade surface (bgs), or refusal, and soil samples were collected at 10 feet and 15 feet bgs. The constituents of concern in these areas are total petroleum hydrocarbons in the gasoline range (TPHg), oil range (TPHo), diesel range (TPHd), fuel additives and by-products (BTEX/Oxygenates) and volatile organic compounds (VOCs).
2. **REC #02 – Waste Oil Drum Storage Area** – ENCON proposed advancing one (1) soil boring (SB4) in the vicinity of the drum storage area. Boring SB4 was advanced to a total depth of 10 feet bgs and soil samples were collected at 5 feet and 10 feet bgs. The constituents of concern in this area are TPHg, TPHo, TPHd and VOCs.
3. **REC #03 – 3-Stage Wastewater Clarifier and Discharge Drain** – ENCON proposed advancing five (5) soil borings in the vicinity of the 3-stage clarifier and discharge drain (SB5, SB6, SB7, SB8 and SB9). Boring SB5 was advanced to a total depth of 5 feet bgs with soil samples collected at 2 feet and 5 feet bgs. Borings SB6, SB7 and SB9 were advanced to a total depth of 5 feet bgs with soil samples collected at 5 feet bgs, and Boring SB8 was advanced to a total depth of 7 feet bgs with a soil sample collected at 7 feet bgs. The constituents of concern in this area are TPHo, VOCs and metals.
4. **REC #04 – Spray Booth and General Auto Building Operations** – ENCON proposed advancing four (4) soil borings in the vicinity of the paint booth and parts washing area and general automotive operations (SB10, SB11, SB12 and SB13). Borings SB10, SB11, SB12 and SB13 were advanced to a total depth of 5 feet bgs and soil samples were collected at 5 feet bgs. The constituents of concern in these areas are TPHo and VOCs.
5. **REC #05 – Body Work and Hydraulic Lift Operation** – ENCON proposed advancing one (1) soil boring in the vicinity of the hydraulic lift area (SB14). Boring SB14 was advanced to a total depth of 10 feet bgs, or refusal, and soil samples were collected at 5 feet bgs and 10 feet bgs. The constituent of concern in this area is TPHo.

6. **REC #04 – Potential Chemical Soil Gas Vapor Intrusion** – ENCON proposed advancing eight (8) soil gas probes (SV1, SV2, SV3, SV4, SV5, SV6, SV7 and SV8) in the vicinity of the automotive body work and spray booth operations in order to address the potential vapor intrusion concerns (VICs) at the Subject Site. The soil gas probes were advanced to a depth of 5 feet bgs. The constituents of concern are volatile organic compounds (VOCs).

ENCON submitted twenty (20) soil and eight (8) soil gas samples for analysis using proper chain-of-custody procedures to a State certified analytical laboratory and analyze representative soil samples for petroleum hydrocarbon in the gasoline range (TPHg), oil range (TPHo), and diesel range (TPHd) using EPA Method 8015M, volatile organic solvent compounds (VOCs) using EPA Method 8260B, fuel additives and by-products (BTEX/oxygenates) using EPA Method 8260, and metals using EPA Method 6010, and the soil gas samples were analyzed for VOCs using EPA Method 8260B, in order to address RECs identified at the Subject Site. The soil analytical laboratory data report is provided in Exhibit A and the soil gas analytical laboratory data is provided in Exhibit B for reference, as well as summarized in this report.

## 4.0 EXPLORATORY SOIL BORING INVESTIGATION

### 4.1 Sampling Plan and Boring Locations

Prior to field drilling, ENCON's field engineer marked each boring location and the Subject Site utilities were surveyed and cleared using US Dig Alert. The boring locations may be adjusted in this pre drilling period to ensure safety and proper clearances.

Geoprobe sampling locations were selected based on the results of the historical review of the available documents and the areas targeted of hazardous materials storage or usage. The soil sampling was conducted primarily to evaluate areas where hazardous materials were used and/or released at the Subject Site. The soil gas sampling was conducted to determine the potential vapor intrusion risk to the building area.

The soil boring data evaluated in this Phase II ESA investigation consists of the following targeted areas. Refer to Figure 2 for Sampling Plan and Boring Location Map.

| Site Area Description | Boring IDs | Sampling Depth (ft. bgs) | Analyses |
|---|---|---|---|
| **REC #01 – UST Area:**<br><br>SB1 – South of gasoline UST tank<br><br>SB2 – East of waste oil UST tank<br><br>SB3 – Adjacent to tank vent lines | SB1 | 10 feet and 12.5 feet | EPA Method 8015M TPH-Gasoline and EPA Method 8260 Fuel Additives and By-Products |
| | SB2 | 10 feet and 15 feet | EPA Method 8015M TPH-Gasoline, TPH-Oil, TPH-Diesel, and EPA Method 8260B for VOCs |
| | SB3 | 10 feet and 14 feet | EPA Method 8015M TPH-Gasoline, TPH-Oil, TPH-Diesel, and EPA Method 8260B for VOCs |
| **REC #02 – Waste Oil Drum Storage Area:**<br><br>SB4 – Northern area of property, adjacent to drum storage. | SB4 | 5 feet and 10 feet | EPA Method 8015M TPH-Gasoline, TPH-Oil, TPH-Diesel, and EPA Method 8260B for VOCs |

| | | | |
|---|---|---|---|
| **REC #03 – 3-Stage Clarifier and Waste Discharge Drain:**<br><br>SB5 – Adjacent to exterior ground drain<br><br>SB6 – Adjacent to wastewater drain line<br><br>SB7 – Adjacent to wastewater drain line<br><br>SB8 – Adjacent to 3-stage clarifier | SB5 | 2 feet<br><br>5 feet | Title 22 CAM Metals<br><br>EPA Method 8015M TPH-Oil and EPA Method 8260B VOCs |
| | SB6, SB7 and SB9 | 5 feet | EPA Method 8015M TPH-Oil and EPA Method 8260B VOCs |
| | SB8 | 7 feet | Title 22 CAM Metals, EPA Method 8015M TPH-Oil and EPA Method 8260B VOCs |
| **REC #04 – Spray Booth and General Auto Repair and Body Work Operations**<br><br>SB10 – Center auto repair area (south portion)<br><br>SB11 – Center auto repair area (north portion)<br><br>SB12 – Body work area (west portion)<br><br>SB13 – Body work area (east portion) | SB10, SB11, SB12 and SB13 | 5 feet | EPA Method 8015M TPH-Oil and EPA Method 8260B VOCs |
| **REC #05 – Former Hydraulic Lift Area**<br><br>SB14 – Adjacent to hydraulic lift area | SB14 | 5 feet and 9 feet | EPA Method 8015M TPH-Oil |

The soil gas boring data evaluated in this Phase II ESA investigation consists of the following targeted areas inside the main building:

| Site Area Description | Boring IDs | Sampling Depth | Analyses |
|---|---|---|---|
| **REC #06 – Vapor intrusion from sub slab soil gas**<br><br>SV1 – Hydraulic lift area<br><br>SV2 – Interior of auto repair work area (central area)<br><br>SV3 – Interior of auto repair work area (south portion)<br><br>SV4 – Interior of auto repair work area (central area)<br><br>SV5 – Interior, adjacent to spray booth (north portion)<br><br>SV6 – Interior of auto repair work area (south portion)<br><br>SV7 – Interior of auto body work area (west portion)<br><br>SV8 – Interior of auto body work area (east portion) | SV1, SV2, SV3, SV4, SV5, SV6, SV7 and SV8 | 5 feet | EPA Method 8260B VOCs |

### 4.2 Drilling, Soil Matrix Sampling and Field Methods

Thirteen (13) exploratory soil borings were advanced on March 16, 2019 and March 17, 2019 as described above under the direction Mr. G. Joseph Scatoloni, ENCON Registered Environmental Professional. Refer to Figure 2 for sampling locations.

1) Three (3) exploratory soil borings (SB1, SB2, and SB3) were advanced within the vicinity of the underground storage tanks (USTs) (REC #01). SB1 was advanced in the vicinity of the former gasoline tank, SB2 was advanced in the vicinity of the former waste oil tank and SB3 was advanced in the vicinity of the tank vent lines. The three (3) soil borings were advanced to a total depth of 15 feet bgs, or refusal, and soil samples were collected at 10 feet bgs and 15 feet bgs. Refusal was encountered in SB1 at 12.5 feet bgs and in SB3 at 14 feet bgs.
2) One (1) exploratory soil boring (SB4) was advanced in the vicinity of the waste oil drum storage area (REC #02). SB4 was advanced to a total depth of 10 feet bgs and soil samples were collected at 5 feet and 10 feet bgs.
3) Five (5) exploratory soil borings (SB5, SB6, SB7, SB8 and SB9) were advanced in the vicinity of the 3-stage clarifier and wastewater discharge line and drain (REC #03). SB5 was advanced in the vicinity of the ground surface drain on the exterior of the building area to a total depth of 5 feet bgs, and soil samples were collected at 2 feet and 5 feet bgs. SB6, SB7 and SB9 were advanced in the vicinity of the wastewater discharge line within the building area to a total depth of 5 feet bgs and soil samples were collected from each soil boring at 5 feet bgs. SB8 was advanced in the vicinity of the 3-stage clarifier to a total depth of 7 feet bgs and a soil sample was collected at 7 feet bgs.
4) Four (4) exploratory soil borings (SB10, SB11, SB12 and SB13) were advanced in the vicinity of the spray booth operation and general vicinity of the automotive repair and body work areas (REC #04). SB10 was advanced in the vicinity of the general automotive repair area, in the southern portion of the main building area. SB11 was advanced in the vicinity of the general automotive repair area and spray booth operation, in the northern portion of the main building area. SB12 was advanced in the western portion of the automotive body work area and SB14 was advanced in the eastern portion of the automotive body work area. Each boring was advanced to a total depth of 5 feet bgs and a soil sample was collected from each boring at 5 feet bgs.
5) One (1) soil boring (SB14) was advanced in the vicinity of the former hydraulic lift area within the building area. SB14 was advanced to a total depth of 9 feet bgs and soil samples were collected at 5 feet and 9 feet bgs.

All the soil borings were advanced using a Geoprobe 5410 direct push rig, limited access rig hammer and a hand-held drilling tool, as needed. The soil samples were collected with a 1" diameter by 30-inch removable acetate liner from each sampling interval. Each liner was cut at both ends and the center 6" portion of the liner was capped on both ends with Teflon and plastic caps.

All sampling equipment was properly cleaned between sample intervals and boring locations. The sampling equipment was cleaned using a triple rinse decontamination process consisting of a phosphate free primary wash (Alconox or TSP), a secondary stage with a low pH water to reduce the likelihood cross-contamination (mild solution of nitric acid HN03), and a tertiary rinse using de-ionized water. Soil samples were visually inspected in the field for traces of contamination. Groundwater was not encountered during drilling.

Upon collection, all soil samples were labeled, recorded on a chain-of-custody document, and placed in cold storage until delivered to a state-certified laboratory for analysis. Soil samples were collected in accordance with accepted EPA Sampling Protocol and handled according to standard EPA chain-of-custody procedures.

No evidence of subsurface contamination odors or discoloration in soils was indicated in the borings or soil cuttings. No groundwater or saturated zones were encountered during the drilling at any depth. Soil boring locations are illustrated in Figure 2.

### 4.3 Drilling, Soil Gas Sampling and Field Methods

On March 16 and March 17, 2019, eight (8) soil gas probes (SV1, SV2, SV3, SV4, SV5, SV6, SV7 and SV8) were installed using a 5410 Geoprobe direct push drill rig, limited access rig hammer, and a hand-held drilling tool, as needed. The soil gas probes were installed at a depth of 5 feet bgs and consisted of an air diffuser connected to ¼" diameter polyethylene flex tubing that extended to above the grade surface for sampling. The space surrounding the diffusers was filled with fine sand and sealed to the near surface with bentonite chips and water treatment.

The soil gas sampling probes were allowed to equilibrate, and sampling was conducted by applying a vacuum and collecting vapor samples. After each probe was allowed to equalize, soil gas sample was extracted using a Xitech Model 1060H 1-Liter High Vac Bag Sampler vacuum pump and sampling box drawing air from the subsurface through the poly tubing and filling a Tedlar bag located inside the Sampler Box, upstream from the pump. The samples were collected after purging at least 7 pore volumes by the Field Technician.

### 4.4 Soil and Soil Gas Sample Laboratory Analyses

All the soil and gas samples were transported to C & E Laboratories in Cerritos, California and Eurofins Calscience in Garden Grove, California, on the next business day following collection by the field technician. The soil and soil gas samples were analyzed for the following constituents of concern (COCs) as follows, and as detailed in the tables above:

1. **REC #01** – Two (2) soil samples were collected from each boring (SB1, SB2 and SB3) at 10 feet and 15 feet bgs (or refusal). The soil samples collected from SB1 were submitted for analysis for total petroleum hydrocarbons in the gasoline range (TPHg) using EPA Method 8015M and fuel additives and by-products (BTEX/Oxygenates) using EPA Method 8260, respectively. The soil samples collected from SB2 and SB3 were submitted for analysis for total petroleum hydrocarbons in the gasoline (TPHg), oil (TPHo) and diesel (TPHd) ranges using EPA Method 8015M as well as Volatile Organic Compounds (VOCs) using EPA Method 8260B.
2. **REC #02** – Two (2) soil samples were collected from SB4 at 5 feet and 10 feet bgs. The soil samples were submitted for analysis for TPHg, TPHo and TPHd ranges using EPA Method 8015M as well as Volatile Organic Compounds (VOCs) using EPA Method 8260B.
3. **REC #03** – Six (6) soil samples were collected and analyzed as follows: two (2) soil samples were collected from SB5 at 2 feet and 5 feet bgs. The soil sample collected at 2 feet bgs was submitted for analysis for CA Title 22 metals using EPA Method 6010 and the soil sample collected at 5 feet bgs was submitted for analysis for TPHo using EPA Method 8620B and VOCs using EPA Method 8260B. One (1) soil sample was collected from each boring (SB6, SB7 and SB9) at 5 feet bgs and the soil samples were submitted for analysis for TPHo using EPA Method 8620B and VOCs using EPA Method 8260B. One (1) soil sample was collected from SB8 at 7 feet bgs and the soil sample was submitted for analysis for CA Title 22 metals using EPA Method 6010, TPHo using EPA Method 8620B and VOCs using EPA Method 8260B.
4. **REC #04** – Four (4) soil samples were collected from each soil boring (SB10, SB11, SB12 and SB13) at 5 feet bgs and the soil samples were submitted for analysis for TPHo using EPA Method 8620B and VOCs using EPA Method 8260B.
5. **REC #05** – Two (2) soil samples were collected from SB14 at 5 feet and 9 feet bgs and the soil samples were submitted for analysis for TPHo using EPA Method 8015M.
6. **REC #06** – Eight (8) soil gas samples (SV1, SV2, SV3, SV4, SV5, SV6, SV7 and SV8) were advanced to a depth of 5 feet bgs and the soil gas samples were collected at 5 bgs. The soil gas samples were submitted for analysis for VOCs using EPA Method 8260B.

The analytical laboratory reports are provided in Exhibit A and Exhibit B for reference purposes, and the sampling plan is shown in Figure 2.

## 5.0 SUBSURFACE SOIL AND SOIL GAS INVESTIGATION FINDINGS

### 5.1 Soil Sample Laboratory Results

Soil samples were submitted to a State-Certified analytical laboratory, accredited under the Environmental ELAP for analysis. The soil results are summarized in Table 1 through Table 7 below. Complete soil laboratory analytical reports are provided in Exhibit A for reference.

**Table 1: Soil Sample Analytical Results**
**UST Tank Area (REC #01)**

| Sample ID | TPH Gasoline Range (mg/kg) | TPH Oil Range (mg/kg) | TPH Diesel Range (mg/kg) |
|---|---|---|---|
| **SB1-10** | **32.0** | NA | NA |
| **SB1-12.5** | ND | NA | NA |
| **SB2-10** | **9.2** | **26.0** | **14.0** |
| **SB2-15** | ND | ND | ND |
| **SB3-10** | **380** | **280** | **190** |
| **SB3-14** | ND | ND | ND |
| **RL** | **1.0** | **1.0** | **1.0** |

Note:
ND – Not Detected Above Laboratory Reporting Limits; RL – Laboratory Reporting Limit;
NA – Not Analyzed for this constituent; TPH – Total Petroleum Hydrocarbons

**Table 2: Soil Sample Analytical Results**
**UST Tank Area (REC #01)**

| Sample ID | Benzene (ug/kg) | Toluene (ug/kg) | Ethylbenzene (ug/kg) | Toluene (ug/kg) | Isopropylbenzene (ug/kg) | n-Propylbenzene (ug/kg) | Other VOCs (ug/kg) |
|---|---|---|---|---|---|---|---|
| **SB1-10** | ND | ND | ND | ND | NA | NA | ND |
| **SB1-12.5** | ND | ND | ND | ND | NA | NA | ND |
| **SB2-10** | ND | ND | ND | ND | **54.0** | **1,100** | ND |
| **SB2-15** | ND | ND | ND | ND | ND | ND | ND |
| **SB3-10** | ND | ND | **25.0** | ND | **2,000** | **7,800** | ND |
| **SB3-14** | ND | ND | ND | ND | ND | ND | ND |
| **RL** | **5.0** | **5.0** | **5.0** | **5.0** | **5.0** | **500** | **5.0** |

Note:
ND – Not Detected Above Laboratory Reporting Limits;
RL – Laboratory Reporting Limit

**Table 3: Soil Sample Analytical Results**
**Waste Oil Drum Storage Area (REC #02)**

| Sample ID | TPH Gasoline Range (mg/kg) | TPH Oil Range (mg/kg) | TPH Diesel Range (mg/kg) | VOCs (ug/kg) |
|---|---|---|---|---|
| **SB4-5** | ND | ND | ND | ND |
| **SB4-10** | ND | ND | ND | ND |
| **RL** | **1.0** | **1.0** | **1.0** | **5.0** |

Note:
ND – Not Detected Above Laboratory Reporting Limits; RL – Laboratory reporting Limit;
TPH – Total Petroleum Hydrocarbons; VOCs – Volatile Organic Compounds

**Table 4: Soil Sample Analytical Results**
**3-Stage Clarifier (REC #03)**

| Sample ID | TPH Oil Range (mg/kg) | VOCs (ug/kg) | Metal Compounds CAM Metals (mg/kg) |
|---|---|---|---|
| **SB5-2** | NA | NA | Within acceptable ranges. See Table 7 |
| **SB5-5** | ND | ND | NA |
| **SB6-5** | ND | ND | NA |
| **SB7-5** | ND | ND | NA |
| **SB8-7** | ND | ND | Within acceptable ranges. See Table 7 |
| **SB9-5** | ND | ND | NA |
| **RL** | **1.0** | **1.0** | **1.0** |

Note:
ND – Not Detected Above Laboratory Reporting Limits; RL – Laboratory reporting Limit;
NA – Not Analyzed for this constituent; TPH – Total Petroleum Hydrocarbons;
VOCs – Volatile Organic Compounds

**Table 5: Soil Sample Analytical Results**
**Spray Booth and General Automotive Repair and Body Work Areas (REC #04)**

| Sample ID | TPH Oil Range (mg/kg) | VOCs (ug/kg) |
|---|---|---|
| **SB10-5** | ND | ND |
| **SB11-5** | ND | ND |
| **SB12-5** | ND | ND |
| **SB13-5** | ND | ND |
| **RL** | **1.0** | **1.0** |

**Table 6: Soil Sample Analytical Results**
**Former Hydraulic Lift Area (REC #05)**

| Sample ID | TPH Hydraulic Oil Range (mg/kg) |
|---|---|
| SB14-5 | ND |
| SB14-9 | 4,400 |
| RL | 1.0 |

Note:
ND – Not Detected Above Laboratory Reporting Limits; RL – Laboratory reporting Limit;
TPH – Total Petroleum Hydrocarbons; VOCs – Volatile Organic Compounds

**Table 7: Soil Metal Sample Analytical Results for CA Title 22 CAM Metals mg/kg**

| Sample ID | Arsenic | Barium | Chromium | Cobalt | Copper | Lead | Nickel | Vanadium | Zinc |
|---|---|---|---|---|---|---|---|---|---|
| SB5-2 | ND | 97.2 | 16.8 | 11.8 | 22.5 | 2.28 | 30.9 | 52.6 | 54.4 |
| SB8-7 | 3.16 | 273 | 15.6 | 28.2 | 38.6 | 4.85 | 46.7 | 37.4 | 69.0 |
| RL | 1.0 | 0.5 | 0.25 | 0.25 | 0.5 | 0.5 | 0.25 | 0.25 | 1.0 |
| Residential Tier 1 ESLs | 0.067 | 15,000 | 100,000 | 23.0 | 3,100 | 80 | 820 | 390 | 23,000 |
| Commercial Tier 1 ESLs | 0.310 | 220,000 | 100,000 | 350 | 47,000 | 320 | 11,000 | 5,800 | 350,000 |
| DTSC Background | 12.0 | | | | | | | | |

Note:
ND – Not detected above laboratory reporting limits;
RL – Laboratory reporting Limit;
DTSC Background – Arsenic Adjusted Background Concentration of 12 mg/kg was based on statistical study of sites throughout Southern California as reported by CalEPA DTSC. This arsenic concentration is used as a screening level for anthropogenic and naturally occurring levels of arsenic in soil in Southern California.

## 5.2 Soil Gas Sample Laboratory Results

Soil gas samples were submitted to a State-Certified analytical laboratory, accredited under the Environmental ELAP for analysis. The soil gas results are summarized in Table 8 below. Complete soil gas laboratory analytical reports are provided in Exhibit B for reference.

**Table 5: Soil Sample Analytical Results**
**Vapor Intrusion Assessment at Subject Site (ug/L)**

| Sample ID | Boring Location | PCE (ug/L) | TCE (ug/L) | Benzene (ug/L) | Ethylbenzene (ug/L) | Toluene (ug/L) | Xylenes (ug/L) | Other VOCs (ug/ L) |
|---|---|---|---|---|---|---|---|---|
| SV1-5 | Vicinity of hydraulic lifts | ND | ND | ND | ND | ND | ND | ND |
| SV2-5 | Central automotive work area | ND | ND | ND | ND | ND | ND | ND |
| SV3-5 | Southern automotive work area | ND | ND | ND | ND | ND | ND | ND |
| SV4-5 | Central automotive work area | ND | ND | ND | ND | ND | ND | ND |
| SV5-5 | Vicinity of the spray booth area | ND | ND | ND | ND | ND | ND | ND |
| SV6-5 | Southern automotive work area | ND | ND | ND | ND | ND | ND | ND |
| SV7-5 | West portion of body work area | ND | ND | ND | ND | ND | ND | ND |
| SV8-5 | East portion of body work area | ND | ND | ND | ND | ND | ND | ND |
| **RL** | | **0.05** | **0.05** | **0.05** | **0.05** | **0.05** | **0.05** | **0.50** |
| **Commercial / Industrial Soil Gas Screening Level (Tier 1 ESLs)** | | **2.1** | **3.0** | **0.42** | **4.9** | **1,300** | **440** | **--** |
| **Residential Soil Gas Screening Level (Tier 1 ESLs)** | | **0.24** | **0.24** | **0.048** | **0.56** | **160** | **52.0** | **--** |

ND – Not detected above laboratory Reporting Limits; NA – Not analyzed for this constituent
RL – Laboratory reporting Limit

## 6.0 SUBSURFACE SOIL AND SOIL GAS INVESTIGATION RESULTS

### 6.1 Summary of Soil Sample Results and Conclusions

ENCON submitted twenty (20) soil samples to a California State certified laboratory, Eurofins CalScience, for analyses using proper sampling and chain-of-custody procedures. Selected samples were analyzed for total petroleum hydrocarbon in the gasoline range (TPHg), waste oil range (TPHo) and diesel range (TPHd) using EPA Method 8015M, organic and chlorinated solvent VOCs, fuel additives and by-products using EPA Method 8260B and metals using EPA Method 6010/7000, in order to address the RECs identified at the Subject Site.

Based on the soil data analytical results, the following conclusions are provided:

1) The soil data in the vicinity of the two (2) parts washing and paint mixing stations were found to be below detection limits for all volatile organic compounds (VOCs) automotive solvent based chemicals and waste oils. In addition, VOC automotive painting chlorinated, and hydrocarbon solvents were not detected in any of the painting areas or body work area inside the building,

2) All the CAM Metals were found to be below detection limits or within acceptable ranges normally found in Southern California associated with the 3-stage clarifier wastewater treatment unit and the discharge piping to the POTW,

3) Petroleum hydrocarbons in the waste oil ranges (TPHo) in the automotive repair and wastewater activities were found to be below detection limits in the body work shop and painting operations, and the wastewater treatment clarifier activities inside the building as well as waste drum storage located outside the building,

4) Petroleum hydrocarbons in the waste oil ranges (TPHo) were detected in the vicinity of the 1,100-gallon UST waste oil storage tank located outside the building in two (2) of the 10-foot soil samples, SB2 and SB3, at concentrations at 26.0 mg/kg and 280.0 mg/kg respectively, although not detected in the 5 feet bgs samples. These concentrations are below maximum soil screening levels (MSLs) and regulatory action levels of >1,000 mg/kg (Los Angeles Region 4 RWQCB, May 1996 published MSLs) and suggest that these releases were most likely de minimis from accidental spills and leaks from the use of the waste oil storage tank and not a significant release from a waste oil storage tank.

   In addition, the chlorinated and hydrocarbon VOCs waste chemical constituents were found to be below detection limits or at trace levels in the vicinity of the waste oil tank. Since the TPHo petroleum hydrocarbon and VOC concentration were below detection limits at 14 ft-bgs, the TPHo release appears to be limited to the tank area and does not pose a significant threat to groundwater at approximately 32 ft-bgs, or the environment.

5) Petroleum hydrocarbons in the diesel fuel ranges (TPHd) were detected in the vicinity of the 1,100-gallon UST waste oil storage tank located outside the building in two (2) of the soil samples, SB2 and SB3 at 10 feet bgs, at concentrations at 14.0 mg/kg and 190.0 mg/kg respectively, although not detected in the 5 feet bgs samples. These concentrations are below maximum soil screening levels (MSLs) and regulatory action levels of 1,000 mg/kg (Los Angeles Region 4 RWQCB, May 1996 published MSLs) and suggest that these releases were most likely de minimis from accidental spills and leaks from the use of the waste oil storage tank and not from a significant release from the waste oil storage tank.

   In addition, the hydrocarbon VOCs waste chemical constituents were found to be below detection limits or at trace levels in the vicinity of the waste oil tank. Since the TPHd petroleum hydrocarbon and VOC concentration were below detection limits at 14 ft-bgs, the past TPHd releases appear to be limited to the tank area and do not pose a significant threat to groundwater at approximately 32 ft-bgs or the environment.

6) Elevated petroleum hydrocarbons in the gasoline ranges (TPHg) were detected in the vicinity of the 1,100-gallon UST gasoline and waste oil storage tanks located outside the building in three (3) of the 10 foot soil samples, SB1, SB2 and SB3, at concentrations of 32.0 mg/kg, 9.2 mg/kg and 380 mg/kg, respectively, although not detected in the 5 feet bgs samples. Only one of three soil samples were above the published maximum soil screening level for TPHg of 100 mg/kg (Los Angeles Region 4 RWQCB, May 1996 published MSLs, Table 4-1). These TPHg soil data and concentrations suggest that this release was most likely a result of minor incidences from accidental spills and leaks during the former use of the gasoline filling and/or dispensing operations and not a significant release from the fuel storage tank.

   In addition, the aromatic hydrocarbon (BTEX) and fuel additive constituents were all found to be below detection limits or at trace levels in the vicinity of the gasoline tank. Since the TPHg and VOC concentrations were below detection limits at 14 feet bgs, the TPHg petroleum hydrocarbon release appears to be limited to the tank area to a vertical depth of approximately 14 feet bgs and does not appear to pose a significant threat to groundwater at approximately 32 feet bgs or the environment.

   These 1,100-gallon UST gasoline tank and 1,100-gallon waste oil storage tank operations were terminated in 1973 by the former Metropolitan Chevrolet Dealership tenant and not reportedly used by any subsequent auto service tenants to the present time. The State regulation states that UST tanks that are not in use within a twelve (12) month period and properly permitted by the City of Los Angeles must be permitted for closure and properly removed in accordance with State UST Tank Closure Guidelines under the State CUPA, Los Angeles City Fire Inspector.

The presence of these abandoned UST tanks is an environmental compliance matter and must be removed under the direction of the Los Angeles City Fire Department in the very near future. Also, the presence of petroleum hydrocarbon affected soils detected beneath the tanks, however, is a contingent environmental liability that may pose a potential environmental risk to obtaining a tank closure NFA status by the State CUPA. Therefore, the UST tanks should be removed prior to the Subject Site acquisition and prior to the real estate transaction being completed.

7) Elevated petroleum hydrocarbon in the waste hydraulic oil ranges (TPHo) was detected in the vicinity of the former hydraulic lifts located inside the building auto service bays in soil sample, SB14 at 9 feet bgs at a concentration of 4,400 mg/kg although not detected in the 5 feet bgs sample. This TPHo concentration is below maximum soil screening levels (MSLs) and regulatory action levels of 10,000 mg/kg (Los Angeles Region 4 RWQCB, May 1996 published MSLs) however, significantly elevated to indicate the presence of a potential major source of hydraulic fluid, located in the vicinity of several former hydraulic lifts inside the building. At this time waste oil source does not pose a significant threat to groundwater at 32 ft-bgs or the public since it is located beneath the concrete foundation cap between 5 ft-bgs and approximately 14 ft-bgs.

   This source of hydraulic waste oil located in the vicinity of the former hydraulic lifts, however, is a contingent environmental liability that may pose a potential risk to groundwater and construction workers if disturbed during future redevelopment construction activities. Therefore, the hydraulic waste oil source should be delineated to define the vertical and lateral extent and the source removed during the redevelopment of the Subject Property.

### 6.2 Summary of Soil Gas Sample Results and Conclusions

ENCON submitted eight (8) soil gas samples to a California State certified laboratory, C&E Laboratories, for analyses using proper sampling and chain-of-custody procedures. The soil gas samples were analyzed for automotive aromatic hydrocarbons and chlorinated solvent compounds (VOCs) using EPA Method 8260B, to evaluate the potential for vapor intrusion into the building structure area (REC #06). All the soil gas sample data obtained from the Subject Site were found to be below detection limits for all volatile organic compounds, VOCs, that include all automotive chlorinated and hydrocarbon solvent chemicals of concern used in automotive repair, auto body work and painting, and waste oil and unspecified waste solvent management operations. Therefore, the past and current automotive repair operations and site environmental conditions do not pose a vapor intrusion environmental threat to the Subject Property or a risk to the workers or public currently.

## 7.0 RECOMMENDATIONS

The Phase II ESA subsurface investigation has revealed no significant evidence of adverse petroleum hydrocarbons or automotive solvent chemically affected soil, or soil gas, in connection with the Subject Site which would prevent or limit the use of the Subject Site for the current commercial automotive service and body work use. The Phase II ESA testing selectively investigated the automotive repair and body work shop, parts washing, waste treatment, paint spraying, and waste oil storage portions of the Subject Site. The soil and soil gas data, and present site conditions suggest that the previous and current automotive service and body work operations have not adversely affected the environmental conditions of the Subject Site. The present site conditions do not pose a significant threat to groundwater beneath the site, or adversely affect the workers or the public health risk in a commercial setting.

The Subject Site is currently a low environmental risk site at this time with two environmental conditions of concern to be noted for this pending real estate transaction:

1) The presence of the two (2) abandoned 1,100-gallon UST tanks is a current environmental compliance matter and must be removed under the direction of the Los Angeles City Fire Department in the very near future. Also, the presence of petroleum hydrocarbon affected soils detected beneath the tanks, although at slightly elevated concentrations, is a contingent environmental liability that may pose a potential environmental risk to obtaining a clean tank closure NFA status by the State CUPA immediately. Therefore, the UST tanks should be removed prior to the Subject Site acquisition and prior to the real estate transaction being completed.

2) The presence of a source of hydraulic waste oil located in the vicinity of the former hydraulic lifts between 5 feet bgs and approximately 14 feet bgs is a contingent environmental liability that may pose a potential risk to groundwater and construction workers if disturbed during future redevelopment construction activities. Therefore, the hydraulic waste oil source should be delineated to define the vertical and lateral extent and the source removed during the redevelopment of the Subject Site.

Therefore, it is the professional opinion of ENCON Technologies, Inc. that no further investigations are necessary currently, and the Subject Site is suitable for the current automotive body work commercial use. If, however, the Subject Site is redeveloped, or the use is changed to residential or other highly sensitive uses, further subsurface investigations may be necessary.

## 8.0 REPORT PREPARATION AND LIMITATIONS

This Phase II ESA Report was prepared for RYDA Ventures, LLC, Project Client and Potential Buyer, as it pertains to the property located at 3209-3227 Sunset Boulevard in Los Angeles, California (Subject Site). The conclusions presented in this report were based upon the Phase I Environmental Site Assessment (ESA) and Phase II Environmental Site Assessment – Subsurface Soil and Soil Gas Investigation performed by ENCON Technologies, Inc. in accordance with the ASTM E1527-13 site environmental assessment.

The consultant makes no guarantees as to the accuracy or completeness of information obtained from others. It is possible that information exisis beyond the scope of this investigation. Additional information which was not available to Consultant at the time of writing the Report may result in a modification of the conclusions and recommendations presented.

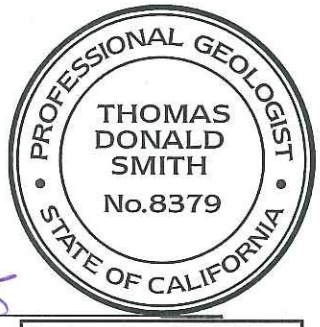
The Services performed by the Consultant have been conducted in a manner consistent with the level of care ordinarily exercised by members of our profession currently practicing under similar conditions. This report is not a legal opinion but may under certain circumstances be prepared at the direction of counsel, may be in anticipation of litigation, and may be classified as an attorney client communication or as an attorney-work product.

The findings in this report are based on field observations and analytical data provided by an independent laboratory. Interpretations of the subsurface conditions at the site were made from these observations and data as well as limited number of data points from soil borings. Subsurface conditions may vary from these data points.

If there are any questions regarding soil sample collection or soil analysis, please contact Joseph Scatoloni, Project Manager at (562) 777-2200.

Respectfully submitted by,

ENCON Technologies, Inc.



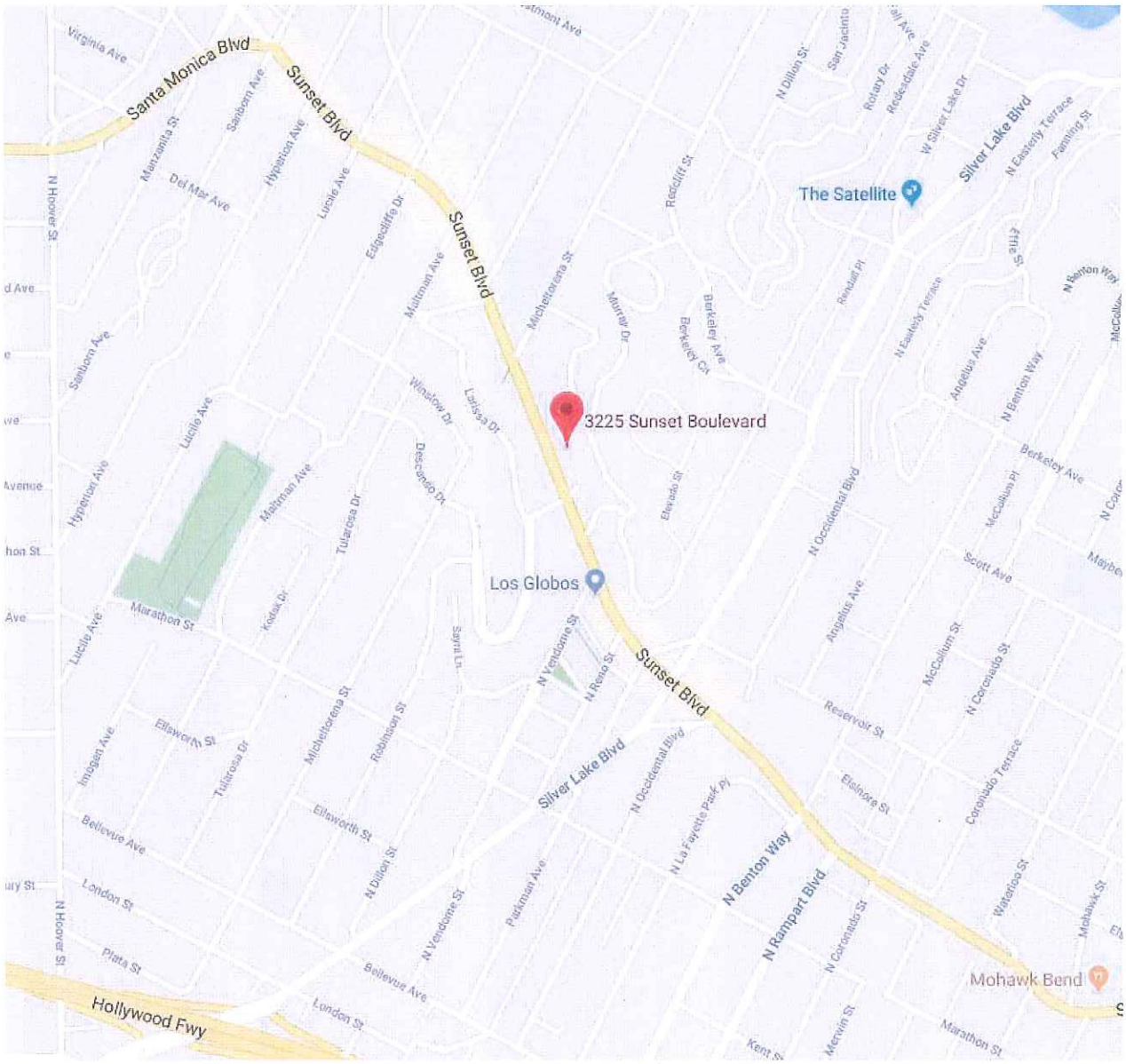

G. Joseph Scatoloni, ENCON Principal
Senior Remedial Engineer & Project Manager

Thomas D. Smith,
California Professional Geologist, # 8379

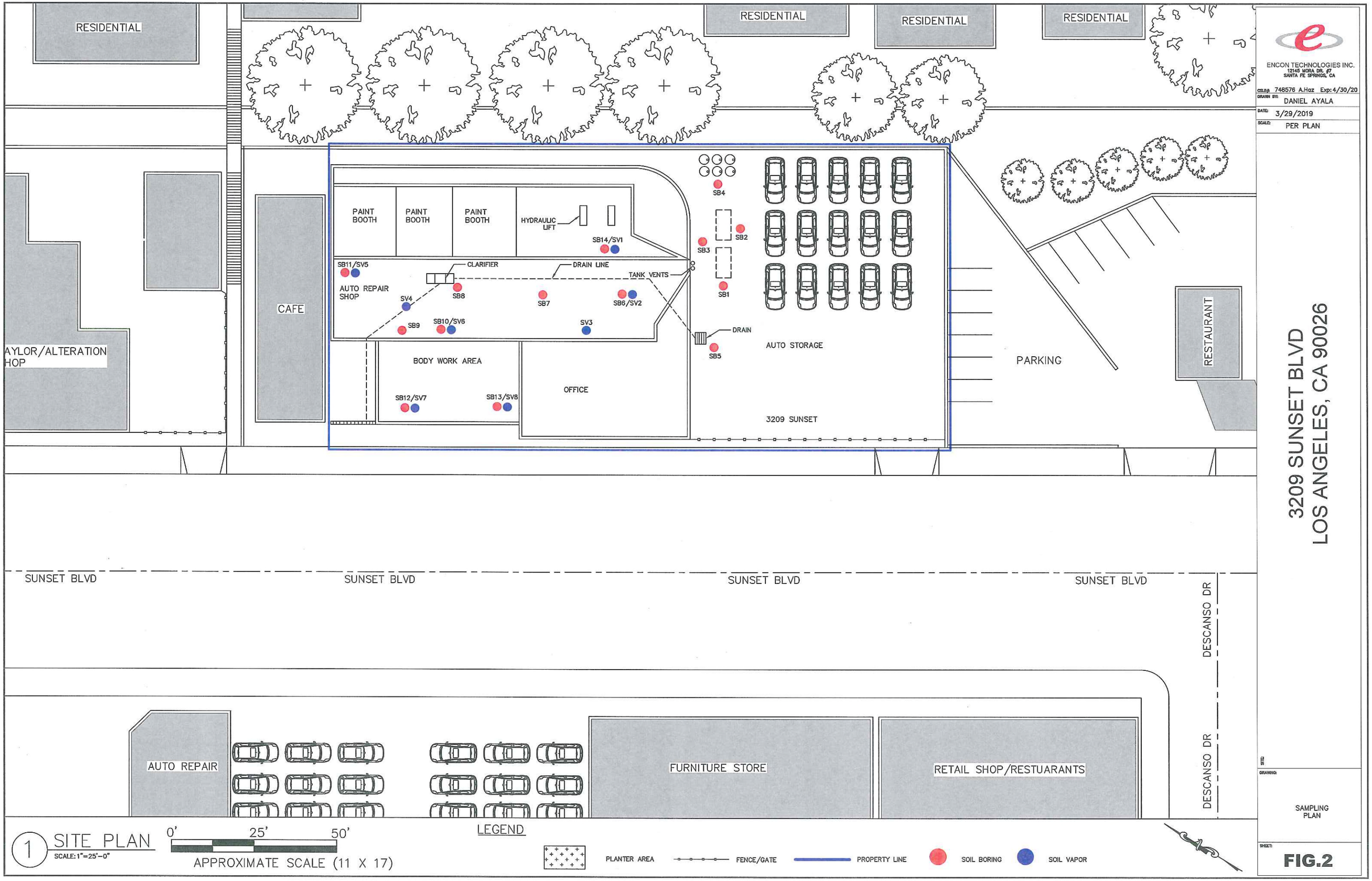
Expires June 30, 2020

**FIGURES:**

Figure 1 Site Vicinity Map
Figure 2 Site Map with Sampling Locations




| | | |
|---|---|---|
| **ENCON**<br>**Technologies, Inc.**<br>*12145 Mora Drive, Suite 7*<br>*Santa Fe Springs, CA 90670* | ***Site Vicinity Map***<br>***3209-3227 Sunset Boulevard***<br>***Los Angeles, California 90026*** | **LEGEND**<br>Subject Site Boundary Lines<br>North<br>*Scale: NA*<br>**March 28, 2019**<br>**FIGURE 1** |




1 SITE PLAN
SCALE: 1"=25'-0"

0' 25' 50'
APPROXIMATE SCALE (11 X 17)

ENCON TECHNOLOGIES INC.
12145 MORA DR. #7
SANTA FE SPRINGS, CA

CSLB# 748576 A,Haz Exp: 4/30/20
DRAWN BY: DANIEL AYALA
DATE: 3/29/2019
SCALE: PER PLAN

3209 SUNSET BLVD
LOS ANGELES, CA 90026

SITE:
DRAWING: SAMPLING PLAN
SHEET: FIG.2

ENCON

**Exhibit A**

Soil Analytical Laboratory Report

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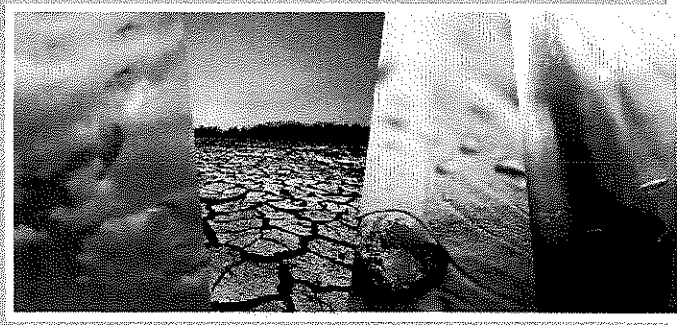
# WORK ORDER NUMBER: 19-03-1389

*The difference is service*



AIR | SOIL | WATER | MARINE CHEMISTRY

**Analytical Report For**

**Client:** ENCON Technologies, Inc.

**Client Project Name:** 3209 Sunset Blvd, Los Angeles, CA

**Attention:** Joe Scatoloni
12145 Mora Drive, Suite 7
Santa Fe Springs, CA 90670-6055

Approved for release on 03/27/2019 by:
Don Burley
Project Manager

ResultLink ▸

Email your PM ▸

Eurofins Calscience (Calscience) certifies that the test results provided in this report meet all NELAC Institute requirements for parameters for which accreditation is required or available. Any exceptions to NELAC Institute requirements are noted in the case narrative. The original report of subcontracted analyses, if any, is attached to this report. The results in this report are limited to the sample(s) tested and any reproduction thereof must be made in its entirety. The client or recipient of this report is specifically prohibited from making material changes to said report and, to the extent that such changes are made, Calscience is not responsible, legally or otherwise. The client or recipient agrees to indemnify Calscience for any defense to any litigation which may arise.

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Work Order Number: 19-03-1389


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# Work Order Narrative

Work Order: 19-03-1389 Page 1 of 1

**Condition Upon Receipt:**

Samples were received under Chain-of-Custody (COC) on 03/18/19. They were assigned to Work Order 19-03-1389.

Unless otherwise noted on the Sample Receiving forms all samples were received in good condition and within the recommended EPA temperature criteria for the methods noted on the COC. The COC and Sample Receiving Documents are integral elements of the analytical report and are presented at the back of the report.

**Holding Times:**

All samples were analyzed within prescribed holding times (HT) and/or in accordance with the Calscience Sample Acceptance Policy unless otherwise noted in the analytical report and/or comprehensive case narrative, if required.

Any parameter identified in 40CFR Part 136.3 Table II that is designated as "analyze immediately" with a holding time of <= 15 minutes (40CFR-136.3 Table II, footnote 4), is considered a "field" test and the reported results will be qualified as being received outside of the stated holding time unless received at the laboratory within 15 minutes of the collection time.

**Quality Control:**

All quality control parameters (QC) were within established control limits except where noted in the QC summary forms or described further within this report.

**Subcontractor Information:**

Unless otherwise noted below (or on the subcontract form), no samples were subcontracted.

**Additional Comments:**

Air - Sorbent-extracted air methods (EPA TO-4A, EPA TO-10, EPA TO-13A, EPA TO-17): Analytical results are converted from mass/sample basis to mass/volume basis using client-supplied air volumes.

Solid - Unless otherwise indicated, solid sample data is reported on a wet weight basis, not corrected for % moisture. All QC results are always reported on a wet weight basis.

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# Sample Summary

| | | | |
|---|---|---|---|
| Client: | ENCON Technologies, Inc.<br>12145 Mora Drive, Suite 7<br>Santa Fe Springs, CA 90670-6055 | Work Order: | 19-03-1389 |
| | | Project Name: | 3209 Sunset Blvd, Los Angeles, CA |
| | | PO Number: | |
| | | Date/Time Received: | 03/18/19 18:40 |
| | | Number of Containers: | 20 |
| Attn: | Joe Scatoloni | | |

| Sample Identification | Lab Number | Collection Date and Time | Number of Containers | Matrix |
|---|---|---|---|---|
| SB4-5' | 19-03-1389-1 | 03/16/19 13:50 | 1 | Solid |
| SB4-10' | 19-03-1389-2 | 03/16/19 13:55 | 1 | Solid |
| SB3-10' | 19-03-1389-3 | 03/16/19 14:15 | 1 | Solid |
| SB3-14' | 19-03-1389-4 | 03/16/19 14:30 | 1 | Solid |
| SB2-10' | 19-03-1389-5 | 03/16/19 15:05 | 1 | Solid |
| SB2-15' | 19-03-1389-6 | 03/16/19 15:30 | 1 | Solid |
| SB13-5' | 19-03-1389-7 | 03/16/19 16:15 | 1 | Solid |
| SB12-5' | 19-03-1389-8 | 03/16/19 16:30 | 1 | Solid |
| SB11-5' | 19-03-1389-9 | 03/16/19 17:15 | 1 | Solid |
| SB10-5' | 19-03-1389-10 | 03/16/19 18:15 | 1 | Solid |
| SB9-5' | 19-03-1389-11 | 03/16/19 18:25 | 1 | Solid |
| SB8-7' | 19-03-1389-12 | 03/16/19 18:50 | 1 | Solid |
| SB14-5' | 19-03-1389-13 | 03/17/19 10:40 | 1 | Solid |
| SB14-9' | 19-03-1389-14 | 03/17/19 11:00 | 1 | Solid |
| SB6-5' | 19-03-1389-15 | 03/17/19 11:30 | 1 | Solid |
| SB7-5' | 19-03-1389-16 | 03/17/19 12:00 | 1 | Solid |
| SB1-10' | 19-03-1389-17 | 03/17/19 13:40 | 1 | Solid |
| SB1-12.5' | 19-03-1389-18 | 03/17/19 14:05 | 1 | Solid |
| SB5-2' | 19-03-1389-19 | 03/17/19 14:25 | 1 | Solid |
| SB5-5' | 19-03-1389-20 | 03/17/19 14:30 | 1 | Solid |

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# Analytical Report

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 3550B |
| | | Method: | EPA 8015B (M) |
| | | Units: | mg/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 1 of 4 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB4-5'** | **19-03-1389-1-A** | **03/16/19 13:50** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 12:53** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 25 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 92 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB4-10'** | **19-03-1389-2-A** | **03/16/19 13:55** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 13:13** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 25 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 93 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB3-10'** | **19-03-1389-3-A** | **03/16/19 14:15** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 13:34** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | 280 | 25 | 1.00 | HD |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 88 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB3-14'** | **19-03-1389-4-A** | **03/16/19 14:30** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 13:54** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 25 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 100 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB2-10'** | **19-03-1389-5-A** | **03/16/19 15:05** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 14:14** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | 26 | 25 | 1.00 | HD |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 99 | 61-145 | |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 3550B |
| | Method: | EPA 8015B (M) |
| | Units: | mg/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 2 of 4 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB2-15'** | **19-03-1389-6-A** | **03/16/19 15:30** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 14:34** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 24 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 97 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB13-5'** | **19-03-1389-7-A** | **03/16/19 16:15** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 14:55** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 25 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 98 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB12-5'** | **19-03-1389-8-A** | **03/16/19 16:30** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 15:15** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 25 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 93 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB11-5'** | **19-03-1389-9-A** | **03/16/19 17:15** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 15:35** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 25 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 92 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB10-5'** | **19-03-1389-10-A** | **03/16/19 18:15** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 15:55** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 25 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 93 | 61-145 | |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 3550B |
| | | Method: | EPA 8015B (M) |
| | | Units: | mg/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 3 of 4 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB9-5'** | **19-03-1389-11-A** | **03/16/19 18:25** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 16:15** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 25 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 99 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB8-7'** | **19-03-1389-12-A** | **03/16/19 18:50** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 16:36** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 25 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 90 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB14-5'** | **19-03-1389-13-A** | **03/17/19 10:40** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 16:55** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 24 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 83 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB14-9'** | **19-03-1389-14-A** | **03/17/19 11:00** | **Solid** | **GC 50** | **03/19/19** | **03/21/19 18:53** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | 4400 | 250 | 10.0 | HD |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 71 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB6-5'** | **19-03-1389-15-A** | **03/17/19 11:30** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 18:16** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 25 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 94 | 61-145 | |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 3550B |
| | | Method: | EPA 8015B (M) |
| | | Units: | mg/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 4 of 4 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB7-5'** | **19-03-1389-16-A** | **03/17/19 12:00** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 18:36** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 24 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 95 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB5-5'** | **19-03-1389-20-A** | **03/17/19 14:30** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 18:55** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 25 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| *n-Octacosane* | *95* | *61-145* | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **Method Blank** | **099-15-420-3136** | **N/A** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 10:31** | **190319B09** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Motor Oil | ND | 25 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 99 | 61-145 | |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 3550B |
| | Method: | EPA 8015B (M) |
| | Units: | mg/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 1 of 2 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB4-5'** | **19-03-1389-1-A** | **03/16/19 13:50** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 12:53** | **190319B08** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Diesel | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 92 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB4-10'** | **19-03-1389-2-A** | **03/16/19 13:55** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 13:13** | **190319B08** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Diesel | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 93 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB3-10'** | **19-03-1389-3-A** | **03/16/19 14:15** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 13:34** | **190319B08** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Diesel | 190 | 5.0 | 1.00 | HD |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 88 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB3-14'** | **19-03-1389-4-A** | **03/16/19 14:30** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 13:54** | **190319B08** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Diesel | ND | 4.9 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 100 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB2-10'** | **19-03-1389-5-A** | **03/16/19 15:05** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 14:14** | **190319B08** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Diesel | 14 | 5.0 | 1.00 | HD |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 99 | 61-145 | |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 3550B |
| | | Method: | EPA 8015B (M) |
| | | Units: | mg/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 2 of 2 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB2-15'** | **19-03-1389-6-A** | **03/16/19 15:30** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 14:34** | **190319B08** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Diesel | ND | 4.9 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 97 | 61-145 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **Method Blank** | **099-15-422-4162** | **N/A** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 10:31** | **190319B08** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Diesel | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| n-Octacosane | 99 | 61-145 | |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

ENCON Technologies, Inc.
12145 Mora Drive, Suite 7
Santa Fe Springs, CA 90670-6055

Date Received: 03/18/19
Work Order: 19-03-1389
Preparation: EPA 5030C
Method: EPA 8015B (M)
Units: mg/kg

Project: 3209 Sunset Blvd, Los Angeles, CA



| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB4-5'** | **19-03-1389-1-A** | **03/16/19 13:50** | **Solid** | **GC 25** | **03/19/19** | **03/19/19 23:24** | **190319L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Gasoline | ND | 0.49 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene - FID | 72 | 42-126 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB4-10'** | **19-03-1389-2-A** | **03/16/19 13:55** | **Solid** | **GC 25** | **03/19/19** | **03/19/19 21:43** | **190319L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Gasoline | ND | 0.50 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene - FID | 64 | 42-126 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB3-10'** | **19-03-1389-3-A** | **03/16/19 14:15** | **Solid** | **GC 25** | **03/19/19** | **03/20/19 10:49** | **190319L058** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Gasoline | 380 | 4.0 | 8.04 | HD |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene - FID | 400 | 42-126 | 2,7 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB3-14'** | **19-03-1389-4-A** | **03/16/19 14:30** | **Solid** | **GC 25** | **03/19/19** | **03/20/19 00:31** | **190319L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Gasoline | ND | 0.53 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene - FID | 76 | 42-126 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB2-10'** | **19-03-1389-5-A** | **03/16/19 15:05** | **Solid** | **GC 25** | **03/19/19** | **03/20/19 01:05** | **190319L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Gasoline | 9.2 | 0.52 | 1.00 | HD |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene - FID | 132 | 42-126 | 2,7 |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

ENCON Technologies, Inc.
12145 Mora Drive, Suite 7
Santa Fe Springs, CA 90670-6055

Date Received: 03/18/19
Work Order: 19-03-1389
Preparation: EPA 5030C
Method: EPA 8015B (M)
Units: mg/kg

Project: 3209 Sunset Blvd, Los Angeles, CA



| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB2-15'** | **19-03-1389-6-A** | **03/16/19 15:30** | **Solid** | **GC 25** | **03/19/19** | **03/20/19 01:38** | **190319L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Gasoline | ND | 0.49 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene - FID | 77 | 42-126 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB1-10'** | **19-03-1389-17-A** | **03/17/19 13:40** | **Solid** | **GC 25** | **03/19/19** | **03/20/19 02:11** | **190319L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Gasoline | 32 | 0.50 | 1.00 | HD |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene - FID | 333 | 42-126 | 2,7 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB1-12.5'** | **19-03-1389-18-A** | **03/17/19 14:05** | **Solid** | **GC 25** | **03/19/19** | **03/20/19 02:45** | **190319L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Gasoline | ND | 0.52 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene - FID | 79 | 42-126 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **Method Blank** | **099-14-571-4726** | **N/A** | **Solid** | **GC 25** | **03/19/19** | **03/19/19 20:36** | **190319L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Gasoline | ND | 0.50 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene - FID | 69 | 42-126 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **Method Blank** | **099-14-571-4729** | **N/A** | **Solid** | **GC 25** | **03/19/19** | **03/19/19 21:10** | **190319L058** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| TPH as Gasoline | ND | 4.0 | 8.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene - FID | 54 | 42-126 | |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 3050B |
| | Method: | EPA 6010B |
| | *Units:* | *mg/kg* |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 1 of 3 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB8-7'** | **19-03-1389-12-A** | **03/16/19 18:50** | **Solid** | **ICP 8300** | **03/22/19** | **03/26/19 17:38** | **190322L01** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Antimony | ND | 0.785 | 1.05 | |
| Arsenic | 3.16 | 0.785 | 1.05 | |
| Barium | 273 | 0.524 | 1.05 | |
| Beryllium | 0.773 | 0.262 | 1.05 | |
| Cadmium | 1.98 | 0.524 | 1.05 | |
| Chromium | 15.6 | 0.262 | 1.05 | |
| Cobalt | 28.2 | 0.262 | 1.05 | |
| Copper | 38.6 | 0.524 | 1.05 | |
| Lead | 4.85 | 0.524 | 1.05 | |
| Molybdenum | 6.68 | 0.262 | 1.05 | |
| Nickel | 46.7 | 0.262 | 1.05 | |
| Selenium | ND | 0.785 | 1.05 | |
| Silver | ND | 0.262 | 1.05 | |
| Thallium | ND | 0.785 | 1.05 | |
| Vanadium | 37.4 | 0.262 | 1.05 | |
| Zinc | 69.0 | 1.05 | 1.05 | |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

ENCON Technologies, Inc.
12145 Mora Drive, Suite 7
Santa Fe Springs, CA 90670-6055

Date Received: 03/18/19
Work Order: 19-03-1389
Preparation: EPA 3050B
Method: EPA 6010B
Units: mg/kg

Project: 3209 Sunset Blvd, Los Angeles, CA



| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB5-2'** | **19-03-1389-19-A** | **03/17/19 14:25** | **Solid** | **ICP 8300** | **03/22/19** | **03/26/19 17:40** | **190322L01** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Antimony | ND | 0.773 | 1.03 | |
| Arsenic | ND | 0.773 | 1.03 | |
| Barium | 97.2 | 0.515 | 1.03 | |
| Beryllium | 0.957 | 0.258 | 1.03 | |
| Cadmium | 1.24 | 0.515 | 1.03 | |
| Chromium | 16.8 | 0.258 | 1.03 | |
| Cobalt | 11.8 | 0.258 | 1.03 | |
| Copper | 22.5 | 0.515 | 1.03 | |
| Lead | 2.28 | 0.515 | 1.03 | |
| Molybdenum | 2.16 | 0.258 | 1.03 | |
| Nickel | 30.9 | 0.258 | 1.03 | |
| Selenium | ND | 0.773 | 1.03 | |
| Silver | ND | 0.258 | 1.03 | |
| Thallium | ND | 0.773 | 1.03 | |
| Vanadium | 52.6 | 0.258 | 1.03 | |
| Zinc | 54.4 | 1.03 | 1.03 | |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 3050B |
| | Method: | EPA 6010B |
| | Units: | mg/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 3 of 3 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **Method Blank** | **097-01-002-27681** | **N/A** | **Solid** | **ICP 8300** | **03/22/19** | **03/26/19 11:16** | **190322L01** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Antimony | ND | 0.721 | 0.962 | |
| Arsenic | ND | 0.721 | 0.962 | |
| Barium | ND | 0.481 | 0.962 | |
| Beryllium | ND | 0.240 | 0.962 | |
| Cadmium | ND | 0.481 | 0.962 | |
| Chromium | ND | 0.240 | 0.962 | |
| Cobalt | ND | 0.240 | 0.962 | |
| Copper | ND | 0.481 | 0.962 | |
| Lead | ND | 0.481 | 0.962 | |
| Molybdenum | ND | 0.240 | 0.962 | |
| Nickel | ND | 0.240 | 0.962 | |
| Selenium | ND | 0.721 | 0.962 | |
| Silver | ND | 0.240 | 0.962 | |
| Thallium | ND | 0.721 | 0.962 | |
| Vanadium | ND | 0.240 | 0.962 | |
| Zinc | ND | 0.962 | 0.962 | |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

ENCON Technologies, Inc.
12145 Mora Drive, Suite 7
Santa Fe Springs, CA 90670-6055

Project: 3209 Sunset Blvd, Los Angeles, CA

Date Received: 03/18/19
Work Order: 19-03-1389
Preparation: EPA 7471A Total
Method: EPA 7471A
Units: mg/kg



| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB8-7'** | **19-03-1389-12-A** | **03/16/19 18:50** | **Solid** | **Mercury 08** | **03/25/19** | **03/25/19 17:19** | **190325L04** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Mercury | 0.0944 | 0.0794 | 1.00 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB5-2'** | **19-03-1389-19-A** | **03/17/19 14:25** | **Solid** | **Mercury 08** | **03/25/19** | **03/25/19 17:21** | **190325L04** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Mercury | ND | 0.0794 | 1.00 | |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **Method Blank** | **099-16-272-4495** | **N/A** | **Solid** | **Mercury 08** | **03/25/19** | **03/25/19 16:33** | **190325L04** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Mercury | ND | 0.0833 | 1.00 | |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

ENCON Technologies, Inc.
12145 Mora Drive, Suite 7
Santa Fe Springs, CA 90670-6055

Date Received: 03/18/19
Work Order: 19-03-1389
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: 3209 Sunset Blvd, Los Angeles, CA



| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB1-10'** | **19-03-1389-17-A** | **03/17/19 13:40** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 06:57** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Benzene | ND | 4.9 | 1.00 | |
| Ethylbenzene | ND | 4.9 | 1.00 | |
| Toluene | ND | 4.9 | 1.00 | |
| p/m-Xylene | ND | 4.9 | 1.00 | |
| o-Xylene | ND | 4.9 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 4.9 | 1.00 | |
| Tert-Butyl Alcohol (TBA) | ND | 49 | 1.00 | |
| Diisopropyl Ether (DIPE) | ND | 9.9 | 1.00 | |
| Ethyl-t-Butyl Ether (ETBE) | ND | 9.9 | 1.00 | |
| Tert-Amyl-Methyl Ether (TAME) | ND | 9.9 | 1.00 | |
| Ethanol | ND | 250 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 108 | 80-120 | |
| Dibromofluoromethane | 98 | 79-133 | |
| 1,2-Dichloroethane-d4 | 99 | 71-155 | |
| Toluene-d8 | 104 | 80-120 | |

Return to Contents

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

ENCON Technologies, Inc.
12145 Mora Drive, Suite 7
Santa Fe Springs, CA 90670-6055

Date Received: 03/18/19
Work Order: 19-03-1389
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: 3209 Sunset Blvd, Los Angeles, CA



| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB1-12.5'** | **19-03-1389-18-A** | **03/17/19 14:05** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 07:23** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Benzene | ND | 4.9 | 1.00 | |
| Ethylbenzene | ND | 4.9 | 1.00 | |
| Toluene | ND | 4.9 | 1.00 | |
| p/m-Xylene | ND | 4.9 | 1.00 | |
| o-Xylene | ND | 4.9 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 4.9 | 1.00 | |
| Tert-Butyl Alcohol (TBA) | ND | 49 | 1.00 | |
| Diisopropyl Ether (DIPE) | ND | 9.8 | 1.00 | |
| Ethyl-t-Butyl Ether (ETBE) | ND | 9.8 | 1.00 | |
| Tert-Amyl-Methyl Ether (TAME) | ND | 9.8 | 1.00 | |
| Ethanol | ND | 250 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 98 | 80-120 | |
| Dibromofluoromethane | 96 | 79-133 | |
| 1,2-Dichloroethane-d4 | 98 | 71-155 | |
| Toluene-d8 | 101 | 80-120 | |

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 3 of 3 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **Method Blank** | **099-12-796-15212** | **N/A** | **Solid** | **GC/MS Q** | **03/22/19** | **03/22/19 23:27** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Benzene | ND | 5.0 | 1.00 | |
| Ethylbenzene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |
| Tert-Butyl Alcohol (TBA) | ND | 50 | 1.00 | |
| Diisopropyl Ether (DIPE) | ND | 10 | 1.00 | |
| Ethyl-t-Butyl Ether (ETBE) | ND | 10 | 1.00 | |
| Tert-Amyl-Methyl Ether (TAME) | ND | 10 | 1.00 | |
| Ethanol | ND | 250 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 96 | 80-120 | |
| Dibromofluoromethane | 101 | 79-133 | |
| 1,2-Dichloroethane-d4 | 106 | 71-155 | |
| Toluene-d8 | 101 | 80-120 | |

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

ENCON Technologies, Inc.
12145 Mora Drive, Suite 7
Santa Fe Springs, CA 90670-6055

Date Received: 03/18/19
Work Order: 19-03-1389
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: 3209 Sunset Blvd, Los Angeles, CA



| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB4-5'** | **19-03-1389-1-A** | **03/16/19 13:50** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 01:12** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 120 | 1.00 | |
| Benzene | ND | 4.9 | 1.00 | |
| Bromobenzene | ND | 4.9 | 1.00 | |
| Bromochloromethane | ND | 4.9 | 1.00 | |
| Bromodichloromethane | ND | 4.9 | 1.00 | |
| Bromoform | ND | 4.9 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 49 | 1.00 | |
| n-Butylbenzene | ND | 4.9 | 1.00 | |
| sec-Butylbenzene | ND | 4.9 | 1.00 | |
| tert-Butylbenzene | ND | 4.9 | 1.00 | |
| Carbon Disulfide | ND | 49 | 1.00 | |
| Carbon Tetrachloride | ND | 4.9 | 1.00 | |
| Chlorobenzene | ND | 4.9 | 1.00 | |
| Chloroethane | ND | 4.9 | 1.00 | |
| Chloroform | ND | 4.9 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 4.9 | 1.00 | |
| 4-Chlorotoluene | ND | 4.9 | 1.00 | |
| Dibromochloromethane | ND | 4.9 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 9.9 | 1.00 | |
| 1,2-Dibromoethane | ND | 4.9 | 1.00 | |
| Dibromomethane | ND | 4.9 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 4.9 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 4.9 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 4.9 | 1.00 | |
| Dichlorodifluoromethane | ND | 4.9 | 1.00 | |
| 1,1-Dichloroethane | ND | 4.9 | 1.00 | |
| 1,2-Dichloroethane | ND | 4.9 | 1.00 | |
| 1,1-Dichloroethene | ND | 4.9 | 1.00 | |
| c-1,2-Dichloroethene | ND | 4.9 | 1.00 | |
| t-1,2-Dichloroethene | ND | 4.9 | 1.00 | |
| 1,2-Dichloropropane | ND | 4.9 | 1.00 | |
| 1,3-Dichloropropane | ND | 4.9 | 1.00 | |
| 2,2-Dichloropropane | ND | 4.9 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 2 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 4.9 | 1.00 | |
| c-1,3-Dichloropropene | ND | 4.9 | 1.00 | |
| t-1,3-Dichloropropene | ND | 4.9 | 1.00 | |
| Ethylbenzene | ND | 4.9 | 1.00 | |
| 2-Hexanone | ND | 49 | 1.00 | |
| Isopropylbenzene | ND | 4.9 | 1.00 | |
| p-Isopropyltoluene | ND | 4.9 | 1.00 | |
| Methylene Chloride | ND | 49 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 49 | 1.00 | |
| Naphthalene | ND | 49 | 1.00 | |
| n-Propylbenzene | ND | 4.9 | 1.00 | |
| Styrene | ND | 4.9 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 4.9 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 4.9 | 1.00 | |
| Tetrachloroethene | ND | 4.9 | 1.00 | |
| Toluene | ND | 4.9 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 9.9 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 4.9 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 4.9 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 4.9 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 49 | 1.00 | |
| Trichloroethene | ND | 4.9 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 4.9 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 4.9 | 1.00 | |
| Trichlorofluoromethane | ND | 49 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 4.9 | 1.00 | |
| Vinyl Acetate | ND | 49 | 1.00 | |
| Vinyl Chloride | ND | 4.9 | 1.00 | |
| p/m-Xylene | ND | 4.9 | 1.00 | |
| o-Xylene | ND | 4.9 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 4.9 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 97 | 80-120 | |
| Dibromofluoromethane | 99 | 79-133 | |
| 1,2-Dichloroethane-d4 | 103 | 71-155 | |
| Toluene-d8 | 100 | 80-120 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 3 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB4-10'** | **19-03-1389-2-A** | **03/16/19 13:55** | **Solid** | **GC/MS Q** | **03/19/19** | **03/22/19 23:53** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 130 | 1.00 | |
| Benzene | ND | 5.0 | 1.00 | |
| Bromobenzene | ND | 5.0 | 1.00 | |
| Bromochloromethane | ND | 5.0 | 1.00 | |
| Bromodichloromethane | ND | 5.0 | 1.00 | |
| Bromoform | ND | 5.0 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 50 | 1.00 | |
| n-Butylbenzene | ND | 5.0 | 1.00 | |
| sec-Butylbenzene | ND | 5.0 | 1.00 | |
| tert-Butylbenzene | ND | 5.0 | 1.00 | |
| Carbon Disulfide | ND | 50 | 1.00 | |
| Carbon Tetrachloride | ND | 5.0 | 1.00 | |
| Chlorobenzene | ND | 5.0 | 1.00 | |
| Chloroethane | ND | 5.0 | 1.00 | |
| Chloroform | ND | 5.0 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.0 | 1.00 | |
| 4-Chlorotoluene | ND | 5.0 | 1.00 | |
| Dibromochloromethane | ND | 5.0 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 10 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.0 | 1.00 | |
| Dibromomethane | ND | 5.0 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.0 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.0 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.0 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.0 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.0 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 4 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.0 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| Ethylbenzene | ND | 5.0 | 1.00 | |
| 2-Hexanone | ND | 50 | 1.00 | |
| Isopropylbenzene | ND | 5.0 | 1.00 | |
| p-Isopropyltoluene | ND | 5.0 | 1.00 | |
| Methylene Chloride | ND | 50 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 50 | 1.00 | |
| Naphthalene | ND | 50 | 1.00 | |
| n-Propylbenzene | ND | 5.0 | 1.00 | |
| Styrene | ND | 5.0 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| Tetrachloroethene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 10 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.0 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 50 | 1.00 | |
| Trichloroethene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.0 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Trichlorofluoromethane | ND | 50 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Vinyl Acetate | ND | 50 | 1.00 | |
| Vinyl Chloride | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 96 | 80-120 | |
| Dibromofluoromethane | 104 | 79-133 | |
| 1,2-Dichloroethane-d4 | 108 | 71-155 | |
| Toluene-d8 | 101 | 80-120 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 5030C |
| | | Method: | EPA 8260B |
| | | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 5 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB3-10'** | **19-03-1389-3-A** | **03/16/19 14:15** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 01:38** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 120 | 1.00 | |
| Benzene | ND | 5.0 | 1.00 | |
| Bromobenzene | ND | 5.0 | 1.00 | |
| Bromochloromethane | ND | 5.0 | 1.00 | |
| Bromodichloromethane | ND | 5.0 | 1.00 | |
| Bromoform | ND | 5.0 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 50 | 1.00 | |
| n-Butylbenzene | 170 | 5.0 | 1.00 | |
| sec-Butylbenzene | 72 | 5.0 | 1.00 | |
| tert-Butylbenzene | ND | 5.0 | 1.00 | |
| Carbon Disulfide | ND | 50 | 1.00 | |
| Carbon Tetrachloride | ND | 5.0 | 1.00 | |
| Chlorobenzene | ND | 5.0 | 1.00 | |
| Chloroethane | ND | 5.0 | 1.00 | |
| Chloroform | ND | 5.0 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.0 | 1.00 | |
| 4-Chlorotoluene | ND | 5.0 | 1.00 | |
| Dibromochloromethane | ND | 5.0 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 9.9 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.0 | 1.00 | |
| Dibromomethane | ND | 5.0 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.0 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.0 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.0 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.0 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.0 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 6 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.0 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| Ethylbenzene | 25 | 5.0 | 1.00 | |
| 2-Hexanone | ND | 50 | 1.00 | |
| p-Isopropyltoluene | ND | 5.0 | 1.00 | |
| Methylene Chloride | ND | 50 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 50 | 1.00 | |
| Naphthalene | ND | 50 | 1.00 | |
| Styrene | ND | 5.0 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| Tetrachloroethene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 9.9 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.0 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 50 | 1.00 | |
| Trichloroethene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.0 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Trichlorofluoromethane | ND | 50 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Vinyl Acetate | ND | 50 | 1.00 | |
| Vinyl Chloride | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 106 | 80-120 | |
| Dibromofluoromethane | 99 | 79-133 | |
| 1,2-Dichloroethane-d4 | 99 | 71-155 | |
| Toluene-d8 | 104 | 80-120 | |

*RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.*

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## Analytical Report

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 5030C |
| | | Method: | EPA 8260B |
| | | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 7 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB3-10'** | **19-03-1389-3-A** | **03/16/19 14:15** | **Solid** | **GC/MS LL** | **03/19/19** | **03/23/19 19:06** | **190323L009** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Isopropylbenzene | 2000 | 500 | 50.0 | |
| n-Propylbenzene | 7800 | 500 | 50.0 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 97 | 80-120 | |
| Dibromofluoromethane | 94 | 79-133 | |
| 1,2-Dichloroethane-d4 | 90 | 71-155 | |
| Toluene-d8 | 107 | 80-120 | |

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 8 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB3-14'** | **19-03-1389-4-B** | **03/16/19 14:30** | **Solid** | **GC/MS LL** | **03/23/19** | **03/23/19 18:41** | **190323L008** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 120 | 1.00 | |
| Benzene | ND | 5.0 | 1.00 | |
| Bromobenzene | ND | 5.0 | 1.00 | |
| Bromochloromethane | ND | 5.0 | 1.00 | |
| Bromodichloromethane | ND | 5.0 | 1.00 | |
| Bromoform | ND | 5.0 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 50 | 1.00 | |
| n-Butylbenzene | ND | 5.0 | 1.00 | |
| sec-Butylbenzene | ND | 5.0 | 1.00 | |
| tert-Butylbenzene | ND | 5.0 | 1.00 | |
| Carbon Disulfide | ND | 50 | 1.00 | |
| Carbon Tetrachloride | ND | 5.0 | 1.00 | |
| Chlorobenzene | ND | 5.0 | 1.00 | |
| Chloroethane | ND | 5.0 | 1.00 | |
| Chloroform | ND | 5.0 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.0 | 1.00 | |
| 4-Chlorotoluene | ND | 5.0 | 1.00 | |
| Dibromochloromethane | ND | 5.0 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 10 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.0 | 1.00 | |
| Dibromomethane | ND | 5.0 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.0 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.0 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.0 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.0 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.0 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 9 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.0 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| Ethylbenzene | ND | 5.0 | 1.00 | |
| 2-Hexanone | ND | 50 | 1.00 | |
| Isopropylbenzene | ND | 5.0 | 1.00 | |
| p-Isopropyltoluene | ND | 5.0 | 1.00 | |
| Methylene Chloride | ND | 50 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 50 | 1.00 | |
| Naphthalene | ND | 50 | 1.00 | |
| n-Propylbenzene | ND | 5.0 | 1.00 | |
| Styrene | ND | 5.0 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| Tetrachloroethene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 10 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.0 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 50 | 1.00 | |
| Trichloroethene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.0 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Trichlorofluoromethane | ND | 50 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Vinyl Acetate | ND | 50 | 1.00 | |
| Vinyl Chloride | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 93 | 80-120 | |
| Dibromofluoromethane | 98 | 79-133 | |
| 1,2-Dichloroethane-d4 | 89 | 71-155 | |
| Toluene-d8 | 100 | 80-120 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 10 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB2-10'** | **19-03-1389-5-A** | **03/16/19 15:05** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 02:30** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 120 | 1.00 | |
| Benzene | ND | 4.9 | 1.00 | |
| Bromobenzene | ND | 4.9 | 1.00 | |
| Bromochloromethane | ND | 4.9 | 1.00 | |
| Bromodichloromethane | ND | 4.9 | 1.00 | |
| Bromoform | ND | 4.9 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 49 | 1.00 | |
| n-Butylbenzene | 63 | 4.9 | 1.00 | |
| sec-Butylbenzene | 42 | 4.9 | 1.00 | |
| tert-Butylbenzene | ND | 4.9 | 1.00 | |
| Carbon Disulfide | ND | 49 | 1.00 | |
| Carbon Tetrachloride | ND | 4.9 | 1.00 | |
| Chlorobenzene | ND | 4.9 | 1.00 | |
| Chloroethane | ND | 4.9 | 1.00 | |
| Chloroform | ND | 4.9 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 4.9 | 1.00 | |
| 4-Chlorotoluene | ND | 4.9 | 1.00 | |
| Dibromochloromethane | ND | 4.9 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 9.8 | 1.00 | |
| 1,2-Dibromoethane | ND | 4.9 | 1.00 | |
| Dibromomethane | ND | 4.9 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 4.9 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 4.9 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 4.9 | 1.00 | |
| Dichlorodifluoromethane | ND | 4.9 | 1.00 | |
| 1,1-Dichloroethane | ND | 4.9 | 1.00 | |
| 1,2-Dichloroethane | ND | 4.9 | 1.00 | |
| 1,1-Dichloroethene | ND | 4.9 | 1.00 | |
| c-1,2-Dichloroethene | ND | 4.9 | 1.00 | |
| t-1,2-Dichloroethene | ND | 4.9 | 1.00 | |
| 1,2-Dichloropropane | ND | 4.9 | 1.00 | |
| 1,3-Dichloropropane | ND | 4.9 | 1.00 | |
| 2,2-Dichloropropane | ND | 4.9 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 11 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 4.9 | 1.00 | |
| c-1,3-Dichloropropene | ND | 4.9 | 1.00 | |
| t-1,3-Dichloropropene | ND | 4.9 | 1.00 | |
| Ethylbenzene | ND | 4.9 | 1.00 | |
| 2-Hexanone | ND | 49 | 1.00 | |
| Isopropylbenzene | 54 | 4.9 | 1.00 | |
| p-Isopropyltoluene | ND | 4.9 | 1.00 | |
| Methylene Chloride | ND | 49 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 49 | 1.00 | |
| Naphthalene | ND | 49 | 1.00 | |
| Styrene | ND | 4.9 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 4.9 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 4.9 | 1.00 | |
| Tetrachloroethene | ND | 4.9 | 1.00 | |
| Toluene | ND | 4.9 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 9.8 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 4.9 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 4.9 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 4.9 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 49 | 1.00 | |
| Trichloroethene | ND | 4.9 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 4.9 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 4.9 | 1.00 | |
| Trichlorofluoromethane | ND | 49 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 4.9 | 1.00 | |
| Vinyl Acetate | ND | 49 | 1.00 | |
| Vinyl Chloride | ND | 4.9 | 1.00 | |
| p/m-Xylene | ND | 4.9 | 1.00 | |
| o-Xylene | ND | 4.9 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 4.9 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 107 | 80-120 | |
| Dibromofluoromethane | 98 | 79-133 | |
| 1,2-Dichloroethane-d4 | 97 | 71-155 | |
| Toluene-d8 | 103 | 80-120 | |

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 5030C |
| | | Method: | EPA 8260B |
| | | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 12 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB2-10'** | **19-03-1389-5-A** | **03/16/19 15:05** | **Solid** | **GC/MS LL** | **03/19/19** | **03/23/19 19:32** | **190323L009** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| n-Propylbenzene | 1100 | 510 | 50.0 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 97 | 80-120 | |
| Dibromofluoromethane | 96 | 79-133 | |
| 1,2-Dichloroethane-d4 | 89 | 71-155 | |
| Toluene-d8 | 102 | 80-120 | |

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| *Project:* 3209 Sunset Blvd, Los Angeles, CA | | Page 13 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB2-15'** | **19-03-1389-6-A** | **03/16/19 15:30** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 02:57** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 120 | 1.00 | |
| Benzene | ND | 5.0 | 1.00 | |
| Bromobenzene | ND | 5.0 | 1.00 | |
| Bromochloromethane | ND | 5.0 | 1.00 | |
| Bromodichloromethane | ND | 5.0 | 1.00 | |
| Bromoform | ND | 5.0 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 50 | 1.00 | |
| n-Butylbenzene | ND | 5.0 | 1.00 | |
| sec-Butylbenzene | ND | 5.0 | 1.00 | |
| tert-Butylbenzene | ND | 5.0 | 1.00 | |
| Carbon Disulfide | ND | 50 | 1.00 | |
| Carbon Tetrachloride | ND | 5.0 | 1.00 | |
| Chlorobenzene | ND | 5.0 | 1.00 | |
| Chloroethane | ND | 5.0 | 1.00 | |
| Chloroform | ND | 5.0 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.0 | 1.00 | |
| 4-Chlorotoluene | ND | 5.0 | 1.00 | |
| Dibromochloromethane | ND | 5.0 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 10 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.0 | 1.00 | |
| Dibromomethane | ND | 5.0 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.0 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.0 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.0 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.0 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.0 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 14 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.0 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| Ethylbenzene | ND | 5.0 | 1.00 | |
| 2-Hexanone | ND | 50 | 1.00 | |
| Isopropylbenzene | ND | 5.0 | 1.00 | |
| p-Isopropyltoluene | ND | 5.0 | 1.00 | |
| Methylene Chloride | ND | 50 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 50 | 1.00 | |
| Naphthalene | ND | 50 | 1.00 | |
| n-Propylbenzene | ND | 5.0 | 1.00 | |
| Styrene | ND | 5.0 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| Tetrachloroethene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 10 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.0 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 50 | 1.00 | |
| Trichloroethene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.0 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Trichlorofluoromethane | ND | 50 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Vinyl Acetate | ND | 50 | 1.00 | |
| Vinyl Chloride | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 105 | 80-120 | |
| Dibromofluoromethane | 98 | 79-133 | |
| 1,2-Dichloroethane-d4 | 99 | 71-155 | |
| Toluene-d8 | 100 | 80-120 | |

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 15 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB13-5'** | **19-03-1389-7-A** | **03/16/19 16:15** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 03:24** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 130 | 1.00 | |
| Benzene | ND | 5.1 | 1.00 | |
| Bromobenzene | ND | 5.1 | 1.00 | |
| Bromochloromethane | ND | 5.1 | 1.00 | |
| Bromodichloromethane | ND | 5.1 | 1.00 | |
| Bromoform | ND | 5.1 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 51 | 1.00 | |
| n-Butylbenzene | ND | 5.1 | 1.00 | |
| sec-Butylbenzene | ND | 5.1 | 1.00 | |
| tert-Butylbenzene | ND | 5.1 | 1.00 | |
| Carbon Disulfide | ND | 51 | 1.00 | |
| Carbon Tetrachloride | ND | 5.1 | 1.00 | |
| Chlorobenzene | ND | 5.1 | 1.00 | |
| Chloroethane | ND | 5.1 | 1.00 | |
| Chloroform | ND | 5.1 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.1 | 1.00 | |
| 4-Chlorotoluene | ND | 5.1 | 1.00 | |
| Dibromochloromethane | ND | 5.1 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 10 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.1 | 1.00 | |
| Dibromomethane | ND | 5.1 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.1 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.1 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.1 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.1 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.1 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.1 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.1 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.1 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.1 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.1 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.1 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.1 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 16 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.1 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.1 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.1 | 1.00 | |
| Ethylbenzene | ND | 5.1 | 1.00 | |
| 2-Hexanone | ND | 51 | 1.00 | |
| Isopropylbenzene | ND | 5.1 | 1.00 | |
| p-Isopropyltoluene | ND | 5.1 | 1.00 | |
| Methylene Chloride | ND | 51 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 51 | 1.00 | |
| Naphthalene | ND | 51 | 1.00 | |
| n-Propylbenzene | ND | 5.1 | 1.00 | |
| Styrene | ND | 5.1 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.1 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.1 | 1.00 | |
| Tetrachloroethene | ND | 5.1 | 1.00 | |
| Toluene | ND | 5.1 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 10 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.1 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.1 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.1 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 51 | 1.00 | |
| Trichloroethene | ND | 5.1 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.1 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.1 | 1.00 | |
| Trichlorofluoromethane | ND | 51 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.1 | 1.00 | |
| Vinyl Acetate | ND | 51 | 1.00 | |
| Vinyl Chloride | ND | 5.1 | 1.00 | |
| p/m-Xylene | ND | 5.1 | 1.00 | |
| o-Xylene | ND | 5.1 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.1 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 99 | 80-120 | |
| Dibromofluoromethane | 98 | 79-133 | |
| 1,2-Dichloroethane-d4 | 100 | 71-155 | |
| Toluene-d8 | 99 | 80-120 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 17 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB12-5'** | **19-03-1389-8-A** | **03/16/19 16:30** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 03:51** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 120 | 1.00 | |
| Benzene | ND | 5.0 | 1.00 | |
| Bromobenzene | ND | 5.0 | 1.00 | |
| Bromochloromethane | ND | 5.0 | 1.00 | |
| Bromodichloromethane | ND | 5.0 | 1.00 | |
| Bromoform | ND | 5.0 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 50 | 1.00 | |
| n-Butylbenzene | ND | 5.0 | 1.00 | |
| sec-Butylbenzene | ND | 5.0 | 1.00 | |
| tert-Butylbenzene | ND | 5.0 | 1.00 | |
| Carbon Disulfide | ND | 50 | 1.00 | |
| Carbon Tetrachloride | ND | 5.0 | 1.00 | |
| Chlorobenzene | ND | 5.0 | 1.00 | |
| Chloroethane | ND | 5.0 | 1.00 | |
| Chloroform | ND | 5.0 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.0 | 1.00 | |
| 4-Chlorotoluene | ND | 5.0 | 1.00 | |
| Dibromochloromethane | ND | 5.0 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 9.9 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.0 | 1.00 | |
| Dibromomethane | ND | 5.0 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.0 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.0 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.0 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.0 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.0 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 18 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.0 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| Ethylbenzene | ND | 5.0 | 1.00 | |
| 2-Hexanone | ND | 50 | 1.00 | |
| Isopropylbenzene | ND | 5.0 | 1.00 | |
| p-Isopropyltoluene | ND | 5.0 | 1.00 | |
| Methylene Chloride | ND | 50 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 50 | 1.00 | |
| Naphthalene | ND | 50 | 1.00 | |
| n-Propylbenzene | ND | 5.0 | 1.00 | |
| Styrene | ND | 5.0 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| Tetrachloroethene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 9.9 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.0 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 50 | 1.00 | |
| Trichloroethene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.0 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Trichlorofluoromethane | ND | 50 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Vinyl Acetate | ND | 50 | 1.00 | |
| Vinyl Chloride | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 98 | 80-120 | |
| Dibromofluoromethane | 100 | 79-133 | |
| 1,2-Dichloroethane-d4 | 101 | 71-155 | |
| Toluene-d8 | 101 | 80-120 | |

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 5030C |
| | | Method: | EPA 8260B |
| | | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 19 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB11-5'** | **19-03-1389-9-A** | **03/16/19 17:15** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 04:17** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 130 | 1.00 | |
| Benzene | ND | 5.1 | 1.00 | |
| Bromobenzene | ND | 5.1 | 1.00 | |
| Bromochloromethane | ND | 5.1 | 1.00 | |
| Bromodichloromethane | ND | 5.1 | 1.00 | |
| Bromoform | ND | 5.1 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 51 | 1.00 | |
| n-Butylbenzene | ND | 5.1 | 1.00 | |
| sec-Butylbenzene | ND | 5.1 | 1.00 | |
| tert-Butylbenzene | ND | 5.1 | 1.00 | |
| Carbon Disulfide | ND | 51 | 1.00 | |
| Carbon Tetrachloride | ND | 5.1 | 1.00 | |
| Chlorobenzene | ND | 5.1 | 1.00 | |
| Chloroethane | ND | 5.1 | 1.00 | |
| Chloroform | ND | 5.1 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.1 | 1.00 | |
| 4-Chlorotoluene | ND | 5.1 | 1.00 | |
| Dibromochloromethane | ND | 5.1 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 10 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.1 | 1.00 | |
| Dibromomethane | ND | 5.1 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.1 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.1 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.1 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.1 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.1 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.1 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.1 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.1 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.1 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.1 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.1 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.1 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 20 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.1 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.1 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.1 | 1.00 | |
| Ethylbenzene | ND | 5.1 | 1.00 | |
| 2-Hexanone | ND | 51 | 1.00 | |
| Isopropylbenzene | ND | 5.1 | 1.00 | |
| p-Isopropyltoluene | ND | 5.1 | 1.00 | |
| Methylene Chloride | ND | 51 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 51 | 1.00 | |
| Naphthalene | ND | 51 | 1.00 | |
| n-Propylbenzene | ND | 5.1 | 1.00 | |
| Styrene | ND | 5.1 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.1 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.1 | 1.00 | |
| Tetrachloroethene | ND | 5.1 | 1.00 | |
| Toluene | ND | 5.1 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 10 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.1 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.1 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.1 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 51 | 1.00 | |
| Trichloroethene | ND | 5.1 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.1 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.1 | 1.00 | |
| Trichlorofluoromethane | ND | 51 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.1 | 1.00 | |
| Vinyl Acetate | ND | 51 | 1.00 | |
| Vinyl Chloride | ND | 5.1 | 1.00 | |
| p/m-Xylene | ND | 5.1 | 1.00 | |
| o-Xylene | ND | 5.1 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.1 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 98 | 80-120 | |
| Dibromofluoromethane | 99 | 79-133 | |
| 1,2-Dichloroethane-d4 | 100 | 71-155 | |
| Toluene-d8 | 99 | 80-120 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 5030C |
| | | Method: | EPA 8260B |
| | | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 21 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB10-5'** | **19-03-1389-10-A** | **03/16/19 18:15** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 04:44** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 120 | 1.00 | |
| Benzene | ND | 5.0 | 1.00 | |
| Bromobenzene | ND | 5.0 | 1.00 | |
| Bromochloromethane | ND | 5.0 | 1.00 | |
| Bromodichloromethane | ND | 5.0 | 1.00 | |
| Bromoform | ND | 5.0 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 50 | 1.00 | |
| n-Butylbenzene | ND | 5.0 | 1.00 | |
| sec-Butylbenzene | ND | 5.0 | 1.00 | |
| tert-Butylbenzene | ND | 5.0 | 1.00 | |
| Carbon Disulfide | ND | 50 | 1.00 | |
| Carbon Tetrachloride | ND | 5.0 | 1.00 | |
| Chlorobenzene | ND | 5.0 | 1.00 | |
| Chloroethane | ND | 5.0 | 1.00 | |
| Chloroform | ND | 5.0 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.0 | 1.00 | |
| 4-Chlorotoluene | ND | 5.0 | 1.00 | |
| Dibromochloromethane | ND | 5.0 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 10 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.0 | 1.00 | |
| Dibromomethane | ND | 5.0 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.0 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.0 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.0 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.0 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.0 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 22 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.0 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| Ethylbenzene | ND | 5.0 | 1.00 | |
| 2-Hexanone | ND | 50 | 1.00 | |
| Isopropylbenzene | ND | 5.0 | 1.00 | |
| p-Isopropyltoluene | ND | 5.0 | 1.00 | |
| Methylene Chloride | ND | 50 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 50 | 1.00 | |
| Naphthalene | ND | 50 | 1.00 | |
| n-Propylbenzene | ND | 5.0 | 1.00 | |
| Styrene | ND | 5.0 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| Tetrachloroethene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 10 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.0 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 50 | 1.00 | |
| Trichloroethene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.0 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Trichlorofluoromethane | ND | 50 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Vinyl Acetate | ND | 50 | 1.00 | |
| Vinyl Chloride | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 98 | 80-120 | |
| Dibromofluoromethane | 101 | 79-133 | |
| 1,2-Dichloroethane-d4 | 102 | 71-155 | |
| Toluene-d8 | 100 | 80-120 | |

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 5030C |
| | | Method: | EPA 8260B |
| | | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 23 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB9-5'** | **19-03-1389-11-A** | **03/16/19 18:25** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 05:11** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 120 | 1.00 | |
| Benzene | ND | 5.0 | 1.00 | |
| Bromobenzene | ND | 5.0 | 1.00 | |
| Bromochloromethane | ND | 5.0 | 1.00 | |
| Bromodichloromethane | ND | 5.0 | 1.00 | |
| Bromoform | ND | 5.0 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 50 | 1.00 | |
| n-Butylbenzene | ND | 5.0 | 1.00 | |
| sec-Butylbenzene | ND | 5.0 | 1.00 | |
| tert-Butylbenzene | ND | 5.0 | 1.00 | |
| Carbon Disulfide | ND | 50 | 1.00 | |
| Carbon Tetrachloride | ND | 5.0 | 1.00 | |
| Chlorobenzene | ND | 5.0 | 1.00 | |
| Chloroethane | ND | 5.0 | 1.00 | |
| Chloroform | ND | 5.0 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.0 | 1.00 | |
| 4-Chlorotoluene | ND | 5.0 | 1.00 | |
| Dibromochloromethane | ND | 5.0 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 9.9 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.0 | 1.00 | |
| Dibromomethane | ND | 5.0 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.0 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.0 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.0 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.0 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.0 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 24 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.0 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| Ethylbenzene | ND | 5.0 | 1.00 | |
| 2-Hexanone | ND | 50 | 1.00 | |
| Isopropylbenzene | ND | 5.0 | 1.00 | |
| p-Isopropyltoluene | ND | 5.0 | 1.00 | |
| Methylene Chloride | ND | 50 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 50 | 1.00 | |
| Naphthalene | ND | 50 | 1.00 | |
| n-Propylbenzene | ND | 5.0 | 1.00 | |
| Styrene | ND | 5.0 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| Tetrachloroethene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 9.9 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.0 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 50 | 1.00 | |
| Trichloroethene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.0 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Trichlorofluoromethane | ND | 50 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Vinyl Acetate | ND | 50 | 1.00 | |
| Vinyl Chloride | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 98 | 80-120 | |
| Dibromofluoromethane | 99 | 79-133 | |
| 1,2-Dichloroethane-d4 | 102 | 71-155 | |
| Toluene-d8 | 101 | 80-120 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 5030C |
| | | Method: | EPA 8260B |
| | | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 25 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB8-7'** | **19-03-1389-12-A** | **03/16/19 18:50** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 05:38** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 120 | 1.00 | |
| Benzene | ND | 5.0 | 1.00 | |
| Bromobenzene | ND | 5.0 | 1.00 | |
| Bromochloromethane | ND | 5.0 | 1.00 | |
| Bromodichloromethane | ND | 5.0 | 1.00 | |
| Bromoform | ND | 5.0 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 50 | 1.00 | |
| n-Butylbenzene | ND | 5.0 | 1.00 | |
| sec-Butylbenzene | ND | 5.0 | 1.00 | |
| tert-Butylbenzene | ND | 5.0 | 1.00 | |
| Carbon Disulfide | ND | 50 | 1.00 | |
| Carbon Tetrachloride | ND | 5.0 | 1.00 | |
| Chlorobenzene | ND | 5.0 | 1.00 | |
| Chloroethane | ND | 5.0 | 1.00 | |
| Chloroform | ND | 5.0 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.0 | 1.00 | |
| 4-Chlorotoluene | ND | 5.0 | 1.00 | |
| Dibromochloromethane | ND | 5.0 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 10 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.0 | 1.00 | |
| Dibromomethane | ND | 5.0 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.0 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.0 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.0 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.0 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.0 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 26 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.0 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| Ethylbenzene | ND | 5.0 | 1.00 | |
| 2-Hexanone | ND | 50 | 1.00 | |
| Isopropylbenzene | ND | 5.0 | 1.00 | |
| p-Isopropyltoluene | ND | 5.0 | 1.00 | |
| Methylene Chloride | ND | 50 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 50 | 1.00 | |
| Naphthalene | ND | 50 | 1.00 | |
| n-Propylbenzene | ND | 5.0 | 1.00 | |
| Styrene | ND | 5.0 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| Tetrachloroethene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 10 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.0 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 50 | 1.00 | |
| Trichloroethene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.0 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Trichlorofluoromethane | ND | 50 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Vinyl Acetate | ND | 50 | 1.00 | |
| Vinyl Chloride | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 98 | 80-120 | |
| Dibromofluoromethane | 100 | 79-133 | |
| 1,2-Dichloroethane-d4 | 101 | 71-155 | |
| Toluene-d8 | 101 | 80-120 | |

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 27 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB6-5'** | **19-03-1389-15-A** | **03/17/19 11:30** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 06:04** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 130 | 1.00 | |
| Benzene | ND | 5.0 | 1.00 | |
| Bromobenzene | ND | 5.0 | 1.00 | |
| Bromochloromethane | ND | 5.0 | 1.00 | |
| Bromodichloromethane | ND | 5.0 | 1.00 | |
| Bromoform | ND | 5.0 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 50 | 1.00 | |
| n-Butylbenzene | ND | 5.0 | 1.00 | |
| sec-Butylbenzene | ND | 5.0 | 1.00 | |
| tert-Butylbenzene | ND | 5.0 | 1.00 | |
| Carbon Disulfide | ND | 50 | 1.00 | |
| Carbon Tetrachloride | ND | 5.0 | 1.00 | |
| Chlorobenzene | ND | 5.0 | 1.00 | |
| Chloroethane | ND | 5.0 | 1.00 | |
| Chloroform | ND | 5.0 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.0 | 1.00 | |
| 4-Chlorotoluene | ND | 5.0 | 1.00 | |
| Dibromochloromethane | ND | 5.0 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 10 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.0 | 1.00 | |
| Dibromomethane | ND | 5.0 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.0 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.0 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.0 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.0 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.0 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 28 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.0 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| Ethylbenzene | ND | 5.0 | 1.00 | |
| 2-Hexanone | ND | 50 | 1.00 | |
| Isopropylbenzene | ND | 5.0 | 1.00 | |
| p-Isopropyltoluene | ND | 5.0 | 1.00 | |
| Methylene Chloride | ND | 50 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 50 | 1.00 | |
| Naphthalene | ND | 50 | 1.00 | |
| n-Propylbenzene | ND | 5.0 | 1.00 | |
| Styrene | ND | 5.0 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| Tetrachloroethene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 10 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.0 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 50 | 1.00 | |
| Trichloroethene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.0 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Trichlorofluoromethane | ND | 50 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Vinyl Acetate | ND | 50 | 1.00 | |
| Vinyl Chloride | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 98 | 80-120 | |
| Dibromofluoromethane | 102 | 79-133 | |
| 1,2-Dichloroethane-d4 | 106 | 71-155 | |
| Toluene-d8 | 100 | 80-120 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 5030C |
| | | Method: | EPA 8260B |
| | | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 29 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB7-5'** | **19-03-1389-16-A** | **03/17/19 12:00** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 06:30** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 130 | 1.00 | |
| Benzene | ND | 5.0 | 1.00 | |
| Bromobenzene | ND | 5.0 | 1.00 | |
| Bromochloromethane | ND | 5.0 | 1.00 | |
| Bromodichloromethane | ND | 5.0 | 1.00 | |
| Bromoform | ND | 5.0 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 50 | 1.00 | |
| n-Butylbenzene | ND | 5.0 | 1.00 | |
| sec-Butylbenzene | ND | 5.0 | 1.00 | |
| tert-Butylbenzene | ND | 5.0 | 1.00 | |
| Carbon Disulfide | ND | 50 | 1.00 | |
| Carbon Tetrachloride | ND | 5.0 | 1.00 | |
| Chlorobenzene | ND | 5.0 | 1.00 | |
| Chloroethane | ND | 5.0 | 1.00 | |
| Chloroform | ND | 5.0 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.0 | 1.00 | |
| 4-Chlorotoluene | ND | 5.0 | 1.00 | |
| Dibromochloromethane | ND | 5.0 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 10 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.0 | 1.00 | |
| Dibromomethane | ND | 5.0 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.0 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.0 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.0 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.0 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.0 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 30 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.0 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| Ethylbenzene | ND | 5.0 | 1.00 | |
| 2-Hexanone | ND | 50 | 1.00 | |
| Isopropylbenzene | ND | 5.0 | 1.00 | |
| p-Isopropyltoluene | ND | 5.0 | 1.00 | |
| Methylene Chloride | ND | 50 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 50 | 1.00 | |
| Naphthalene | ND | 50 | 1.00 | |
| n-Propylbenzene | ND | 5.0 | 1.00 | |
| Styrene | ND | 5.0 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| Tetrachloroethene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 10 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.0 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 50 | 1.00 | |
| Trichloroethene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.0 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Trichlorofluoromethane | ND | 50 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Vinyl Acetate | ND | 50 | 1.00 | |
| Vinyl Chloride | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 99 | 80-120 | |
| Dibromofluoromethane | 102 | 79-133 | |
| 1,2-Dichloroethane-d4 | 105 | 71-155 | |
| Toluene-d8 | 100 | 80-120 | |

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

ENCON Technologies, Inc.
12145 Mora Drive, Suite 7
Santa Fe Springs, CA 90670-6055

Date Received: 03/18/19
Work Order: 19-03-1389
Preparation: EPA 5030C
Method: EPA 8260B
Units: ug/kg

Project: 3209 Sunset Blvd, Los Angeles, CA



| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **SB5-5'** | **19-03-1389-20-A** | **03/17/19 14:30** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 07:49** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 120 | 1.00 | |
| Benzene | ND | 4.9 | 1.00 | |
| Bromobenzene | ND | 4.9 | 1.00 | |
| Bromochloromethane | ND | 4.9 | 1.00 | |
| Bromodichloromethane | ND | 4.9 | 1.00 | |
| Bromoform | ND | 4.9 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 49 | 1.00 | |
| n-Butylbenzene | ND | 4.9 | 1.00 | |
| sec-Butylbenzene | ND | 4.9 | 1.00 | |
| tert-Butylbenzene | ND | 4.9 | 1.00 | |
| Carbon Disulfide | ND | 49 | 1.00 | |
| Carbon Tetrachloride | ND | 4.9 | 1.00 | |
| Chlorobenzene | ND | 4.9 | 1.00 | |
| Chloroethane | ND | 4.9 | 1.00 | |
| Chloroform | ND | 4.9 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 4.9 | 1.00 | |
| 4-Chlorotoluene | ND | 4.9 | 1.00 | |
| Dibromochloromethane | ND | 4.9 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 9.9 | 1.00 | |
| 1,2-Dibromoethane | ND | 4.9 | 1.00 | |
| Dibromomethane | ND | 4.9 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 4.9 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 4.9 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 4.9 | 1.00 | |
| Dichlorodifluoromethane | ND | 4.9 | 1.00 | |
| 1,1-Dichloroethane | ND | 4.9 | 1.00 | |
| 1,2-Dichloroethane | ND | 4.9 | 1.00 | |
| 1,1-Dichloroethene | ND | 4.9 | 1.00 | |
| c-1,2-Dichloroethene | ND | 4.9 | 1.00 | |
| t-1,2-Dichloroethene | ND | 4.9 | 1.00 | |
| 1,2-Dichloropropane | ND | 4.9 | 1.00 | |
| 1,3-Dichloropropane | ND | 4.9 | 1.00 | |
| 2,2-Dichloropropane | ND | 4.9 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 32 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 4.9 | 1.00 | |
| c-1,3-Dichloropropene | ND | 4.9 | 1.00 | |
| t-1,3-Dichloropropene | ND | 4.9 | 1.00 | |
| Ethylbenzene | ND | 4.9 | 1.00 | |
| 2-Hexanone | ND | 49 | 1.00 | |
| Isopropylbenzene | ND | 4.9 | 1.00 | |
| p-Isopropyltoluene | ND | 4.9 | 1.00 | |
| Methylene Chloride | ND | 49 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 49 | 1.00 | |
| Naphthalene | ND | 49 | 1.00 | |
| n-Propylbenzene | ND | 4.9 | 1.00 | |
| Styrene | ND | 4.9 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 4.9 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 4.9 | 1.00 | |
| Tetrachloroethene | ND | 4.9 | 1.00 | |
| Toluene | ND | 4.9 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 9.9 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 4.9 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 4.9 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 4.9 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 49 | 1.00 | |
| Trichloroethene | ND | 4.9 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 4.9 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 4.9 | 1.00 | |
| Trichlorofluoromethane | ND | 49 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 4.9 | 1.00 | |
| Vinyl Acetate | ND | 49 | 1.00 | |
| Vinyl Chloride | ND | 4.9 | 1.00 | |
| p/m-Xylene | ND | 4.9 | 1.00 | |
| o-Xylene | ND | 4.9 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 4.9 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 98 | 80-120 | |
| Dibromofluoromethane | 99 | 79-133 | |
| 1,2-Dichloroethane-d4 | 101 | 71-155 | |
| Toluene-d8 | 99 | 80-120 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 33 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **Method Blank** | **099-12-796-15212** | **N/A** | **Solid** | **GC/MS Q** | **03/22/19** | **03/22/19 23:27** | **190322L035** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 120 | 1.00 | |
| Benzene | ND | 5.0 | 1.00 | |
| Bromobenzene | ND | 5.0 | 1.00 | |
| Bromochloromethane | ND | 5.0 | 1.00 | |
| Bromodichloromethane | ND | 5.0 | 1.00 | |
| Bromoform | ND | 5.0 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 50 | 1.00 | |
| n-Butylbenzene | ND | 5.0 | 1.00 | |
| sec-Butylbenzene | ND | 5.0 | 1.00 | |
| tert-Butylbenzene | ND | 5.0 | 1.00 | |
| Carbon Disulfide | ND | 50 | 1.00 | |
| Carbon Tetrachloride | ND | 5.0 | 1.00 | |
| Chlorobenzene | ND | 5.0 | 1.00 | |
| Chloroethane | ND | 5.0 | 1.00 | |
| Chloroform | ND | 5.0 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.0 | 1.00 | |
| 4-Chlorotoluene | ND | 5.0 | 1.00 | |
| Dibromochloromethane | ND | 5.0 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 10 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.0 | 1.00 | |
| Dibromomethane | ND | 5.0 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.0 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.0 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.0 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.0 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.0 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 34 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.0 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| Ethylbenzene | ND | 5.0 | 1.00 | |
| 2-Hexanone | ND | 50 | 1.00 | |
| Isopropylbenzene | ND | 5.0 | 1.00 | |
| p-Isopropyltoluene | ND | 5.0 | 1.00 | |
| Methylene Chloride | ND | 50 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 50 | 1.00 | |
| Naphthalene | ND | 50 | 1.00 | |
| n-Propylbenzene | ND | 5.0 | 1.00 | |
| Styrene | ND | 5.0 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| Tetrachloroethene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 10 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.0 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 50 | 1.00 | |
| Trichloroethene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.0 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Trichlorofluoromethane | ND | 50 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Vinyl Acetate | ND | 50 | 1.00 | |
| Vinyl Chloride | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 96 | 80-120 | |
| Dibromofluoromethane | 101 | 79-133 | |
| 1,2-Dichloroethane-d4 | 106 | 71-155 | |
| Toluene-d8 | 101 | 80-120 | |

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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# Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 35 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **Method Blank** | **099-12-796-15213** | **N/A** | **Solid** | **GC/MS LL** | **03/23/19** | **03/23/19 14:23** | **190323L008** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Acetone | ND | 120 | 1.00 | |
| Benzene | ND | 5.0 | 1.00 | |
| Bromobenzene | ND | 5.0 | 1.00 | |
| Bromochloromethane | ND | 5.0 | 1.00 | |
| Bromodichloromethane | ND | 5.0 | 1.00 | |
| Bromoform | ND | 5.0 | 1.00 | |
| Bromomethane | ND | 25 | 1.00 | |
| 2-Butanone | ND | 50 | 1.00 | |
| n-Butylbenzene | ND | 5.0 | 1.00 | |
| sec-Butylbenzene | ND | 5.0 | 1.00 | |
| tert-Butylbenzene | ND | 5.0 | 1.00 | |
| Carbon Disulfide | ND | 50 | 1.00 | |
| Carbon Tetrachloride | ND | 5.0 | 1.00 | |
| Chlorobenzene | ND | 5.0 | 1.00 | |
| Chloroethane | ND | 5.0 | 1.00 | |
| Chloroform | ND | 5.0 | 1.00 | |
| Chloromethane | ND | 25 | 1.00 | |
| 2-Chlorotoluene | ND | 5.0 | 1.00 | |
| 4-Chlorotoluene | ND | 5.0 | 1.00 | |
| Dibromochloromethane | ND | 5.0 | 1.00 | |
| 1,2-Dibromo-3-Chloropropane | ND | 10 | 1.00 | |
| 1,2-Dibromoethane | ND | 5.0 | 1.00 | |
| Dibromomethane | ND | 5.0 | 1.00 | |
| 1,2-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,3-Dichlorobenzene | ND | 5.0 | 1.00 | |
| 1,4-Dichlorobenzene | ND | 5.0 | 1.00 | |
| Dichlorodifluoromethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,2-Dichloroethane | ND | 5.0 | 1.00 | |
| 1,1-Dichloroethene | ND | 5.0 | 1.00 | |
| c-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| t-1,2-Dichloroethene | ND | 5.0 | 1.00 | |
| 1,2-Dichloropropane | ND | 5.0 | 1.00 | |
| 1,3-Dichloropropane | ND | 5.0 | 1.00 | |
| 2,2-Dichloropropane | ND | 5.0 | 1.00 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 36 of 37 |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| 1,1-Dichloropropene | ND | 5.0 | 1.00 | |
| c-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| t-1,3-Dichloropropene | ND | 5.0 | 1.00 | |
| Ethylbenzene | ND | 5.0 | 1.00 | |
| 2-Hexanone | ND | 50 | 1.00 | |
| Isopropylbenzene | ND | 5.0 | 1.00 | |
| p-Isopropyltoluene | ND | 5.0 | 1.00 | |
| Methylene Chloride | ND | 50 | 1.00 | |
| 4-Methyl-2-Pentanone | ND | 50 | 1.00 | |
| Naphthalene | ND | 50 | 1.00 | |
| n-Propylbenzene | ND | 5.0 | 1.00 | |
| Styrene | ND | 5.0 | 1.00 | |
| 1,1,1,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| 1,1,2,2-Tetrachloroethane | ND | 5.0 | 1.00 | |
| Tetrachloroethene | ND | 5.0 | 1.00 | |
| Toluene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichlorobenzene | ND | 10 | 1.00 | |
| 1,2,4-Trichlorobenzene | ND | 5.0 | 1.00 | |
| 1,1,1-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloroethane | ND | 5.0 | 1.00 | |
| 1,1,2-Trichloro-1,2,2-Trifluoroethane | ND | 50 | 1.00 | |
| Trichloroethene | ND | 5.0 | 1.00 | |
| 1,2,3-Trichloropropane | ND | 5.0 | 1.00 | |
| 1,2,4-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Trichlorofluoromethane | ND | 50 | 1.00 | |
| 1,3,5-Trimethylbenzene | ND | 5.0 | 1.00 | |
| Vinyl Acetate | ND | 50 | 1.00 | |
| Vinyl Chloride | ND | 5.0 | 1.00 | |
| p/m-Xylene | ND | 5.0 | 1.00 | |
| o-Xylene | ND | 5.0 | 1.00 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 5.0 | 1.00 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 93 | 80-120 | |
| Dibromofluoromethane | 103 | 79-133 | |
| 1,2-Dichloroethane-d4 | 94 | 71-155 | |
| Toluene-d8 | 100 | 80-120 | |

RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Analytical Report

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| | Units: | ug/kg |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 37 of 37 |

| Client Sample Number | Lab Sample Number | Date/Time Collected | Matrix | Instrument | Date Prepared | Date/Time Analyzed | QC Batch ID |
|---|---|---|---|---|---|---|---|
| **Method Blank** | **099-12-796-15215** | **N/A** | **Solid** | **GC/MS LL** | **03/23/19** | **03/23/19 14:48** | **190323L009** |

| Parameter | Result | RL | DF | Qualifiers |
|---|---|---|---|---|
| Isopropylbenzene | ND | 500 | 50.0 | |
| n-Propylbenzene | ND | 500 | 50.0 | |

| Surrogate | Rec. (%) | Control Limits | Qualifiers |
|---|---|---|---|
| 1,4-Bromofluorobenzene | 91 | 80-120 | |
| Dibromofluoromethane | 97 | 79-133 | |
| 1,2-Dichloroethane-d4 | 90 | 71-155 | |
| Toluene-d8 | 98 | 80-120 | |

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RL: Reporting Limit. DF: Dilution Factor. MDL: Method Detection Limit.

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## Quality Control - Spike/Spike Duplicate

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 3550B |
| | | Method: | EPA 8015B (M) |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 1 of 7 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | MS/MSD Batch Number |
|---|---|---|---|---|---|---|
| **SB2-10'** | **Sample** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 14:14** | **190319S09** |
| **SB2-10'** | **Matrix Spike** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 12:12** | **190319S09** |
| **SB2-10'** | **Matrix Spike Duplicate** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 12:33** | **190319S09** |

| Parameter | Sample Conc. | Spike Added | MS Conc. | MS %Rec. | MSD Conc. | MSD %Rec. | %Rec. CL | RPD | RPD CL | Qualifiers |
|---|---|---|---|---|---|---|---|---|---|---|
| TPH as Motor Oil | 26.12 | 400.0 | 489.6 | 116 | 479.8 | 113 | 64-130 | 2 | 0-15 | |

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - Spike/Spike Duplicate

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 3550B |
| | Method: | EPA 8015B (M) |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 2 of 7 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | MS/MSD Batch Number |
|---|---|---|---|---|---|---|
| **SB2-10'** | **Sample** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 14:14** | **190319S08** |
| **SB2-10'** | **Matrix Spike** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 11:31** | **190319S08** |
| **SB2-10'** | **Matrix Spike Duplicate** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 11:52** | **190319S08** |

| Parameter | Sample Conc. | Spike Added | MS Conc. | MS %Rec. | MSD Conc. | MSD %Rec. | %Rec. CL | RPD | RPD CL | Qualifiers |
|---|---|---|---|---|---|---|---|---|---|---|
| TPH as Diesel | 13.82 | 400.0 | 525.0 | 128 | 500.5 | 122 | 64-130 | 5 | 0-15 | |

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - Spike/Spike Duplicate

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 5030C |
| | | Method: | EPA 8015B (M) |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 3 of 7 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | MS/MSD Batch Number |
|---|---|---|---|---|---|---|
| **SB4-10'** | **Sample** | **Solid** | **GC 25** | **03/19/19** | **03/19/19 21:43** | **190319S016** |
| **SB4-10'** | **Matrix Spike** | **Solid** | **GC 25** | **03/19/19** | **03/19/19 22:17** | **190319S016** |
| **SB4-10'** | **Matrix Spike Duplicate** | **Solid** | **GC 25** | **03/19/19** | **03/19/19 22:50** | **190319S016** |

| Parameter | Sample Conc. | Spike Added | MS Conc. | MS %Rec. | MSD Conc. | MSD %Rec. | %Rec. CL | RPD | RPD CL | Qualifiers |
|---|---|---|---|---|---|---|---|---|---|---|
| TPH as Gasoline | ND | 10.00 | 9.360 | 94 | 9.446 | 94 | 48-114 | 1 | 0-23 | |

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - Spike/Spike Duplicate

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 3050B |
| | | Method: | EPA 6010B |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 4 of 7 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | MS/MSD Batch Number |
|---|---|---|---|---|---|---|
| 19-03-1399-1 | Sample | Solid | ICP 8300 | 03/22/19 | 03/26/19 11:38 | 190322S01 |
| 19-03-1399-1 | Matrix Spike | Solid | ICP 8300 | 03/22/19 | 03/26/19 11:47 | 190322S01 |
| 19-03-1399-1 | Matrix Spike Duplicate | Solid | ICP 8300 | 03/22/19 | 03/26/19 11:50 | 190322S01 |

| Parameter | Sample Conc. | Spike Added | MS Conc. | MS %Rec. | MSD Conc. | MSD %Rec. | %Rec. CL | RPD | RPD CL | Qualifiers |
|---|---|---|---|---|---|---|---|---|---|---|
| Antimony | ND | 25.00 | 20.95 | 84 | 17.38 | 70 | 50-115 | 19 | 0-20 | |
| Arsenic | 1.900 | 25.00 | 29.99 | 112 | 26.19 | 97 | 75-125 | 14 | 0-20 | |
| Barium | 65.97 | 25.00 | 95.32 | 117 | 90.20 | 97 | 75-125 | 6 | 0-20 | |
| Beryllium | ND | 25.00 | 28.33 | 113 | 24.68 | 99 | 75-125 | 14 | 0-20 | |
| Cadmium | ND | 25.00 | 28.52 | 114 | 24.98 | 100 | 75-125 | 13 | 0-20 | |
| Chromium | 6.700 | 25.00 | 36.08 | 118 | 32.08 | 102 | 75-125 | 12 | 0-20 | |
| Cobalt | 0.7671 | 25.00 | 29.63 | 115 | 25.89 | 100 | 75-125 | 13 | 0-20 | |
| Copper | 80.98 | 25.00 | 108.8 | 111 | 101.6 | 83 | 75-125 | 7 | 0-20 | |
| Lead | 6.434 | 25.00 | 35.11 | 115 | 31.25 | 99 | 75-125 | 12 | 0-20 | |
| Molybdenum | 0.7260 | 25.00 | 27.78 | 108 | 24.26 | 94 | 75-125 | 14 | 0-20 | |
| Nickel | 7.107 | 25.00 | 35.77 | 115 | 31.81 | 99 | 75-125 | 12 | 0-20 | |
| Selenium | ND | 25.00 | 27.82 | 111 | 23.84 | 95 | 75-125 | 15 | 0-20 | |
| Silver | 0.3199 | 12.50 | 13.91 | 109 | 12.08 | 94 | 75-125 | 14 | 0-20 | |
| Thallium | ND | 25.00 | 18.79 | 75 | 15.26 | 61 | 75-125 | 21 | 0-20 | 3,4 |
| Vanadium | 4.547 | 25.00 | 31.49 | 108 | 27.96 | 94 | 75-125 | 12 | 0-20 | |
| Zinc | 205.3 | 25.00 | 232.2 | 4X | 219.7 | 4X | 75-125 | 4X | 0-20 | Q |

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - Spike/Spike Duplicate

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 7471A Total |
| | Method: | EPA 7471A |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 5 of 7 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | MS/MSD Batch Number |
|---|---|---|---|---|---|---|
| **19-03-1399-1** | **Sample** | **Solid** | **Mercury 08** | **03/25/19** | **03/25/19 16:38** | **190325S04** |
| **19-03-1399-1** | **Matrix Spike** | **Solid** | **Mercury 08** | **03/25/19** | **03/25/19 16:40** | **190325S04** |
| **19-03-1399-1** | **Matrix Spike Duplicate** | **Solid** | **Mercury 08** | **03/25/19** | **03/25/19 16:47** | **190325S04** |

| Parameter | Sample Conc. | Spike Added | MS Conc. | MS %Rec. | MSD Conc. | MSD %Rec. | %Rec. CL | RPD | RPD CL | Qualifiers |
|---|---|---|---|---|---|---|---|---|---|---|
| Mercury | 0.1374 | 0.8350 | 0.9509 | 97 | 0.9058 | 92 | 71-137 | 5 | 0-14 | |

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - Spike/Spike Duplicate

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 5030C |
| | | Method: | EPA 8260B |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 6 of 7 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | MS/MSD Batch Number |
|---|---|---|---|---|---|---|
| **SB4-10'** | **Sample** | **Solid** | **GC/MS Q** | **03/19/19** | **03/22/19 23:53** | **190322S017** |
| **SB4-10'** | **Matrix Spike** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 00:19** | **190322S017** |
| **SB4-10'** | **Matrix Spike Duplicate** | **Solid** | **GC/MS Q** | **03/19/19** | **03/23/19 00:45** | **190322S017** |

| Parameter | Sample Conc. | Spike Added | MS Conc. | MS %Rec. | MSD Conc. | MSD %Rec. | %Rec. CL | RPD | RPD CL | Qualifiers |
|---|---|---|---|---|---|---|---|---|---|---|
| Benzene | ND | 50.00 | 38.27 | 77 | 30.69 | 61 | 61-127 | 22 | 0-20 | 4 |
| Carbon Tetrachloride | ND | 50.00 | 40.06 | 80 | 29.83 | 60 | 51-135 | 29 | 0-29 | |
| Chlorobenzene | ND | 50.00 | 37.35 | 75 | 30.80 | 62 | 57-123 | 19 | 0-20 | |
| 1,2-Dibromoethane | ND | 50.00 | 39.34 | 79 | 36.45 | 73 | 64-124 | 8 | 0-20 | |
| 1,2-Dichlorobenzene | ND | 50.00 | 36.61 | 73 | 31.81 | 64 | 35-131 | 14 | 0-25 | |
| 1,2-Dichloroethane | ND | 50.00 | 36.16 | 72 | 32.47 | 65 | 80-120 | 11 | 0-20 | 3 |
| 1,1-Dichloroethene | ND | 50.00 | 45.82 | 92 | 32.12 | 64 | 47-143 | 35 | 0-25 | 4 |
| Ethylbenzene | ND | 50.00 | 39.62 | 79 | 31.43 | 63 | 57-129 | 23 | 0-22 | 4 |
| Toluene | ND | 50.00 | 39.83 | 80 | 31.68 | 63 | 63-123 | 23 | 0-20 | 4 |
| Trichloroethene | ND | 50.00 | 39.68 | 79 | 31.08 | 62 | 44-158 | 24 | 0-20 | 4 |
| p/m-Xylene | ND | 100.0 | 78.71 | 79 | 62.39 | 62 | 70-130 | 23 | 0-30 | 3 |
| Vinyl Chloride | ND | 50.00 | 46.99 | 94 | 45.48 | 91 | 49-139 | 3 | 0-47 | |
| o-Xylene | ND | 50.00 | 39.27 | 79 | 31.69 | 63 | 70-130 | 21 | 0-30 | 3 |
| Methyl-t-Butyl Ether (MTBE) | ND | 50.00 | 35.85 | 72 | 30.43 | 61 | 57-123 | 16 | 0-21 | |
| Tert-Butyl Alcohol (TBA) | ND | 250.0 | 181.8 | 73 | 189.0 | 76 | 30-168 | 4 | 0-34 | |
| Diisopropyl Ether (DIPE) | ND | 50.00 | 41.70 | 83 | 33.13 | 66 | 57-129 | 23 | 0-20 | 4 |
| Ethyl-t-Butyl Ether (ETBE) | ND | 50.00 | 35.43 | 71 | 31.29 | 63 | 55-127 | 12 | 0-20 | |
| Tert-Amyl-Methyl Ether (TAME) | ND | 50.00 | 39.46 | 79 | 35.63 | 71 | 58-124 | 10 | 0-20 | |
| Ethanol | ND | 500.0 | 336.3 | 67 | 357.0 | 71 | 17-167 | 6 | 0-47 | |

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - Spike/Spike Duplicate

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 5030C |
| | | Method: | EPA 8260B |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 7 of 7 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | MS/MSD Batch Number |
|---|---|---|---|---|---|---|
| **19-03-1528-3** | **Sample** | **Solid** | **GC/MS LL** | **03/22/19** | **03/23/19 15:14** | **190323S003** |
| **19-03-1528-3** | **Matrix Spike** | **Solid** | **GC/MS LL** | **03/22/19** | **03/23/19 15:40** | **190323S003** |
| **19-03-1528-3** | **Matrix Spike Duplicate** | **Solid** | **GC/MS LL** | **03/22/19** | **03/23/19 16:05** | **190323S003** |

| Parameter | Sample Conc. | Spike Added | MS Conc. | MS %Rec. | MSD Conc. | MSD %Rec. | %Rec. CL | RPD | RPD CL | Qualifiers |
|---|---|---|---|---|---|---|---|---|---|---|
| Benzene | ND | 50.00 | 38.91 | 78 | 36.73 | 73 | 61-127 | 6 | 0-20 | |
| Carbon Tetrachloride | ND | 50.00 | 37.60 | 75 | 35.53 | 71 | 51-135 | 6 | 0-29 | |
| Chlorobenzene | ND | 50.00 | 38.84 | 78 | 35.86 | 72 | 57-123 | 8 | 0-20 | |
| 1,2-Dibromoethane | ND | 50.00 | 43.25 | 86 | 39.14 | 78 | 64-124 | 10 | 0-20 | |
| 1,2-Dichlorobenzene | ND | 50.00 | 39.71 | 79 | 37.35 | 75 | 35-131 | 6 | 0-25 | |
| 1,2-Dichloroethane | ND | 50.00 | 43.51 | 87 | 39.45 | 79 | 80-120 | 10 | 0-20 | 3 |
| 1,1-Dichloroethene | ND | 50.00 | 34.94 | 70 | 32.66 | 65 | 47-143 | 7 | 0-25 | |
| Ethylbenzene | ND | 50.00 | 35.90 | 72 | 33.43 | 67 | 57-129 | 7 | 0-22 | |
| Toluene | ND | 50.00 | 39.16 | 78 | 36.72 | 73 | 63-123 | 6 | 0-20 | |
| Trichloroethene | ND | 50.00 | 41.14 | 82 | 38.04 | 76 | 44-158 | 8 | 0-20 | |
| Vinyl Chloride | ND | 50.00 | 45.31 | 91 | 41.01 | 82 | 49-139 | 10 | 0-47 | |
| p/m-Xylene | ND | 100.0 | 73.23 | 73 | 68.18 | 68 | 70-130 | 7 | 0-30 | 3 |
| o-Xylene | ND | 50.00 | 37.67 | 75 | 34.76 | 70 | 70-130 | 8 | 0-30 | |
| Methyl-t-Butyl Ether (MTBE) | ND | 50.00 | 42.56 | 85 | 38.82 | 78 | 57-123 | 9 | 0-21 | |

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - LCS

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 3550B |
| | Method: | EPA 8015B (M) |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 1 of 9 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | LCS Batch Number |
|---|---|---|---|---|---|---|
| **099-15-420-3136** | **LCS** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 11:12** | **190319B09** |

| Parameter | Spike Added | Conc. Recovered | LCS %Rec. | %Rec. CL | Qualifiers |
|---|---|---|---|---|---|
| TPH as Motor Oil | 400.0 | 404.7 | 101 | 75-123 | |

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - LCS

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 3550B |
| | Method: | EPA 8015B (M) |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 2 of 9 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | LCS Batch Number |
|---|---|---|---|---|---|---|
| **099-15-422-4162** | **LCS** | **Solid** | **GC 50** | **03/19/19** | **03/20/19 10:51** | **190319B08** |

| Parameter | Spike Added | Conc. Recovered | LCS %Rec. | %Rec. CL | Qualifiers |
|---|---|---|---|---|---|
| TPH as Diesel | 400.0 | 412.8 | 103 | 75-123 | |

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - LCS/LCSD

| | | | |
|---|---|---|---|
| *ENCON Technologies, Inc.* | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8015B (M) |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 3 of 9 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | LCS/LCSD Batch Number |
|---|---|---|---|---|---|---|
| **099-14-571-4726** | **LCS** | **Solid** | **GC 25** | **03/19/19** | **03/19/19 19:29** | **190319L035** |
| **099-14-571-4726** | **LCSD** | **Solid** | **GC 25** | **03/19/19** | **03/19/19 20:03** | **190319L035** |

| Parameter | Spike Added | LCS Conc. | LCS %Rec. | LCSD Conc. | LCSD %Rec. | %Rec. CL | RPD | RPD CL | Qualifiers |
|---|---|---|---|---|---|---|---|---|---|
| TPH as Gasoline | 10.00 | 9.774 | 98 | 9.747 | 97 | 70-124 | 0 | 0-18 | |

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - LCS/LCSD

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 5030C |
| | | Method: | EPA 8015B (M) |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 4 of 9 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | LCS/LCSD Batch Number |
|---|---|---|---|---|---|---|
| 099-14-571-4729 | LCS | Solid | GC 25 | 03/19/19 | 03/19/19 19:29 | 190319L058 |
| 099-14-571-4729 | LCSD | Solid | GC 25 | 03/19/19 | 03/19/19 20:03 | 190319L058 |

| Parameter | Spike Added | LCS Conc. | LCS %Rec. | LCSD Conc. | LCSD %Rec. | %Rec. CL | RPD | RPD CL | Qualifiers |
|---|---|---|---|---|---|---|---|---|---|
| TPH as Gasoline | 10.00 | 9.774 | 98 | 9.747 | 97 | 70-124 | 0 | 0-18 | |

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - LCS/LCSD

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 3050B |
| | Method: | EPA 6010B |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 5 of 9 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | LCS/LCSD Batch Number |
|---|---|---|---|---|---|---|
| 097-01-002-27681 | LCS | Solid | ICP 8300 | 03/22/19 | 03/26/19 11:19 | 190322L01 |
| 097-01-002-27681 | LCSD | Solid | ICP 8300 | 03/22/19 | 03/26/19 11:21 | 190322L01 |

| Parameter | Spike Added | LCS Conc. | LCS %Rec. | LCSD Conc. | LCSD %Rec. | %Rec. CL | ME CL | RPD | RPD CL | Qualifiers |
|---|---|---|---|---|---|---|---|---|---|---|
| Antimony | 25.00 | 26.47 | 106 | 26.19 | 105 | 80-120 | 73-127 | 1 | 0-20 | |
| Arsenic | 25.00 | 26.39 | 106 | 26.35 | 105 | 80-120 | 73-127 | 0 | 0-20 | |
| Barium | 25.00 | 28.73 | 115 | 28.29 | 113 | 80-120 | 73-127 | 2 | 0-20 | |
| Beryllium | 25.00 | 24.89 | 100 | 24.99 | 100 | 80-120 | 73-127 | 0 | 0-20 | |
| Cadmium | 25.00 | 26.54 | 106 | 26.30 | 105 | 80-120 | 73-127 | 1 | 0-20 | |
| Chromium | 25.00 | 25.80 | 103 | 25.68 | 103 | 80-120 | 73-127 | 0 | 0-20 | |
| Cobalt | 25.00 | 28.35 | 113 | 27.87 | 111 | 80-120 | 73-127 | 2 | 0-20 | |
| Copper | 25.00 | 26.12 | 104 | 25.55 | 102 | 80-120 | 73-127 | 2 | 0-20 | |
| Lead | 25.00 | 27.75 | 111 | 27.33 | 109 | 80-120 | 73-127 | 2 | 0-20 | |
| Molybdenum | 25.00 | 25.54 | 102 | 25.32 | 101 | 80-120 | 73-127 | 1 | 0-20 | |
| Nickel | 25.00 | 27.44 | 110 | 27.05 | 108 | 80-120 | 73-127 | 1 | 0-20 | |
| Selenium | 25.00 | 24.26 | 97 | 24.04 | 96 | 80-120 | 73-127 | 1 | 0-20 | |
| Silver | 12.50 | 12.74 | 102 | 12.60 | 101 | 80-120 | 73-127 | 1 | 0-20 | |
| Thallium | 25.00 | 24.79 | 99 | 24.50 | 98 | 80-120 | 73-127 | 1 | 0-20 | |
| Vanadium | 25.00 | 24.40 | 98 | 24.13 | 97 | 80-120 | 73-127 | 1 | 0-20 | |
| Zinc | 25.00 | 26.99 | 108 | 26.55 | 106 | 80-120 | 73-127 | 2 | 0-20 | |

Total number of LCS compounds: 16
Total number of ME compounds: 0
Total number of ME compounds allowed: 1
LCS ME CL validation result: Pass

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - LCS

| | | | |
|---|---|---|---|
| ENCON Technologies, Inc. | | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | | Preparation: | EPA 7471A Total |
| | | Method: | EPA 7471A |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | | Page 6 of 9 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | LCS Batch Number |
|---|---|---|---|---|---|---|
| **099-16-272-4495** | **LCS** | **Solid** | **Mercury 08** | **03/25/19** | **03/25/19 16:36** | **190325L04** |

| Parameter | Spike Added | Conc. Recovered | LCS %Rec. | %Rec. CL | Qualifiers |
|---|---|---|---|---|---|
| Mercury | 0.8350 | 0.8110 | 97 | 85-121 | |

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - LCS

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 7 of 9 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | LCS Batch Number |
|---|---|---|---|---|---|---|
| 099-12-796-15212 | LCS | Solid | GC/MS Q | 03/22/19 | 03/22/19 22:34 | 190322L035 |

| Parameter | Spike Added | Conc. Recovered | LCS %Rec. | %Rec. CL | ME CL | Qualifiers |
|---|---|---|---|---|---|---|
| Benzene | 50.00 | 50.15 | 100 | 80-120 | 73-127 | |
| Carbon Tetrachloride | 50.00 | 48.66 | 97 | 65-137 | 53-149 | |
| Chlorobenzene | 50.00 | 50.84 | 102 | 80-120 | 73-127 | |
| 1,2-Dibromoethane | 50.00 | 55.06 | 110 | 80-120 | 73-127 | |
| 1,2-Dichlorobenzene | 50.00 | 53.20 | 106 | 80-120 | 73-127 | |
| 1,2-Dichloroethane | 50.00 | 49.59 | 99 | 80-120 | 73-127 | |
| 1,1-Dichloroethene | 50.00 | 50.13 | 100 | 68-128 | 58-138 | |
| Ethylbenzene | 50.00 | 52.34 | 105 | 80-120 | 73-127 | |
| Toluene | 50.00 | 51.92 | 104 | 80-120 | 73-127 | |
| Trichloroethene | 50.00 | 55.15 | 110 | 80-120 | 73-127 | |
| p/m-Xylene | 100.0 | 104.7 | 105 | 75-125 | 67-133 | |
| Vinyl Chloride | 50.00 | 51.13 | 102 | 67-127 | 57-137 | |
| o-Xylene | 50.00 | 52.66 | 105 | 75-125 | 67-133 | |
| Methyl-t-Butyl Ether (MTBE) | 50.00 | 44.45 | 89 | 70-124 | 61-133 | |
| Tert-Butyl Alcohol (TBA) | 250.0 | 255.2 | 102 | 73-121 | 65-129 | |
| Diisopropyl Ether (DIPE) | 50.00 | 51.54 | 103 | 69-129 | 59-139 | |
| Ethyl-t-Butyl Ether (ETBE) | 50.00 | 47.35 | 95 | 70-124 | 61-133 | |
| Tert-Amyl-Methyl Ether (TAME) | 50.00 | 53.80 | 108 | 74-122 | 66-130 | |
| Ethanol | 500.0 | 543.8 | 109 | 51-135 | 37-149 | |

Total number of LCS compounds: 19
Total number of ME compounds: 0
Total number of ME compounds allowed: 1
LCS ME CL validation result: Pass

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - LCS

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | EPA 8260B |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 8 of 9 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | LCS Batch Number |
|---|---|---|---|---|---|---|
| 099-12-796-15213 | LCS | Solid | GC/MS LL | 03/23/19 | 03/23/19 12:15 | 190323L008 |

| Parameter | Spike Added | Conc. Recovered | LCS %Rec. | %Rec. CL | ME CL | Qualifiers |
|---|---|---|---|---|---|---|
| Benzene | 50.00 | 48.22 | 96 | 80-120 | 73-127 | |
| Carbon Tetrachloride | 50.00 | 48.72 | 97 | 65-137 | 53-149 | |
| Chlorobenzene | 50.00 | 47.24 | 94 | 80-120 | 73-127 | |
| 1,2-Dibromoethane | 50.00 | 46.44 | 93 | 80-120 | 73-127 | |
| 1,2-Dichlorobenzene | 50.00 | 46.61 | 93 | 80-120 | 73-127 | |
| 1,2-Dichloroethane | 50.00 | 49.01 | 98 | 80-120 | 73-127 | |
| 1,1-Dichloroethene | 50.00 | 43.31 | 87 | 68-128 | 58-138 | |
| Ethylbenzene | 50.00 | 44.99 | 90 | 80-120 | 73-127 | |
| Toluene | 50.00 | 48.85 | 98 | 80-120 | 73-127 | |
| Trichloroethene | 50.00 | 51.29 | 103 | 80-120 | 73-127 | |
| Vinyl Chloride | 50.00 | 49.78 | 100 | 67-127 | 57-137 | |
| p/m-Xylene | 100.0 | 90.64 | 91 | 75-125 | 67-133 | |
| o-Xylene | 50.00 | 46.05 | 92 | 75-125 | 67-133 | |
| Methyl-t-Butyl Ether (MTBE) | 50.00 | 46.90 | 94 | 70-124 | 61-133 | |

Total number of LCS compounds: 14
Total number of ME compounds: 0
Total number of ME compounds allowed: 1
LCS ME CL validation result: Pass

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RPD: Relative Percent Difference. CL: Control Limits

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## Quality Control - LCS

| | | |
|---|---|---|
| ENCON Technologies, Inc. | Date Received: | 03/18/19 |
| 12145 Mora Drive, Suite 7 | Work Order: | 19-03-1389 |
| Santa Fe Springs, CA 90670-6055 | Preparation: | EPA 5030C |
| | Method: | *EPA 8260B* |
| Project: 3209 Sunset Blvd, Los Angeles, CA | | Page 9 of 9 |

| Quality Control Sample ID | Type | Matrix | Instrument | Date Prepared | Date Analyzed | LCS Batch Number |
|---|---|---|---|---|---|---|
| **099-12-796-15215** | **LCS** | **Solid** | **GC/MS LL** | **03/23/19** | **03/23/19 12:15** | **190323L009** |

| Parameter | Spike Added | Conc. Recovered | LCS %Rec. | %Rec. CL | ME CL | Qualifiers |
|---|---|---|---|---|---|---|
| Benzene | 50.00 | 48.22 | 96 | 80-120 | 73-127 | |
| Carbon Tetrachloride | 50.00 | 48.72 | 97 | 65-137 | 53-149 | |
| Chlorobenzene | 50.00 | 47.24 | 94 | 80-120 | 73-127 | |
| 1,2-Dibromoethane | 50.00 | 46.44 | 93 | 80-120 | 73-127 | |
| 1,2-Dichlorobenzene | 50.00 | 46.61 | 93 | 80-120 | 73-127 | |
| 1,2-Dichloroethane | 50.00 | 49.01 | 98 | 80-120 | 73-127 | |
| 1,1-Dichloroethene | 50.00 | 43.31 | 87 | 68-128 | 58-138 | |
| Ethylbenzene | 50.00 | 44.99 | 90 | 80-120 | 73-127 | |
| Toluene | 50.00 | 48.85 | 98 | 80-120 | 73-127 | |
| Trichloroethene | 50.00 | 51.29 | 103 | 80-120 | 73-127 | |
| Vinyl Chloride | 50.00 | 49.78 | 100 | 67-127 | 57-137 | |
| p/m-Xylene | 100.0 | 90.64 | 91 | 75-125 | 67-133 | |
| o-Xylene | 50.00 | 46.05 | 92 | 75-125 | 67-133 | |
| Methyl-t-Butyl Ether (MTBE) | 50.00 | 46.90 | 94 | 70-124 | 61-133 | |

Total number of LCS compounds: 14
Total number of ME compounds: 0
Total number of ME compounds allowed: 1
LCS ME CL validation result: Pass

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RPD: Relative Percent Difference. CL: Control Limits

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# Sample Analysis Summary Report

Work Order: 19-03-1389 Page 1 of 1

| Method | Extraction | Chemist ID | Instrument | Analytical Location |
|---|---|---|---|---|
| EPA 6010B | EPA 3050B | 771 | ICP 8300 | 1 |
| EPA 7471A | EPA 7471A Total | 868 | Mercury 08 | 1 |
| EPA 8015B (M) | EPA 3550B | 1028 | GC 50 | 1 |
| EPA 8015B (M) | EPA 5030C | 1161 | GC 25 | 2 |
| EPA 8260B | EPA 5030C | 486 | GC/MS Q | 2 |
| EPA 8260B | EPA 5030C | 1120 | GC/MS LL | 2 |

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# Glossary of Terms and Qualifiers

Work Order: 19-03-1389 Page 1 of 1

| Qualifiers | Definition |
|---|---|
| * | See applicable analysis comment. |
| < | Less than the indicated value. |
| > | Greater than the indicated value. |
| 1 | Surrogate compound recovery was out of control due to a required sample dilution. Therefore, the sample data was reported without further clarification. |
| 2 | Surrogate compound recovery was out of control due to matrix interference. The associated method blank surrogate spike compound was in control and, therefore, the sample data was reported without further clarification. |
| 3 | Recovery of the Matrix Spike (MS) or Matrix Spike Duplicate (MSD) compound was out of control due to suspected matrix interference. The associated LCS recovery was in control. |
| 4 | The MS/MSD RPD was out of control due to suspected matrix interference. |
| 5 | The PDS/PDSD or PES/PESD associated with this batch of samples was out of control due to suspected matrix interference. |
| 6 | Surrogate recovery below the acceptance limit. |
| 7 | Surrogate recovery above the acceptance limit. |
| B | Analyte was present in the associated method blank. |
| BU | Sample analyzed after holding time expired. |
| BV | Sample received after holding time expired. |
| CI | See case narrative. |
| E | Concentration exceeds the calibration range. |
| ET | Sample was extracted past end of recommended max. holding time. |
| HD | The chromatographic pattern was inconsistent with the profile of the reference fuel standard. |
| HDH | The sample chromatographic pattern for TPH matches the chromatographic pattern of the specified standard but heavier hydrocarbons were also present (or detected). |
| HDL | The sample chromatographic pattern for TPH matches the chromatographic pattern of the specified standard but lighter hydrocarbons were also present (or detected). |
| J | Analyte was detected at a concentration below the reporting limit and above the laboratory method detection limit. Reported value is estimated. |
| JA | Analyte positively identified but quantitation is an estimate. |
| ME | LCS Recovery Percentage is within Marginal Exceedance (ME) Control Limit range (+/- 4 SD from the mean). |
| ND | Parameter not detected at the indicated reporting limit. |
| Q | Spike recovery and RPD control limits do not apply resulting from the parameter concentration in the sample exceeding the spike concentration by a factor of four or greater. |
| SG | The sample extract was subjected to Silica Gel treatment prior to analysis. |
| X | % Recovery and/or RPD out-of-range. |
| Z | Analyte presence was not confirmed by second column or GC/MS analysis. |

Solid - Unless otherwise indicated, solid sample data is reported on a wet weight basis, not corrected for % moisture. All QC results are reported on a wet weight basis.

Any parameter identified in 40CFR Part 136.3 Table II that is designated as "analyze immediately" with a holding time of <= 15 minutes (40CFR-136.3 Table II, footnote 4), is considered a "field" test and the reported results will be qualified as being received outside of the stated holding time unless received at the laboratory within 15 minutes of the collection time.

A calculated total result (Example: Total Pesticides) is the summation of each component concentration and/or, if "J" flags are reported, estimated concentration. Component concentrations showing not detected (ND) are summed into the calculated total result as zero concentrations.

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7440 Lincoln Way, Garden Grove, CA 92841-1427 • (714) 895-5494
For courier service / sample drop off information, contact us26_sales@eurofinsus.com or call us.

# CHAIN OF CUSTODY RECORD

WO # / LAB USE ONLY: **19-03-1389**

DATE: 3/17/19

PAGE: 1 OF 2

LABORATORY CLIENT: ENCON TECHNOLOGIES INC.

ADDRESS: 12145 MORA DRIVE STE. 7

CITY: SANTA FE SPRINGS STATE: CA. ZIP: 90670

TEL: 562-777-2200 E-MAIL: encon2encontech.net

CLIENT PROJECT NAME / NUMBER: 3209 SUNSET BLVD. LOS ANGELES, CA.

P.O. NO.:

PROJECT CONTACT: JOE SCATOLONI

SAMPLER(S): (PRINT) D. BALTAZAR

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☒ 5 DAYS ☐ STANDARD

☐ COELT EDF GLOBAL ID: LOG CODE:

SPECIAL INSTRUCTIONS:

## REQUESTED ANALYSES

Please check box or fill in blank as needed.

| LAB USE ONLY | SAMPLE ID | SAMPLING DATE | SAMPLING TIME | MATRIX | NO. OF CONT. | Unpreserved | Preserved | Field Filtered | ☒ TPH(g) ☐ GRO | ☒ TPH(d) ☐ DRO | TPH ☐ C6-C36 ☐ C6-C44 | TPH OIL | BTEX / MTBE ☒ 8260 ☐ | VOCs (8260) | Oxygenates (8260) | Prep (5035) ☐ En Core ☐ Terra Core | SVOCs (8270) | Pesticides (8081) | PCBs (8082) | PAHs ☐ 8270 ☐ 8270 SIM | T22 Metals ☐ 6010/747X ☐ 6020/747X | Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | SB4-5' | 3/16/19 | 1350 | SOIL | 1 | | | | X | X | | X | | X | | | | | | | | |
| 2 | SB4-10' | | 1355 | | | | | | X | X | | X | | X | | | | | | | | |
| 3 | SB3-10' | | 1415 | | | | | | X | X | | X | | X | | | | | | | | |
| 4 | SB3-14' | | 1430 | | | | | | X | X | | X | | X | | | | | | | | |
| 5 | SB2-10' | | 1505 | | | | | | X | X | | X | | X | | | | | | | | |
| 6 | SB2-15' | | 1530 | | | | | | X | X | | X | | X | | | | | | | | |
| 7 | SB13-5' | | 1615 | | | | | | | | | X | | X | | | | | | | | |
| 8 | SB12-5' | | 1630 | | | | | | | | | X | | X | | | | | | | | |
| 9 | SB11-5' | | 1715 | | | | | | | | | X | | X | | | | | | | | |
| 10 | SB10-5' | | 1815 | | | | | | | | | X | | X | | | | | | | | |

| | | | |
|---|---|---|---|
| Relinquished by: (Signature) | Received by: (Signature/Affiliation) | Date: 3/18/19 | Time: 1440 |
| Relinquished by: (Signature) | Received by: (Signature/Affiliation) | Date: 3/18/19 | Time: 1640 |
| Relinquished by: (Signature) | Received by: (Signature/Affiliation) | Date: | Time: |

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# CHAIN OF CUSTODY RECORD

WO # / LAB USE ONLY: 1384

DATE: 3/17/19

PAGE: 2 OF 2

LABORATORY CLIENT: ENCON TECHNOLOGIES INC.

ADDRESS: 12145 MORA DRIVE STE.7

CITY: SANTA FE SPRINGS STATE: CA. ZIP: 90670

TEL: 562-~~777~~ 2200 E-MAIL: econ@encontech.net

CLIENT PROJECT NAME / NUMBER: 3209 SUNSET BLVD. LOS ANGELES, CA.

P.O. NO.:

PROJECT CONTACT: JOE SCATOLONI

SAMPLER(S): (PRINT) D. BAZAZAR

TURNAROUND TIME (Rush surcharges may apply to any TAT not "STANDARD"):
☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☒ 5 DAYS ☐ STANDARD

☐ COELT EDF GLOBAL ID: LOG CODE:

SPECIAL INSTRUCTIONS:

## REQUESTED ANALYSES

Please check box or fill in blank as needed.

| LAB USE ONLY | SAMPLE ID | SAMPLING DATE | SAMPLING TIME | MATRIX | NO. OF CONT. | Unpreserved | Preserved | Field Filtered | ☒ TPH(g) ☐ GRO | ☐ TPH(d) ☐ DRO | TPH ☐ C6-C36 ☐ C6-C44 | TPH oil | BTEX / MTBE ☒ 8260 ☐ | VOCs (8260) | Oxygenates (8260) | Prep (5035) ☐ En Core ☐ Terra Core | SVOCs (8270) | Pesticides (8081) | PCBs (8082) | PAHs ☐ 8270 ☐ 8270 SIM | T22 Metals ☒ 6010/747X ☐ 6020/747X | Cr(VI) ☐ 7196 ☐ 7199 ☐ 218.6 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | SB9-5' | 3/16/19 | 1825 | soil | 1 | | | | | | | X | | X | | | | | | | | |
| 12 | SB8-7' | ↓ | 1850 | | | | | | | | | X | | X | | | | | | | X | |
| 13 | SB14-5' | 3/17/19 | 1040 | | | | | | | | | X | | | | | | | | | | |
| 14 | SB14-9' | | 1100 | | | | | | | | | X | | | | | | | | | | |
| 15 | SB6-5' | | 1130 | | | | | | | | | X | | X | | | | | | | | |
| 16 | SB7-5' | | 1200 | | | | | | | | | X | | X | | | | | | | | |
| 17 | SB1-10' | | 1340 | | | | | | X | | | | X | | X | | | | | | | |
| 18 | SB1-12.5' | | 1405 | | | | | | X | | | | X | | X | | | | | | | |
| 19 | SB5-2' | | 1425 | | | | | | | | | | | | | | | | | | X | |
| 20 | SB5-5' | ↓ | 1430 | ↓ | ↓ | | | | | | | X | | X | | | | | | | | |

| | | | |
|---|---|---|---|
| Relinquished by: (Signature) | Received by: (Signature/Affiliation) | Date: 3/18/19 | Time: 1400 |
| Relinquished by: (Signature) | Received by: (Signature/Affiliation) | Date: 3/18/19 | Time: 1840 |
| Relinquished by: (Signature) | Received by: (Signature/Affiliation) | Date: | Time: |

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WORK ORDER NUMBER: 19-03-1364

# SAMPLE RECEIPT CHECKLIST

COOLER 1 OF 1

CLIENT: ENCON

DATE: 03/18/2019

**TEMPERATURE:** (Criteria: 0.0°C – 6.0°C, not frozen except sediment/tissue)

Thermometer ID: SC6 (CF: -0.5°C); Temperature (w/o CF): 3.0 °C (w/ CF): 2.5 °C; ☑ Blank ☐ Sample

☐ Sample(s) outside temperature criteria (PM/APM contacted by: _____)

☐ Sample(s) outside temperature criteria but received on ice/chilled on same day of sampling

☐ Sample(s) received at ambient temperature; placed on ice for transport by courier

Ambient Temperature: ☐ Air ☐ Filter Checked by: 803

**CUSTODY SEAL:**

Cooler ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 803

Sample(s) ☐ Present and Intact ☐ Present but Not Intact ☑ Not Present ☐ N/A Checked by: 1163

| **SAMPLE CONDITION:** | Yes | No | N/A |
|---|---|---|---|
| Chain-of-Custody (COC) document(s) received with samples | ☑ | ☐ | ☐ |
| COC document(s) received complete | ☑ | ☐ | ☐ |
| ☐ Sampling date ☐ Sampling time ☐ Matrix ☐ Number of containers | | | |
| ☐ No analysis requested ☐ Not relinquished ☐ No relinquished date ☐ No relinquished time | | | |
| Sampler's name indicated on COC | ☑ | ☐ | ☐ |
| Sample container label(s) consistent with COC | ☑ | ☐ | ☐ |
| Sample container(s) intact and in good condition | ☑ | ☐ | ☐ |
| Proper containers for analyses requested | ☑ | ☐ | ☐ |
| Sufficient volume/mass for analyses requested | ☑ | ☐ | ☐ |
| Samples received within holding time | ☑ | ☐ | ☐ |
| Aqueous samples for certain analyses received within 15-minute holding time | | | |
| ☐ pH ☐ Residual Chlorine ☐ Dissolved Sulfide ☐ Dissolved Oxygen | ☐ | ☐ | ☑ |
| Proper preservation chemical(s) noted on COC and/or sample container | ☐ | ☐ | ☑ |
| Unpreserved aqueous sample(s) received for certain analyses | | | |
| ☐ Volatile Organics ☐ Total Metals ☐ Dissolved Metals | | | |
| Acid/base preserved samples - pH within acceptable range | ☐ | ☐ | ☑ |
| Container(s) for certain analysis free of headspace | ☐ | ☐ | ☑ |
| ☐ Volatile Organics ☐ Dissolved Gases (RSK-175) ☐ Dissolved Oxygen (SM 4500) | | | |
| ☐ Carbon Dioxide (SM 4500) ☐ Ferrous Iron (SM 3500) ☐ Hydrogen Sulfide (Hach) | | | |
| Tedlar™ bag(s) free of condensation | ☐ | ☐ | ☑ |

**CONTAINER TYPE:** (Trip Blank Lot Number: _____)

**Aqueous:** ☐ VOA ☐ VOA**h** ☐ VOA**na$_2$** ☐ 100PJ ☐ 100PJ**na$_2$** ☐ 125AGB ☐ 125AGB**h** ☐ 125AGB**p** ☐ 125PB ☐ 125PB**znna** (pH__9)

☐ 250AGB ☐ 250CGB ☐ 250CGB**s** (pH__2) ☐ 250PB ☐ 250PB**n** (pH__2) ☐ 500AGB ☐ 500AGJ ☐ 500AGJ**s** (pH__2) ☐ 500PB

☐ 1AGB ☐ 1AGB**na$_2$** ☐ 1AGB**s** (pH__2) ☐ 1AGB**s** (O&G) ☐ 1PB ☐ 1PB**na** (pH__12) ☐ _____ ☐ _____ ☐ _____

**Solid:** ☐ 4ozCGJ ☐ 8ozCGJ ☐ 16ozCGJ ☑ Sleeve (P) ☐ EnCores® (___) ☐ TerraCores® (___) ☐ _____ ☐ _____ ☐ _____

**Air:** ☐ Tedlar™ ☐ Canister ☐ Sorbent Tube ☐ PUF ☐ _____ **Other Matrix** (_____): ☐ _____ ☐ _____ ☐ _____

Container: **A** = Amber, **B** = Bottle, **C** = Clear, **E** = Envelope, **G** = Glass, **J** = Jar, **P** = Plastic, and **Z** = Ziploc/Resealable Bag

Preservative: **b** = buffered, **f** = filtered, **h** = HCl, **n** = $HNO_3$, **na** = NaOH, **na$_2$** = $Na_2S_2O_3$, **p** = $H_3PO_4$, **s** = $H_2SO_4$, **u** = ultra-pure, **x** = $Na_2SO_3$+$NaHSO_4.H_2O$, **znna** = Zn $(CH_3CO_2)_2$ + NaOH

Labeled/Checked by: 1163

Reviewed by: 659

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**Exhibit B**

Soil Gas Analytical Laboratory Report

# CHEMICAL & ENVIRONMENTAL LABORATORIES, INC.

March 28, 2019 ELAP Certificate No: 2268

Mr. Joe Scataloni
ENCON Technologies
12145 Mora Drive, Suite 7
Santa Fe Springs, CA 90670

Project: Sunset Body Shop
C&E ID: 190325B

Dear Mr. Scataloni,

Enclosed is an analytical report for the sample(s) received by Chemical & Environmental Laboratories, Inc. on March 25, 2019 and analyzed as indicated in the chain-of-custody attached.

Unless otherwise noted, no problems were encountered during receiving, preparation and analysis of these samples.

Please call me at (562) 396-5866 if you have any questions regarding this report.

Sincerely,

Larry Zhang, Ph.D.
Laboratory Director

# CHEMICAL & ENVIRONMENTAL LABORATORIES, INC.

## ANALYTICAL REPORT



--- EPA 8260B (VOCs) ---

| | | | |
|---|---|---|---|
| Client Name: | Encon Technologies | Date Sampled: | 03/24/19 |
| Project Manager: | Joe Scataloni | Date Analyzed: | 03/25/19 |
| Project Name: | Sunset Body Shop | Date Reported: | 03/26/19 |
| Sample Matrix: | Vapor | Unit Reported: | µg/L |

| C&E LAB ID | 190325B-1 | 190325B-2 | 190325B-3 | 190325B-4 | 190325B-5 |
|---|---|---|---|---|---|
| SAMPLE ID | SV1 | SV2 | SV3 | SV4 | SV5 |
| DF | 1 | 1 | 1 | 1 | 1 |

| COMPOUND | Result | RL | Result | RL | Result | RL | Result | RL | Result | RL |
|---|---|---|---|---|---|---|---|---|---|---|
| Acetone | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Benzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Bromodichloromethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Bromoform | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Bromomethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 2-Butanone (MEK) | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Carbon Disulfide | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Carbon Tetrachloride | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Chlorobenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Chloroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Chloroform | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Chloromethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Cyclohexane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Dibromochloromethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,2-Dibromo-3-Chloropropane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,2-Dibromoethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,2-Dichlorobenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,3-Dichlorobenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,4-Dichlorobenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Dichlorodifluoromethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,1-Dichloroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,2-Dichloroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,1-Dichloroethene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| cis-1,2-Dichloroethene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| trans-1,2-Dichloroethene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,2-Dichloropropane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Isopropanol | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |

To be continued on page 2

# CHEMICAL & ENVIRONMENTAL LABORATORIES, INC.

## ANALYTICAL REPORT



--- EPA 8260B (VOCs) ---

| | | | |
|---|---|---|---|
| Client Name: | Encon Technologies | Date Sampled: | 03/24/19 |
| Project Manager: | Joe Scataloni | Date Analyzed: | 03/25/19 |
| Project Name: | Sunset Body Shop | Date Reported: | 03/26/19 |
| Sample Matrix: | Vapor | Unit Reported: | µg/L |

| C&E LAB ID | 190325B-1 | 190325B-2 | 190325B-3 | 190325B-4 | 190325B-5 |
|---|---|---|---|---|---|
| SAMPLE ID | SV1 | SV2 | SV3 | SV4 | SV5 |
| DF | 1 | 1 | 1 | 1 | 1 |

| COMPOUND | Result | RL | Result | RL | Result | RL | Result | RL | Result | RL |
|---|---|---|---|---|---|---|---|---|---|---|
| trans-1,3-Dichloropropene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| cis-1,3-Dichloropropene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Ethylbenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 2-Hexanone | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Methyl Acetate | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Methylcyclohexane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Methylene Chloride | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 4-Methyl-2-Pentanone | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Styrene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Isopropylbenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 4-Isopropyltoluene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,1,2,2-Tetrachloroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Tetrachloroethene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Toluene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,2,4-Trichlorobenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,1,1-Trichloroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,1,2-Trichloroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Trichloroethene | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Trichlorofluoromethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| 1,1,2-Trichlorotrifluoroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Vinyl Chloride | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |
| Total Xylenes | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 | ND | 0.05 |

| Surrogate Compounds | % Surrogate Recovery (70-130) | | | | |
|---|---|---|---|---|---|
| Dibromofluoromethane | 99 | 101 | 111 | 92 | 91 |
| 1,2-Dichloroethane-d4 | 95 | 124 | 118 | 113 | 84 |
| Toluene-D8 | 89 | 85 | 98 | 106 | 102 |
| 4-Bromofluorobenzene | 92 | 95 | 97 | 92 | 96 |

ND = Not detected at the indicated reporting limit; DF = Dilution Factor; RL = Reporting limit.

MI = Matrix Interference; unquantifiable due to coeluting organics in sample.

# CHEMICAL & ENVIRONMENTAL LABORATORIES, INC.

## ANALYTICAL REPORT



--- EPA 8260B (VOCs) ---

| | | | |
|---|---|---|---|
| Client Name: | Encon Technologies | Date Sampled: | 03/24/19 |
| Project Manager: | Joe Scataloni | Date Analyzed: | 03/25/19 |
| Project Name: | Sunset Body Shop | Date Reported: | 03/26/19 |
| Sample Matrix: | Vapor | Unit Reported: | µg/L |

| C&E LAB ID | 190325B-6 | 190325B-7 | 190325B-8 | | |
|---|---|---|---|---|---|
| SAMPLE ID | SV6 | SV7 | SV8 | | |
| DF | 1 | 1 | 1 | | |

| COMPOUND | Result | RL | Result | RL | Result | RL | Result | RL | Result | RL |
|---|---|---|---|---|---|---|---|---|---|---|
| Acetone | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Benzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Bromodichloromethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Bromoform | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Bromomethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 2-Butanone (MEK) | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Carbon Disulfide | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Carbon Tetrachloride | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Chlorobenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Chloroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Chloroform | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Chloromethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Cyclohexane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Dibromochloromethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,2-Dibromo-3-Chloropropane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,2-Dibromoethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,2-Dichlorobenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,3-Dichlorobenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,4-Dichlorobenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Dichlorodifluoromethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,1-Dichloroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,2-Dichloroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,1-Dichloroethene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| cis-1,2-Dichloroethene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| trans-1,2-Dichloroethene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,2-Dichloropropane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Isopropanol | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |

To be continued on page 2

# CHEMICAL & ENVIRONMENTAL LABORATORIES, INC.

## ANALYTICAL REPORT



--- EPA 8260B (VOCs) ---

| | | | |
|---|---|---|---|
| Client Name: | Encon Technologies | Date Sampled: | 03/24/19 |
| Project Manager: | Joe Scataloni | Date Analyzed: | 03/25/19 |
| Project Name: | Sunset Body Shop | Date Reported: | 03/26/19 |
| Sample Matrix: | Vapor | Unit Reported: | µg/L |

| C&E LAB ID | 190325B-6 | 190325B-7 | 190325B-8 | | |
|---|---|---|---|---|---|
| SAMPLE ID | SV6 | SV7 | SV8 | | |
| DF | 1 | 1 | 1 | | |

| COMPOUND | Result | RL | Result | RL | Result | RL | Result | RL | Result | RL |
|---|---|---|---|---|---|---|---|---|---|---|
| trans-1,3-Dichloropropene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| cis-1,3-Dichloropropene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Ethylbenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 2-Hexanone | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Methyl Acetate | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Methylcyclohexane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Methylene Chloride | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 4-Methyl-2-Pentanone | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Styrene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Isopropylbenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 4-Isopropyltoluene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,1,2,2-Tetrachloroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Tetrachloroethene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Toluene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,2,4-Trichlorobenzene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,1,1-Trichloroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,1,2-Trichloroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Trichloroethene | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Trichlorofluoromethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| 1,1,2-Trichlorotrifluoroethane | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Vinyl Chloride | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |
| Total Xylenes | ND | 0.05 | ND | 0.05 | ND | 0.05 | | | | |

| Surrogate Compounds | % Surrogate Recovery (70-130) | | | | |
|---|---|---|---|---|---|
| Dibromofluoromethane | 110 | 107 | 112 | | |
| 1,2-Dichloroethane-d4 | 120 | 115 | 109 | | |
| Toluene-D8 | 101 | 100 | 105 | | |
| 4-Bromofluorobenzene | 97 | 95 | 99 | | |

ND = Not detected at the indicated reporting limit; DF = Dilution Factor; RL = Reporting limit.

MI = Matrix Interference; unquantifiable due to coeluting organics in sample.

# CHEMICAL & ENVIRONMENTAL LABORATORIES, INC.

## QC REPORT

--- EPA 8260B (VOC) ---

## I. Laboratory Control Sample

Date Analyzed: 03/25/19

LCS ID: VOC190325LC

| ANALYTE | LCS % | ACP %CL |
|---|---|---|
| 1,1-Dichloroethene | 110 | 70-130 |
| Benzene | 100 | 70-130 |
| Trichloroethene | 95 | 70-130 |
| Toluene | 90 | 70-130 |
| Chlorobenzene | 90 | 70-130 |

## II. Matrix Spike/Matrix Spike Duplicate

Date Analyzed: 03/25/19

QC Batch: VOC190325MS

| ANALYTE | MS % | MSD % | RPD | ACP%CL | ACP RPD |
|---|---|---|---|---|---|
| 1,1-Dichloroethene | 105 | 105 | 0 | 70-130 | 20 |
| Benzene | 100 | 95 | 5 | 70-130 | 20 |
| Trichloroethene | 90 | 90 | 0 | 70-130 | 20 |
| Toluene | 85 | 85 | 0 | 70-130 | 20 |
| Chlorobenzene | 85 | 85 | 0 | 70-130 | 20 |

## III. Method Blank

Date Analyzed: 03/25/19

Unit: µg/L

| COMPOUND | Reporting Limit | RESULT |
|---|---|---|
| Acetone | 0.05 | ND |
| Benzene | 0.05 | ND |
| Bromodichloromethane | 0.05 | ND |
| Bromoform | 0.25 | ND |
| Bromomethane | 0.25 | ND |
| 2-Butanone (MEK) | 0.25 | ND |
| Carbon Disulfide | 0.25 | ND |
| Carbon Tetrachloride | 0.05 | ND |
| Chlorobenzene | 0.05 | ND |
| Chloroethane | 0.25 | ND |
| Chloroform | 0.05 | ND |
| Chloromethane | 0.25 | ND |
| Cyclohexane | 0.05 | ND |
| Dibromochloromethane | 0.05 | ND |
| 1,2-Dibromo-3-Chloropropane | 0.25 | ND |
| 1,2-Dibromoethane | 0.25 | ND |

| COMPOUND | Reporting Limit | RESULT |
|---|---|---|
| 1,2-Dichlorobenzene | 0.25 | ND |
| 1,3-Dichlorobenzene | 0.25 | ND |
| 1,4-Dichlorobenzene | 0.05 | ND |
| Dichlorodifluoromethane | 0.05 | ND |
| 1,1-Dichloroethane | 0.05 | ND |
| 1,2-Dichloroethane | 0.25 | ND |
| 1,1-Dichloroethene | 0.05 | ND |
| cis-1,2-Dichloroethene | 0.05 | ND |
| trans-1,2-Dichloroethene | 0.05 | ND |
| 1,2-Dichloropropane | 0.05 | ND |
| trans-1,3-Dichloropropene | 0.05 | ND |
| cis-1,3-Dichloropropene | 0.05 | ND |
| Ethylbenzene | 0.05 | ND |
| 2-Hexanone | 0.05 | ND |
| Methyl Acetate | 0.05 | ND |
| Methylcyclohexane | 0.05 | ND |

| COMPOUND | Reporting Limit | RESULT |
|---|---|---|
| Methylene Chloride | 0.05 | ND |
| 4-Methyl-2-Pentanone | 0.05 | ND |
| Styrene | 0.05 | ND |
| Isopropylbenzene | 0.05 | ND |
| 4-Isopropyltoluene | 0.05 | ND |
| 1,1,2,2-Tetrachloroethane | 0.05 | ND |
| Tetrachloroethene | 0.05 | ND |
| Toluene | 0.05 | ND |
| 1,2,4-Trichlorobenzene | 0.05 | ND |
| 1,1,1-Trichloroethane | 0.05 | ND |
| 1,1,2-Trichloroethane | 0.05 | ND |
| Trichloroethene | 0.05 | ND |
| Trichlorofluoromethane | 0.25 | ND |
| 1,1,2-Trichlorotrifluoroethane | 0.05 | ND |
| Vinyl Chloride | 0.25 | ND |
| Total Xylenes | 0.05 | ND |

| Surrogate Compounds | % Surr. Rec. (70-130) |
|---|---|
| Dibromofluoromethane | 92 |
| 1,2-Dichloroethane-d4 | 119 |
| Toluene-D8 | 104 |
| 4-Bromofluorobenzene | 92 |

ND = Not detected at the indicated reporting limit.

# CHAIN OF CUSTODY RECORD

C&E LAB ID 190324B

CHEMICAL & ENVIRONMENTAL LABORATORIES, INC.
13824 Bentley Place, Cerritos CA 90703 Tel: (562) 926-8091 Fax: (562) 926-5940

Company Name: Encon Technologies
Project Manager: Joe Scataloni
Project No./Name: Sunset Body shop
Tel: (562) 777-2200 Fax: (562) 777-2201

Site Address: 3300 Sunset Blvd Los Angeles, CA
Sampled By: N. Lambert

Page 1 of 1
Sample Conditions: __ Chilled __ Seals Intact
Turn Around Time Desired: Normal / Same Day / 24hr / 48hr

| SAMPLE ID | SAMPLING DATE | SAMPLING TIME | SAMPLE MATRIX (air/soil/water) | NO. OF CONTAINERS/ TYPE | 8015M TPH-G | 8015M TPH-D | 8021B BTEX MTBE | 418.1 TRPH | 8260B BTEX OXY. | 8260B VOC | CAM METALS | 8270C SVOC | 6010B LEAD | ISO Tracer PRO Panol | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SV1 | 3/24/19 | 1451 | Air | 1 Tedlar | | | | | | X | | | | X | |
| SV2 | | 1336 | | 1 | | | | | | X | | | | X | |
| SV3 | | 1405 | | | | | | | | X | | | | X | |
| SV4 | | 1420 | | | | | | | | X | | | | X | |
| SV5 | | 1351 | | | | | | | | X | | | | X | |
| SV6 | | 1429 | | | | | | | | X | | | | X | |
| SV7 | | 1327 | | | | | | | | X | | | | X | |
| SV8 | | 1308 | | | | | | | | X | | | | X | |

| Relinquished By: | Date/Time: | Received By: | Date/Time: | EDF Required: (circle) Yes No |
|---|---|---|---|---|
| | 3/25/19 11:42 | Gracen Wang | 3/25/19 11:45 | EDF Global ID No.: T |
| Relinquished By: | Date/Time: | Received By: | Date/Time: | Comments: |

**Exhibit C**

ENCON Phase I Environmental Site Assessment Report,
dated October 30, 2018 (Text Only)

ENCON

# PHASE I ESA REPORT
# ENVIRONMENTAL SITE ASSESSMENT

**Prepared for:**

RYDA Ventures, LLC
1525 South Broadway
Los Angeles, California 90015
Attention: Daniel Neman

**For Property Located at:**

Sunset Body Works Facility
Former Metropolitan Chevrolet Dealership
3225 Sunset Boulevard
(3209-3227 Sunset Boulevard)
Los Angeles, California 90026

**Prepared by:**

ENCON Technologies, Inc.
12145 Mora Drive, Unit 7
Santa Fe Springs, California 90670
Tel: (562) 777 - 2200
Fax: (562) 777 - 2201
E-mail: encon@encontech.net

October 30, 2018

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| | |
|---|---|
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## EXHIBITS:

| | |
|---|---|
| Exhibit A | Legal and Site Description |
| Exhibit B | Historical Tenant Report |
| Exhibit C | Aerial Photographs and Sanborn Map Report |
| Exhibit D | SCAQMD Air Emission Records, Cal EPA DTSC Hazardous Waste Tracking System Search Results, LA County Department of Building and Safety Permit Records |
| Exhibit E | EDR Government Radius Record Search |

## EXECUTIVE SUMMARY

### 1.0 Phase I Overview and Purpose

The Phase I ESA was requested by RYDA Ventures, LLC, Project Client and Potential Buyer, as it pertains to the potential sale and associated real estate transactions of the subject properties located at 3209-3227 Sunset Boulevard in Los Angeles, California (Subject Site). ENCON Technologies, Inc., Environmental & Engineering Services (ENCON) has performed a Phase I Environmental Site Assessment (ESA) in conformance with the scope and limitations of ASTM Practice E-1527-13 for the subject property. Refer to Figure 1 for Site Vicinity Map. The Subject Site is comprised of four (4) parcels totaling approximately 13,350 square feet of building area located on a total lot size of approximately 22,499 square feet, APNs: 5426-005-002, 5426-005-003, 5426-005-004 and 5426-005-005. Refer to Exhibit A for legal property descriptions.

This Phase I ESA Report presents the review of the historical site and government records and data, historical hazardous material uses by these properties, and site inspections conducted by ENCON environmental staff. This report describes the research and evaluation methods used in the evaluation of the environmental conditions of the subject property and the findings, conclusions and recommendations developed by ENCON are presented in this Phase I ESA Report for planning and real estate transaction purposes. The Phase I environmental site assessment site inspections, record review, and site evaluation were conducted by ENCON staff, under the direction of Mr. G. Joseph Scatoloni, Senior Environmental Professional and Registered Environmental Assessor II, #20150.

The purpose of the Phase I ESA is to assist the Property Owner/Buyer and/or lender to qualify for the innocent landowner or innocent purchaser defense under the federal Superfund statue under CERCLA and it is also intended to provide reliable, early information of the environmental conditions of the subject property and the possible need for additional, more extensive investigation or mitigation, to enable the property to be used for the intended purpose of the potential buyer and minimize any contingent environmental liabilities in the future. Specifically, the Phase I ESA is designed to recognize and catalog those concerns or problems that the environmental and safety professional observe and/or suspect which deserve further investigation or mitigation and are identified as Recognized Environmental Conditions (RECs). Therefore, a major purpose of the Phase I ESA is to evaluate and establish the elements and need for more intrusive investigation, specifically to develop a Phase II ESA Investigation Sampling and Analysis Plan.

## 2.0 Property Description

The Subject Site is comprised of four (4) parcels totaling approximately 13,350 square feet of building area located on a total lot size of approximately 22,499 square feet, APNs: 5426-005-002, 5426-005-003, 5426-005-004 and 5426-005-005. Refer to Exhibit A for legal property descriptions. The Subject Site is located within a mixed commercial and residential area in the City of Los Angeles, on the north side of Sunset Boulevard between Descanso Drive and Micheltorena Street. The subject property site map is shown in Figure 2. The Subject Site building was constructed in 1951 and is currently operated as an automotive collision repair and body shop facility, from about 2014 through the present time in 2018.

The exterior of the building area is visibly in fair condition with no visible damage from wear, and no recent building upgrades or renovations. The current automotive collision repair and body work operations include the use of two (2) paint spray booths, paint mixing and parts washing stations, hydraulic lifts, one (1) 3-stage clarifier with floor drain, and drum storage. These operations include the use and storage of hazardous materials, which is a considered Recognized Environmental Condition (REC) and requires further investigation at this time.

The Site building structure was originally operated by Metropolitan Chevrolet Dealership from about 1951 through about 1973. Reportedly, the Metropolitan Chevrolet Dealership was closed in 1973 and operated two (2) underground storage tanks that included one (1) 1,100 gallon waste oil storage tank and one (1) 1,100 gasoline fuel tank and dispensing system. These UST tanks were reportedly closed and abandoned in-place in 1973 although no records were found in the Phase I ESA file review on the UST closure or site conditions at the time of closure. These UST tanks are currently under investigation by the Property Owner and the Los Angeles Fire Department CUPA requires these tanks to be removed and properly closed at this time. The Subject Site was subsequently operated as an auto body repair shop tenants from the 1990s by the past tenant, All Magic Paint & Body Shop in early 2000 through about 2010.

Therefore, the Subject Site has historically been operated as an automotive body paint and repair facility by various automotive body work facilities throughout the history of the Subject Site, from about 1973 through the present time and was involved in the storage and use of hazardous materials for automotive service related activities since about 1951. Refer to Section 2.0 of this report, and Exhibit B for City Directory Report.

## 3.0 Phase I ESA Findings

In conducting the Phase I ESA, ENCON completed the review of local and regional government environmental records, historical tenant survey, site reconnaissance by an environmental professional, and an evaluation of the evidence collected during the site assessment. The Phase I ESA report revealed evidence of current automotive body repair and spray paint booth operations and historical automotive service activities from about 1951 through the present time at the Subject Site address 3225 Sunset Boulevard in Los Angeles, California.

ENCON reviewed permit files were reviewed for the Subject Site through South Coast Air Quality Management District (SCAQMD) Facility Information Detail (FIND) database. From this search, ENCON identified four (4) listings related to the usage of spray paint booths at the Subject Site. These spray booth operations include the use and storage of potentially hazardous materials including general waste oils, auto parts cleanings solvents and spent solvents, chemical wastes and volatile organic compounds from the spray auto paint booth chemical usages. These on-going operations performed at the Subject Site are considered a Recognized Environmental Condition (REC), requiring further investigation at this time. Refer to Exhibit D for SCAQMD permit records.

In addition, ENCON reviewed the EDR Radius Map report for the Subject Site confirmed that the site was listed on government environmental databases associated with reported hazardous chemical material or waste uses or releases to the environment or regulatory corrective actions, specifically 3225 Sunset Boulevard. This site address is listed as a Haznet site, an EMI site, and a FINDS site. EDR describes Haznet sites as facilities where data has been extracted from copies of copies of hazardous waste manifests received each year by DTSC. EMI sites are described as facilities with Emissions Inventory Data, and FINDS sites are described as Facility Index System, which contains facilities updated by the Environmental Protection Agency (EPA). Refer to Exhibit E for the EDR Radius Map Report.

During the recent Site inspection performed by ENCON, the Subject Site was fully operational as an automotive body repair shop facility, including the use of hydraulic lifts in the repair and service operations, the use and storage of automotive waste solvents and waste oil drums, use and storage of automotive paint and solvent mixing operations, one 3-stage waste water treatment clarifier, and the use of two (2) paint spray booths and one paint spray room within the facility. The building is of older construction and is in good condition with no evidence of spills and leaks. The main building floor as well as the vehicle storage yard and access way pavements are generally paved with concrete and asphalt and appear to be in good condition.

Two (2) UST tank direct burial fill ports were observed on the south yard with vent pipes attached to the main building. These UST fill ports and vent lines are indicative of the presence of a former waste oil UST tank and a former gasoline fuel UST tank that have not been removed and are currently present in the south parking lot. As reported by the Los Angeles Fire Department these tanks were abandoned in 1973 and included two (2) 1,100 gallon UST tanks. The waste oil tank was reported to be filled with waste oil materials. Refer to Attachment A for Site Inspection Photographs.

Therefore, the government records suggest that the Subject Site use at 3225 Sunset Boulevard has adversely affected the Subject Site and contingent environmental conditions exist at this time from the past automotive repair and body work operations performed at the Site. These automotive repair activities are of environmental concern since these type operations historically stored, used, and generated hazardous automotive chemical materials and wastes, specifically automotive fuel and motor oil products, motor oil wastes, and spent volatile organic compounds solutions in parts washing and spray painting activities, and further investigation, Phase II ESA.

## 4.0 Conclusions and Recommendations

In conducting the Phase I ESA, ENCON completed the review of local and regional government environmental records, historical tenant survey, site reconnaissance by an environmental professional, and an evaluation of the evidence collected during the site assessment. ENCON performed this Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 at 3209-3227 Sunset Boulevard in Los Angeles, California (Subject Site). Any exceptions to or deletions from this practice are described in this Phase I ESA Report.

Based on the Phase I ESA file review and field inspections, the following Recognized Environmental Concerns (RECs) and potential areas of environmental concern (AOC) were identified at the Subject Site:

1) REC#01 – Locations of two (2) abandoned UST waste oil and fuel tanks,
2) REC#02 – Locations of operating hydraulic lifts,
3) REC#03 – Waste oil drum storage area,
4) REC#04 – Automotive service chemical and paint-solvent storage work stations,
5) REC#05 – 3-stage waste water treatment clarifier and receptor discharge line,
6) REC#06 – General use and storage of parts washing spent solvent stations, and
7) REC#07 – Two operating spray booths and one (1) paint body parts spray room.

These types of automotive repair operations generate hazardous automotive and hydraulic oils waste streams and spent solvent solutions which can pose a potential risk to the environmental from unauthorized spills and leaks over the past 67 years of automotive service and body repair work. Refer to Exhibit D for hazardous waste disposal records.

These current and historical automotive repair, service, auto body work and painting operations typically involve the use and storage of hazardous materials, and are considered a Recognized Environmental Concerns (RECs) since these types of operations typically store, use and generate hazardous automotive chemical materials and wastes, specifically automotive fuel and motor oil products, motor oil wastes, auto spent volatile organic compounds (VOC) solutions in parts washing activities, and VOC paint solvents. In addition, the presence of the two (2) abandoned UST tanks, reportedly abandoned in-place in 1973, are not in compliance with current State UST tank closure regulations. The Los Angeles City Fire Department (CUPA) will require these tanks to be removed and properly closed in the near future.

Based on ENCON's Phase I ESA findings and recommendations and the seven (7) identified RECs, a Phase II ESA subsurface soil and soil gas investigation is recommended to confirm the presence, or absence, of chemical releases that may have adversely affected the Subject Site from these targeted Recognized Environmental Conditions, RECs, identified at the Subject Site. The proposed Phase II ESA Investigation should address both the threat to State groundwater and the vapor intrusion threat to the workers and public since the Subject Site has been involved with volatile organic automotive chemicals and petroleum hydrocarbons in the waste oil and gasoline hydrocarbon ranges.

Based on the presence of two old UST tanks onsite (one (1) 1,100 gallon waste oil tank and one (1) 1,100 gallon former gasoline fuel tank) that were reportedly abandoned in-place in 1973 by the Los Angeles City Fire Department Inspector and confirmed by both the Department and ENCON Field Inspection Staff., these abandon UST tanks were not properly closed in accordance with State UST Closure Guidelines and are environmental conditions of concern, RECs. Therefore, these UST tank sites on the Subject Property are currently "out of compliance" with the State of California UST Programs and will have to be properly permitted and closed under the direction of the Los Angeles City Fire Department, Environmental Programs, as soon as possible in the near future and prior to the completion of the pending real estate transaction. In addition, it may be warranted to conduct a pre-pull subsurface investigation of the UST tank sites that will provide to the transaction parties preliminary information on whether the use of these tanks have adversely affected the Subject Site and pose a contingent environmental liability at this time.

The lead and asbestos containing material(s) conditions of the properties were limited to general observations of exposed surface interior and exterior conditions and is not considered in this Phase I ESA as LBP or ACM surveys. The ages and conditions of the buildings, however, would suggest the paint surfaces may contain lead-based paint (LBP). Asbestos containing materials (ACM) in the ceiling and floor tiles and other materials may be suspected because of the age of the structures. Any planned major building repair or demo in the future should involve a full LBP and ACM surveys.

Prepared by:

ENCON Technologies Inc.
Environmental & Engineering Services

G. Joseph Scatoloni, ENCON Principal
Registered Environmental Professional

REGISTERED ENVIRONMENTAL PROFESSIONAL
G. JOSEPH SCATOLONI REP 783394 NREP

# 1.0 INTRODUCTION

## 1.1 Subject Property and Client

The Phase I ESA was requested by RYDA Ventures, LLC, Project Client and Potential Buyer, as it pertains to the potential sale and associated real estate transactions of the subject properties located at 3209-3227 Sunset Boulevard in Los Angeles, California (Subject Site). ENCON Technologies, Inc., Environmental & Engineering Services (ENCON) has performed a Phase I Environmental Site Assessment (ESA) in conformance with the scope and limitations of ASTM Practice E-1527-13 for the subject property. Refer to Figure 1 for Site Vicinity Map. The Subject Site is comprised of four (4) parcels totaling approximately 13,350 square feet of building area located on a total lot size of approximately 22,499 square feet, APNs: 5426-005-002, 5426-005-003, 5426-005-004 and 5426-005-005. Refer to Exhibit A for legal property descriptions.

The Subject Site is located within a mixed commercial and residential area in the City of Los Angeles, on the north side of Sunset Boulevard between Descanso Drive and Micheltorena Street. The subject property site map is shown in Figure 2. The Subject Site building was constructed in 1951, and is currently operated as an automotive collision repair and body shop facility. The exterior of the building area is visibly in fair condition with no visible damage from wear, and no recent building upgrades or renovations. The current automotive collision repair and body work operations include the use of two (2) paint spray booths, paint mixing and parts washing stations, hydraulic lifts, one (1) 3-stage clarifier with floor drain, and drum storage. These operations include the use and storage of hazardous materials, which is a considered Recognized Environmental Condition (REC) and requires further investigation at this time.

The Site building structure was originally operated by Metropolitan Chevrolet Dealership from about 1951 through about 1973. Reportedly, the Metropolitan Chevrolet Dealership was closed in 1973 and operated two (2) underground storage tanks that included one (1) 1,100 gallon waste oil storage tank and one (1) 1,100 gasoline fuel tank and dispensing system. These UST tanks were reportedly closed and abandoned in-place in 1973 although no records were found in the Phase I ESA file review on the UST closure or site conditions at the time of closure. These UST tanks are currently under investigation by the Property Owner and the Los Angeles Fire Department CUPA requires these tanks to be removed and properly closed at this time. The Subject Site was subsequently operated as an auto body repair shop tenants from the 1990s by the past tenant, All Magic Paint & Body Shop in early 2000 through about 2010.

Therefore, the Subject Site has historically been operated as an automotive body paint and repair facility by various automotive body work facilities throughout the history of the Subject Site, from about 1973 through the present time and was involved in the storage and use of hazardous materials for automotive service related activities since about 1951. Refer to Section 2.0 of this report, and Exhibit B for City Directory Report.

## 1.2 Phase I Environmental Site Assessment Methods

The Client has requested this Phase I Environmental Site Assessment for a real estate transaction purposes. The purpose of the Phase I ESA report is to identify all known and suspected Recognized Environmental Conditions (RECs) in connection with subject property. A REC is defined as the presence, or likely presence, of any hazardous or California regulated substances to include petroleum products in, on, or present at the subject property due to past or present releases into the structures on the property or into the ground, groundwater, or surface water associated with the property under conditions indicative of a past or current unauthorized release to the environment or pose a material threat of a future release to the environment. Hazardous material releases that do not present a material risk to the public or the environment and generally would not be subject to regulatory enforcement or are identified as *de minmis conditions* and not classified as a REC, requiring intrusive further investigation.

The E-1527-13 ASTM Standard has developed various categories of Recognized Environmental Conditions (RECs) in connection with the subject property environmental assessment to include: a) Controlled Recognized Environmental Conditions (CRECs) and b) Historical Recognized Environmental Conditions (HRECs) as well as c) Vapor Intrusion Conditions (VICs) and Vapor Encroachment Conditions (VECs) (ASTM E-2600-08).

a) Controlled Recognized Environmental Conditions (CRECs) is a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority which may have allowed hazardous substances to remain in place subject to the implementation of required institutional or engineering controls or restricted use (NFA with conditions, low-threat site closure, or risk based closures)

b) Historical Recognized Environmental Conditions (HRECs) is a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority without subjecting the property to any controls or limitations or restrictions. (NFA with no conditions, change in regulatory criteria or sampling methods or analysis)

c) Vapor Intrusion Conditions (VICs) and/or Vapor Encroachment Conditions (VECs) is a REC resulting from the presence or likely presence of any chemicals of concern (COCs) in the indoor air environment of an existing or planned building stricture on a property caused by the release of volatile organic compound (VOCs) vapors from contaminated soil or groundwater either on the property (VICs) or within close proximity to the property (VECs), at concentrations that present or may present an unacceptable health risk to the occupants or tenants

### 1.3 Phase I Environmental Site Assessment Purpose

Under the federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA, or "Superfund"), owners of property where hazardous substances have been released, including deposited or disposed of, are strictly liable for the costs of response and cleanup. This liability generally extends to landowners who have or received title after the release has occurred, unless the landowner can demonstrate that at the time of acquisition or leasing, he had no knowledge or reason to know of the release or disposal.

Such an "innocent landowner" or "innocent purchaser" must meet certain statutory requirements and bears the burden of proof in establishing this defense. Specifically, the landowner must demonstrate that prior to the sale or acquisition or leasing, he undertook "all appropriate inquiry into the previous ownership and uses of the property consistent with good industrial customary practice in effort to minimize liability".[1] As a result of this potential contingent liability, essentially all non-residential real estate transactions now include a Phase I Environmental Site Assessment and a Phase II Environmental Site Assessment, as needed to complete the environmental site assessment evaluation.

The American Society for Testing and Materials (ASTM) has published a standard defining recommended elements to be included in a Phase I assessment. No legal standard currently exist, however, defining a site assessment. According to the ASTM standard[2], the goal of the Phase I ESA is to identify recognized site environmental conditions which may suggest or indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws.[3]

The purpose of a Phase I ESA is to assist the owner, purchaser or lender qualify for the innocent landowner defense by providing reliable, early information on the environmental condition of the property and the possible need for additional evaluations and investigations, referred to as a Phase II. For reference purposes, Phase I involves non intrusive investigation methods which are designed to identify the most common contamination sources and conditions while the Phase II is designed to verify the presence, or absence of the contamination and characterize the nature and extent of the contamination using the Phase I findings. Phase III covers the actual site mitigation and/or remediation (cleanup) based on the information derived in the Phase II investigation.

A Phase I ESA entails non intrusive research to identify areas of potentially significant liability for the current or prospective owner or operator. The conditions identified in the Phase I which suggest possible onsite contamination are described in the Phase I ESA report and the client is notified that further investigations may be warranted to confirm the existence, or absence, of the suspected contamination. Therefore, one of the primary purposes of the Phase I ESA is to evaluate the need for more intrusive Phase II investigations.

The Phase I findings and recommendations reflect the professional judgments made by the assessment team based on observations of the site and a thorough review of available agency and other historical records. The Phase I Environmental Site Assessment conducted at this property has been performed to meet the ASTM 1527-13 standard.

### 1.4 Phase I Environmental Site Assessment Major Elements

**Phase I ESA Record Research** - A Phase I Environmental Site Assessment is comprised of five (5) primary elements: (1) review of available government records and associated databases for evidence of possible environmental contamination; (2) site reconnaissance through a site walk of the property; (3) limited interview with current owners and/or occupants of the property as well as with various appropriate local government agency representatives; (4) review of available historical tenant and aerial maps to define past uses of the site; and (5) an evaluation of the evidence obtained during the site assessment.

A review of the available records was conducted using government databases by Environmental Data Resource, Inc. (EDR) radius maps, historical tenant survey, the Regional water Quality Control Board files, South Coast Air Quality Management District files, and Department of Toxic Substances Control files.

### 1.5 Special Terms and Conditions

The lead and asbestos containing material(s) conditions of the properties were limited to general observations of exposed surface interior and exterior conditions and is not considered in this Phase I ESA as LBP or ACM surveys. The ages and conditions of the buildings, however, would suggest the paint surfaces may contain lead based paint (LBP). Asbestos containing materials (ACM) in the ceiling and floor tiles and other materials may be suspected because of the age of the structures. Any planned major building repair or demo in the future should involve a full LBP and ACM surveys.

### 1.6 Environmental Site Assessment Limitations and Exceptions

Consistent with customary Phase I practice and the ASTM 2013 standard, the subject property environmental assessment included a preliminary site walk inspection, but the potential presence of lead or contamination in the groundwater, nor was the quality of the property's drinking water evaluated in this Phase I environmental site assessment. No land survey of the property was made by ENCON or environmental liens or restriction were researched or presented in this Phase I ESA. Any statement of dimensions, capacities, quantities or distances should be considered as approximate in this assessment and the report.

ENCON assumed that there are no hidden, or latent environmental conditions or defects in or of the property, subsoil, structures, other than those noted herein. No responsibility for such conditions or for their repair is assumed by ENCON. In addition, information, estimates, and opinion furnished to ENCON and contained in this report were assumed to be provided from reliable sources believed to be true and correct. Therefore, ENCON assumes no further responsibility for the accuracy of this information since no independent investigation was conducted to substantiate this information.

A Phase I Environmental Site Assessment is not an audit. Although such a compliance audit may sometimes be useful in connection with step-out/step-in or acquisition of a commercial or industrial property, an audit involves an extensive review and scrutiny or current and past records as well as a more expanded agency review effort.

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[1] 42USC9601(35)(B)

[2] ASTM E-1527-13, page 1

[3] op cit., p.6

## 2.0 EXISITING SITE DESCRIPTION

### 2.1 Legal Site Descriptions

The Subject Site is comprised of four (4) parcels totaling approximately 13,350 square feet of building area located on a total lot size of approximately 22,499 square feet, APNs: 5426-005-002, 5426-005-003, 5426-005-004 and 5426-005-005. Refer to Exhibit A for legal property descriptions.

The Subject Site is located within a mixed commercial and residential area in the City of Los Angeles, on the north site of Sunset Boulevard between Descanso Drive and Micheltorena Street. The subject property site map is shown in Figure 2. The Subject Site building was constructed in 1951 and is currently operated as an automotive collision repair and body shop facility. The exterior of the building area is visibly in fair condition with no visible damage from wear, and no recent building upgrades or renovations. The current automotive collision repair and body work operations include the use of two (2) paint spray booths, paint mixing and parts washing stations, hydraulic lifts, one (1) 3-stage clarifier with floor drain, and drum storage. These operations include the use and storage of hazardous materials, which is a considered Recognized Environmental Condition (REC) and requires further investigation at this time.

### 2.2 Subject Site Historical Usage

Based on the EDR City Directory Historical Tenant Report Survey, the Subject Site was reported to operate in the following manner. Refer to Exhibit B for Historical Tenant Reports.

| Year | Tenant | Source |
|---|---|---|
| 2018 | Sunset Body Works | ENCON Inspection |
| 2014 | First Class Auto Craft | EDR Digital Archive |
| | LEJ, LLC | EDR Digital Archive |
| | First Class Auto Craft | EDR Digital Archive |
| 2010 | All Magic Paint & Body, Inc. | EDR Digital Archive |
| | LEJ, LLC | EDR Digital Archive |
| 2006 | All Magic Paint | Haines Company, Inc. |
| 2000 | M & K Body Shop | Haines & Company |
| 1990 | M & K Body Shop | Pacific Bell |
| 1986 | M & K Body Shop | Pacific Bell |
| 1981 | M & K Body Shop | Pacific Telephone |
| 1976 | M & K Body Shop | Pacific Telephone |
| 1973 | Reported UST Tanks Closure | LA City Fire Department |
| 1971 | Metropolitan Chevrolet Co. | Pacific Telephone |
| 1951 | Sunset Blvd Metropolitan Chevrolet | Pacific Telephone & Telegraph |

### 2.3 Site Plan

A site plan of the present general layout of the Subject Site structures is shown in Figure 2.

## 3.0 ENVIRONMENTAL SETTING

### 3.1 Physiography

The Subject Site is located near the southern flank of the Santa Monica Mountains, on the Hollywood Piedmont Slope. The Santa Monica Mountains are part of the Transverse Range Geomorphic Province of California, and extend westward from the Elysian Hills in Los Angeles to San MiguelIsl and offshore from Ventura (Norris and Webb, 1976). The Elysian Hills are primarily marine in origin and include massive slates, conglomerates, sandstones, and deep-water shales and turbidite deposits (deep-water debris flows).

The Site is situated within the Hollywood GroundwaterBasin, which extends southward towards the La Brea High, a subsurface structural feature beneath the La Brea Plain. The Basin's western and eastern boundaries are the Inglewood fault and the Elysian Hills; respectively The Hollywood Basin is comprised of approximately 650 feet of sediments containing known aquifers and includes Recent Alluvium, and the Lakewood and San Pedro Formations of Pleistocene Age. Below 650 feet below ground surface (bgs), basement rocks of Pliocene to Miocene age are present.

The soils in the vicinity of the Subject Site are mapped as Recent Alluvium (Qal) with limited sandstone bedrock exposures in outcrops and road cuts. The Qal consists of approximately five to 35 feet of fine-grained sediments infilling former drainages near the base of the Elysian Hills. Semi-perched aquifers have been documented within the Qal; however, they have not been differentiated or named. Beneath the Qal, the Lakewood Formation extends over the entire Hollywood Basin and outcrops in the southern half south of the La Brea High and outcrops on the eastern border of the basin along the base of the Elysian Hills. The Lakewood Formation includes the Bellflower Aquiclude and the Exposition and Gage Aquifers.

### 3.2 Site Geology

The soils encountered in the vicinity of the Subject Site, along Sunset Boulevard, consist of fine grained, high plasticity, low permeability clays and silts ranging in thickness from 20 to 30 feet overlying highly weathered and weathered sandstone of the Lakewood Formation. The top five feet (7 feet to 12 feet bgs) of bedrock is highly weathered and loosely cemented, while the bedrock below 12 feet bgs grades to slightly weathered and well cemented sandstone bedrock.

Sunset Boulevard loses elevation to the west and is bounded by hills to the north and south. This topography suggests that Sunset Boulevard follows a former drainage channel which has been filled with clay and silt alluvium, and the groundwater exiting the site joins groundwater flowing to the west in the coarser grained sedimentary layers of the in filled channel.

## 4.0 INFORMATION FROM SITE RECONNAISSANCE

### 4.1 General Site Walk Description

A site walk was conducted by G. Joseph Scatoloni, REA II and Senior Environmental Engineer, on June 30, 2018. The property was made available by the current tenant, and the Project Client. See Attachment A for photos taken during site walk.

### 4.2 Environmental Field Reconnaissance

| | |
|---|---|
| Property Address: | 3209-3227 Sunset Boulevard |
| City: | Los Angeles |
| County: | Los Angeles |
| State: | California 90026 |
| Prepared for: | Potential Buyer (RYDA, LLC) |

| | | |
|---|---|---|
| Property Is: | ____ vacant land, | ____ vacant property, |
| | _x_ improved, | _x_ occupied |
| Type Is: | ____ Residential, | _x_ Commercial, |
| | ___ Industrial (light), | |

**GENERAL FIELD OBSERVATIONS**

Were there any physical signs of the following observed on the subject property?

Use: yes, no or none, unknown (UK).

Yes Underground Storage Tanks?

Based on ENCON's site inspection, there is evidence of two (2) underground storage tanks (USTs) at the Subject Site. One (1) of the USTs is reportedly a waste oil tank, and one (1) UST is reportedly a gasoline tank. The exact condition and status of the USTs are unknown although the LA City Fire Inspector reported that the tanks were abandoned in 1973 and both the waste oil and gasoline UST tanks were 1,100 gallon. Also, the waste oil UST tank was filled with waste oil material.

Yes Evidence of former USTs?

There were two direct buried UST tank fill ports located on the south portion of the Subject Property that are indicative of the presence of underground storage tanks.

No Above Ground Tanks?

**Yes** Vent Pipes?

There were two UST vent pipes attached to the main building on the south portion of the Subject Property that are further indicative of the presence of underground storage tanks.

**Yes** Fill Ports?

There were two direct buried UST tank fill ports located on the south portion of the Subject Property that are indicative of the presence of underground storage tanks.

None Water Wells, Monitoring Wells, or Borings?

**Yes** 55-Gallon Drums containing hazardous materials?

Based on ENCON's site inspection, waste oil and chemical storage 55-gallon drums were observed in the waste oil drum storage on the south portion of property, outside the main building entrance area at the Subject Site. Waste material 55-gallon drums were observed in the vicinity of the spray booths and the parts paint spray room on the north side of the main building.

**Yes** Chemical Containers?

Numerous paint and solvent containers were observed in the vicinity of the spray booths and the parts paint spray room on the north side of the main building

**Yes** Paint Spray Booths or Painting Enclosures

ENCON noted two (2) operating paint spray booths at the Subject Site.

No Open Trash?
No Discarded Batteries?

**Yes** 3-Stage Clarifier?

ENCON noted one (1) 3-stage clarifier, just outside the paint spray booth area and paint parts washing stations at the Subject Site. The clarifier appeared to be used for collection of floor maintenance and cleaning liquids, parts washing and paint spray rinse water from the spray paint materials.

No Septic Tank?
No Streams, Lakes or Ponds?
No Pits, Ponds or Lagoons for Waste Treatment or Storage
No Oil Stained Soil, Concrete, or Drains?
No Chemically Etched and Damaged Concrete?
No Surface Conditions, Asphalt or Concrete

**Yes** Chemical Odors Detected?

Paint spray odors were present at mild levels in the main building in the vicinity of the spray booths, paint mixing stations, and auto body parts paint spray room on the north side of the main building

No Vegetation Damage, Showing Distressed or Dying Vegetation?
No Oily Sheen on Water in Sumps,
No Uneven Settling or Unexplainable Grade Changes?
No Abandoned Pits, Ponds, or Lagoons?
No Old Electric Transformers, Electric Devices, Light Ballasts or Hydraulic fixtures
None Pesticide or Herbicide Containers or any noticeable pesticide odors?

**Yes** Suspected Lead Paint Hazard (LBP)

Age of the building materials (1951) suggests the presence of LBP

**Yes** Suspected Asbestos Containing Material (ACM)

Age of the building materials (1951) suggests the presence of ACM.

None Visual Signs of Mold and/or Water Damage
NA Radon Screening Been Conducted?

## NEIGHBORING ADJACENT PROPERTIES

No Any evidence of neighboring adjacent properties engaged in storing, transporting or producing waste, chemicals or hazardous materials?

No Any activities of adjacent properties may pose potential environmental risks to the subject property?

No Adjoining or close proximity neighboring properties used as a gasoline station, motor repair, commercial printing, dry cleaner, photo developing lab or landfill?

## 5.0 HISTORICAL SITE RESEARCH AND USAGE

### 5.1 Historical Site Usage Overview

The State and local CUPA regulatory agency files were reviewed for the subject site from the South Coast Air Quality Management District (SCAQMD), the Department of Toxic Substances Control (DTSC), State Regional Water Quality Control Board (Regional Board), Los Angeles Department of Building and Safety (LA DBS), and Los Angeles Department of Public Works (LA DPW). Refer to Exhibit D for additional detail information.

In addition, public record reports and documents were requested from EDR included: Sanborn Maps and Aerial Photos for review by ENCON. These files and documents are presented in the following sections. Refer to Exhibit C for additional detail information.

### 5.2 South Coast Air Quality Management District Permit File Review

Permit files were reviewed for the Subject Site through South Coast Air Quality Management District (SCAQMD) Facility Information Detail (FIND) database. There following air emission related permits were identified for the Subject Site address 3225 Sunset Boulevard:

1) **Sunset Body Works** – This facility is listed as active through SCAQMD although no equipment is listed, and there are no notices of violation (NOV) or notices to comply (NC) on file. However, during ENCON's site inspection of the Subject Site, ENCON noted two (2) paint spray booths at the Subject Site. Refer to Attachment A for site photos.
2) **All Magic Paint & Body, Inc.** – This facility is listed as sold through SCAQMD. In 2004 and 2005, this facility had permits to operate a spray booth and solvents as part of their operation. The permit details one (1) of the spray booths as an automotive type, 14 feet by 30 feet by 10.5 feet, with five (5) exhaust filters, one (1) natural gas heater, and one (1) 10 horsepower (HP) exhaust fan. The second spray booth is detailed as 14 feet by 28 feet by 9 feet 6 inches, with a natural gas heater, eighteen (18) exhaust filters, and one (1) 3 HP exhaust fan.
3) **Elite Body Shop, Inc.** – This facility is listed as active, although the permit on file is listed as inactive. In 2002, this facility had a permit to operate a spray booth with solvents as part of their operation. The permit details the spray booth as 14 feet by 9 feet 6 inches by 9 feet 6 inches with eighteen (18) exhaust filters, a natural gas fired heater and one (1) 3 HP exhaust fan.

   In addition, this facility was issued one (1) notice of violation (NOV) and two (2) notices to comply (NC). The NOV was issued in March 2003 for an expired permit, and the NC's were issued in March 2002 and March 2003 for a change in ownership and posting the permit to operate at the facility, respectively. All of the notices were corrected with SCAQMD.

4) **First Class Auto Craft** – This facility is listed as sold. In 2008 through 2010, the facility had three (3) permits to operate a spray booth with solvents as part of their operation. The permit issued in February 2008 details the use of a 14 foot by 30 foot by 10 foot five inch spray booth with five (5) exhaust filters, a natural gas heater and one (1) 10 HP exhaust fan. In February 2010, two (2) permits to operate spray booths were issued with the following specifications: one (1) automotive type spray booth at 17 feet 9 inches by 27 feet four inches by 11 feet with a natural gas heater, four (4) exhaust filters and one (1) 10 HP exhaust fan and one (1) spray booth at 14 feet by 30 feet, by 10 feet 5 inches with a natural gas heater, five (5) exhaust filters and one (1) 10 HP exhaust fan.

   In addition, this facility was issued one (1) notice to comply (NC) in May 2001. The NC was issued for maintaining daily gas usage reports. The notice was corrected with SCAQMD.

These spray booth operations include the use and storage of potentially hazardous materials including general waste oils, auto parts cleanings solvents and spent solvents, chemical wastes and volatile organic compounds from the spray auto paint booth chemical usages. These on-going operations performed at the Subject Site are considered a Recognized Environmental Condition (REC), requiring further investigation at this time. Refer to Exhibit D for SCAQMD permit records.

### 5.3 Department of Toxic Substances Control Hazardous Waste Disposal

The historical hazardous waste disposal records were requested from the State of California EPA Department of Toxic Substances Control (DTSC) for the Subject Site. Hazardous waste disposal records were found for the subject property address 3225 Sunset Boulevard. See below for descriptions of the DTSC waste profiles and Exhibit D for records.

1) **LEJ LLC doing business as First Class Auto Craft** – This profile is listed as inactive, however, between 2008 and 2016, this facility disposed of varying quantities of hazardous waste, including unspecified solvents, waste oil and mixed oil, and other organic solids.
2) **LEJ LLC doing business as Sunset Auto Crafters** – This facility is listed as inactive. There are no records of hazardous wastes disposed from this facility.
3) **M & K Body Shop** – This profile is listed as inactive, however, between 1993 and 2007, this facility disposed of varying quantities of hazardous waste, including unspecified solvent mixtures and unspecified organic liquid mixtures.
4) **All Magic Paint & Body** – This profile is listed as inactive, however, in 2006, this facility disposed of approximately 0.198 tons of unspecified solvent mixtures.
5) **LETR, Inc. doing business as Sunset Body Works** – This facility is listed as active and has two (2) DTSC profiles. In 2017, the facility disposed of approximately 0.306 tons of unspecified solvent waste.

These hazardous waste disposal records confirm the use and storage of hazardous materials including general waste oils, auto parts cleanings solvents and spent solvents, chemical wastes and volatile organic compounds from the spray auto paint booth chemical usages. These on-going operations performed at the Subject Site are considered a Recognized Environmental Condition (REC), requiring further investigation at this time. Refer to Exhibit D for SCAQMD permit records.

### 5.4 CalEPA Geotracker and DTSC Envirostor File Review

The Subject Site property was not reported on any State regulatory list as a Leaking Underground Storage Tank (LUST), permitted UST facility, or DTSC Cleanup site on Geotracker or Envirostor public files.

### 5.5 Los Angeles County Department of Building and Safety

The building and permit records were requested from the Los Angeles County Department of Building and Safety (LA DBS) for the Subject Site. See below for descriptions of permits and Exhibit D for records.

1) In the 1950s, the Subject Site was operated as a used car lot for Metropolitan Chevrolet Company.
2) In 1952, Metropolitan Chevrolet submitted an application to construct a retaining wall to the existing apartment building and commercial store at the Subject Site.
3) In 1972, an application was submitted by the property owner, Jack Bloomrust. Based on the permit, the owner was proposing sand-blasting the interior of the building area.
4) In 1983, the building is detailed as a retail store and the application was to re-roof the building area.

### 5.6 Los Angeles County Department of Public Works

The underground storage tank (UST) records were requested from the Los Angeles County Department of Public Works (LA DPW) for the Subject Site. No records were available from LA DPW for the Subject Site property.

### 5.4 Certified Sanborn Map Report Summary

A Certified Sanborn Map Report was prepared on July 9, 2018 by EDR. The Sanborn Library was searched by EDR covering the Subject Site and neighboring properties. Maps were identified for 1919, 1950, 1953, 1957, 1960, 1961, 1966, 1968, 1969 and 1970. The available maps are summarized below and provided in Exhibit C for reference.

1919 – The Subject Site is shown as vacant land, with no details available.

1950 – The Subject Site is vacant land. The adjacent properties are listed as a restaurant, an office, and residential.

1953 to 1970 – The Subject Site is listed as auto sales and auto service.

### 5.5 Historical Aerial Map Report

The EDR Historical Aerial Photo Package is a screening tool designed to assist the environmental professional in evaluating the targeted and neighboring properties over the period of 1923 through 2016. Refer to Exhibit C for aerial photos for 1923, 1928, 1938, 1948, 1952, 1964, 1977, 1979, 1981, 1989, 1994, 2002, 2005, 2009, 2012 and 2016. The following observations were made from the aerial photos:

1923 to 1928 – The Subject Site appears to be vacant land. The surrounding properties are vacant or residential in nature.

1938 – The Subject Site shows signs of development. The surrounding properties appear to have been developed to mostly residential in nature.

1948 – The Subject Site is vacant land. The surrounding properties appear to be residential and commercial in nature.

1952 – The Subject Site has been developed, most likely to the auto sales and service operation noted in the Sanborn Map ® records above. The surrounding properties remain commercial and residential in nature.

1964 to 2016 – The Subject Site building area remains about the same, and is similar to the building structures currently located at the Site. The surrounding areas remain commercial and residential in nature.

## 6.0 INTERVIEWS

At the time of the site inspection, the Subject Property tenant would not participate in the interview and did not offer any environmental information about the property history or uses.

## 7.0 REGULATORY GOVERNMENT AGENCY RESEARCH

### 7.1 Database Information Research Method and Approach

ENCON contracted with Environmental Data Resources (EDR) to review databases maintained by the federal, state, and local regulatory agencies for the Subject Site located at 3209-3227 Sunset Boulevard in Los Angeles, California. This review was designed to identify facilities and properties recently or currently under investigation for environmental contamination within a specific radius of the subject site. Additionally, this search noted any reported hazardous waste sites, landfills, Superfund sites, or businesses generating or treating hazardous wastes within the radius area. Finally, records of spills and other types of releases of hazardous materials were reviewed for properties within a smaller radius. Refer to Exhibit E for government file research reports.

ENCON does not assert to the completeness or accuracy of the database report. ENCON's review is therefore only as current and accurate as that provided in the database report and this may not cover all known or potential hazardous waste or contaminated sites. Further, there may be errors in the data base information reported for a site resulting from a number of different operations involved in processing the search. These errors could result in a site being included in the database due to a similar street name as a street within the search radius, when in fact the site is outside the search distance for the report. Additionally, a site within the search area may be omitted resulting from errors in the data entry phase of the search process. While ENCON does periodically spot check review the database reports against other available information from other agencies and field inspections to improve quality assurance and control, the accuracy and completeness of each report can not be guaranteed by ENCON.

Therefore, the following information is a tabulation and interpretation of this provided in data, based on a careful evaluation of the database reports, maps, knowledge of the area and region, and professional judgment about the potential environmental conditions. A complete copy of the regulatory agency database search report is provided in this report, refer to Exhibit E. The site information map, contained in the database report, illustrates the location of the Subject Site relative to the listed properties that are discussed and reviewed in the following section.

In each case, the radius distance from the subject site was chosen on the basis of the potential hazard that identified neighboring properties could pose to the subject property, the type of information provided, and the extent of overlap with other, more extensive databases. The resulting database search provided information that meets or exceeds the ASTM requirements. The data of the most recent update for each database is noted parenthetically below, following a description of the database. The name, address, status, and distance from the subject site for each site identified by the database are also given.

This information is presented to aid in the assessment of potential impact to the subject site from groundwater contamination. This groundwater information is based on the best available hydrogeology data and that the direction of groundwater flow in the shallow aquifer generally follows the topography in the general area.

The results are organized by listings cited that were identified on a particular database. Since some of the sites appear on more than one database, these sites may be listed more than once. A summary of the environmental conditions of these sites are described below and in the following manner; according to closest proximity to the subject site and the topographic gradient (upgradient, cross-gradient, and down-gradient). The Subject Site is summarized initially followed by the adjacent sites. The database detailed information is provided in Exhibit E and specific page number is noted in the following summary sheets for reference purposes.

### 7.2 Subject Site Findings

The government record review for the Subject Site confirmed that the site was listed on government environmental databases associated with reported hazardous chemical material or waste uses or releases to the environment or regulatory corrective actions, specifically at 3225 Sunset Boulevard. This site address is listed on the government files as a Haznet site, an EMI site, and a FINDS site. EDR describes Haznet sites as facilities where data has been extracted from copies of copies of hazardous waste manifests received each year by DTSC confirming that hazardous materials were used and generated on the Subject Site. EMI sites are described as facilities with Emissions Inventory Data usually associated with the use of volatile organic compounds (VOCs) and paint spraying operations, and FINDS sites are described as Facility Index System, which contains facilities updated by the Environmental Protection Agency (EPA). Refer to Exhibit E for the EDR Radius Map Report. The government records did not show the Subject Site as a UST site although the Site was confirmed to contain two (2) abandoned in-place two 1,100 gallon UST tanks at this time.

Therefore, the government records suggest that the Subject Site historical chemical uses at 3225 Sunset Boulevard may have adversely affected the Subject Site and caused contingent environmental conditions at this time from the past automotive repair and body work operations performed at the Subject Site. These automotive repair activities are of environmental concern since these type operations historically stored, used, and generated hazardous automotive chemical materials and wastes, specifically automotive fuel and motor oil products, motor oil wastes, and spent volatile organic compounds solutions in parts washing and spray painting activities.

### 7.3 Adjacent and Neighboring Properties Summary

Based on a review of the EDR Radius Map for potential environmental risk sites within 1/8 mile of the Subject Site, there are eleven (11) neighboring facilities listed with regulatory cleanup actions resulting from unauthorized releases of hazardous materials that may pose a risk to the subject property. The list includes, but is not limited to, historical dry cleaner facilities, small quantity generators, Leaking Underground Storage Tank (LUST) sites, and historical automotive facilities. Based on the list of neighboring sites, none of the operations are located adjacent to the Subject Site, which limits the potential off-site threat to the subject property. Refer to Exhibit E for Radius Map Report.

Therefore, it is ENCON's professional opinion that these operations within 1/8 of a mile of the subject property, do not pose a potential off-site encroachment concern to the subject site, and does not require further investigation at this time.

## 8.0 CONCLUSIONS AND RECOMMENDATIONS

In conducting the Phase I ESA, ENCON completed the review of local and regional government environmental records, historical tenant survey, site reconnaissance by an environmental professional, and an evaluation of the evidence collected during the site assessment. ENCON performed this Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 at 3209-3227 Sunset Boulevard in Los Angeles, California. Any exceptions to or deletions from this practice are described in this Phase I ESA Report.

Based on the Phase I ESA file review and field inspections, the following Recognized Environmental Concerns (RECs) and potential areas of environmental concern (AOC) were identified at the Subject Site:

1) REC#01 – Locations of two (2) abandoned UST waste oil and fuel tanks,
2) REC#02 – Locations of operating hydraulic lifts,
3) REC#03 – Waste oil drum storage area,
4) REC#04 – Automotive service chemical and paint-solvent storage work stations,
5) REC#05 – 3-stage waste water treatment clarifier and receptor discharge line,
6) REC#06 – General use and storage of parts washing spent solvent stations, and
7) REC#07 – Two operating spray booths and one (1) paint spray room.

These types of automotive repair operations generate hazardous automotive and hydraulic oils waste streams and spent solvent solutions which can pose a potential risk to the environmental from unauthorized spills and leaks over the past 67 years of automotive service and body repair work. Refer to Exhibit D for hazardous waste disposal records.

These current and historical automotive repair, service, auto body work and painting operations typically involve the use and storage of hazardous materials, and are considered a Recognized Environmental Concerns (RECs) since these types of operations typically store, use and generate hazardous automotive chemical materials and wastes, specifically automotive fuel and motor oil products, motor oil wastes, auto spent volatile organic compounds (VOC) solutions in parts washing activities, and VOC paint solvents. In addition, the presence of the two (2) abandoned UST tanks, reportedly abandoned in-place in 1973, are not in compliance with current State UST tank closure regulations. The Los Angeles City Fire Department (CUPA) will require these tanks to be removed and properly closed in the near future.

Based on ENCON's Phase I ESA findings and recommendations and the seven (7) identified RECs, a Phase II ESA subsurface soil and soil gas investigation is recommended to confirm the presence, or absence, of chemical releases that may have adversely affected the Subject Site from these targeted Recognized Environmental Conditions, RECs, identified at the Subject Site. The proposed Phase II ESA Investigation should address both the threat to State groundwater and the vapor intrusion threat to the workers and public since the Subject Site has been involved with volatile organic automotive chemicals and petroleum hydrocarbons in the waste oil and gasoline hydrocarbon ranges.

Based on the presence of two old UST tanks onsite (one (1) 1,100 gallon waste oil tank and one (1) 1,100 gallon former gasoline fuel tank) that were reportedly abandoned in-place in 1973 by the Los Angeles City Fire Department Inspector and confirmed by both the Department and ENCON Field Inspection Staff., these abandon UST tanks were not properly closed in accordance with State UST Closure Guidelines and are environmental conditions of concern, RECs. Therefore, these UST tank sites on the Subject Property are currently "out of compliance" with the State of California UST Programs and will have to be properly permitted and closed under the direction of the Los Angeles City Fire Department, Environmental Programs, as soon as possible in the near future and prior to the completion of the pending real estate transaction. In addition, it may be warranted to conduct a pre-pull subsurface investigation of the UST tank sites that will provide to the transaction parties preliminary information on whether the use of these tanks have adversely affected the Subject Site and pose a contingent environmental liability at this time.

The lead and asbestos containing material(s) conditions of the properties were limited to general observations of exposed surface interior and exterior conditions and is not considered in this Phase I ESA as LBP or ACM surveys. The ages and conditions of the buildings, however, would suggest the paint surfaces may contain lead-based paint (LBP). Asbestos containing materials (ACM) in the ceiling and floor tiles and other materials may be suspected because of the age of the structures. Any planned major building repair or demo in the future should involve a full LBP and ACM surveys.

## 9.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

Mr. G. Joseph Scatoloni, REA II & Senior Environmental Manager, performed the Phase I Environmental Site Assessment. Mr. Scatoloni has over 24 years background and experience in environmental site assessment and compliance commercial and industrial projects, including environmental CalEPA and ASTM regulations, regulatory review, investigations, and remediation, and site compliance audits. He is a Registered Environmental Assessor II, REA 20150, by the Environmental Assessment Association, Sacramento, California as well as a Registered Environmental Property Assessor and Registered Environmental Professional, REPA 783394.

The ENCON REA Team is comprised of environmental experts in understanding and applying the federal, state, and local regulatory guidelines in California and other western states to commercial and industrial site financial and real estate transactions for both financial institutions and private transactions. The ENCON REA Team is comprised of G. Joseph Scatoloni, Environmental Professional, and environmental research assistant, Elizabeth Bartley. All of the project management was conducted by Mr. Scatoloni.

The ENCON REA Team has managed and participated in numerous projects requiring specific knowledge and interpretation of hazardous waste and chemical material management, chemical process engineering, regulatory compliance, permitting, subsurface soil and groundwater investigation, and remedial actions as well as health and safety codes. Mr. Scatoloni has experience as an environmental compliance evaluator, performing facility industrial and commercial site environmental assessments and audits.

The ENCON REA Team has performed Phase I Environmental Site Assessments for USEPA, CalEPA reporting, waste treatment permitting, EPA Wells Investigation Program, property transfer, site and service station closures, underground storage tank removals, client due diligence, and beneficial use of property.

Prepared by:

ENCON Technologies Inc.
Environmental & Engineering Services

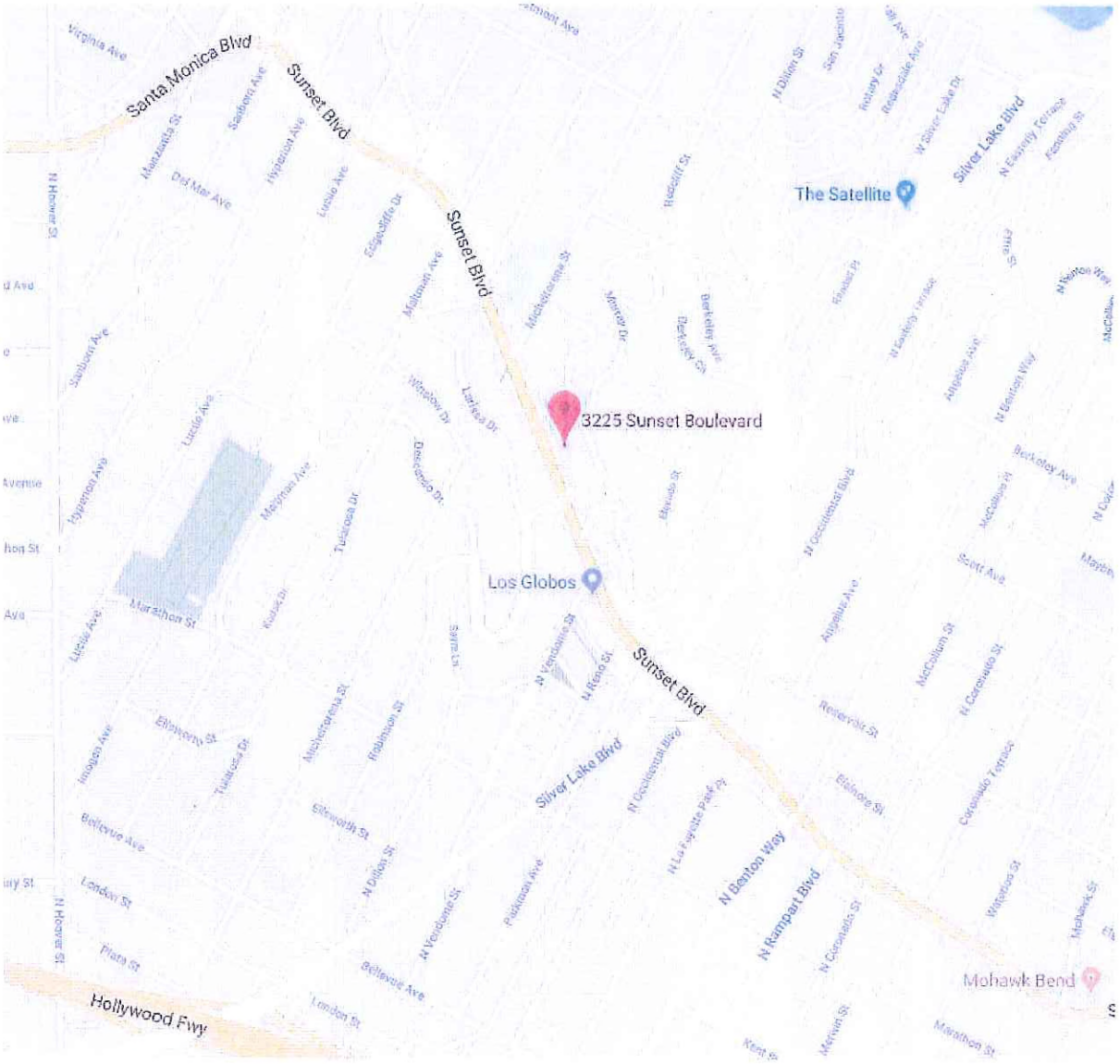
G. Joseph Scatoloni, REPA/REP #783394
ENCON Registered Environmental Professional




Elizabeth Bartley, Phase I Tech Staff
ENCON REA Technical Assistant

**FIGURES:**


| | |
|---|---|
| Figure 1 | Site Vicinity Map |
| Figure 2 | Site Property Area Map |




| | | |
|---|---|---|
| **ENCON**<br>**Technologies, Inc.**<br>*12145 Mora Drive, Suite 7*<br>*Santa Fe Springs, CA 90670* | ***Site Vicinity Map***<br>***3209-3227 Sunset Boulevard***<br>***Los Angeles, California 90026*** | **LEGEND**<br>Subject Site Boundary Lines<br>North<br>*Scale: NA*<br>**October 29, 2018**<br>**FIGURE 1** |

RESIDENTIAL

RESIDENTIAL

RESIDENTIAL

RESIDENTIAL

CAFE

AUTO REPAIR SHOP

AUTO STORAGE

3209 SUNSET

PARKING

RESTAURANT

TAYLOR/ALTERATION SHOP

SUNSET BLVD

SUNSET BLVD

SUNSET BLVD

SUNSET BLVD

DESCANSO DR

DESCANSO DR

AUTO REPAIR

FURNITURE STORE

RETAIL SHOP/RESTUARANTS

LEGEND

PLANTER AREA

FENCE/GATE

PROPERTY LINE

1 SITE PLAN
SCALE: 1"=25'-0"

0' 25' 50'
APPROXIMATE SCALE (11 X 17)

ENCON TECHNOLOGIES INC.
12145 MORA DR. #7
SANTA FE SPRINGS, CA

CONTR. 748576 A.Haz Exp: 4/30/20
DRAWN BY: DANIEL AYALA
DATE: 7/09/2018
SCALE: PER PLAN

3209 SUNSET BLVD
LOS ANGELES, CA 90026

DRAWING: SITE PLAN

SHEET: FIG.2

**ATTACHMENTS:**

Attachment A Site Photos




Photo #1: Exterior of Subject Site building area.




Photo #4: Entrance to body work area at Subject Site.




Photo #2: Entrance to yard area at Subject Site.



Photo #5: Office area at Subject Site.




Photo #3: Vehicle storage at Subject Site.

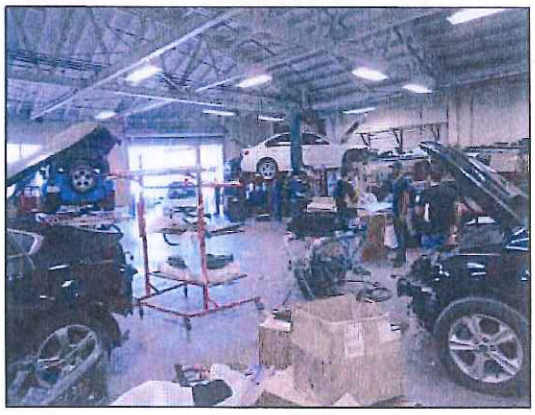


Photo #6: Automotive work at Site.



Photo #7: Automotive parts and work stations at Site.

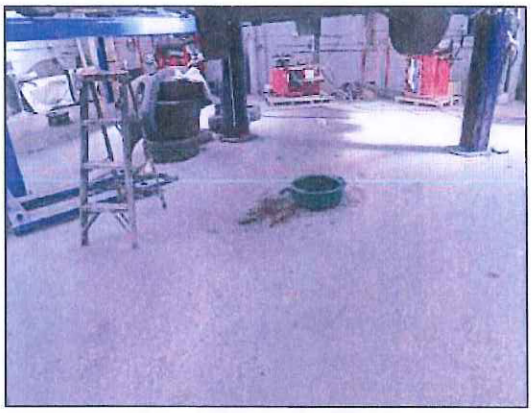


Photo #10: Automotive spend waste oil at work station at Site.



Photo #8: Automotive hydraulic lifts in shop area at Site.



Photo #11: 3-stage clarifier at Site.



Photo #9: Automotive hydraulic lifts in shop area at Site.



Photo #12: One (1) of two (2) paint spray booths at Site.




Photo #13: One (1) of two (2) paint spray booths at Site.

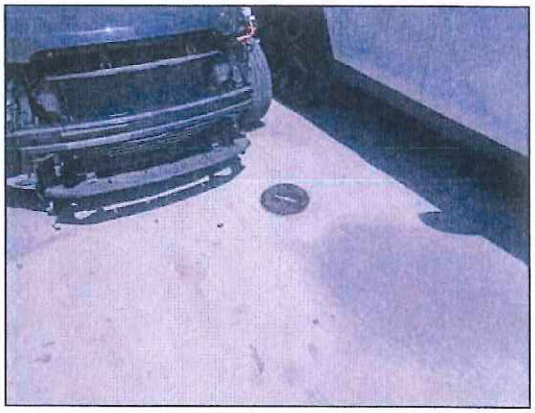


Photo #16: Fill port to UST located at the Subject Site.



Photo #14: Automotive body parts prepped for painting in paint booth.

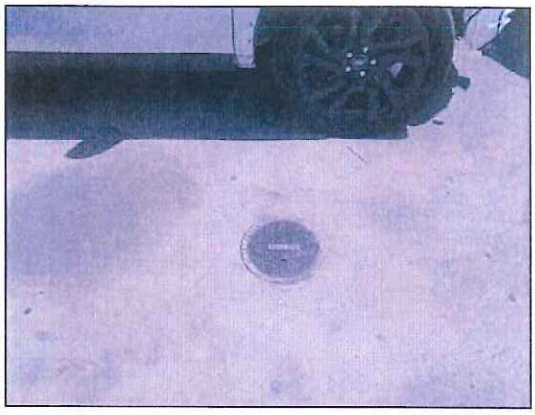


Photo #17: Fill port to UST located at the Subject Site.



Photo #15: Drum storage area at Subject Site.



Photo #18: Fill port to UST located at the Subject Site.

ENCON

# FURTHER PHASE II ESA REPORT
# SUBSURFACE SOIL INVESTIGATION

**Prepared For:**

RYDA Ventures, LLC
1525 South Broadway
Los Angeles, California 90015
Attention: Daniel Neman

**Subject Site:**

Sunset Body Works Facility
Former Metropolitan Chevrolet Dealership
3225 Sunset Boulevard
(3209-3227 Sunset Boulevard)
Los Angeles, California 90026

**Prepared by:**

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June 3, 2019

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### FIGURES:


Figure 1 Site Vicinity Map
Figure 2 Site Map with Sampling Locations
Figure 3 Estimated TPH Concentrations in Soil at 10 feet bgs
Figure 4 TPH Concentration Contour Map


### EXHIBITS:


Exhibit A Soil Analytical Laboratory Report
Exhibit B ENCON Phase II ESA Subsurface Soil and Soil Gas Investigation Report, dated April 1, 2019 (Text Only)

# 1.0 INTRODUCTION

## 1.1 Project Overview

ENCON Technologies, Inc., Environmental & Engineering Services (ENCON) was retained by RYDA Ventures, LLC, Potential Buyer and Project Client, to perform a Further Phase II Environmental Site Assessment Soil Investigation at the automotive body shop facility located at 3209-3227 Sunset Boulevard in Los Angeles, California (Subject Site). The Further Phase II ESA Investigation scope and sampling and analysis plan (SAP) was based on the detection of elevated Total Petroleum Hydrocarbon (TPH) constituents that were identified in two (2) REC areas of environmental concern (AOCs). These areas were located the vicinity of the abandon UST tanks (AOC #01) and the east auto service bay, adjacent to the former hydraulic lift (AOC #02).

The objective of this further soil investigation was to define the extent of contamination in these targeted AOCs and to estimate the corresponding contingent environmental liability to remove and remediate these two (2) separate targeted areas:

1) **AOC #01: Abandon UST Tank** – Elevated petroleum hydrocarbon in the gasoline hydrocarbon range was detected at 10 ft-bgs in the vicinity of abandon 1,000 gallon gasoline tank and additional step-out exploratory borings were advanced to define the vertical and lateral extent of the soil contamination, and
2) **AOC #02: Former Hydraulic Lift** – Elevated petroleum hydrocarbon in the hydraulic oil hydrocarbon range was detected at 5 ft-bgs in the vicinity of the former hydraulic lift located in the east most service bay inside the main building and additional step-out exploratory borings were advanced to determine the vertical and lateral extent of the soil contamination

For reference purposes, ENCON's previous Phase II ESA Subsurface Soil and Soil Gas Investigation, dated April 1, 2019, is provided in Exhibit B and describes these AOCs in more details. The Project Client intends to redevelop the Subject Site for commercial use and therefore, these targeted contaminated areas will be remediated and closed.

## 1.2 Subject Site Historical Use

The Subject Site is comprised of four (4) parcels totaling approximately 13,350 square feet of building area located on a total lot size of approximately 22,499 square feet, APNs: 5426-005-002, 5426-005-003, 5426-005-004 and 5426-005-005. The Subject Site is located within a mixed commercial and residential area in the City of Los Angeles, on the north side of Sunset Boulevard between Descanso Drive and Micheltorena Street. The subject property site map is shown in Figure 2. The Subject Site building was constructed in 1951 and is currently operated as an automotive collision repair and body shop facility, from about 2014 through the present time in 2018.

Based on ENCON's site inspection performed as part of the Phase I ESA, the exterior of the building area was visibly in fair to good condition with no visible damage from wear, and no recent building upgrades or renovations. The current automotive collision repair and body work operations include the use of two (2) paint spray booths, paint mixing and parts washing stations, former hydraulic lifts, one (1) 3-stage clarifier with floor drain, and waste oil drum storage area. These operations include the use and storage of hazardous materials, which are a considered Recognized Environmental Conditions (RECs) and requires further investigation at this time.

The Site building structure was originally operated by Metropolitan Chevrolet Dealership from about 1951 through about 1973. Reportedly, the Metropolitan Chevrolet Dealership was closed in 1973 and operated two (2) underground storage tanks that included one (1) 1,100 gallon waste oil storage tank and one (1) 1,100 gasoline fuel tank and dispensing system. These UST tank operations were reportedly closed in 1973 although no records were found in the Phase I ESA file review that the UST were properly closed in accordance with State guidelines. These UST tanks are currently under investigation by the Property Owner and the Los Angeles Fire Department CUPA requires these tanks to be removed and properly closed at this time. The Subject Site was subsequently operated as an auto body repair shop tenants from the 1990s by the past tenant, All Magic Paint & Body Shop in early 2000 through about 2010.

During the recent Site inspection performed by ENCON, the Subject Site was fully operational as an automotive body repair shop facility, including the use and storage of automotive waste solvents and waste oil drums, use and storage of automotive paint and solvent mixing operations, one 3-stage waste water treatment clarifier, and the use of two (2) paint spray booths and one paint spray room within the facility. The building is of older construction and is in good condition normal evidence of spills and leaks associated with body work and painting operations. The main building floor as well as the vehicle storage yard and access way pavements are generally paved with concrete and asphalt and appear to be in good condition.

Two (2) UST tank direct burial fill ports were observed on the south yard with vent pipes attached to the main building. These UST fill ports and vent lines are indicative of the presence of a former waste oil UST tank and a former gasoline fuel UST tank that have not been removed and are currently present in the south parking lot. As reported by the Los Angeles Fire Department these tank operations were closed in 1973 and included two (2) 1,100 gallon UST tanks. The waste oil tank was reported to be filled with waste oil materials and the gas tank contained several inches of unspecified waste liquid.

Therefore, the Subject Site has historically been operated as an automotive service and repair facility and more recently as a body work and painting facility by various automotive service operations throughout the history of the Subject Site, from about 1951 through the present time. In this past 70 years of operation, the Subject Site has been involved in the storage and use of hazardous materials for automotive service related activity. In addition, the government records confirmed that the Subject Site use at 3225 Sunset Boulevard was automotive and these type operations pose an environmental risk from the current and historical automotive repair and body work operations performed at the Subject Site.

### 1.3 Previous Phase II Investigation Conclusions and Recommendations

The Phase II ESA subsurface investigation has revealed no significant evidence of adverse petroleum hydrocarbons or automotive solvent chemically affected soil, or soil gas, in connection with the Subject Site which would prevent or limit the use of the Subject Site for the current commercial automotive service and body work use. The Phase II ESA testing selectively investigated the automotive repair and body work shop, parts washing, waste treatment, paint spraying, and waste oil storage portions of the Subject Site. The soil and soil gas data, and present site conditions suggest that the previous and current automotive service and body work operations have not adversely affected the environmental conditions of the Subject Site. The present site conditions do not pose a significant threat to groundwater beneath the site, or adversely affect the workers or the public health risk in a commercial setting.

The Subject Site is currently a low environmental risk site at this time with two environmental conditions of concern to be investigated further and subsequently removed and closed:

1) The presence of the two (2) abandoned 1,100 gallon UST tanks is a current environmental compliance matter and must be removed under the direction of the Los Angeles City Fire Department in the very near future. Also, the presence of petroleum hydrocarbon affected soils detected beneath the tanks (AOC1), although at slightly elevated concentrations, is a contingent environmental liability that may pose a potential environmental risk to obtaining a clean tank closure NFA status by the State CUPA immediately. Therefore, the UST tanks should be removed prior to the Subject Site acquisition and prior to the real estate transaction being completed. In addition, the fuel product source in the vicinity of the UST tanks should be delineated to define the vertical and lateral extent and the source removed during the UST tank removal and closure activities.
2) The presence of a source of hydraulic waste oil located in the vicinity of the former hydraulic lifts (AOC2) between 5 feet bgs and approximately 14 feet bgs is a contingent environmental liability that may pose a potential risk to groundwater and construction workers if disturbed during future redevelopment construction activities. Therefore, the hydraulic waste oil source should be delineated to define the vertical and lateral extent and the source removed during the redevelopment of the Subject Site.

Based on ENCON's conclusions and recommendations provided in the Phase II ESA Subsurface Soil and Soil Gas Investigation, dated April 1, 2019, the following areas required further investigation to define the vertical and lateral extent of the TPH contamination at the Subject Site. ENCON technical staff developed the Further Soil Sampling and Analysis Plan (SAP) to investigate these areas of concern (AOCs) at the Subject Site. Refer to Figure 2 for Site Boring Location Map showing the AOCs and Sampling Plan.

## 2.0 FURTHER PHASE II ESA SUBSURFACE INVESTIGATION SCOPE

Based on the Phase II ESA subsurface soil investigation data, reported April 1, 2019, ENCON technical staff developed the further soil sampling and analysis plan (SAP) to investigate these targeted areas of concern (AOCs) at the Subject Site. The primary objective of the SAP was to determine the lateral and vertical extent of the contamination in these targeted areas of concern and establish the quantity and general location of the contaminated soil to be removed. Refer to Figure 2 for Site Boring Location Map showing the AOCs and sampling plan.

1. **AOC #01 – Underground Storage Tank Area** – Based on the previous Phase II investigation results, petroleum hydrocarbon in the gasoline range (TPHg) was detected in soils adjacent to the abandon UST tanks and vent lines, SB3, at 10 ft-bgs and below detection limits at approximately 14 ft-bgs. This data suggests that a gasoline release had occurred in the past and the TPHg contamination was limited to shallow soils beneath the invert of the UST tank to a depth of approximately 15 ft-bgs. In addition, the contamination was not detected in SB1 or SB2 in the vicinity of the abandon UST tanks that suggested the contamination was limited to the west portion of the UST tank site in the vicinity of the vent pipe.

   Therefore, the sampling plan for the UST tank area was designed to address the downgradient locations from the UST tank site which where ASB1 and ASB2 borings were located west and southwest from the UST tank site. ENCON advanced two (2) soil borings in the vicinity of the underground storage tank area (ASB1 and ASB2). The borings were advanced to a total depth of 15 feet bgs and samples were collected at 10 ft-bgs and 15 ft-bgs or refusal depth. The constituent of concern in this area was total petroleum hydrocarbons in the gasoline range (TPHg).

2. **AOC #02 –Hydraulic Lift Operation** – Based on the previous Phase II investigation results, petroleum hydrocarbon in the hydraulic oil range (TPHo) was detected in soils adjacent to the former hydraulic lift, SB14, at 10 ft-bgs in the east service bay inside the main building. This data suggests that a hydraulic lift release had occurred and TPHo contamination was present in shallow soils in the vicinity of the former lift. Based on this limited soil data, the vertical and lateral extent of the hydraulic oil contamination was required to be defined as well as whether the two additional former lifts located on the west service bays may have leaked.

   Therefore, the sampling plan for the former hydraulic lift area was designed to address the former hydraulic lift area which was located west and north of SB14 and the east most former hydraulic lift location. ENCON advanced five (5) soil borings in the vicinity of the hydraulic lift operations (ASB3, ASB4, ASB5, ASB6 and ASB7). The soil borings were advanced to a total depth of 15 feet bgs and samples were collected at 10 ft-bgs and 15 ft-bgs or refusal. The constituents of concern in this area were total petroleum hydrocarbons in the hydraulic waste oil range (TPHo) and diesel range (TPHd).

## 3.0 EXPLORATORY SOIL BORING INVESTIGATION

### 3.1 Sampling Plan and Boring Locations

Prior to field drilling, ENCON's field engineer marked each boring location and the Subject Site utilities were surveyed and cleared using US Dig Alert. The boring locations may be adjusted in this pre drilling period to ensure safety and proper clearances.

Geoprobe sampling locations were selected based on the results of the historical review of the available documents and the areas targeted of hazardous materials storage or usage. The soil sampling was conducted primarily to evaluate areas where hazardous materials were used and/or released at the Subject Site. The soil gas sampling was conducted to determine the potential vapor intrusion risk to the building area.

The soil boring data evaluated in this Phase II ESA investigation consists of the following targeted areas. Refer to Figure 2 for Sampling Plan and Boring Location Map.

| Site Area Description | Boring IDs | Sampling Depth (ft. bgs) | Analyses |
|---|---|---|---|
| **AOC #01 – UST Area:**<br><br>ASB1 – Northwest from UST area<br><br>ASB2 – Southwest from UST area | ASB1<br><br>ASB2 | 10 feet and 13 feet<br><br>10 feet and 15 feet | EPA Method 8015M TPH-Gasoline |
| **AOC #02 – Hydraulic Lift Area:**<br><br>ASB3 – Western perimeter of lift area<br><br>ASB4 – Northern perimeter of lift area<br><br>ASB5 – Southern perimeter of lift area<br><br>ASB6 – Southern perimeter of lift area | ASB3<br><br>ASB4<br><br>ASB5<br><br>ASB6<br><br>ASB7 | 5 feet, 10 feet and 12.5 feet<br><br>5 feet, 10 feet and 15 feet<br><br>10 feet and 15 feet<br><br>10 feet<br><br>10 feet | EPA Method 8015M TPH-Oil and TPH-Diesel |

### 3.2 Drilling, Soil Matrix Sampling and Field Methods

Seven (7) exploratory soil borings were advanced on May 18 and May 19, 2019 as described above under the direction Mr. G. Joseph Scatoloni, ENCON Registered Environmental Professional. Refer to Figure 2 for sampling locations.

1) Two (2) exploratory soil borings (ASB1 and ASB2) were advanced within the vicinity of the underground storage tanks (USTs). The soil borings were advanced to a total depth of 15 feet bgs, or refusal, and soil samples were collected at 10 feet bgs and 15 feet bgs. Refusal was encountered in ASB1 at 13 feet bgs.
2) Five (5) exploratory soil borings (ASB3, ASB4, ASB5, ASB6 and ASB7) were advanced in the vicinity of the hydraulic lift area. ASB3 and ASB4 were advanced to a total depth of 15 feet bgs, or refusal and soil samples were collected at 5 feet, 10 feet and 15 feet. Refusal was encountered in ASB3 at 12.5 feet bgs. ASB5 was advanced to a total depth of 15 feet bgs and soil samples were collected at 10 feet and 15 feet bgs. ASB6 and ASB7 were advanced to a total depth of 10 feet bgs and soil samples were collected at 10 feet bgs.

All of the soil borings were advanced using a Geoprobe 5410 direct push rig, limited access rig hammer and a hand held drilling tool, as needed. The soil samples were collected with a 1" diameter by 30 inch removable acetate liner from each sampling interval. Each liner was cut at both ends and the center 6" portion of the liner was capped on both ends with Teflon and plastic caps.

All sampling equipment was properly cleaned between sample intervals and boring locations. The sampling equipment was cleaned using a triple rinse decontamination process consisting of a phosphate free primary wash (Alconox or TSP), a secondary stage with a low pH water to reduce the likelihood cross-contamination (mild solution of nitric acid HN03), and a tertiary rinse using de-ionized water. Soil samples were visually inspected in the field for traces of contamination. Groundwater was not encountered during drilling.

Upon collection, all soil samples were labeled, recorded on a chain-of-custody document, and placed in cold storage until delivered to a state-certified laboratory for analysis. Soil samples were collected in accordance with accepted EPA Sampling Protocol and handled according to standard EPA chain-of-custody procedures.

No evidence of subsurface contamination odors or discoloration in soils was indicated in the borings or soil cuttings. No groundwater or saturated zones were encountered during the drilling at any depth. Soil boring locations are illustrated in Figure 2.

### 3.3 Soil Sample Laboratory Analyses

All of the soil samples were transported Jones Environmental in Santa Fe Springs, California, on the next business day following collection by the field technician. The soil samples were analyzed for the following constituents of concern (COCs) as follows, and as detailed in the tables above:

1. **AOC #01** – The soil samples collected from ASB1 and ASB2 were submitted for analysis for total petroleum hydrocarbons in the gasoline range (TPHg) using EPA Method 8015M.
2. **AOC #02** – The soil samples collected from ASB3, ASB4, ASB5, ASB6 and ASB7 were submitted for analysis for total petroleum hydrocarbons in the oil range (TPHo) and diesel range (TPHd) using EPA Method 8015M. The soil samples collected from 5 feet bgs collected from ASB3 and ASB4 were placed on hold pending analysis.

The analytical laboratory reports are provided in Exhibit A for reference purposes, and the sampling plan is shown in Figure 2.

## 4.0 SUBSURFACE SOIL AND SOIL GAS INVESTIGATION FINDINGS

### 4.1 Soil Sample Laboratory Results

Soil samples were submitted to a State-Certified analytical laboratory, accredited under the Environmental ELAP for analysis. The soil results are summarized in Table 1 and Table 2 below. Complete soil laboratory analytical reports are provided in Exhibit A for reference.

ENCON submitted fourteen (14) soil samples to a California State certified laboratory, Jones Environmental, for analyses using proper sampling and chain-of-custody procedures. Selected samples were analyzed for total petroleum hydrocarbon in the gasoline range (TPHg), waste oil range (TPHo) and diesel range (TPHd) using EPA Method 8015M in order to address the RECs identified at the Subject Site. The soil analytical laboratory data report is provided in Exhibit A for reference, as well as summarized in this report.

**Table 1: Soil Sample Analytical Results in the UST Tank Area (AOC #01)**

| Sample ID | Date Sampled | Location of Boring | TPH Gasoline Range (mg/kg) |
|---|---|---|---|
| **SB1-10'** | March 23-March 24, 2019 | Adjacent to Abandon UST Gasoline Tank | **32.0** |
| **SB2-10'** | March 23-March 24, 2019 | Adjacent to Abandon UST Waste Oil Tank | **9.2** |
| **SB3-10'** | March 23-March 24, 2019 | Adjacent to UST Vent Pipes onWest Side of Tanks | **380.0** |
| **SB3-14'** | March 23-March 24, 2019 | Adjacent to UST Vent Pipes onWest Side of Tanks | ND |
| **ASB1-10'** | May 18-May19, 2019 | West Downgradient Location Inside Main Building | ND |
| **ASB1-13'** | May 18-May19, 2019 | West Downgradient Location Inside Main Building | ND |
| **ASB2-10'** | May 18-May19, 2019 | Southwest Downgradient Location Inside Main Building | ND |
| **ASB2-15'** | May 18-May19, 2019 | Southwest Downgradient Location Inside Main Building | ND |
| **RL** | | | **1.00** |

Note:
ND – Not Detected Above Laboratory Reporting Limits; RL – Laboratory Reporting Limit;
TPH – Total Petroleum Hydrocarbons

**Table 2: Soil Sample Analytical Results Hydraulic Lift Area (AOC #02)**

| Sample ID | Date Sampled | Location of Boring | TPH Hydraulic Oil Range (mg/kg) | TPH Hydraulic Light Oil Range (mg/kg) |
|---|---|---|---|---|
| **SB14-9** | March 23-March 24, 2019 | Adjacent to East-Most Former Hydraulic Lift | **4,400.0** | NA |
| **ASB3-10** | May 18-May19, 2019 | Adjacent to West-Most Former Hydraulic Lift | **71.7** | **321.0** |
| **ASB3-12.5** | May 18-May19, 2019 | Adjacent to West-Most Former Hydraulic Lift | ND | ND |
| **ASB4-10** | May 18-May19, 2019 | Adjacent to East-Most Former Hydraulic Lift | **143.0** | **575.0** |
| **ASB4-15** | May 18-May19, 2019 | Adjacent to East-Most Former Hydraulic Lift | ND | ND |
| **ASB5-10** | May 18-May19, 2019 | Adjacent to East-Most Former Hydraulic Lift | **751.0** | **3,080.0** |
| **ASB5-15** | May 18-May19, 2019 | Adjacent to East-Most Former Hydraulic Lift | ND | ND |
| **ASB6-10** | May 18-May19, 2019 | Adjacent to Center Former Hydraulic Lift | **277.0** | **1,040.0** |
| **ASB7-10** | May 18-May19, 2019 | Adjacent to West-Most Former Hydraulic Lift | **41.6** | **192.0** |
| **RL** | | | **10.0** | **10.0** |

Note:
ND – Not Detected Above Laboratory Reporting Limits; RL – Laboratory Reporting Limit;
NA – Not Analyzed for this constituent; TPH – Total Petroleum Hydrocarbons

## 5.0 CONCLUSIONS AND RECOMMENDATIONS

### 5.1 UST Tank TPH Contamination (AOC #01)

Based on the soil data results from this UST tank release investigation, the petroleum hydrocarbon (TPH) contamination detected in the vicinity of UST tanks appears to be limited to the tank area of about 10' by 15' as shown in Figure 4 located outside the main building to a depth of approximately 15 ft-bgs. Also, the soil data suggests that the TPH contamination does not extend inside the main building and has not migrated below 15 ft-bgs.

Therefore, based on these soil data, ENCON concluded that the TPH release in the UST tank area does not pose a significant threat to groundwater, estimated to be located at 30+ ft-bgs in this area of Sunset Boulevard and the Subject Site is a low environmental risk site as it pertains to the TPH release in the vicinity of the abandon UST tanks. In addition, the TPH contamination does not pose an environmental risk to the public or tenant workers or restrict the use of the Subject Property for commercial use at this time.

However, the presence of the abandon UST tanks is not in compliance with State UST Tank regulations at this time and these tanks should be removed and the UST tanks formally closed. Reportedly, the UST tank removal and closure is currently permitted with the Los Angeles City fire Department (local CUPA) and the tank closure will be performed in the near future.

In the process of removing the two abandon UST tanks, ENCON recommends that permission is obtained from the Los Angeles City fire Department Inspector to over-excavate the UST tank hole during the removal of the tanks to address this residual TPH contamination located beneath the tanks in the field.

### 5.2 Hydraulic Lift TPH Contamination (AOC #02)

Based on the soil data results from this hydraulic lift release investigation, the petroleum hydrocarbon (TPH) contamination detected in the vicinity of the east most hydraulic lift appears to be limited to the east service-bay area although the TPH contamination has spread beneath the west service-bays encompassing an affected area of about 25' diameter to a depth of 15 ft-bgs as shown in Figure 4. The soil data suggests that the TPH contamination is limited to shallow soils to depth of approximately 15 ft-bgs and does not appear to have migrated below 15 ft-bgs. Therefore, the hydraulic waste oil contamination does not pose a significant threat to groundwater at 30+ ft-bgs.

Therefore, based on these soil data, ENCON concluded that the TPH release in the former hydraulic lift area does not pose a significant threat to groundwater, estimated to be located at 30+ ft-bgs in this area of Sunset Boulevard and the Subject Site is a low environmental risk site as it pertains to the TPH release in the vicinity of the former lifts. In addition, the TPH contamination does not pose an environmental risk to the public or tenant workers or restrict the use of the Subject Property for commercial use at this time.

However, since the presence of the residual soil contamination is a contingent environmental liability, this contaminated soil should be removed and disposed off-site to a permitted disposal facility during redevelopment of the Subject Site.

Therefore, it is the professional opinion of ENCON Technologies, Inc. that no further investigations are necessary at this time and the Subject Site is suitable for commercial use. If, however, the Subject Site is redeveloped, or the use is changed to office, residential or other highly sensitive uses, the TPH affected soil should be removed by a waste management licensed contractor and disposed of off-site at an approved disposal facility, employing a Soils Management Plan (SMP) by a licensed environmental professional under the direction of a California Professional Geologist.

## 6.0 REPORT PREPARATION AND LIMITATIONS

This Further Phase II ESA Report was prepared for RYDA Ventures, LLC, Project Client and Potential Buyer, as it pertains to the property located at 3209-3227 Sunset Boulevard in Los Angeles, California (Subject Site). The conclusions presented in this report were based upon the Phase I Environmental Site Assessment (ESA), Phase II Environmental Site Assessment – Subsurface Soil and Soil Gas Investigation, and Further Phase II ESA Soil Investigation performed by ENCON Technologies, Inc. in accordance with the ASTM E1527-13 site environmental assessment.

The consultant makes no guarantees as to the accuracy or completeness of information obtained from others. It is possible that information exists beyond the scope of this investigation. Additional information which was not available to Consultant at the time of writing the Report may result in a modification of the conclusions and recommendations presented.

The Services performed by the Consultant have been conducted in a manner consistent with the level of care ordinarily exercised by members of our profession currently practicing under similar conditions. This report is not a legal opinion but may under certain circumstances be prepared at the direction of counsel, may be in anticipation of litigation, and may be classified as an attorney client communication or as an attorney-work product.

The findings in this report are based on field observations and analytical data provided by an independent laboratory. Interpretations of the subsurface conditions at the site were made from these observations and data as well as limited number of data points from soil borings. Subsurface conditions may vary from these data points.

If there are any questions regarding soil sample collection or soil analysis, please contact Joseph Scatoloni, Project Manager at (562) 777-2200.

Respectfully submitted by,

ENCON Technologies, Inc.

PROFESSIONAL GEOLOGIST
THOMAS DONALD SMITH
No.8379
STATE OF CALIFORNIA

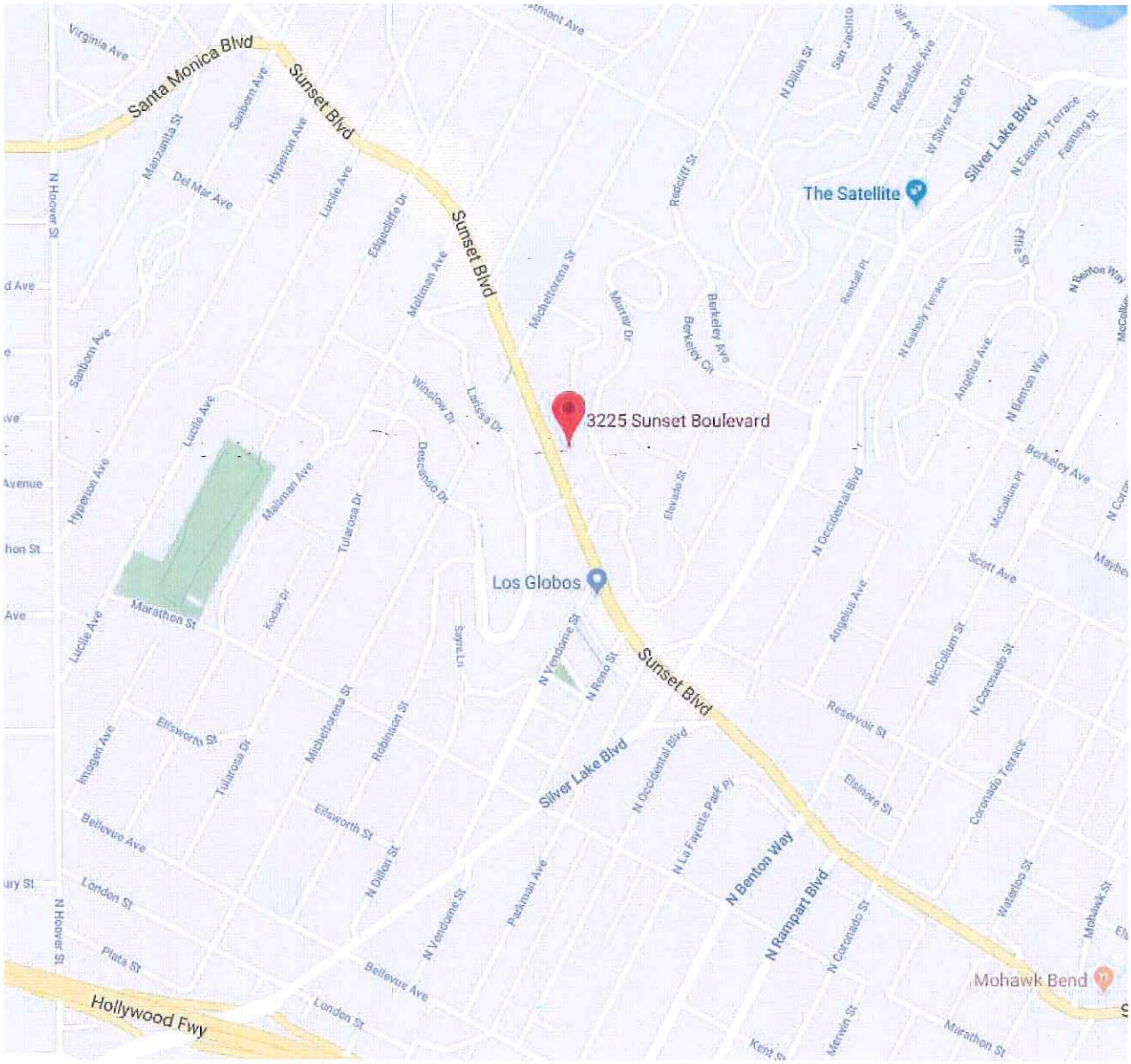
Expires June 30, 2020

G. Joseph Scatoloni, ENCON Principal
Senior Remedial Engineer & Project Manager

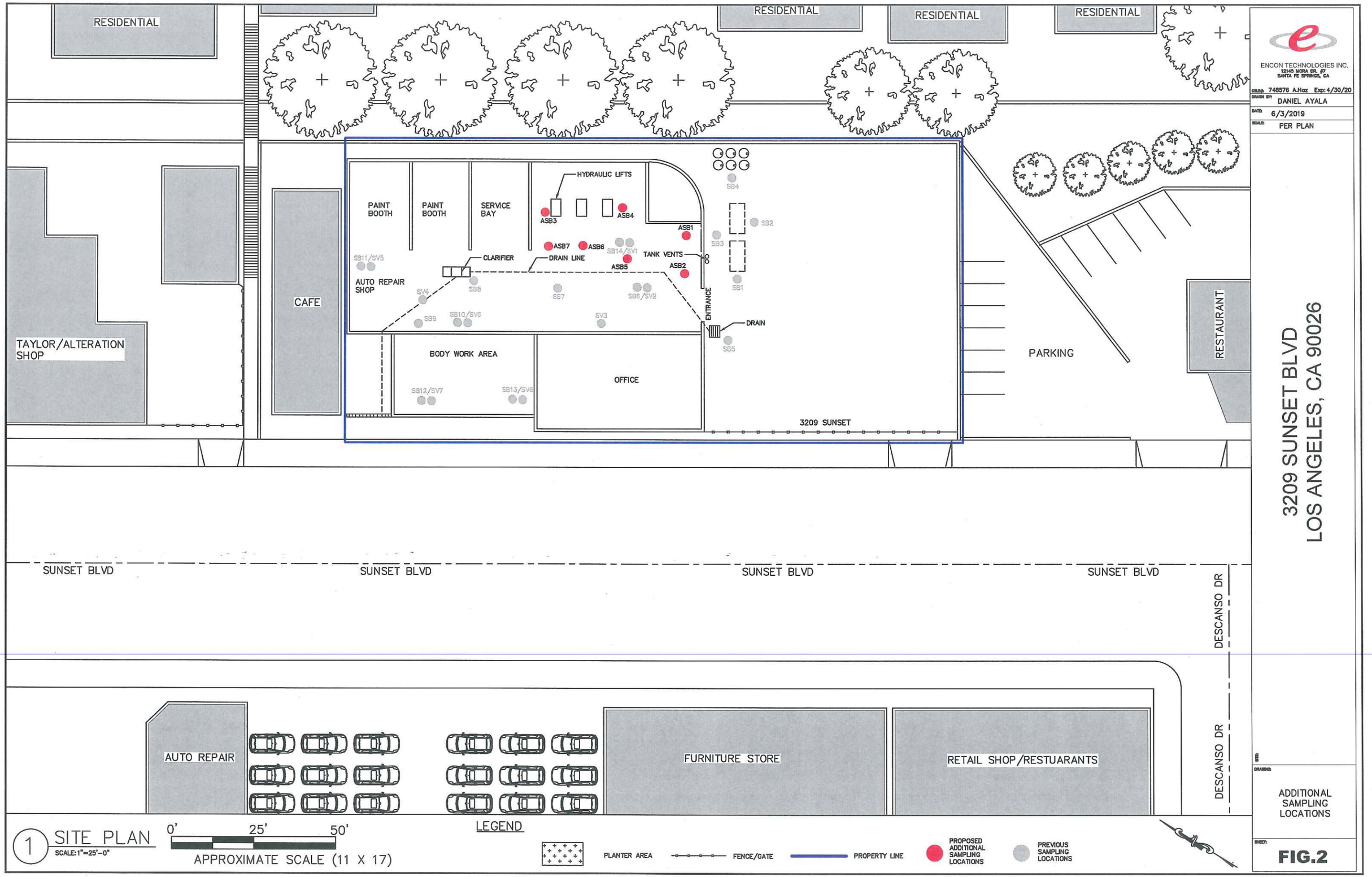
Thomas D. Smith,
California Professional Geologist, # 8379

**FIGURES:**


| | |
|---|---|
| Figure 1 | Site Vicinity Map |
| Figure 2 | Site Map with Sampling Locations |
| Figure 3 | Estimated TPH Concentrations in Soil at 10 feet bgs |
| Figure 4 | TPH Concentration Contour Map |




| | | |
|---|---|---|
| **ENCON**<br>**Technologies, Inc.**<br>*12145 Mora Drive, Suite 7*<br>*Santa Fe Springs, CA 90670* | ***Site Vicinity Map***<br>***3209-3227 Sunset Boulevard***<br>***Los Angeles, California 90026*** | **LEGEND**<br>Subject Site Boundary Lines<br>North<br>*Scale: NA*<br>**October 29, 2018**<br>**FIGURE 1** |




ENCON TECHNOLOGIES INC.
12145 MORA DR. #7
SANTA FE SPRINGS, CA

CSLB# 748576 A,Haz Exp: 4/30/20

DRAWN BY: DANIEL AYALA

DATE: 6/3/2019

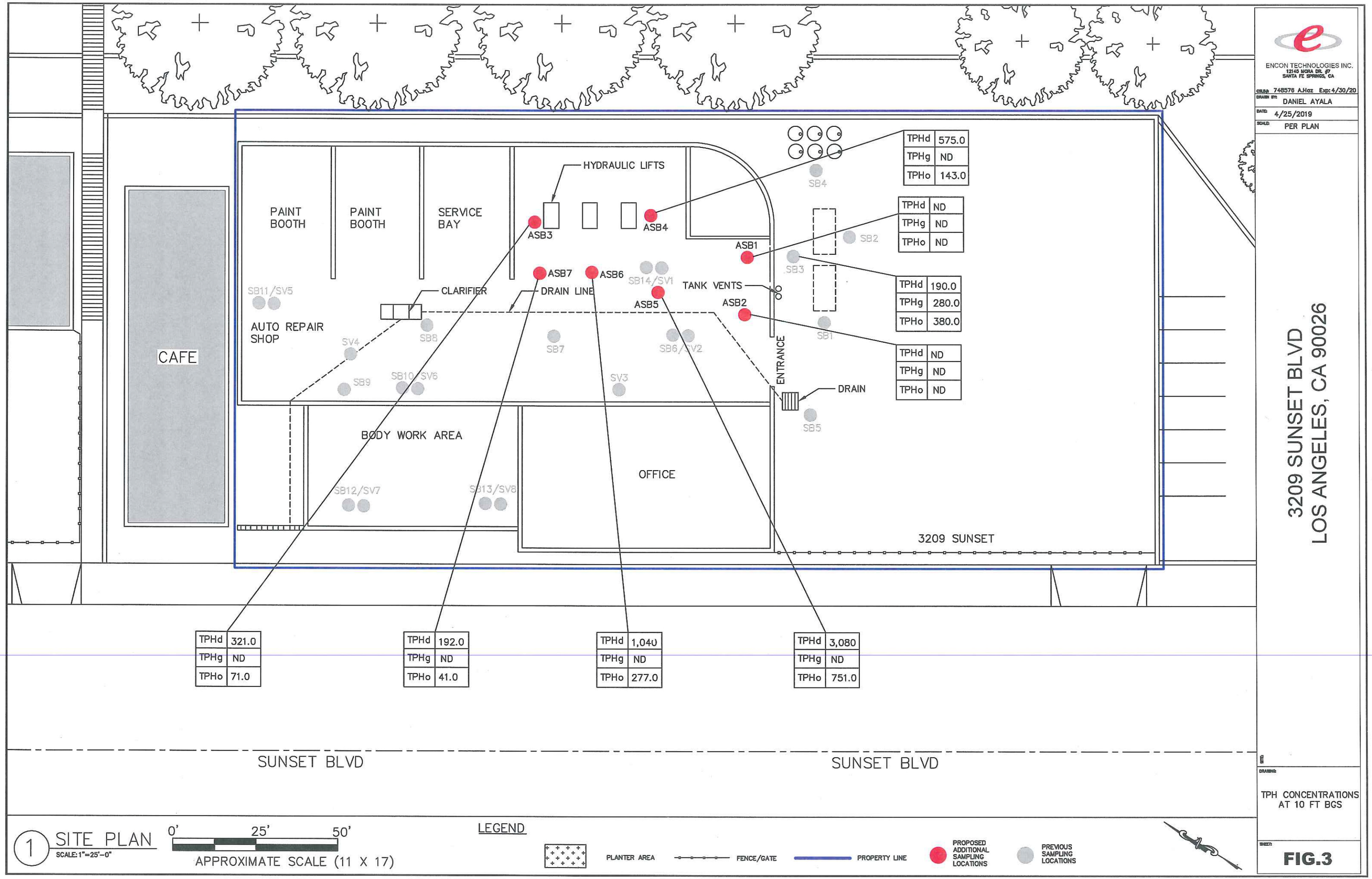
SCALE: PER PLAN

3209 SUNSET BLVD
LOS ANGELES, CA 90026

SITE

DRAWING: ADDITIONAL SAMPLING LOCATIONS

SHEET: FIG.2




ENCON TECHNOLOGIES INC.
12145 MORA DR. #7
SANTA FE SPRINGS, CA

CSLB# 748578 A,Haz Exp: 4/30/20
DRAWN BY: DANIEL AYALA
DATE: 4/25/2019
SCALE: PER PLAN

3209 SUNSET BLVD
LOS ANGELES, CA 90026

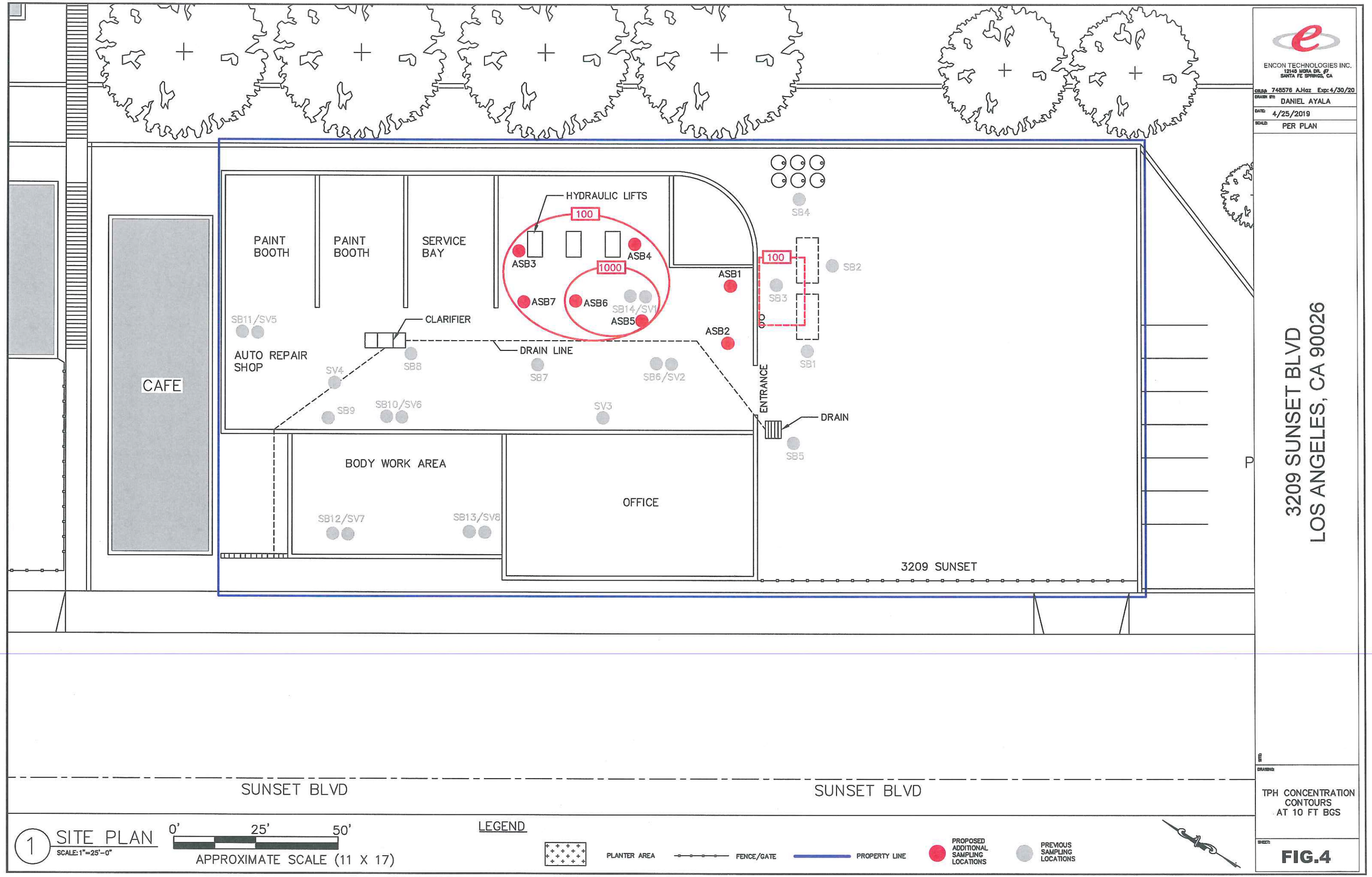
DRAWING:
TPH CONCENTRATIONS AT 10 FT BGS

SHEET
FIG.3

1 SITE PLAN
SCALE: 1"=25'-0"

0' 25' 50'
APPROXIMATE SCALE (11 X 17)

LEGEND
PLANTER AREA
FENCE/GATE
PROPERTY LINE
PROPOSED ADDITIONAL SAMPLING LOCATIONS
PREVIOUS SAMPLING LOCATIONS




1 SITE PLAN
SCALE: 1"=25'-0"

0' 25' 50'
APPROXIMATE SCALE (11 X 17)

LEGEND

PLANTER AREA | FENCE/GATE | PROPERTY LINE | PROPOSED ADDITIONAL SAMPLING LOCATIONS | PREVIOUS SAMPLING LOCATIONS

ENCON TECHNOLOGIES INC.
12145 MORA DR. #7
SANTA FE SPRINGS, CA

CSLB# 748576 A,Haz Exp: 4/30/20
DRAWN BY: DANIEL AYALA
DATE: 4/25/2019
SCALE: PER PLAN

3209 SUNSET BLVD
LOS ANGELES, CA 90026

DRAWING:
TPH CONCENTRATION CONTOURS AT 10 FT BGS

SHEET:
FIG.4

**Exhibit A**

Soil Analytical Laboratory Report

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805-399-0060

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**JONES ENVIRONMENTAL**
**LABORATORY RESULTS**

| | | | |
|---|---|---|---|
| **Client:** | Encon Technologies | **Report date:** | 5/24/2019 |
| **Client Address:** | 12145 Mora Drive #7<br>Santa Fe Springs, CA 90670 | **JEL Ref. No.:** | ST-13785 |
| **Attn:** | Joe Scataloni | **Date Sampled:** | 5/19/2019 |
| | | **Date Received:** | 5/20/2019 |
| **Project:** | Sunset Body Works | **Date Analyzed:** | 5/23/2019 |
| **Project Address:** | 3209 Sunset Blvd.<br>Los Angeles, CA | **Physical State:** | Soil |

**ANALYSES REQUESTED**

**Soil:**

1. EPA 8015M – Extended Range Hydrocarbons
2. EPA 8260B by 5035 – Gasoline Range Organics

**Approval:** _____

Steve Jones, Ph.D.

JONES ENVIRONMENTAL, INC.

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# JONES ENVIRONMENTAL
# LABORATORY RESULTS

| | | | |
|---|---|---|---|
| **Client:** | ENCON Technologies | **Report date:** | 5/24/2019 |
| **Client Address:** | 12145 Mora Drive #7<br>Santa Fe Springs, CA 90670 | **Jones Ref. No.:** | ST-13785 |
| **Attn:** | Joe Scatoloni | **Date Sampled:** | 5/19/2019 |
| | | **Date Received:** | 5/20/2019 |
| **Project:** | Sunset Body Works | **Date Analyzed:** | 5/20-21/2019 |
| **Project Address:** | 3209 Sunset Blvd.<br>Los Angeles, CA | **Physical State:** | Soil |

## EPA 8015M - Extended Range Hydrocarbons

| **Sample ID:** | **ASB3-10'** | **ASB3-12.5'** | **ASB4-10'** | **ASB4-15'** | **ASB5-10'** | | |
|---|---|---|---|---|---|---|---|
| **Jones ID:** | **ST-13785-06** | **ST-13785-07** | **ST-13785-09** | **ST-13785-10** | **ST-13785-11** | **Reporting Limit** | **Units** |
| **Carbon Chain Range** | | | | | | | |
| C10 - C11 | ND | ND | **1.0** | ND | **20.9** | 1.0 | mg/kg |
| C12 - C13 | **1.5** | ND | **3.2** | ND | **18.5** | 1.0 | mg/kg |
| C14 - C15 | **11.2** | ND | **20.8** | ND | **123** | 1.0 | mg/kg |
| C16 - C17 | **29.0** | ND | **54.7** | ND | **299** | 1.0 | mg/kg |
| C18 - C19 | **57.8** | ND | **111** | ND | **570** | 1.0 | mg/kg |
| C20 - C23 | **125** | ND | **211** | ND | **1130** | 1.0 | mg/kg |
| C24 - C27 | **79.6** | ND | **144** | ND | **755** | 1.0 | mg/kg |
| C28 - C31 | **51.3** | ND | **94.6** | ND | **509** | 1.0 | mg/kg |
| C32 - C35 | **23.7** | ND | **47.4** | ND | **255** | 1.0 | mg/kg |
| C36 - C39 | **11.1** | ND | **24.9** | ND | **122** | 1.0 | mg/kg |
| C40 - C43 | **3.5** | ND | **13.2** | ND | **43.7** | 1.0 | mg/kg |
| Diesel Range Organics (C10-C28) | **321** | ND | **575** | ND | **3080** | 10.0 | mg/kg |
| Oil Range Organics (C29-C40) | **71.7** | ND | **143** | ND | **751** | 10.0 | mg/kg |
| **Dilution Factor** | 1 | 1 | 1 | 1 | 10 | | |
| **Surrogate Recovery:** | | | | | | **QC Limits** | |
| Hexacosane | 51% | 76% | 64% | 90% | 83% | 30 - 120 | |
| **Batch:** | 8015_052019_01 | 8015_052019_01 | 8015_052019_01 | 8015_052119_01 | 8015_052119_01 | | |

ND = Value less than reporting limit

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# JONES ENVIRONMENTAL
# LABORATORY RESULTS

| | | | |
|---|---|---|---|
| **Client:** | ENCON Technologies | **Report date:** | 5/24/2019 |
| **Client Address:** | 12145 Mora Drive #7<br>Santa Fe Springs, CA 90670 | **Jones Ref. No.:** | ST-13785 |
| **Attn:** | Joe Scatoloni | **Date Sampled:** | 5/19/2019 |
| | | **Date Received:** | 5/20/2019 |
| **Project:** | Sunset Body Works | **Date Analyzed:** | 5/20-21/2019 |
| **Project Address:** | 3209 Sunset Blvd.<br>Los Angeles, CA | **Physical State:** | Soil |

## EPA 8015M - Extended Range Hydrocarbons

| **Sample ID:** | **ASB5-15'** | **ASB6-10'** | **ASB7-10'** | | |
|---|---|---|---|---|---|
| **Jones ID:** | **ST-13785-12** | **ST-13785-13** | **ST-13785-14** | **Reporting Limit** | **Units** |
| **Carbon Chain Range** | | | | | |
| C10 - C11 | ND | ND | ND | 1.0 | mg/kg |
| C12 - C13 | ND | **4.9** | ND | 1.0 | mg/kg |
| C14 - C15 | ND | **37.7** | **6.8** | 1.0 | mg/kg |
| C16 - C17 | ND | **91.2** | **17.7** | 1.0 | mg/kg |
| C18 - C19 | ND | **176** | **35.1** | 1.0 | mg/kg |
| C20 - C23 | ND | **389** | **74.0** | 1.0 | mg/kg |
| C24 - C27 | ND | **280** | **47.8** | 1.0 | mg/kg |
| C28 - C31 | ND | **190** | **29.8** | 1.0 | mg/kg |
| C32 - C35 | ND | **90.1** | **14.3** | 1.0 | mg/kg |
| C36 - C39 | ND | **47.6** | **6.0** | 1.0 | mg/kg |
| C40 - C43 | ND | **24.1** | **1.1** | 1.0 | mg/kg |
| Diesel Range Organics (C10-C28) | ND | **1040** | **192** | 10.0 | mg/kg |
| Oil Range Organics (C29-C40) | ND | **277** | **41.6** | 10.0 | mg/kg |
| **Dilution Factor** | 1 | 1 | 1 | | |
| **Surrogate Recovery:** | | | | **QC Limits** | |
| Hexacosane | 75% | 67% | 63% | 30 - 120 | |
| **Batch:** | 8015_052019_01 | 8015_052019_01 | 8015_052119_01 | | |

ND = Value less than reporting limit

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# JONES ENVIRONMENTAL
# LABORATORY RESULTS

| | | | |
|---|---|---|---|
| **Client:** | ENCON Technologies | **Report date:** | 5/24/2019 |
| **Client Address:** | 12145 Mora Drive #7<br>Santa Fe Springs, CA 90670 | **Jones Ref. No.:** | ST-13785 |
| **Attn:** | Joe Scatoloni | **Date Sampled:** | 5/19/2019 |
| | | **Date Received:** | 5/20/2019 |
| **Project:** | Sunset Body Works | **Date Analyzed:** | 5/20-21/2019 |
| **Project Address:** | 3209 Sunset Blvd.<br>Los Angeles, CA | **Physical State:** | Soil |

## EPA 8015M - Extended Range Hydrocarbons

| **Sample ID:** | **METHOD BLANK** | **METHOD BLANK** | | |
|---|---|---|---|---|
| **Jones ID:** | **MB-052019_01** | **MB-052119_01** | **Reporting Limit** | **Units** |
| **Carbon Chain Range** | | | | |
| C10 - C11 | ND | ND | 1.0 | mg/kg |
| C12 - C13 | ND | ND | 1.0 | mg/kg |
| C14 - C15 | ND | ND | 1.0 | mg/kg |
| C16 - C17 | ND | ND | 1.0 | mg/kg |
| C18 - C19 | ND | ND | 1.0 | mg/kg |
| C20 - C23 | ND | ND | 1.0 | mg/kg |
| C24 - C27 | ND | ND | 1.0 | mg/kg |
| C28 - C31 | ND | ND | 1.0 | mg/kg |
| C32 - C35 | ND | ND | 1.0 | mg/kg |
| C36 - C39 | ND | ND | 1.0 | mg/kg |
| C40 - C43 | ND | ND | 1.0 | mg/kg |
| Diesel Range Organics (C10-C28) | ND | ND | 10.0 | mg/kg |
| Oil Range Organics (C29-C40) | ND | ND | 10.0 | mg/kg |
| **Dilution Factor** | 1 | 1 | | |
| **Surrogate Recovery:** | | | **QC Limits** | |
| Hexacosane | 78% | 66% | 30 - 120 | |
| **Batch:** | 8015_052019_01 | 8015_052119_01 | | |

ND = Value less than reporting limit

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## JONES ENVIRONMENTAL QUALITY CONTROL INFORMATION

| | | | |
|---|---|---|---|
| **Client:** | ENCON Technologies | **Report date:** | 5/24/2019 |
| **Client Address:** | 12145 Mora Drive #7<br>Santa Fe Springs, CA 90670 | **Jones Ref. No.:** | ST-13785 |
| **Attn:** | Joe Scatoloni | **Date Sampled:** | 5/19/2019 |
| | | **Date Received:** | 5/20/2019 |
| **Project:** | Sunset Body Works | **Date Analyzed:** | 5/20-21/2019 |
| **Project Address:** | 3209 Sunset Blvd.<br>Los Angeles, CA | **Physical State:** | Soil |

**BATCH:** 8015 _052019_01 **Prepared:** 5/20/2019 **Analyzed:** 5/20/2019

**EPA 8015M - Extended Range Hydrocarbons**

| | Result | Spike Level | % Recovery | % RPD | % Recovery Limits | Units |
|---|---|---|---|---|---|---|
| **LCS:** | LCS-052019_01 | **SAMPLE SPIKED:** | CLEAN SOIL | | | |
| **Analyte:** | | | | | | |
| Diesel | **450** | 500 | 90% | | 60 - 140 | mg/kg |
| **Surrogate Recovery:** | | | | | | |
| Hexacosane | | | 75% | | 30 - 120 | |
| **LCSD:** | LCSD-052019_01 | **SAMPLE SPIKED:** | CLEAN SOIL | | | |
| **Analyte:** | | | | | | |
| Diesel | **455** | 500 | 91% | 1.1% | 60 - 140 | mg/kg |
| **Surrogate Recoveries:** | | | | | | |
| Hexacosane | | | 73% | | 30 - 120 | |
| **CCV:** | CCV-052019_01 | | | | | |
| **Analyte:** | | | | | | |
| Diesel | **873** | 1000 | 87% | | 80 - 120 | mg/kg |

LCS = Laboratory Control Sample
LCSD= Laboratory Control Sample Duplicate
CCV = Continuing Calibration Verification
RPD = Relative Percent Difference

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## JONES ENVIRONMENTAL
## QUALITY CONTROL INFORMATION

| | | | |
|---|---|---|---|
| **Client:** | ENCON Technologies | **Report date:** | 5/24/2019 |
| **Client Address:** | 12145 Mora Drive #7<br>Santa Fe Springs, CA 90670 | **Jones Ref. No.:** | ST-13785 |
| **Attn:** | Joe Scatoloni | **Date Sampled:** | 5/19/2019 |
| | | **Date Received:** | 5/20/2019 |
| **Project:** | Sunset Body Works | **Date Analyzed:** | 5/20-21/2019 |
| **Project Address:** | 3209 Sunset Blvd.<br>Los Angeles, CA | **Physical State:** | Soil |

**BATCH:** 8015 _052119_01 **Prepared:** 5/21/2019 **Analyzed:** 5/21/2019

### EPA 8015M - Extended Range Hydrocarbons

| | Result | Spike Level | % Recovery | % RPD | % Recovery Limits | Units |
|---|---|---|---|---|---|---|
| **LCS:** | LCS-052119_01 | **SAMPLE SPIKED:** | CLEAN SOIL | | | |
| **Analyte:** | | | | | | |
| Diesel | **412** | 500 | 82% | | 60 - 140 | mg/kg |
| **Surrogate Recovery:** | | | | | | |
| Hexacosane | | | 75% | | 30 - 120 | |
| **LCSD:** | LCSD-052119_01 | **SAMPLE SPIKED:** | CLEAN SOIL | | | |
| **Analyte:** | | | | | | |
| Diesel | **433** | 500 | 87% | 5.0% | 60 - 140 | mg/kg |
| **Surrogate Recoveries:** | | | | | | |
| Hexacosane | | | 82% | | 30 - 120 | |
| **CCV:** | CCV-052119_01 | | | | | |
| **Analyte:** | | | | | | |
| Diesel | **1050** | 1000 | 105% | | 80 - 120 | mg/kg |

LCS = Laboratory Control Sample
LCSD= Laboratory Control Sample Duplicate
CCV = Continuing Calibration Verification
RPD = Relative Percent Difference

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## JONES ENVIRONMENTAL LABORATORY RESULTS

| | | | |
|---|---|---|---|
| **Client:** | Encon Technologies | **Report date:** | 5/24/2019 |
| **Client Address:** | 12145 Mora Drive #7<br>Santa Fe Springs, CA 90670 | **Jones Ref. No.:** | ST-13785 |
| **Attn:** | Joe Scataloni | **Date Sampled:** | 5/19/2019 |
| | | **Date Received:** | 5/20/2019 |
| **Project:** | Sunset Body Works | **Date Analyzed:** | 5/23/2019 |
| **Project Address:** | 3209 Sunset Blvd.<br>Los Angeles, CA | **Physical State:** | Soil |

### EPA 8260B by 5035 – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

| **Sample ID:** | **ASB1-10'** | **ASB1-13'** | **ASB2-10'** | **ASB2-15'** | | |
|---|---|---|---|---|---|---|
| **Jones ID:** | **ST-13785-01** | **ST-13785-02** | **ST-13785-03** | **ST-13785-04** | **Reporting Limit** | **Units** |
| **Analytes:** | | | | | | |
| Gasoline Range Organics (C4-C12) | ND | ND | ND | ND | 0.20 | mg/kg |
| **TIC:** | | | | | | |
| Ethanol | ND | ND | ND | ND | 50.0 | µg/kg |
| **Dilution Factor** | 1 | 1 | 1 | 1 | | |
| **Surrogate Recoveries:** | | | | | **QC Limits** | |
| Dibromofluoromethane | 98% | 99% | 100% | 96% | 60 - 140 | |
| Toluene-$d_8$ | 101% | 103% | 102% | 103% | 60 - 140 | |
| 4-Bromofluorobenzene | 97% | 103% | 100% | 99% | 60 - 140 | |
| | VOC3-052319-02 | VOC3-052319-02 | VOC3-052319-02 | VOC3-052319-02 | | |

ND= Value less than reporting limit

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## JONES ENVIRONMENTAL QUALITY CONTROL INFORMATION

| | | | |
|---|---|---|---|
| **Client:** | Encon Technologies | **Report date:** | 5/24/2019 |
| **Client Address:** | 12145 Mora Drive #7<br>Santa Fe Springs, CA 90670 | **Jones Ref. No.:** | ST-13785 |
| **Attn:** | Joe Scataloni | **Date Sampled:** | 5/19/2019 |
| | | **Date Received:** | 5/20/2019 |
| **Project:** | Sunset Body Works | **Date Analyzed:** | 5/23/2019 |
| **Project Address:** | 3209 Sunset Blvd.<br>Los Angeles, CA | **Physical State:** | Soil |

### EPA 8260B by 5035 – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

| **Sample ID:** | **METHOD BLANK** | | |
|---|---|---|---|
| **Jones ID:** | **052319-V3MB2** | **Reporting Limit** | **Units** |
| **Analytes:** | | | |
| Gasoline Range Organics (C4-C12) | ND | 0.20 | mg/kg |
| **TIC:** | | | |
| Ethanol | ND | 50.0 | µg/kg |
| **Dilution Factor** | 1 | | |
| **Surrogate Recoveries:** | | **QC Limits** | |
| Dibromofluoromethane | 94% | 60 - 140 | |
| Toluene-$d_8$ | 99% | 60 - 140 | |
| 4-Bromofluorobenzene | 99% | 60 - 140 | |
| | VOC3-052319-02 | | |

ND= Value less than reporting limit

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## JONES ENVIRONMENTAL QUALITY CONTROL INFORMATION

| | | | |
|---|---|---|---|
| **Client:** | Encon Technologies | **Report date:** | 5/24/2019 |
| **Client Address:** | 12145 Mora Drive #7<br>Santa Fe Springs, CA 90670 | **Jones Ref. No.:** | ST-13785 |
| **Attn:** | Joe Scataloni | **Date Sampled:** | 5/19/2019 |
| | | **Date Received:** | 5/20/2019 |
| **Project:** | Sunset Body Works | **Date Analyzed:** | 5/23/2019 |
| **Project Address:** | 3209 Sunset Blvd.<br>Los Angeles, CA | **Physical State:** | Soil |

### EPA 8260B by 5035 – Volatile Organics by GC/MS + Oxygenates/Gasoline Range Organics

**Sample Spiked:** CLEAN SOIL **GC#:** VOC3-052319-02

| **Jones ID:** | **052319-V3LCS2** | **052319-V3LCSD2** | | | **052319-V3CCV2** | |
|---|---|---|---|---|---|---|
| Parameter | MS Recovery (%) | MSD Recovery (%) | RPD | Acceptability Range (%) | CCV | Acceptability Range (%) |
| Vinyl chloride | 114% | 115% | 1.3% | 60 - 140 | 131% | 80 - 120 |
| 1,1-Dichloroethene | 94% | 89% | 5.0% | 60 - 140 | 100% | 80 - 120 |
| Cis-1,2-Dichloroethene | 106% | 105% | 0.9% | 70 - 130 | 110% | 80 - 120 |
| 1,1,1-Trichloroethane | 103% | 104% | 0.5% | 70 - 130 | 119% | 80 - 120 |
| Benzene | 104% | 105% | 0.7% | 70 - 130 | 116% | 80 - 120 |
| Trichloroethene | 97% | 95% | 1.9% | 70 - 130 | 110% | 80 - 120 |
| Toluene | 104% | 99% | 4.8% | 70 - 130 | 114% | 80 - 120 |
| Tetrachloroethene | 94% | 92% | 2.2% | 70 - 130 | 105% | 80 - 120 |
| Chlorobenzene | 98% | 94% | 4.8% | 70 - 130 | 109% | 80 - 120 |
| Ethylbenzene | 103% | 98% | 4.5% | 70 - 130 | 119% | 80 - 120 |
| 1,2,4 Trimethylbenzene | 96% | 90% | 7.1% | 70 - 130 | 113% | 80 - 120 |
| Gasoline Range Organics (C4-C12) | 102% | 98% | 3.8% | 70 - 130 | | |
| **Surrogate Recovery:** | | | | | | |
| Dibromofluoromethane | 98% | 100% | | 60 - 140 | 106% | 60 - 140 |
| Toluene-$d_8$ | 100% | 105% | | 60 - 140 | 115% | 60 - 140 |
| 4-Bromofluorobenzene | 101% | 101% | | 60 - 140 | 109% | 60 - 140 |

MS = Matrix Spike
MSD = Matrix Spike Duplicate
CCV = Continuing Calibration Verification
RPD = Relative Percent Difference; Acceptability range for RPD is ≤ 20%

# JONES ENVIRONMENTAL, INC.

11007 Forest Pl.
Santa Fe Springs, CA 90670
(714) 449-9937
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www.jonesenv.com

# Chain-of-Custody Record

**Client** ENCON TECHNOLOGIES INC.

**Date** 5/19/19

**Project Name** SUNSET BODY WORKS

**Client Project #**

**Project Address** 3209 SUNSET BLVD. LOS ANGELES, CA.

**Email** encon@encontech.net, davidbaltazar.encon@yahoo.com

**Phone** (562) 777-2200

**Report To** JOE SCATTONI

**Sampler** D. BALTAZAR, N. LAMBERT

**Turn Around Requested:**
- ☐ Immediate Attention
- ☐ Rush 24 Hours
- ☐ Rush 48 Hours
- ☐ Rush 72 Hours
- ☒ Normal

**Report Options**
EDD ____
EDF* - 10% Surcharge ____
*Global ID ____

*LAB USE ONLY*

**Jones Project #** ST-13785

Page 1 of 2

Sample Condition as Recieved:
Chilled ☐ yes ☐ no
Sealed ☐ yes ☐ no

**Sample Container / Preservative Abbreviations**

AS - Acetate Sleeve
SS - Stainless Steel Sleeve
BS - Brass Sleeve
G - Glass
AB - Amber Bottle
P - Plastic
SOBI - Sodium Bisulfate
MeOH - Methanol
HCl - Hydrochloric Acid
HNO3 - Nitric Acid
O - Other (See Notes)

**Analysis Requested**

| Sample ID | Date | Sample Collection Time | Laboratory Sample ID | Preservative | Sample Container | Sample Matrix: Soil (S), Sludge (SL), Aqueous (A), Free Product (FP) | TPH-g | TPH-o | Hold | Number of Containers | Notes & Special Instructions |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ASB1-10' | 5/19/19 | 0855 | ST-13785-01 | NONE | AS | S | X | | | 1 | |
| ASB1-13' | | 0920 | ST-13785-02 | | | | X | | | | |
| ASB2-10' | | 0935 | ST-13785-03 | | | | X | | | | |
| ASB2-15' | | 0950 | ST-13785-04 | | | | X | | | | |
| ASB3-5' | | 1020 | ST-13785-05 | | | | | [redacted] | X | | |
| ASB3-10' | | 1035 | ST-13785-06 | | | | | X | | | |
| ASB3-12.5' | | 1100 | ST-13785-07 | | | | | X | | | |
| ASB4-5' | | 1115 | ST-13785-08 | | | | | [redacted] | X | | |
| ASB4-10' | | 1135 | ST-13785-09 | | | | | X | | | |
| ASB4-15' | ↓ | 1200 | ST-13785-10 | ↓ | ↓ | ↓ | | X | | ↓ | |

| Relinquished By (Signature) | Printed Name | Received By (Signature) | Printed Name | |
|---|---|---|---|---|
| [signature] | DAVID BALTAZAR | [signature] | JACOB PAYETTE | Total Number of Containers |
| **Company** ENCON | **Date** **Time** | **Company** JEL | **Date** 5/20 **Time** 08:20 | |
| **Relinquished By (Signature)** | **Printed Name** | **Received By Laboratory (Signature)** | **Printed Name** | Client signature on this Chain of Custody form constitutes acknowledgement that the above analyses have been reqested, and the information provided herein is correct and accurate. |
| **Company** | **Date:** **Time** | **Company** | **Date** **Time** | |

# Chain-of-Custody Record

JONES ENVIRONMENTAL, INC.
11007 Forest Pl.
Santa Fe Springs, CA 90670
(714) 449-9937
Fax (714) 449-9685
www.jonesenv.com

**Turn Around Requested:**
- ☐ Immediate Attention
- ☐ Rush 24 Hours
- ☐ Rush 48 Hours
- ☐ Rush 72 Hours
- ☒ Normal

**Report Options**
EDD ____
EDF* - 10% Surcharge ____
*Global ID ____

*LAB USE ONLY*
**Jones Project #**
ST-13785
Page 2 of 2

Sample Condition as Recieved:
Chilled ☐ yes ☐ no
Sealed ☐ yes ☐ no

| | |
|---|---|
| **Client** | ENCON TECHNOLOGIES INC. |
| **Date** | 5/19/19 |
| **Project Name** | |
| **Client Project #** | |
| **Project Address** | SEE PAGE 1 |
| **Email** | |
| **Phone** | |
| **Report To** | **Sampler** |

Sample Container / Preservative Abbreviations

AS - Acetate Sleeve
SS - Stainless Steel Sleeve
BS - Brass Sleeve
G - Glass
AB - Amber Bottle
P - Plastic
SOBI - Sodium Bisulfate
MeOH - Methanol
HCl - Hydrochloric Acid
HNO3 - Nitric Acid
O - Other (See Notes)

**Analysis Requested**

| Sample ID | Date | Sample Collection Time | Laboratory Sample ID | Preservative | Sample Container | Sample Matrix: Soil (S), Sludge (SL), Aqueous (A), Free Product (FP) | TPH-G | TPH-D | Hold | Number of Containers | Notes & Special Instructions |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ASB5-10' | 5/19/19 | 1345 | ST-13785-11 | NONE | AS | S | | X | | 1 | |
| ASB5-15' | ↓ | 1405 | ST-13785-12 | ↓ | ↓ | ↓ | | X | | ↓ | |
| ASB6-10' | | 1455 | ST-13785-13 | | | | | X | | | |
| ASB7-10' | ↓ | 1510 | ST-13785-14 | ↓ | ↓ | ↓ | | X | | ↓ | |
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|---|---|---|---|
| **Relinquished By (Signature)** | **Printed Name** DAVID BALTAZAR | **Received By (Signature)** | **Printed Name** JACOB PAYETTE |
| **Company** ENCON | **Date** **Time** | **Company** JEL | **Date** 5/20 **Time** 8:12 |
| **Relinquished By (Signature)** | **Printed Name** | **Received By Laboratory (Signature)** | **Printed Name** |
| **Company** | **Date:** **Time** | **Company** | **Date** **Time** |

4 Total Number of Containers

Client signature on this Chain of Custody form constitutes acknowledgement that the above analyses have been reqested, and the information provided herein is correct and accurate.

**Exhibit B**

ENCON Phase II ESA Subsurface Soil and Soil Gas Investigation Report,
dated April 1, 2019 (Text Only)

ENCON

# PHASE II ESA REPORT
# SUBSURFACE SOIL AND SOIL GAS INVESTIGATION

**Subject Property:**

RYDA Ventures, LLC
1525 South Broadway
Los Angeles, California 90015
Attention: Daniel Neman

**Prepared For:**

Sunset Body Works Facility
Former Metropolitan Chevrolet Dealership
3225 Sunset Boulevard
(3209-3227 Sunset Boulevard)
Los Angeles, California 90026

**Prepared by:**

ENCON Technologies, Inc.
Environmental and Engineering Services
12145 Mora Drive Suite #7
Santa Fe Springs, CA 90670
Tel: (562) 777-2200, Fax: (562) 777-2201
Email:encon@encontech.net

April 1, 2019

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### FIGURES:


Figure 1 Site Vicinity Map
Figure 2 Site Map with Sampling Locations


### EXHIBITS:


Exhibit A Soil Analytical Laboratory Report
Exhibit B Soil Gas Analytical Laboratory Report
Exhibit C ENCON Phase I Environmental Site Assessment Report, dated October 30, 2018 (Text Only)

# 1.0 INTRODUCTION

## 1.1 Project Overview

ENCON Technologies, Inc., Environmental & Engineering Services (ENCON) was retained by RYDA Ventures, LLC, Potential Buyer and Project Client, to perform a Phase II Environmental Site Assessment Soil and Soil Gas Investigation at the automotive body shop facility located at 3209-3227 Sunset Boulevard in Los Angeles, California (Subject Site). The Phase II ESA Investigation scope and sampling and analysis plan (SAP) was based on the RECs identified in Phase I ESA conclusions and recommendations prepared by ENCON, dated October 30, 2018. Refer to Exhibit C for text portion of ENCON's Phase I ESA Report. The Phase II ESA site subsurface investigation was requested by the Project Client for the pending real estate transaction. The Project Client intends to redevelop the Subject Site for commercial use.

The Subject Site is comprised of four (4) parcels totaling approximately 13,350 square feet of building area located on a total lot size of approximately 22,499 square feet, APNs: 5426-005-002, 5426-005-003, 5426-005-004 and 5426-005-005. Refer to Exhibit A for legal property descriptions. The Subject Site is located within a mixed commercial and residential area in the City of Los Angeles, on the north side of Sunset Boulevard between Descanso Drive and Micheltorena Street. The subject property site map is shown in Figure 2. The Subject Site building was constructed in 1951 and is currently operated as an automotive collision repair and body shop facility, from about 2014 through the present time in 2018.

## 1.2 Subject Site History

Based on ENCON's site inspection performed as part of the Phase I ESA, the exterior of the building area was visibly in fair to good condition with no visible damage from wear, and no recent building upgrades or renovations. The current automotive collision repair and body work operations include the use of two (2) paint spray booths, paint mixing and parts washing stations, former hydraulic lifts, one (1) 3-stage clarifier with floor drain, and waste oil drum storage area. These operations include the use and storage of hazardous materials, which is a considered Recognized Environmental Condition (REC) and requires further investigation at this time.

The Site building structure was originally operated by Metropolitan Chevrolet Dealership from about 1951 through about 1973. Reportedly, the Metropolitan Chevrolet Dealership was closed in 1973 and operated two (2) underground storage tanks that included one (1) 1,100-gallon waste oil storage tank and one (1) 1,100 gasoline fuel tank and dispensing system. These UST tank operations were reportedly closed in 1973 although no records were found in the Phase I ESA file review that the UST were properly closed in accordance with State guidelines. These UST tanks are currently under investigation by the Property Owner and the Los Angeles Fire Department CUPA requires these tanks to be removed and properly closed at this time. The Subject Site was subsequently operated as an auto body repair shop tenants from the 1990s by the past tenant, All Magic Paint & Body Shop in early 2000 through about 2010.

During the recent Site inspection performed by ENCON, the Subject Site was fully operational as an automotive body repair shop facility, including the use and storage of automotive waste solvents and waste oil drums, use and storage of automotive paint and solvent mixing operations, one 3-stage waste water treatment clarifier, and the use of two (2) paint spray booths and one paint spray room within the facility. The building is of older construction and is in good condition normal evidence of spills and leaks associated with body work and painting operations. The main building floor as well as the vehicle storage yard and access way pavements are generally paved with concrete and asphalt and appear to be in good condition.

Two (2) UST tank direct burial fill ports were observed on the south yard with vent pipes attached to the main building. These UST fill ports and vent lines are indicative of the presence of a former waste oil UST tank and a former gasoline fuel UST tank that have not been removed and are currently present in the south parking lot. As reported by the Los Angeles Fire Department these tank operations were closed in 1973 and included two (2) 1,100-gallon UST tanks. The waste oil tank was reported to be filled with waste oil materials and the gas tank contained several inches of unspecified waste liquid.

Therefore, the Subject Site has historically been operated as an automotive service and repair facility and more recently as a body work and painting facility by various automotive service operations throughout the history of the Subject Site, from about 1951 through the present time. In this past 70 years of operation, the Subject Site has been involved in the storage and use of hazardous materials for automotive service-related activity. In addition, the government records confirmed that the Subject Site use at 3225 Sunset Boulevard was automotive and these type operations pose an environmental risk from the current and historical automotive repair and body work operations performed at the Subject Site.

These automotive repair activities are considered a recognized environmental concerns (RECs) since these type of operations historically stored, used, and generated hazardous automotive materials and wastes, specifically automotive fuel and motor oil products, motor oil wastes, and spent volatile organic compounds solutions in parts washing and spray painting activities, and therefore, a Phase II ESA Investigation is warranted at this time.

### 1.3 Environmental Site Assessment and Investigation Purposes

The Project Client has requested this Phase II Subsurface Soil and Soil Gas Investigation for real estate transaction purposes. The purpose of the Phase I ESA report is to identify all known and suspected Recognized Environmental Conditions (RECs) in connection with subject property. A REC is defined as the presence, or likely presence, of any hazardous or California regulated substances to include petroleum products in, on, or present at the subject property due to past or present releases into the structures on the property or into the ground, groundwater, or surface water associated with the property under conditions indicative of a past or current unauthorized release to the environment or pose a material threat of a future release to the environment.

The purpose of a Phase I ESA record review and evaluation was to assist the Project Client and Potential Buyer as well as the lender by providing reliable, early information on the environmental condition of the property and the possible need for additional evaluations and investigations, referred to as a Phase II ESA Subsurface Investigation. For reference purposes, the Phase I ESA involves non-intrusive investigation methods which are designed to identify the most common contamination sources and site conditions that pose a known or potential environmental risk to the property while the Initial Phase II ESA investigation is designed to verify the presence, or absence, of the contamination and characterize the nature of the contamination using the Phase I ESA finding sampling and analysis plan. A further or additional Phase II ESA investigation may be required to define the extent of the contamination and develop a conceptual model. Phase III ESA remediation covers the actual site mitigation and/or remediation (cleanup) based on the information derived in the Phase II ESA investigation.

### 1.4 Phase I ESA Findings and Identified Recognized Environmental Conditions (RECs)

Based on ENCON's conclusions and recommendations provided in the Phase I-ESA, the following Recognized Environmental Conditions (RECs) were identified at the Subject Site and these RECs do pose a potential environmental risk, requiring Phase II subsurface soil and soil gas investigation. These RECs were used by ENCON technical staff to develop the Sampling and Analysis Plan (SAP) to investigate these RECs at the Subject Site that may have environmentally impacted the Subject site. Refer to Figure 2 for Site Boring Location Map showing areas of concern (AOC)/RECs, and Sampling Plan.

1. **REC #01 – Underground Storage Tank Area:** Two (2) UST tank direct burial fill ports were observed on the south yard with vent pipes attached to the main building. As reported by the Los Angeles Fire Department these tanks were abandoned in 1973 and included two (2) 1,100-gallon UST tanks that historically stored gasoline and diesel fuels. These historical operations include the use and storage of hazardous materials, including petroleum hydrocarbons in the gasoline range (TPHg), fuel additives (BTEX and oxygenates) and petroleum hydrocarbons in the diesel range (TPHd). Three (3) exploratory soil borings were advanced in the vicinity of the UST area.
2. **REC #02 – Waste Oil Drum Storage Area:** Waste oil drums were noted as being stored along the northern property line. These operations include the use and storage of hazardous materials, including petroleum hydrocarbons in the diesel range (TPHd). One (1) exploratory soil boring was advanced in the vicinity of the drum storage area.
3. **REC #03 – 3-Stage Wastewater Clarifier and Discharge Drain:** The 3-stage clarifier was located inside the main building and the clarifier fed southeast to a grade-surface drain located adjacent to the entrance of the building area. Since the wastewater from the site washdown and accidental spills and leaks may contain spent solvents and motor and hydraulic waste oils, the clarifier and drain may have been impacted hazardous chemicals, including chlorinated and hydrocarbon solvent volatile organic compounds (VOCs), petroleum hydrocarbons, and metals found in automotive spent solvents and waste oils from accidental spills and leaks. Five (5) exploratory soil borings were advanced adjacent to the clarifier influent and effluent area, the vicinity of the waste discharge line, and grade surface drain.

4. **REC #04: Spray Booth and General Auto Building Operations:** The current automotive body work and repair facility includes the use of two (2) paint spray booths, paint mixing and parts washing stations, hydraulic lifts, one (1) 3-stage clarifier with floor drain, and drum storage. These auto body work, painting shop and general auto repair operations typically involve the use of hazardous materials that include chlorinated and hydrocarbon solvent volatile organic compounds (VOCs) and petroleum hydrocarbons found in automotive spent solvents and waste motor oils from accidental spills and leaks. Four (4) exploratory soil borings were advanced inside the main building in the vicinity of the parts washing stations and the general auto service activities.
5. **REC #05 –Hydraulic Lifts:** The current automotive body work and repair facility includes the use of hydraulic lifts. The use of hydraulic lifts typically involve the use of hazardous materials that include chlorinated and hydrocarbon solvent volatile organic compounds (VOCs) and petroleum hydrocarbons found in waste oils from accidental spills and leaks. One (1) exploratory soil boring was advanced in the vicinity of the hydraulic lift at the Subject Site.
6. **REC #06 – VOC Vapor Intrusion Assessment:** Due to the current and historical solvent based auto repair, parts washing, paint booth chemical use activities and historical use of one (1) gasoline and one (1) diesel underground storage tanks (USTs) at the Subject Site, eight (8) soil gas probes were installed, to further investigate the presence, or absence, of volatile organic compounds (VOCs) and to evaluate the potential vapor intrusion conditions (VICs) at the Subject Site for the current use as well as for future Subject Property redevelopment purposes.

Based on the six (6) identified RECs at the Subject Site, a Phase II ESA subsurface soil and soil gas investigation was required to confirm the presence, or absence, of any significant unauthorized releases of hazardous material present beneath the Subject Site at this time that may pose a significant threat to the environment or public safety, or poses any environmental restrictions or limitations to the commercial use of the Subject Property. The Phase II ESA subsurface investigation was designed to address all RECs identified at the Subject Site in the Phase I ESA assessment performed by ENCON under the direction of a California Professional Geologist and Registered Environmental Professional.

## 2.0 ENVIRONMENTAL SETTING

### 2.1 Physiography

The Subject Site is located near the southern flank of the Santa Monica Mountains, on the Hollywood Piedmont Slope. The Santa Monica Mountains are part of the Transverse Range Geomorphic Province of California and extend westward from the Elysian Hills in Los Angeles to San Miguel Isl and offshore from Ventura (Norris and Webb, 1976). The Elysian Hills are primarily marine in origin and include massive slates, conglomerates, sandstones, and deep-water shales and turbidite deposits (deep-water debris flows).

The Site is situated within the Hollywood Groundwater Basin, which extends southward towards the La Brea High, a subsurface structural feature beneath the La Brea Plain. The Basin's western and eastern boundaries are the Inglewood fault and the Elysian Hills; respectively The Hollywood Basin is comprised of approximately 650 feet of sediments containing known aquifers and includes Recent Alluvium, and the Lakewood and San Pedro Formations of Pleistocene Age. Below 650 feet below ground surface (bgs), basement rocks of Pliocene to Miocene age are present.

The soils in the vicinity of the Subject Site are mapped as Recent Alluvium (Qal) with limited sandstone bedrock exposures in outcrops and road cuts. The Qal consists of approximately five to 35 feet of fine-grained sediments infilling former drainages near the base of the Elysian Hills. Semi-perched aquifers have been documented within the Qal; however, they have not been differentiated or named. Beneath the Qal, the Lakewood Formation extends over the entire Hollywood Basin and outcrops in the southern half south of the La Brea High and outcrops on the eastern border of the basin along the base of the Elysian Hills. The Lakewood Formation includes the Bellflower Aquiclude and the Exposition and Gage Aquifers.

### 2.2 Site Geology

The soils encountered in the vicinity of the Subject Site, along Sunset Boulevard, consist of fine grained, high plasticity, low permeability clays and silts ranging in thickness from 20 to 30 feet overlying highly weathered and weathered sandstone. The top five feet (7 feet to 12 feet bgs) of bedrock is highly weathered and loosely cemented, while the bedrock below 12 feet bgs grades to slightly weathered and well cemented sandstone bedrock.

Sunset Boulevard loses elevation to the west and is bounded by hills to the north and south. This topography suggests that Sunset Boulevard follows a former drainage channel which has been filled with clay and silt alluvium, and the groundwater exiting the site joins groundwater flowing to the west in the coarser grained sedimentary layers of the in filled channel.

## 3.0 PHASE II ESA SUBSURFACE INVESTIGATION SCOPE OF WORK

Based on the Phase I ESA findings and recommendations prepared by ENCON, a Phase II ESA subsurface soil and soil gas investigation was recommended to confirm the presence, or absence, of chemical releases that may have adversely affected the Subject Site from the RECs identified, listed below. ENCON Senior Registered Environmental Property Assessor, Mr. G. Joseph Scatoloni conducted a site reconnaissance on June 30, 2018 to inspect the Subject Site and develop a Phase II ESA Sampling & Analysis Plan (SAP).

The SAP was developed to address the subsurface soil and soil gas site conditions associated with the identified RECs, or potential areas of concern (AOCs), in order to define the risk to the environment and occupants of the Subject Site. Refer to Figure 2 for Sampling Plan showing the boring locations.

1. **REC #01 – Underground Storage Tank (UST) Area** – ENCON proposed advancing three (3) soil borings (SB1, SB2 and SB3) in the vicinity of the USTs. Borings SB1, SB2 and SB3 were advanced to a total depth of 15 feet below grade surface (bgs), or refusal, and soil samples were collected at 10 feet and 15 feet bgs. The constituents of concern in these areas are total petroleum hydrocarbons in the gasoline range (TPHg), oil range (TPHo), diesel range (TPHd), fuel additives and by-products (BTEX/Oxygenates) and volatile organic compounds (VOCs).
2. **REC #02 – Waste Oil Drum Storage Area** – ENCON proposed advancing one (1) soil boring (SB4) in the vicinity of the drum storage area. Boring SB4 was advanced to a total depth of 10 feet bgs and soil samples were collected at 5 feet and 10 feet bgs. The constituents of concern in this area are TPHg, TPHo, TPHd and VOCs.
3. **REC #03 – 3-Stage Wastewater Clarifier and Discharge Drain** – ENCON proposed advancing five (5) soil borings in the vicinity of the 3-stage clarifier and discharge drain (SB5, SB6, SB7, SB8 and SB9). Boring SB5 was advanced to a total depth of 5 feet bgs with soil samples collected at 2 feet and 5 feet bgs. Borings SB6, SB7 and SB9 were advanced to a total depth of 5 feet bgs with soil samples collected at 5 feet bgs, and Boring SB8 was advanced to a total depth of 7 feet bgs with a soil sample collected at 7 feet bgs. The constituents of concern in this area are TPHo, VOCs and metals.
4. **REC #04 – Spray Booth and General Auto Building Operations** – ENCON proposed advancing four (4) soil borings in the vicinity of the paint booth and parts washing area and general automotive operations (SB10, SB11, SB12 and SB13). Borings SB10, SB11, SB12 and SB13 were advanced to a total depth of 5 feet bgs and soil samples were collected at 5 feet bgs. The constituents of concern in these areas are TPHo and VOCs.
5. **REC #05 – Body Work and Hydraulic Lift Operation** – ENCON proposed advancing one (1) soil boring in the vicinity of the hydraulic lift area (SB14). Boring SB14 was advanced to a total depth of 10 feet bgs, or refusal, and soil samples were collected at 5 feet bgs and 10 feet bgs. The constituent of concern in this area is TPHo.

6. **REC #04 – Potential Chemical Soil Gas Vapor Intrusion** – ENCON proposed advancing eight (8) soil gas probes (SV1, SV2, SV3, SV4, SV5, SV6, SV7 and SV8) in the vicinity of the automotive body work and spray booth operations in order to address the potential vapor intrusion concerns (VICs) at the Subject Site. The soil gas probes were advanced to a depth of 5 feet bgs. The constituents of concern are volatile organic compounds (VOCs).

ENCON submitted twenty (20) soil and eight (8) soil gas samples for analysis using proper chain-of-custody procedures to a State certified analytical laboratory and analyze representative soil samples for petroleum hydrocarbon in the gasoline range (TPHg), oil range (TPHo), and diesel range (TPHd) using EPA Method 8015M, volatile organic solvent compounds (VOCs) using EPA Method 8260B, fuel additives and by-products (BTEX/oxygenates) using EPA Method 8260, and metals using EPA Method 6010, and the soil gas samples were analyzed for VOCs using EPA Method 8260B, in order to address RECs identified at the Subject Site. The soil analytical laboratory data report is provided in Exhibit A and the soil gas analytical laboratory data is provided in Exhibit B for reference, as well as summarized in this report.

## 4.0 EXPLORATORY SOIL BORING INVESTIGATION

### 4.1 Sampling Plan and Boring Locations

Prior to field drilling, ENCON's field engineer marked each boring location and the Subject Site utilities were surveyed and cleared using US Dig Alert. The boring locations may be adjusted in this pre drilling period to ensure safety and proper clearances.

Geoprobe sampling locations were selected based on the results of the historical review of the available documents and the areas targeted of hazardous materials storage or usage. The soil sampling was conducted primarily to evaluate areas where hazardous materials were used and/or released at the Subject Site. The soil gas sampling was conducted to determine the potential vapor intrusion risk to the building area.

The soil boring data evaluated in this Phase II ESA investigation consists of the following targeted areas. Refer to Figure 2 for Sampling Plan and Boring Location Map.

| Site Area Description | Boring IDs | Sampling Depth (ft. bgs) | Analyses |
|---|---|---|---|
| **REC #01 – UST Area:**<br><br>SB1 – South of gasoline UST tank<br><br>SB2 – East of waste oil UST tank<br><br>SB3 – Adjacent to tank vent lines | SB1 | 10 feet and 12.5 feet | EPA Method 8015M TPH-Gasoline and EPA Method 8260 Fuel Additives and By-Products |
| | SB2 | 10 feet and 15 feet | EPA Method 8015M TPH-Gasoline, TPH-Oil, TPH-Diesel, and EPA Method 8260B for VOCs |
| | SB3 | 10 feet and 14 feet | EPA Method 8015M TPH-Gasoline, TPH-Oil, TPH-Diesel, and EPA Method 8260B for VOCs |
| **REC #02 – Waste Oil Drum Storage Area:**<br><br>SB4 – Northern area of property, adjacent to drum storage. | SB4 | 5 feet and 10 feet | EPA Method 8015M TPH-Gasoline, TPH-Oil, TPH-Diesel, and EPA Method 8260B for VOCs |

| | | | |
|---|---|---|---|
| **REC #03 – 3-Stage Clarifier and Waste Discharge Drain:**<br><br>SB5 – Adjacent to exterior ground drain | SB5 | 2 feet<br><br>5 feet | Title 22 CAM Metals<br><br>EPA Method 8015M TPH-Oil and EPA Method 8260B VOCs |
| SB6 – Adjacent to wastewater drain line | SB6, SB7 and SB9 | 5 feet | EPA Method 8015M TPH-Oil and EPA Method 8260B VOCs |
| SB7 – Adjacent to wastewater drain line<br><br>SB8 – Adjacent to 3-stage clarifier | SB8 | 7 feet | Title 22 CAM Metals, EPA Method 8015M TPH-Oil and EPA Method 8260B VOCs |
| **REC #04 – Spray Booth and General Auto Repair and Body Work Operations**<br><br>SB10 – Center auto repair area (south portion)<br><br>SB11 – Center auto repair area (north portion)<br><br>SB12 – Body work area (west portion)<br><br>SB13 – Body work area (east portion) | SB10, SB11, SB12 and SB13 | 5 feet | EPA Method 8015M TPH-Oil and EPA Method 8260B VOCs |
| **REC #05 – Former Hydraulic Lift Area**<br><br>SB14 – Adjacent to hydraulic lift area | SB14 | 5 feet and 9 feet | EPA Method 8015M TPH-Oil |

The soil gas boring data evaluated in this Phase II ESA investigation consists of the following targeted areas inside the main building:

| Site Area Description | Boring IDs | Sampling Depth | Analyses |
|---|---|---|---|
| **REC #06 – Vapor intrusion from sub slab soil gas**<br><br>SV1 – Hydraulic lift area<br><br>SV2 – Interior of auto repair work area (central area)<br><br>SV3 – Interior of auto repair work area (south portion)<br><br>SV4 – Interior of auto repair work area (central area)<br><br>SV5 – Interior, adjacent to spray booth (north portion)<br><br>SV6 – Interior of auto repair work area (south portion)<br><br>SV7 – Interior of auto body work area (west portion)<br><br>SV8 – Interior of auto body work area (east portion) | SV1, SV2, SV3, SV4, SV5, SV6, SV7 and SV8 | 5 feet | EPA Method 8260B VOCs |

### 4.2 Drilling, Soil Matrix Sampling and Field Methods

Thirteen (13) exploratory soil borings were advanced on March 16, 2019 and March 17, 2019 as described above under the direction Mr. G. Joseph Scatoloni, ENCON Registered Environmental Professional. Refer to Figure 2 for sampling locations.

1) Three (3) exploratory soil borings (SB1, SB2, and SB3) were advanced within the vicinity of the underground storage tanks (USTs) (REC #01). SB1 was advanced in the vicinity of the former gasoline tank, SB2 was advanced in the vicinity of the former waste oil tank and SB3 was advanced in the vicinity of the tank vent lines. The three (3) soil borings were advanced to a total depth of 15 feet bgs, or refusal, and soil samples were collected at 10 feet bgs and 15 feet bgs. Refusal was encountered in SB1 at 12.5 feet bgs and in SB3 at 14 feet bgs.
2) One (1) exploratory soil boring (SB4) was advanced in the vicinity of the waste oil drum storage area (REC #02). SB4 was advanced to a total depth of 10 feet bgs and soil samples were collected at 5 feet and 10 feet bgs.
3) Five (5) exploratory soil borings (SB5, SB6, SB7, SB8 and SB9) were advanced in the vicinity of the 3-stage clarifier and wastewater discharge line and drain (REC #03). SB5 was advanced in the vicinity of the ground surface drain on the exterior of the building area to a total depth of 5 feet bgs, and soil samples were collected at 2 feet and 5 feet bgs. SB6, SB7 and SB9 were advanced in the vicinity of the wastewater discharge line within the building area to a total depth of 5 feet bgs and soil samples were collected from each soil boring at 5 feet bgs. SB8 was advanced in the vicinity of the 3-stage clarifier to a total depth of 7 feet bgs and a soil sample was collected at 7 feet bgs.
4) Four (4) exploratory soil borings (SB10, SB11, SB12 and SB13) were advanced in the vicinity of the spray booth operation and general vicinity of the automotive repair and body work areas (REC #04). SB10 was advanced in the vicinity of the general automotive repair area, in the southern portion of the main building area. SB11 was advanced in the vicinity of the general automotive repair area and spray booth operation, in the northern portion of the main building area. SB12 was advanced in the western portion of the automotive body work area and SB14 was advanced in the eastern portion of the automotive body work area. Each boring was advanced to a total depth of 5 feet bgs and a soil sample was collected from each boring at 5 feet bgs.
5) One (1) soil boring (SB14) was advanced in the vicinity of the former hydraulic lift area within the building area. SB14 was advanced to a total depth of 9 feet bgs and soil samples were collected at 5 feet and 9 feet bgs.

All the soil borings were advanced using a Geoprobe 5410 direct push rig, limited access rig hammer and a hand-held drilling tool, as needed. The soil samples were collected with a 1" diameter by 30-inch removable acetate liner from each sampling interval. Each liner was cut at both ends and the center 6" portion of the liner was capped on both ends with Teflon and plastic caps.

All sampling equipment was properly cleaned between sample intervals and boring locations. The sampling equipment was cleaned using a triple rinse decontamination process consisting of a phosphate free primary wash (Alconox or TSP), a secondary stage with a low pH water to reduce the likelihood cross-contamination (mild solution of nitric acid HN03), and a tertiary rinse using de-ionized water. Soil samples were visually inspected in the field for traces of contamination. Groundwater was not encountered during drilling.

Upon collection, all soil samples were labeled, recorded on a chain-of-custody document, and placed in cold storage until delivered to a state-certified laboratory for analysis. Soil samples were collected in accordance with accepted EPA Sampling Protocol and handled according to standard EPA chain-of-custody procedures.

No evidence of subsurface contamination odors or discoloration in soils was indicated in the borings or soil cuttings. No groundwater or saturated zones were encountered during the drilling at any depth. Soil boring locations are illustrated in Figure 2.

### 4.3 Drilling, Soil Gas Sampling and Field Methods

On March 16 and March 17, 2019, eight (8) soil gas probes (SV1, SV2, SV3, SV4, SV5, SV6, SV7 and SV8) were installed using a 5410 Geoprobe direct push drill rig, limited access rig hammer, and a hand-held drilling tool, as needed. The soil gas probes were installed at a depth of 5 feet bgs and consisted of an air diffuser connected to ¼" diameter polyethylene flex tubing that extended to above the grade surface for sampling. The space surrounding the diffusers was filled with fine sand and sealed to the near surface with bentonite chips and water treatment.

The soil gas sampling probes were allowed to equilibrate, and sampling was conducted by applying a vacuum and collecting vapor samples. After each probe was allowed to equalize, soil gas sample was extracted using a Xitech Model 1060H 1-Liter High Vac Bag Sampler vacuum pump and sampling box drawing air from the subsurface through the poly tubing and filling a Tedlar bag located inside the Sampler Box, upstream from the pump. The samples were collected after purging at least 7 pore volumes by the Field Technician.

### 4.4 Soil and Soil Gas Sample Laboratory Analyses

All the soil and gas samples were transported to C & E Laboratories in Cerritos, California and Eurofins Calscience in Garden Grove, California, on the next business day following collection by the field technician. The soil and soil gas samples were analyzed for the following constituents of concern (COCs) as follows, and as detailed in the tables above:

1. **REC #01** – Two (2) soil samples were collected from each boring (SB1, SB2 and SB3) at 10 feet and 15 feet bgs (or refusal). The soil samples collected from SB1 were submitted for analysis for total petroleum hydrocarbons in the gasoline range (TPHg) using EPA Method 8015M and fuel additives and by-products (BTEX/Oxygenates) using EPA Method 8260, respectively. The soil samples collected from SB2 and SB3 were submitted for analysis for total petroleum hydrocarbons in the gasoline (TPHg), oil (TPHo) and diesel (TPHd) ranges using EPA Method 8015M as well as Volatile Organic Compounds (VOCs) using EPA Method 8260B.
2. **REC #02** – Two (2) soil samples were collected from SB4 at 5 feet and 10 feet bgs. The soil samples were submitted for analysis for TPHg, TPHo and TPHd ranges using EPA Method 8015M as well as Volatile Organic Compounds (VOCs) using EPA Method 8260B.
3. **REC #03** – Six (6) soil samples were collected and analyzed as follows: two (2) soil samples were collected from SB5 at 2 feet and 5 feet bgs. The soil sample collected at 2 feet bgs was submitted for analysis for CA Title 22 metals using EPA Method 6010 and the soil sample collected at 5 feet bgs was submitted for analysis for TPHo using EPA Method 8620B and VOCs using EPA Method 8260B. One (1) soil sample was collected from each boring (SB6, SB7 and SB9) at 5 feet bgs and the soil samples were submitted for analysis for TPHo using EPA Method 8620B and VOCs using EPA Method 8260B. One (1) soil sample was collected from SB8 at 7 feet bgs and the soil sample was submitted for analysis for CA Title 22 metals using EPA Method 6010, TPHo using EPA Method 8620B and VOCs using EPA Method 8260B.
4. **REC #04** – Four (4) soil samples were collected from each soil boring (SB10, SB11, SB12 and SB13) at 5 feet bgs and the soil samples were submitted for analysis for TPHo using EPA Method 8620B and VOCs using EPA Method 8260B.
5. **REC #05** – Two (2) soil samples were collected from SB14 at 5 feet and 9 feet bgs and the soil samples were submitted for analysis for TPHo using EPA Method 8015M.
6. **REC #06** – Eight (8) soil gas samples (SV1, SV2, SV3, SV4, SV5, SV6, SV7 and SV8) were advanced to a depth of 5 feet bgs and the soil gas samples were collected at 5 bgs. The soil gas samples were submitted for analysis for VOCs using EPA Method 8260B.

The analytical laboratory reports are provided in Exhibit A and Exhibit B for reference purposes, and the sampling plan is shown in Figure 2.

## 5.0 SUBSURFACE SOIL AND SOIL GAS INVESTIGATION FINDINGS

### 5.1 Soil Sample Laboratory Results

Soil samples were submitted to a State-Certified analytical laboratory, accredited under the Environmental ELAP for analysis. The soil results are summarized in Table 1 through Table 7 below. Complete soil laboratory analytical reports are provided in Exhibit A for reference.

**Table 1: Soil Sample Analytical Results**
**UST Tank Area (REC #01)**

| Sample ID | TPH Gasoline Range (mg/kg) | TPH Oil Range (mg/kg) | TPH Diesel Range (mg/kg) |
|---|---|---|---|
| SB1-10 | 32.0 | NA | NA |
| SB1-12.5 | ND | NA | NA |
| SB2-10 | 9.2 | 26.0 | 14.0 |
| SB2-15 | ND | ND | ND |
| SB3-10 | 380 | 280 | 190 |
| SB3-14 | ND | ND | ND |
| RL | 1.0 | 1.0 | 1.0 |

Note:
ND – Not Detected Above Laboratory Reporting Limits; RL – Laboratory Reporting Limit;
NA – Not Analyzed for this constituent; TPH – Total Petroleum Hydrocarbons

**Table 2: Soil Sample Analytical Results**
**UST Tank Area (REC #01)**

| Sample ID | Benzene (ug/kg) | Toluene (ug/kg) | Ethylbenzene (ug/kg) | Toluene (ug/kg) | Isopropylbenzene (ug/kg) | n-Propylbenzene (ug/kg) | Other VOCs (ug/kg) |
|---|---|---|---|---|---|---|---|
| SB1-10 | ND | ND | ND | ND | NA | NA | ND |
| SB1-12.5 | ND | ND | ND | ND | NA | NA | ND |
| SB2-10 | ND | ND | ND | ND | 54.0 | 1,100 | ND |
| SB2-15 | ND | ND | ND | ND | ND | ND | ND |
| SB3-10 | ND | ND | 25.0 | ND | 2,000 | 7,800 | ND |
| SB3-14 | ND | ND | ND | ND | ND | ND | ND |
| RL | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 500 | 5.0 |

Note:
ND – Not Detected Above Laboratory Reporting Limits;
RL – Laboratory Reporting Limit

**Table 3: Soil Sample Analytical Results**
**Waste Oil Drum Storage Area (REC #02)**

| Sample ID | TPH Gasoline Range (mg/kg) | TPH Oil Range (mg/kg) | TPH Diesel Range (mg/kg) | VOCs (ug/kg) |
|---|---|---|---|---|
| SB4-5 | ND | ND | ND | ND |
| SB4-10 | ND | ND | ND | ND |
| **RL** | **1.0** | **1.0** | **1.0** | **5.0** |

Note:
ND – Not Detected Above Laboratory Reporting Limits; RL – Laboratory reporting Limit;
TPH – Total Petroleum Hydrocarbons; VOCs – Volatile Organic Compounds

**Table 4: Soil Sample Analytical Results**
**3-Stage Clarifier (REC #03)**

| Sample ID | TPH Oil Range (mg/kg) | VOCs (ug/kg) | Metal Compounds CAM Metals (mg/kg) |
|---|---|---|---|
| SB5-2 | NA | NA | Within acceptable ranges. See Table 7 |
| SB5-5 | ND | ND | NA |
| SB6-5 | ND | ND | NA |
| SB7-5 | ND | ND | NA |
| SB8-7 | ND | ND | Within acceptable ranges. See Table 7 |
| SB9-5 | ND | ND | NA |
| **RL** | **1.0** | **1.0** | **1.0** |

Note:
ND – Not Detected Above Laboratory Reporting Limits; RL – Laboratory reporting Limit;
NA – Not Analyzed for this constituent; TPH – Total Petroleum Hydrocarbons;
VOCs – Volatile Organic Compounds

**Table 5: Soil Sample Analytical Results**
**Spray Booth and General Automotive Repair and Body Work Areas (REC #04)**

| Sample ID | TPH Oil Range (mg/kg) | VOCs (ug/kg) |
|---|---|---|
| SB10-5 | ND | ND |
| SB11-5 | ND | ND |
| SB12-5 | ND | ND |
| SB13-5 | ND | ND |
| **RL** | **1.0** | **1.0** |

**Table 6: Soil Sample Analytical Results**
**Former Hydraulic Lift Area (REC #05)**

| Sample ID | TPH Hydraulic Oil Range (mg/kg) |
|---|---|
| SB14-5 | ND |
| SB14-9 | 4,400 |
| RL | 1.0 |

Note:
ND – Not Detected Above Laboratory Reporting Limits; RL – Laboratory reporting Limit;
TPH – Total Petroleum Hydrocarbons; VOCs – Volatile Organic Compounds

**Table 7: Soil Metal Sample Analytical Results for CA Title 22 CAM Metals mg/kg**

| Sample ID | Arsenic | Barium | Chromium | Cobalt | Copper | Lead | Nickel | Vanadium | Zinc |
|---|---|---|---|---|---|---|---|---|---|
| SB5-2 | ND | 97.2 | 16.8 | 11.8 | 22.5 | 2.28 | 30.9 | 52.6 | 54.4 |
| SB8-7 | 3.16 | 273 | 15.6 | 28.2 | 38.6 | 4.85 | 46.7 | 37.4 | 69.0 |
| RL | 1.0 | 0.5 | 0.25 | 0.25 | 0.5 | 0.5 | 0.25 | 0.25 | 1.0 |
| Residential Tier 1 ESLs | 0.067 | 15,000 | 100,000 | 23.0 | 3,100 | 80 | 820 | 390 | 23,000 |
| Commercial Tier 1 ESLs | 0.310 | 220,000 | 100,000 | 350 | 47,000 | 320 | 11,000 | 5,800 | 350,000 |
| DTSC Background | 12.0 | | | | | | | | |

Note:
ND – Not detected above laboratory reporting limits;
RL – Laboratory reporting Limit;
DTSC Background – Arsenic Adjusted Background Concentration of 12 mg/kg was based on statistical study of sites throughout Southern California as reported by CalEPA DTSC. This arsenic concentration is used as a screening level for anthropogenic and naturally occurring levels of arsenic in soil in Southern California.

## 5.2 Soil Gas Sample Laboratory Results

Soil gas samples were submitted to a State-Certified analytical laboratory, accredited under the Environmental ELAP for analysis. The soil gas results are summarized in Table 8 below. Complete soil gas laboratory analytical reports are provided in Exhibit B for reference.

**Table 5: Soil Sample Analytical Results**
**Vapor Intrusion Assessment at Subject Site (ug/L)**

| Sample ID | Boring Location | PCE (ug/L) | TCE (ug/L) | Benzene (ug/L) | Ethylbenzene (ug/L) | Toluene (ug/L) | Xylenes (ug/L) | Other VOCs (ug/L) |
|---|---|---|---|---|---|---|---|---|
| SV1-5 | Vicinity of hydraulic lifts | ND | ND | ND | ND | ND | ND | ND |
| SV2-5 | Central automotive work area | ND | ND | ND | ND | ND | ND | ND |
| SV3-5 | Southern automotive work area | ND | ND | ND | ND | ND | ND | ND |
| SV4-5 | Central automotive work area | ND | ND | ND | ND | ND | ND | ND |
| SV5-5 | Vicinity of the spray booth area | ND | ND | ND | ND | ND | ND | ND |
| SV6-5 | Southern automotive work area | ND | ND | ND | ND | ND | ND | ND |
| SV7-5 | West portion of body work area | ND | ND | ND | ND | ND | ND | ND |
| SV8-5 | East portion of body work area | ND | ND | ND | ND | ND | ND | ND |
| **RL** | | **0.05** | **0.05** | **0.05** | **0.05** | **0.05** | **0.05** | **0.50** |
| **Commercial / Industrial Soil Gas Screening Level (Tier 1 ESLs)** | | **2.1** | **3.0** | **0.42** | **4.9** | **1,300** | **440** | **--** |
| **Residential Soil Gas Screening Level (Tier 1 ESLs)** | | **0.24** | **0.24** | **0.048** | **0.56** | **160** | **52.0** | **--** |

ND – Not detected above laboratory Reporting Limits; NA – Not analyzed for this constituent
RL – Laboratory reporting Limit

## 6.0 SUBSURFACE SOIL AND SOIL GAS INVESTIGATION RESULTS

### 6.1 Summary of Soil Sample Results and Conclusions

ENCON submitted twenty (20) soil samples to a California State certified laboratory, Eurofins CalScience, for analyses using proper sampling and chain-of-custody procedures. Selected samples were analyzed for total petroleum hydrocarbon in the gasoline range (TPHg), waste oil range (TPHo) and diesel range (TPHd) using EPA Method 8015M, organic and chlorinated solvent VOCs, fuel additives and by-products using EPA Method 8260B and metals using EPA Method 6010/7000, in order to address the RECs identified at the Subject Site.

Based on the soil data analytical results, the following conclusions are provided:

1) The soil data in the vicinity of the two (2) parts washing and paint mixing stations were found to be below detection limits for all volatile organic compounds (VOCs) automotive solvent based chemicals and waste oils. In addition, VOC automotive painting chlorinated, and hydrocarbon solvents were not detected in any of the painting areas or body work area inside the building,

2) All the CAM Metals were found to be below detection limits or within acceptable ranges normally found in Southern California associated with the 3-stage clarifier wastewater treatment unit and the discharge piping to the POTW,

3) Petroleum hydrocarbons in the waste oil ranges (TPHo) in the automotive repair and wastewater activities were found to be below detection limits in the body work shop and painting operations, and the wastewater treatment clarifier activities inside the building as well as waste drum storage located outside the building,

4) Petroleum hydrocarbons in the waste oil ranges (TPHo) were detected in the vicinity of the 1,100-gallon UST waste oil storage tank located outside the building in two (2) of the 10-foot soil samples, SB2 and SB3, at concentrations at 26.0 mg/kg and 280.0 mg/kg respectively, although not detected in the 5 feet bgs samples. These concentrations are below maximum soil screening levels (MSLs) and regulatory action levels of >1,000 mg/kg (Los Angeles Region 4 RWQCB, May 1996 published MSLs) and suggest that these releases were most likely de minimis from accidental spills and leaks from the use of the waste oil storage tank and not a significant release from a waste oil storage tank.

   In addition, the chlorinated and hydrocarbon VOCs waste chemical constituents were found to be below detection limits or at trace levels in the vicinity of the waste oil tank. Since the TPHo petroleum hydrocarbon and VOC concentration were below detection limits at 14 ft-bgs, the TPHo release appears to be limited to the tank area and does not pose a significant threat to groundwater at approximately 32 ft-bgs, or the environment.

5) Petroleum hydrocarbons in the diesel fuel ranges (TPHd) were detected in the vicinity of the 1,100-gallon UST waste oil storage tank located outside the building in two (2) of the soil samples, SB2 and SB3 at 10 feet bgs, at concentrations at 14.0 mg/kg and 190.0 mg/kg respectively, although not detected in the 5 feet bgs samples. These concentrations are below maximum soil screening levels (MSLs) and regulatory action levels of 1,000 mg/kg (Los Angeles Region 4 RWQCB, May 1996 published MSLs) and suggest that these releases were most likely de minimis from accidental spills and leaks from the use of the waste oil storage tank and not from a significant release from the waste oil storage tank.

   In addition, the hydrocarbon VOCs waste chemical constituents were found to be below detection limits or at trace levels in the vicinity of the waste oil tank. Since the TPHd petroleum hydrocarbon and VOC concentration were below detection limits at 14 ft-bgs, the past TPHd releases appear to be limited to the tank area and do not pose a significant threat to groundwater at approximately 32 ft-bgs or the environment.

6) Elevated petroleum hydrocarbons in the gasoline ranges (TPHg) were detected in the vicinity of the 1,100-gallon UST gasoline and waste oil storage tanks located outside the building in three (3) of the 10 foot soil samples, SB1, SB2 and SB3, at concentrations of 32.0 mg/kg, 9.2 mg/kg and 380 mg/kg, respectively, although not detected in the 5 feet bgs samples. Only one of three soil samples were above the published maximum soil screening level for TPHg of 100 mg/kg (Los Angeles Region 4 RWQCB, May 1996 published MSLs, Table 4-1). These TPHg soil data and concentrations suggest that this release was most likely a result of minor incidences from accidental spills and leaks during the former use of the gasoline filling and/or dispensing operations and not a significant release from the fuel storage tank.

   In addition, the aromatic hydrocarbon (BTEX) and fuel additive constituents were all found to be below detection limits or at trace levels in the vicinity of the gasoline tank. Since the TPHg and VOC concentrations were below detection limits at 14 feet bgs, the TPHg petroleum hydrocarbon release appears to be limited to the tank area to a vertical depth of approximately 14 feet bgs and does not appear to pose a significant threat to groundwater at approximately 32 feet bgs or the environment.

   These 1,100-gallon UST gasoline tank and 1,100-gallon waste oil storage tank operations were terminated in 1973 by the former Metropolitan Chevrolet Dealership tenant and not reportedly used by any subsequent auto service tenants to the present time. The State regulation states that UST tanks that are not in use within a twelve (12) month period and properly permitted by the City of Los Angeles must be permitted for closure and properly removed in accordance with State UST Tank Closure Guidelines under the State CUPA, Los Angeles City Fire Inspector.

The presence of these abandoned UST tanks is an environmental compliance matter and must be removed under the direction of the Los Angeles City Fire Department in the very near future. Also, the presence of petroleum hydrocarbon affected soils detected beneath the tanks, however, is a contingent environmental liability that may pose a potential environmental risk to obtaining a tank closure NFA status by the State CUPA. Therefore, the UST tanks should be removed prior to the Subject Site acquisition and prior to the real estate transaction being completed.

7) Elevated petroleum hydrocarbon in the waste hydraulic oil ranges (TPHo) was detected in the vicinity of the former hydraulic lifts located inside the building auto service bays in soil sample, SB14 at 9 feet bgs at a concentration of 4,400 mg/kg although not detected in the 5 feet bgs sample. This TPHo concentration is below maximum soil screening levels (MSLs) and regulatory action levels of 10,000 mg/kg (Los Angeles Region 4 RWQCB, May 1996 published MSLs) however, significantly elevated to indicate the presence of a potential major source of hydraulic fluid, located in the vicinity of several former hydraulic lifts inside the building. At this time waste oil source does not pose a significant threat to groundwater at 32 ft-bgs or the public since it is located beneath the concrete foundation cap between 5 ft-bgs and approximately 14 ft-bgs.

   This source of hydraulic waste oil located in the vicinity of the former hydraulic lifts, however, is a contingent environmental liability that may pose a potential risk to groundwater and construction workers if disturbed during future redevelopment construction activities. Therefore, the hydraulic waste oil source should be delineated to define the vertical and lateral extent and the source removed during the redevelopment of the Subject Property.

### 6.2 Summary of Soil Gas Sample Results and Conclusions

ENCON submitted eight (8) soil gas samples to a California State certified laboratory, C&E Laboratories, for analyses using proper sampling and chain-of-custody procedures. The soil gas samples were analyzed for automotive aromatic hydrocarbons and chlorinated solvent compounds (VOCs) using EPA Method 8260B, to evaluate the potential for vapor intrusion into the building structure area (REC #06). All the soil gas sample data obtained from the Subject Site were found to be below detection limits for all volatile organic compounds, VOCs, that include all automotive chlorinated and hydrocarbon solvent chemicals of concern used in automotive repair, auto body work and painting, and waste oil and unspecified waste solvent management operations. Therefore, the past and current automotive repair operations and site environmental conditions do not pose a vapor intrusion environmental threat to the Subject Property or a risk to the workers or public currently.

## 7.0 RECOMMENDATIONS

The Phase II ESA subsurface investigation has revealed no significant evidence of adverse petroleum hydrocarbons or automotive solvent chemically affected soil, or soil gas, in connection with the Subject Site which would prevent or limit the use of the Subject Site for the current commercial automotive service and body work use. The Phase II ESA testing selectively investigated the automotive repair and body work shop, parts washing, waste treatment, paint spraying, and waste oil storage portions of the Subject Site. The soil and soil gas data, and present site conditions suggest that the previous and current automotive service and body work operations have not adversely affected the environmental conditions of the Subject Site. The present site conditions do not pose a significant threat to groundwater beneath the site, or adversely affect the workers or the public health risk in a commercial setting.

The Subject Site is currently a low environmental risk site at this time with two environmental conditions of concern to be noted for this pending real estate transaction:

1) The presence of the two (2) abandoned 1,100-gallon UST tanks is a current environmental compliance matter and must be removed under the direction of the Los Angeles City Fire Department in the very near future. Also, the presence of petroleum hydrocarbon affected soils detected beneath the tanks, although at slightly elevated concentrations, is a contingent environmental liability that may pose a potential environmental risk to obtaining a clean tank closure NFA status by the State CUPA immediately. Therefore, the UST tanks should be removed prior to the Subject Site acquisition and prior to the real estate transaction being completed.

2) The presence of a source of hydraulic waste oil located in the vicinity of the former hydraulic lifts between 5 feet bgs and approximately 14 feet bgs is a contingent environmental liability that may pose a potential risk to groundwater and construction workers if disturbed during future redevelopment construction activities. Therefore, the hydraulic waste oil source should be delineated to define the vertical and lateral extent and the source removed during the redevelopment of the Subject Site.

Therefore, it is the professional opinion of ENCON Technologies, Inc. that no further investigations are necessary currently, and the Subject Site is suitable for the current automotive body work commercial use. If, however, the Subject Site is redeveloped, or the use is changed to residential or other highly sensitive uses, further subsurface investigations may be necessary.

## 8.0 REPORT PREPARATION AND LIMITATIONS

This Phase II ESA Report was prepared for RYDA Ventures, LLC, Project Client and Potential Buyer, as it pertains to the property located at 3209-3227 Sunset Boulevard in Los Angeles, California (Subject Site). The conclusions presented in this report were based upon the Phase I Environmental Site Assessment (ESA) and Phase II Environmental Site Assessment – Subsurface Soil and Soil Gas Investigation performed by ENCON Technologies, Inc. in accordance with the ASTM E1527-13 site environmental assessment.

The consultant makes no guarantees as to the accuracy or completeness of information obtained from others. It is possible that information exisis beyond the scope of this investigation. Additional information which was not available to Consultant at the time of writing the Report may result in a modification of the conclusions and recommendations presented.

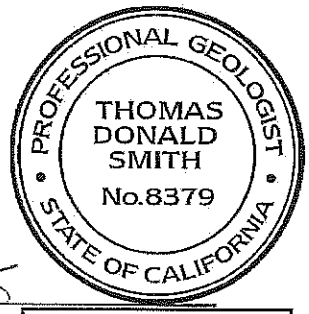
The Services performed by the Consultant have been conducted in a manner consistent with the level of care ordinarily exercised by members of our profession currently practicing under similar conditions. This report is not a legal opinion but may under certain circumstances be prepared at the direction of counsel, may be in anticipation of litigation, and may be classified as an attorney client communication or as an attorney-work product.

The findings in this report are based on field observations and analytical data provided by an independent laboratory. Interpretations of the subsurface conditions at the site were made from these observations and data as well as limited number of data points from soil borings. Subsurface conditions may vary from these data points.

If there are any questions regarding soil sample collection or soil analysis, please contact Joseph Scatoloni, Project Manager at (562) 777-2200.

Respectfully submitted by,

ENCON Technologies, Inc.




G. Joseph Scatoloni, ENCON Principal
Senior Remedial Engineer & Project Manager

Thomas D. Smith,
California Professional Geologist, # 8379

Expires June 30, 2020

<table>
<tr><td colspan="3">1. Tree Expert:<br>Leonard Markowitz, Certified Arborist # WE 0342, PCA # 070070<br>1684 Meander Dr. Simi Valley, CA 93065 lenmtree@aol.com (805) 813-2134</td></tr>
<tr><td colspan="2">2. Prepared By: Len Markowitz</td><td>3: Prepared for: Mike Mayer<br>mike.mayer@ryda.us | (425)765-8512<br>Sunset Twins-HH, LLC, 1525 S. Broadway, Los Angeles, CA. 90015</td></tr>
<tr><td colspan="3">4. APN#: 5426-005-002, 5426-005-003, 5426-005-004, and 5426-005-005<br><br>Location/geographic Description: Lots 2 through 10 inclusive of tract No. 5036, in City of Los Angeles, in the County of Los Angeles, State of California, as per map recorded in book 53 pages 12 to 14 of maps, in the office of the county recorder of said county.</td></tr>
<tr><td colspan="2">5. Date Prepared: 10-12-2020</td><td>6. Date Inspected: 10-07-2020<br>Date Trees Tagged: N/A</td></tr>
<tr><td colspan="3">7. PTR Purpose:<br>The City of Los Angeles planner has asked to conduct a tree report which includes the location, type, size, and general condition of trees on-site and within public r-o-w.<br>This report is being prepared at the request of the City of Los Angeles Board of Public Works and in accordance with the City of Los Angeles Protected Tree Ordinance No. 177.404.</td></tr>
<tr><td colspan="3">8. Table of Contents listed below this table</td></tr>
<tr><td colspan="3">9. Project Description and Background:</td></tr>
<tr><td colspan="3">10: Square footage<br>Entire property: 22,500 sq. ft. | Existing Footprint: | Proposed Footprint:</td></tr>
</table>

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If protected tree report is accepted, a Tree removal permit from www.MyLA311.com will be required for removals or planting in the parkway.

ENV-2021-2036

**Report Summary:**

I reviewed the site on 10-07-2020 at 7:45 am. The site is now an auto body shop and asphalt parking area. ***The construction site area does not have any trees.***

The sidewalk easement area does have 5 Street trees to be discussed.

The offsite area has 1 Juglans californica to be protected and 1 pine (under wires) to be removed.

Leonard Markowitz

Certified Arborist, # WE 0342 A, PCA. 070070

**Field Observations:**

- Reviewed 10-07-2020, 7:45 AM. Weather was clear and about 60 degrees.

- 3225 Sunset Blvd. is on the east side of Sunset Blvd. nestled into a large gunite (concrete) slope. The construction will be at ground level. The offsite trees, Juglans californica, are 30 above ground level and protected by the gunite (concrete) wall. The street trees are 3 older Washingtonia robusta and 2 Tipuana tipu. All trees are in cut outs or 2' parkway planters along curb. These street trees should be reviewed by Urban Forestry for health, vigor and safety.

- There **were not any trees in abutting properties** close to construction location.

**Recommendations and Mitigations:**

- As there ***were not any*** trees on site, **there is *not any* mitigation** for existing trees.
- The parkway trees should be reviewed by Urban Forestry for heath, vigor and safety. (See attached field summary).

**Protected tree construction impact guidelines:**

It is the goal of the City of the City of Los Angeles Protected Tree Ordinance – 177.404 to curb the destruction of our beautiful California native oaks (Quercus sp.), Western Sycamores (Platanus racemose), Southern California Black walnuts (Juglans californica), and California bay tree (Umbellaria californica), preserve the natural environment, and protect the City's plant life heritage.

The city of Los Angeles requires the following information to be present in every tree report submitted.

The following are general and specific Protected Tree care guidelines:

A. **Control of Diseases and Pests**
California native Oaks, Western sycamores, Southern California black walnut, and California bay tree are susceptible to numerous, indigenous insect pests and should be monitored regularly for possible damaging infestations.

During my visual, above-ground inspection I found no sign of Oak Root Fungus *(Armillaria mellea).* Bleeding Canker Disease *(Phytophthora cactorum)* was not found. Note: Oak Root Fungus is the most serious problem of oaks in landscape settings (annual root collar inspections are recommended as a preventative measure).

B. **Protective Fencing During Grading or Construction**
Equipment damage to the limbs, trunks, and roots must be avoided. Protected trees should be given as much space as possible free from vehicle compaction and construction encroachments. Protective fencing is recommended to help prevent construction encroachments within the dripline of any native Protected Tree listed to remain. Fencing must be in place before construction begins (refer to "Mitigation Measures"). Fencing should be installed as close to the dripline as possible. The fencing is to remain in place until the project has been completed. The Project Arborist should inspect the trees and fencing at the completion of the project prior to dismantling the fencing.

C. **Methods and Frequency of Pruning**
California native Oak, Western sycamore trees, Southern California black walnut, California bay tree will grow beyond their ability to support themselves and may fail at a main crotch or limb attachment if not pruned for weight reduction. Oaks, and sycamores, black walnuts and bay trees in a residential or public setting must be maintained for public safety as well as tree longevity. Corrective pruning, thinning, raising, and deadwood removal should be accomplished every 3 - 5 years by Certified Tree Workers or Certified Arborists. Large oaks and sycamores, black walnuts and bay trees should be inspected on an annual basis for health and structural integrity. Installing support cables can help to prevent main crotch failures. These trees should be diligently maintained to help prevent limb or main crotch failures. All pruning should be performed in accordance with ANSI. A-300 Pruning Standards.

D. **Frequency of Watering**

California native Oaks, Southern California black walnut, Western sycamores and California bay tree and native plants have the inherent ability to survive through the cyclical droughts of our region and generally do not require supplemental irrigation. Oaks in residential settings are susceptible to serious problems from over-watering. Care should be taken to avoid placing any sprinkler devices within watering distance to the trunks of any oak. Grass or ground covers must not be planted next to the trunks. Residential oaks would benefit from a deep-watering during the months of June and/or November during years of drought conditions. A twelve-hour, slow application with a "soaker-hose" is an effective method of deep-watering.

E. **Grading Restrictions Near the Driplines**

Care must be taken to limit grade changes near the trunk areas. If possible, the grade should not be lowered or raised around oaks during construction activities. Note: even a 2" raise of grade at the root collar could result in an Oak Root Fungus infection. The soil level must be lowered if the root flare or collar is not visible. Trenching within the dripline should be avoided if possible. If trenching for utilities is required in this critical zone, the work should be monitored by a Certified Arborist and roots should by tunneled-around and protected.

F. **Mitigation Measures**

As this project proceeds, the following mitigation measures should apply. The Urban Forestry Division will review these recommended measures and concur with or adjust them as needed:

i. The tags numbering each tree on this site should not be removed until the project is completed. Palms tree are not tagged do to the dead leaf mass on all trunks. Trees are numbered on summary report and pictures attached.

ii. Clean-cut and treat any roots encountered during trenching that measure 1" diameter or larger. Protect and preserve by tunneling around all roots larger than 1" diameter.

iii. Construction waste-water, i.e., paint products cleaning fluids, thinner, concrete or concrete run-off, plastering materials, etc., should not be allowed to drain within the driplines of any of the trees to remain.

iv. It is the client/owner's responsibility to notify the Project Arborist to schedule any recommended monitoring of the trees on this site. Monitoring of on-site trees or newly-planted "mitigation" trees is no guarantee of tree survival or long-term tree health.

## SUMMARY OF FIELD INSPECTION - Protected Trees / Non Protected Trees

Address: 3225 Sunset Blvd APN: Street trees on Side Sunset

Date: 10/8/2020 Weather: clear ,60+

Time: 7:45 AM

| | | FORM | | | PHYSICAL CONDITION | | | | | | | | | | | | | | | | TREATMENT | | | | | | RATING | | | RATING CODE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tree Number | | SIZE | | Tree Declining | Drought Stressed | Broken Hanging Limb(s) | Weak Main Crotch(s) | Sparse Foliage | Fire Damage | Cavity(s) in tree | Trunk Damage or Exudation | Hollow Trunk or Cavity | Mainstem Dieback | Insect Damaged | Diseased | Leaning | Soil Buildup at Base | Regrown Stump | Surface Roots | Safety Hazard | Safety Prune (Crown Reduction) | Raise Canopy | Remove Deadwood | Insect Treatment | Disease Treatment | Cable / Brace | Replenish Nutrients | Health | Aesthetics & Conformity | Balance | A=EXCELLENT |
| | Platanus Racemosa | | | | | | | | | | | | | | | | | | | | | | | | | | | | | B=GOOD |
| | Umbellularia Californica | | | | | | | | | | | | | | | | | | | | | | | | | | | | | C=FAIR |
| | Juglans Californica | | | | | | | | | | | | | | | | | | | | | | | | | | | | | D=POOR |
| | Quercus Agrifolia | | | | | | | | | | | | | | | | | | | | | | | | | | | | | E=NEARLY DEAD |
| 1 | | | Trunk Diameter (Inches) 4.5 ft above base | 17" | x | | | | | | | x | | | x | | | | | | | | | | | | | C | A | F=DEAD |
| | | | Height (Feet) | 60' | | | | | | | | | | | | | | | | | | | | | | | | | | R=Remove for Constrct |
| | | | Spread (Feet) | 10' | | | | | | | | | | | | | | | | | | | | | | | | | | I=Impacted |
| 2 | | | Trunk Diameter (Inches) 4.5 ft above base | 24" | x | x | | | | | | x | | | | | x | | | | | | x | | | | x | B | C | C | T=Transplantable |
| | | | Height (Feet) | 60' | | | | | | | | | | | | | | | | | | | | | | | | | | NT=Not Transplantable |
| | | | Spread (Feet) | 10' | | | | | | | | | | | | | | | | | | | | | | | | | | BVC=Below Main Crotch |
| 3 | | | Trunk Diameter (Inches) 4.5 ft above base | 3" | x | x | | x | | | | x | | x | | | | | | | | | | | | | | C | B | REMARKS |
| | | | Height (Feet) | 9' | | | | | | | | | | | | | | | | | | | | | | | | | | Washingtonia robusta |
| | | | Spread (Feet) | 8' | | | | | | | | | | | | | | | | | | | | | | | | | | offsite 3' parkway |
| 4 | | | Trunk Diameter (Inches) 4.5 ft above base | 3" | x | x | | | | | | | | | | | | | | | | | | | | | | C | C | Washingtonia robusta |
| | | | Height (Feet) | 9' | | | | | | | | | | | | | | | | | | | | | | | | | | 3 x 3' cut out |
| | | | Spread (Feet) | 9' | | | | | | | | | | | | | | | | | | | | | | | | | | Tipiwana tipu |
| 5 | | | Trunk Diameter (Inches) 4.5 ft above base | 20" | | | | | | | | x | | | | | | | | | | | | | | | | C | C | 3' x 4' cut out |
| | | | Height (Feet) | 50' | | | | | | | | | | | | | | | | | | | | | | | | | | Tipiwana tipu |
| | | | Spread (Feet) | 10' | | | | | | | | | | | | | | | | | | | | | | | | | | 3' x 3' cut out |
| 6 | | | Trunk Diameter (Inches) 4.5 ft above base | | | | | | | | | | | | | | | | | | | | | | | | | | | Washingtonia robusta |
| | | | Height (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | 3' circle cut out |
| | | | Spread (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | | Trunk Diameter (Inches) 4.5 ft above base | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Height (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Spread (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | Trunk Diameter (Inches) 4.5 ft above base | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Height (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Spread (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | | Trunk Diameter (Inches) 4.5 ft above base | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Height (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Spread (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | | Trunk Diameter (Inches) 4.5 ft above base | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Height (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Spread (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | | Trunk Diameter (Inches) 4.5 ft above base | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Height (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Spread (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | | | Trunk Diameter (Inches) 4.5 ft above base | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Height (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Spread (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | | | Trunk Diameter (Inches) 4.5 ft above base | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Height (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Spread (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | | | Trunk Diameter (Inches) 4.5 ft above base | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Height (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Spread (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | | | Trunk Diameter (Inches) 4.5 ft above base | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Height (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Spread (Feet) | | | | | | | | | | | | | | | | | | | | | | | | | | | |

3225 Sunset Blvd

**TABLE 1 : SUMMARY OF DATA (Protected trees 4" dia. or larger)**

| | |
|---|---|
| Total number of Protected trees on map | 0 |
| Total number of dead (or nearly dead) Protected trees | 0 |
| Total number of Protected trees to be removed not incl. dead trees | 0 |
| Total number of Protected trees to be impacted by construction within dripline. | 0 |
| Total number of Protected trees not dead, not removed or impacted | 0 |

**TABLE 2 : SCHEDULE OF PROPOSED REMOVALS (Protected trees)**

| Tree No. | Health Rating | General location | Reason for removal | My Recommendation: Save | Remove | Re-locate |
|---|---|---|---|---|---|---|
| | | | N/A | | | |
| | | | | | | |
| | | | | | | |
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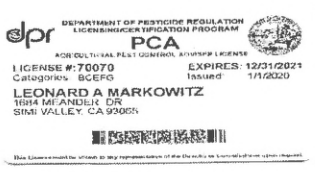
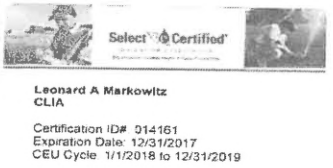
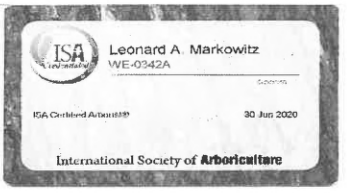









Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees. We recommend measures to enhance the beauty and health of trees. We attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek further advice.

Arborists cannot detect every condition that could lead to the structural failure of a tree. Trees are living organisms that fail in behavior we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period. Likewise, curative treatments, like any remedy cannot be guaranteed.

Trees can be managed, but they cannot be controlled. To live, congregate and gather near trees is to accept some degree of risk

TREE LIST: (Street Trees) **There are *not any* onsite trees**

| # | Botanical Name | Common Name | DBH" | Height' | Spread' | Health |
|---|---|---|---|---|---|---|
| 1. | Washingtonia robusta | Mexican fan palm | 17 | 60 | 10 | B |
| 2. | Washingtonia robusta | Mexican fan palm | 24 | 60 | 10 | B |
| 3. | Tipuana tipu | Tipu tree | 3 | 9 | 8 | C |
| 4. | Tipuana tipu | Tipu tree | 3 | 9 | 8 | C |
| 5. | Washingtonia robusta | Mexican fan palm | 20 | 50 | 10 | C |

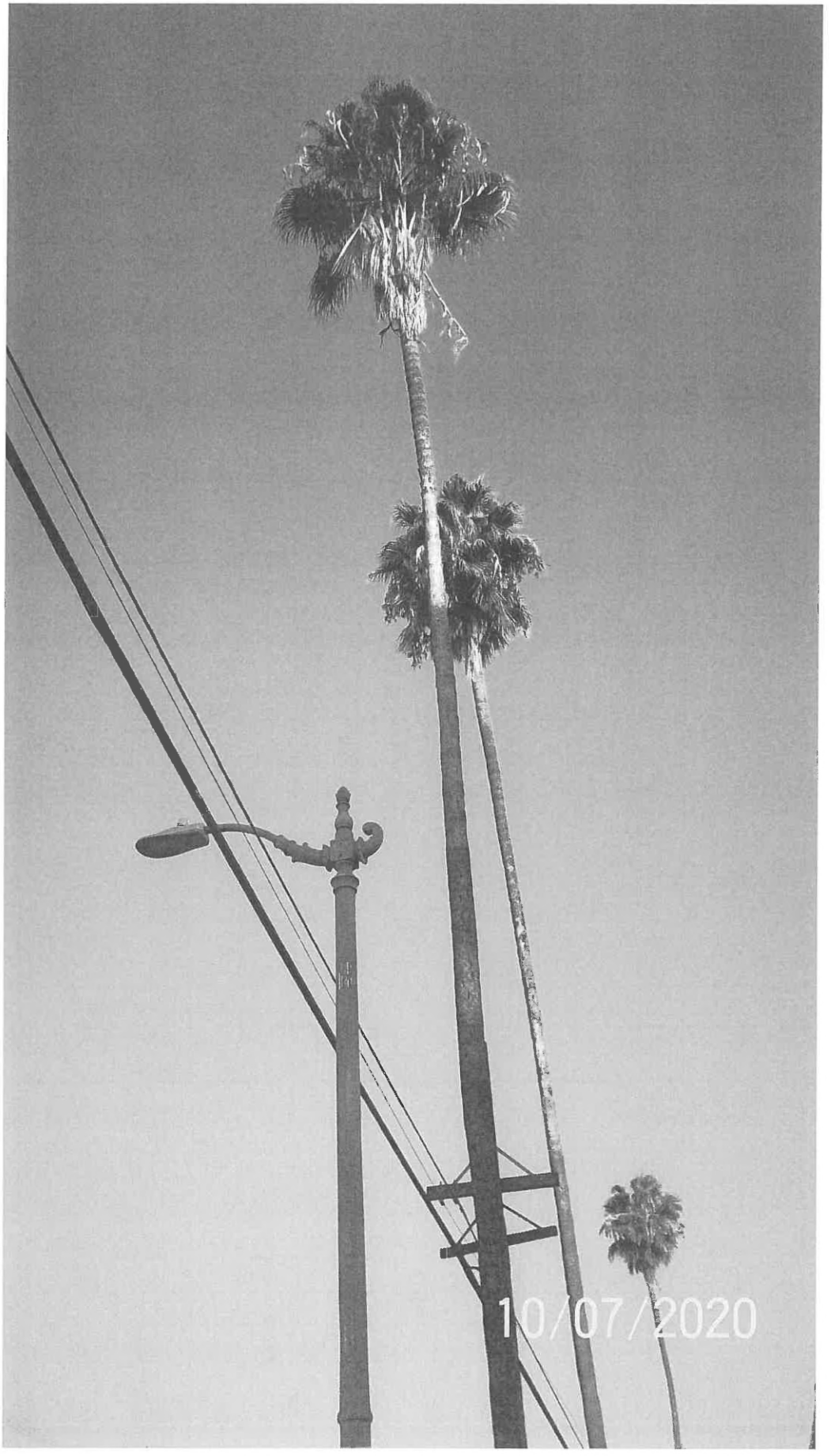
**Off-site trees are on photos below**

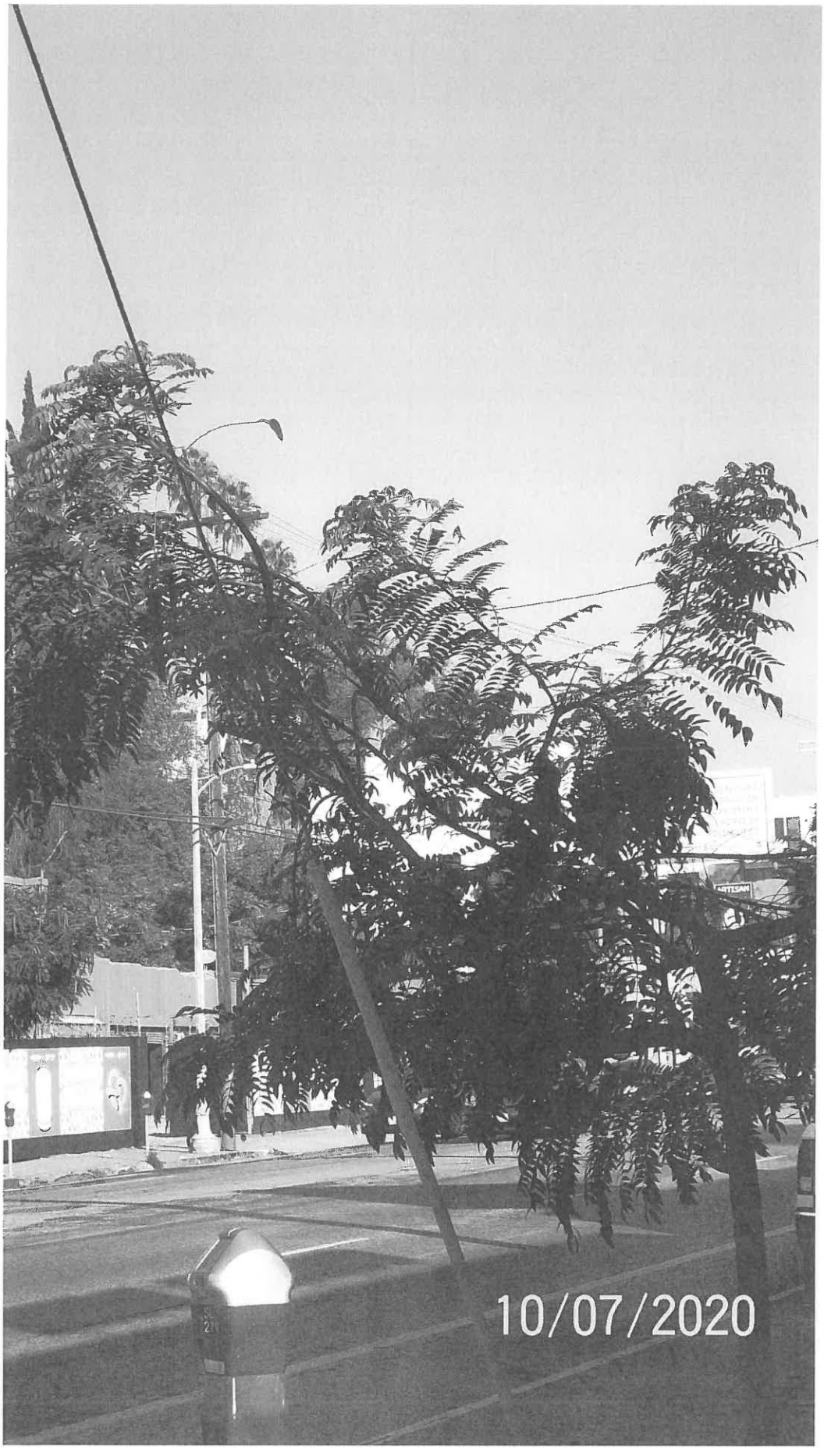
**Off SITE 1 pine under wires 30' above grade to rear of retaining wall**

**Off-Site 2 California black walnut 30' above grade to rear of retaining wall**

## Photographs of trees:



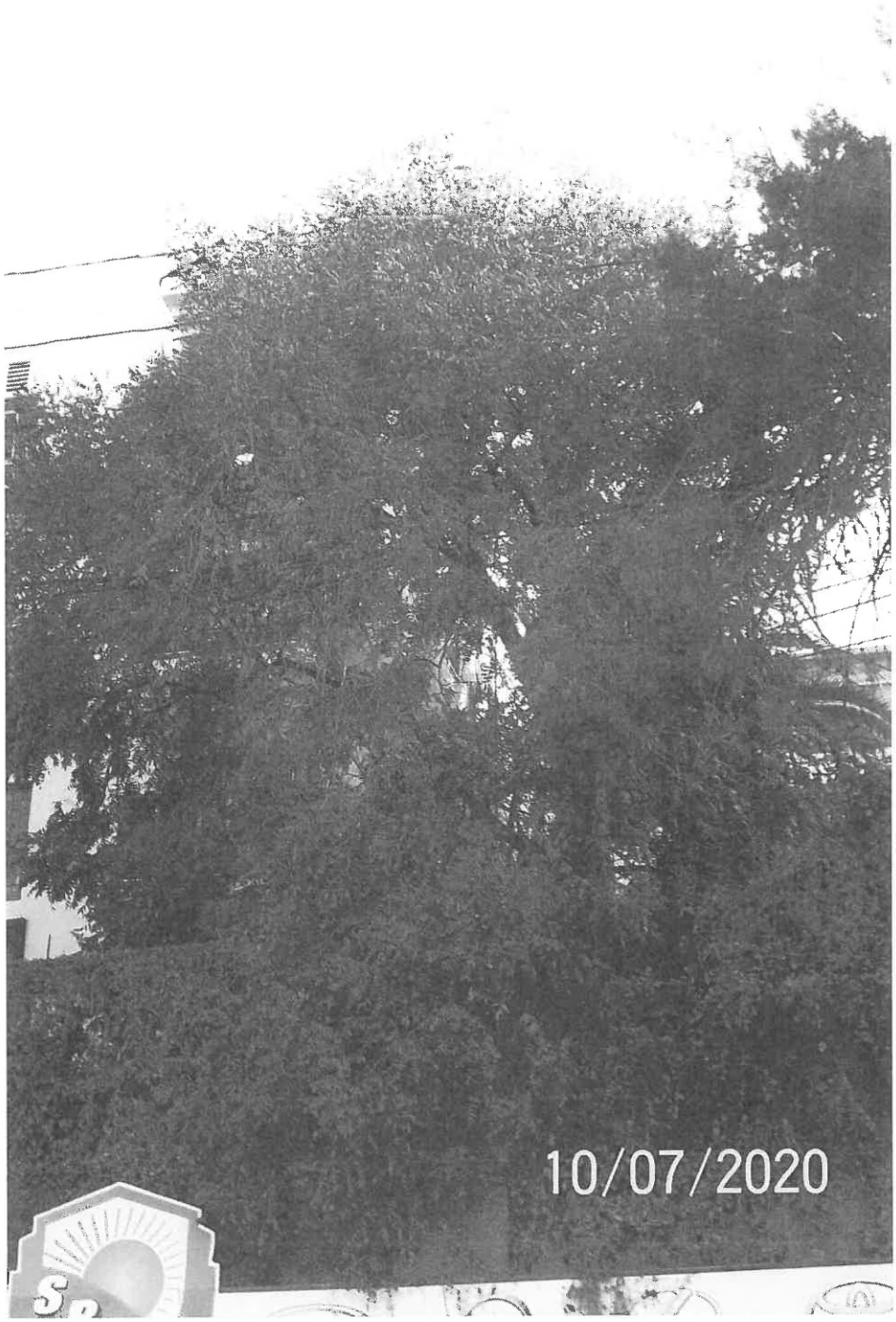

10/07/2020

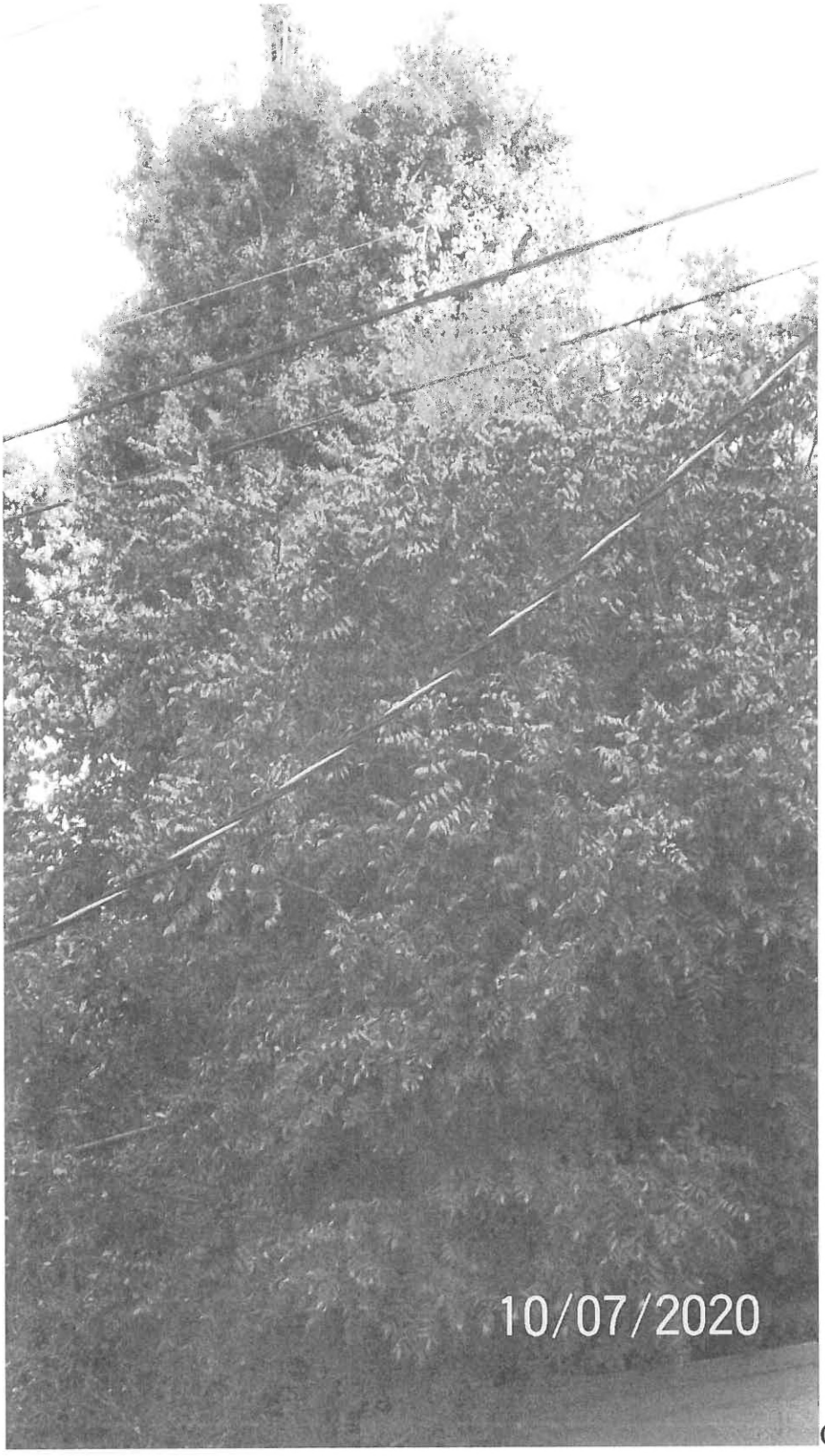

10/07/2020


10/07/2020




Street tree # 5


10/07/2020



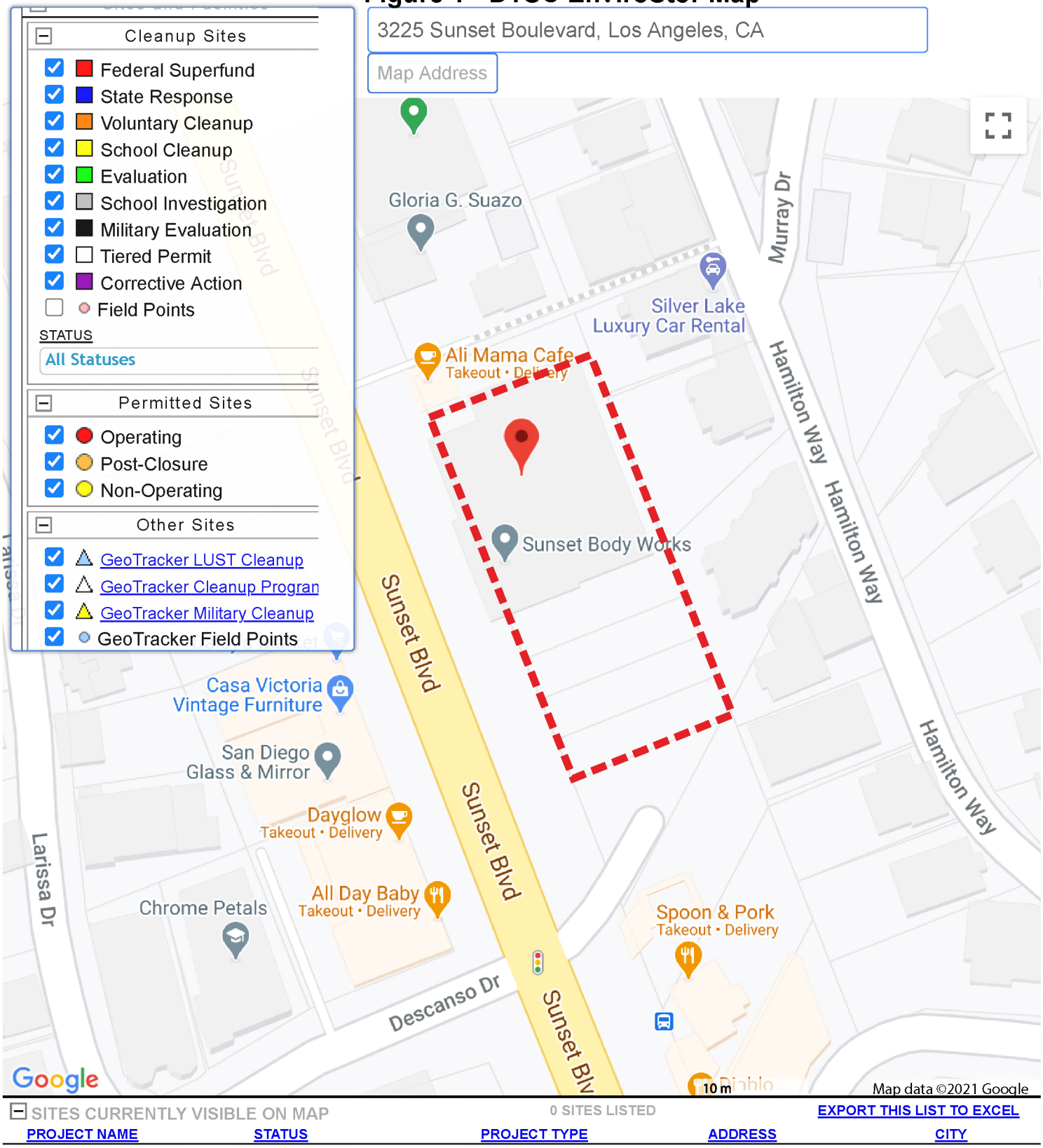

Off-site California black walnut

# ATTACHMENT 7

Additional Maps of the Project Site

*[This Page Intentionally Left Blank]*

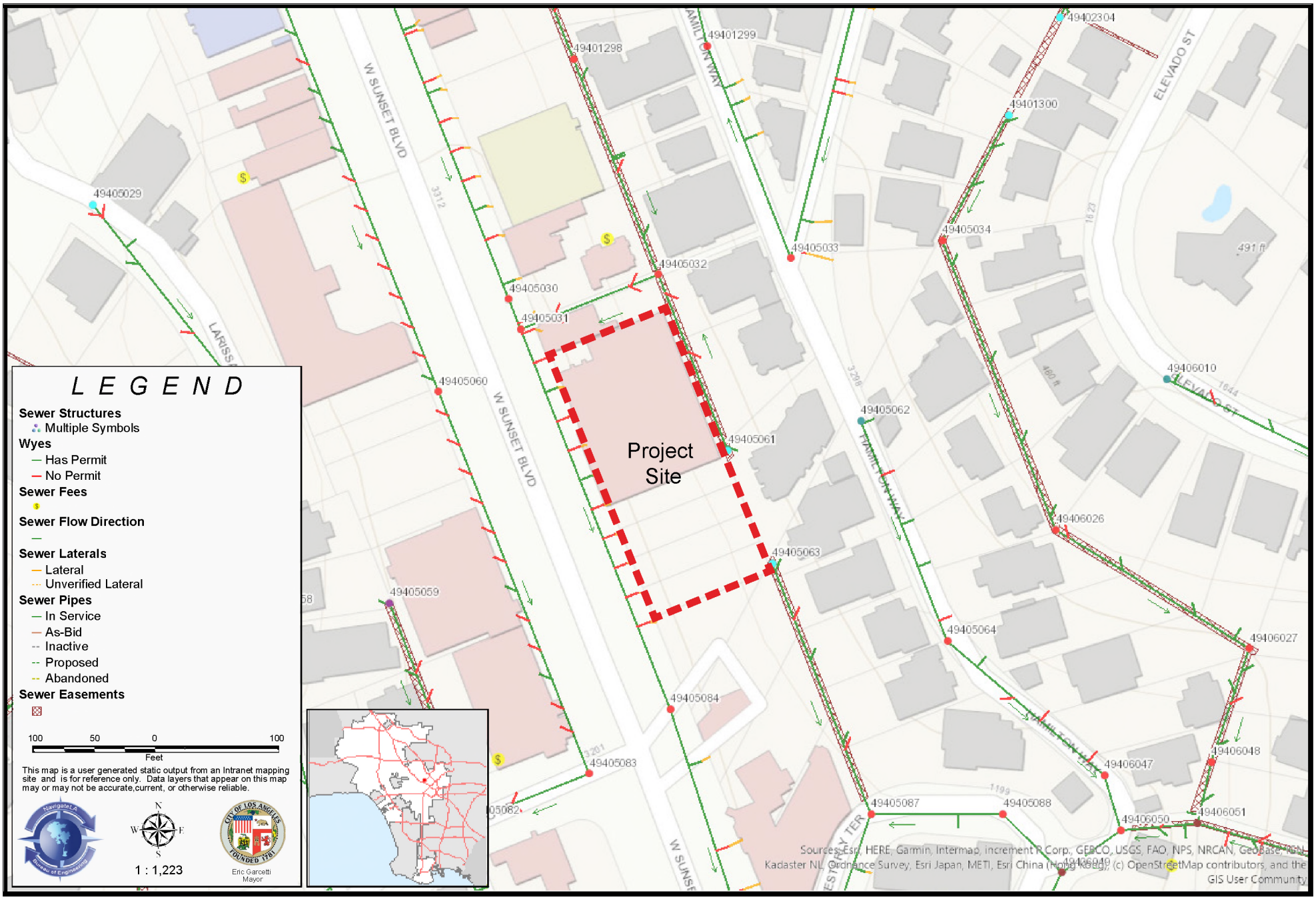
# Figure 1 - DTSC EnviroStor Map



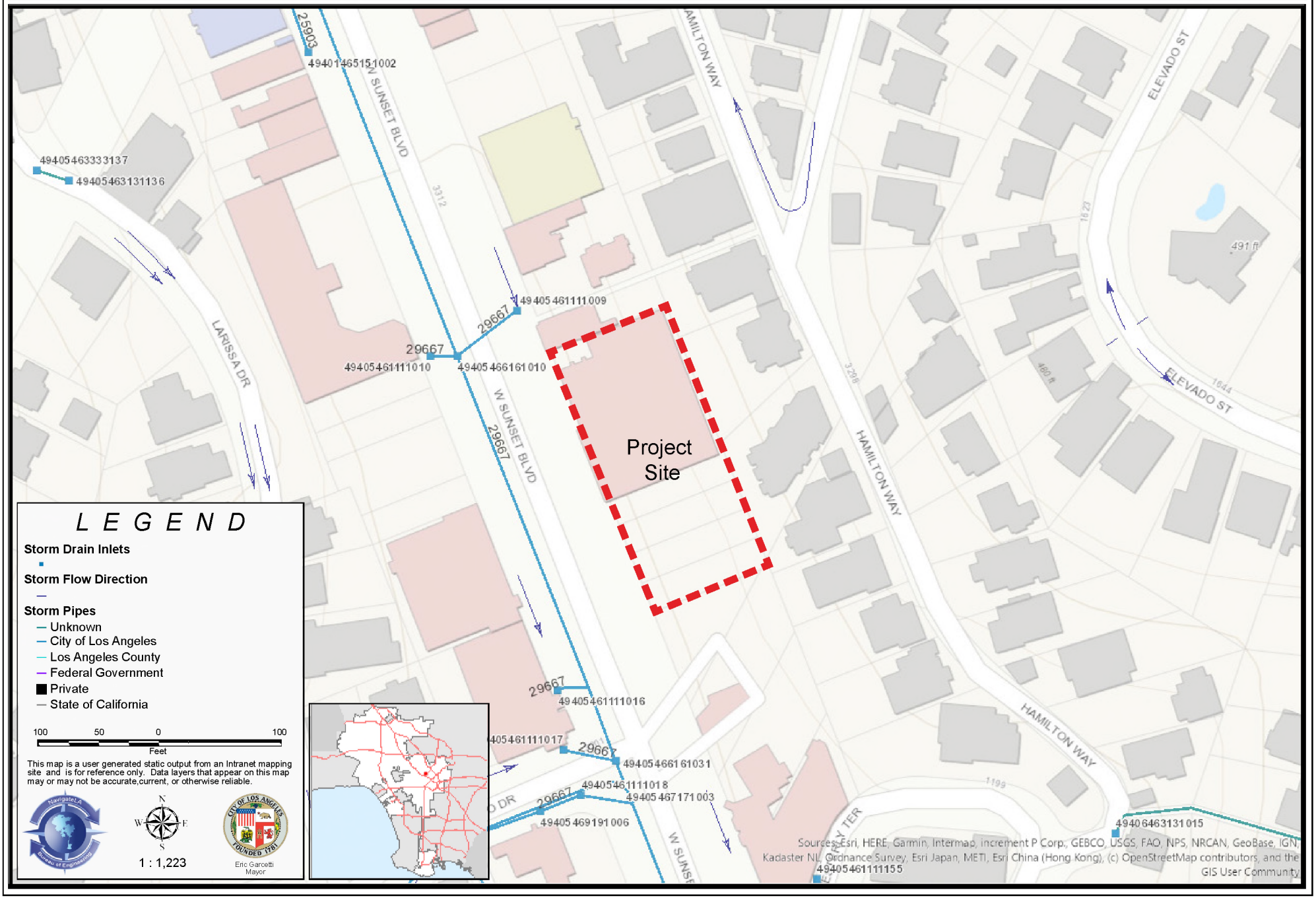

SITES CURRENTLY VISIBLE ON MAP — 0 SITES LISTED — EXPORT THIS LIST TO EXCEL

| PROJECT NAME | STATUS | PROJECT TYPE | ADDRESS | CITY |
|---|---|---|---|---|

# *Figure 2 - Sewer Information Map*



# *Figure 3 - Stormwater Information Map*




## L E G E N D

**Storm Drain Inlets**

**Storm Flow Direction**

**Storm Pipes**

- Unknown
- City of Los Angeles
- Los Angeles County
- Federal Government
- Private
- State of California

100 50 0 100

Feet

This map is a user generated static output from an Intranet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate,current, or otherwise reliable.

1 : 1,223

Eric Garcetti
Mayor

# Exhibit C –
# Public Correspondence

Connect Create Collaborate

Stephanie Escobar <stephanie.escobar@lacity.org>

# ENV-2021-2036-EAF - 3209 SUNSET

**Scott Plante** <sdplante@yahoo.com> Mon, Sep 13, 2021 at 8:21 PM
To: "stephanie.escobar@lacity.org" <stephanie.escobar@lacity.org>

Dear Stephanie:

I would like to express my support for the proposed project at 3209 Sunset Boulevard in Silver Lake. As an architect and 10-year Silver Lake resident, I believe the project will be an asset to my neighborhood and encourage higher quality redevelopment along Sunset.

Our community has a need for housing, and especially affordable housing. Many projects in Silver Lake take advantage of market rates - this one is different, one of the few attempting to address our high cost of housing.

3209 Sunset is taking advantage of the City's density bonuses to create housing, which is a good use for this currently underutilized land on Sunset. While some may be concerned about the height of the building at 7 stories, there is already a precedent along Sunset for multi-story buildings in Echo Park, Silver Lake, and East Hollywood.

The fact this site is bordering a cliff makes the height more palatable in terms of the urban context, and it has been well designed to minimize visual impact of the height on Sunset. Finally, the project is well integrated into the pedestrian/retail corridor of Sunset that is currently interrupted by a parking lot and a car repair shop.

I was on the planning hearing call this morning, but had to leave before being able to speak. I am hopeful these comments will be entered into the record.

Sincerely yours,
Scott Plante
Del Mar Avenue
Silver Lake

sweetgreen

City of Los Angeles – Planning Department

Silver Lake Neighborhood Council

July 12, 2021

**RE:** 3209-3227 W. Sunset Blvd., Los Angeles, CA 90026
**Letter of Support**

To Whom It May Concern,

We are writing to support the proposed project at 3209-3227 W. Sunset Blvd., Los Angeles, CA 90026. The project is beautifully designed and we particularly like the open space on the 3rd level that makes a connection to the pedestrian activity on the sidewalk. We also love the proposed landscaping and trees on the sidewalk, 3rd level and roof. More greenery would enhance the neighborhood and this area on Sunset Blvd.

The additional housing provided by this project will be great for businesses like ours on the Sunset corridor. We commend the developers for providing 8 affordable units (14%) which is more than the minimum for a project of this scale. Considering the current housing shortage, it's refreshing to see a developer go above and beyond the minimum requirement for affordable units and design. We also love that there will be commercial space on the ground floor and look forward to more businesses coming to the neighborhood.

Sweetgreen supports this project and hope you will too.

Sincerely,

Jonathan Neman

Sweetgreen, co-founder + CEO

ABUNDANT HOUSING LA

HOUSING FOR ALL

September 9, 2021

Stephanie Escobar
stephanie.escobar@lacity.org

Dear City Planning Commission,

We are writing to you in support of the proposed 82-unit mixed-use development, including 8 dedicated Very Low Income units, at 3209 W. Sunset Blvd, case CPC-2021-2035-DB-CU-CUB-SPR-HCA. It will also include 9,376 square feet of neighborhood-serving retail/commercial space. We urge the city to approve the project and grant the Density Bonus.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in this neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is across the street from a bus stop and just over a mile away from a Metro Red Line stop, elementary schools and a middle school. Restaurants, retail, and grocery stores are in easy walking and bicycling distance.

It is great to see the developer using the Density Bonus program to bring new homes, including badly needed affordable housing to the city. Affordable housing programs that depend on a percentage of new construction being affordable need a lot of new construction to have an impact, and the city should work to increase the number of developers using the Density Bonus.

This project is a good project for Los Angeles and for the region. Again, we urge the city to grant the Density Bonus and approve the project.

Best Regards,

Leonora Camner
Leonora Camner
AHLA Executive Director

Jaime Del Rio
Jaime Del Rio
AHLA Field Organizer

Tami Kagan-Abrams
Tami Kagan-Abrams
AHLA Project Director

Connect Create Collaborate

**Stephanie Escobar <stephanie.escobar@lacity.org>**

# Against Proposed Project on 3209-3227 West Sunset Boulevard

**Jacqueline Quach** <jcqlnquach@gmail.com> Tue, Sep 14, 2021 at 1:51 PM
To: stephanie.escobar@lacity.org

Hi Stephanie,

I'm writing to express my discontent with the proposed project for 3209-3227 West Sunset Boulevard. As a resident of the area, I believe that the city is unjustly allowing property developers to take over Los Angeles at the expense of its residents. The city should not allow this project to move forward.

We don't need this area to become more dense. The buildings will clog Sunset Boulevard, which already has lots of traffic. During the pandemic, real estate developers have had an unfair advantage, buying and developing land where small shops had once been.

Let's keep Los Angeles beautiful by keeping these high rise buildings out of areas like Silver Lake. We owe it to the city.

Sincerely,
Jacqueline

--
Jacqueline Quach

Connect Create Collaborate

Stephanie Escobar <stephanie.escobar@lacity.org>

# NO to 7 Story Megadevelopment in Silver Lake!

**Meg Wachter** <megwachter@gmail.com> Tue, Sep 14, 2021 at 3:33 PM
To: councilmember.ofarrell@lacity.org, stephanie.escobar@lacity.org

Councilman O'Farrell and Planning Commissioner Escobar:

I'm writing as a community member of 90026 that I am **alarmed and firmly against the proposition of of a 7 story 82-unit of more *unaffordable* housing and retail space at 3209 to 3227 Sunset Boulevard.**

Massive giveaways to developers by allowing the building of something unparalleled to anything else in the neighborhood and further aiding in the lack parking in the area by reducing the required amount of parking spaces is egregious.

If this was for affordable housing, I'd ask to help break ground -- but only 8 prospective "affordable units" in this project is another reason why LA was just named the most expensive city in the US, not to mention to housing and eviction crisis (60,000 unhoused Angelenos) just furthers to show how little Councilman O'Farrell cares about his district or this city (can't wait to vote you out of office next year, Mitch)!

No one wants more ugly and poorly built "luxury apartments."

DO BETTER

Meg Wachter
90026

Connect Create Collaborate

**Stephanie Escobar <stephanie.escobar@lacity.org>**

# Responses to Commission Hearing regarding 3209-3227 Sunset Blvd.

**Aron Kantor** <aron@dirtyglitter.com> Mon, Sep 13, 2021 at 10:59 AM
To: councilmember.ofarrell@lacity.org, stephanie.escobar@lacity.org

Dear Councilmember O'Farrell and Ms. Escobar,

After listening to today's hearing regarding the proposed construction at 3209-3227 West Sunset Blvd, I'd like to voice my opposition to the height and parking concessions given to the developers of this project.

I have lived within two blocks of the building site for the past 20 years, 17 of those years as a homeowner on Elevado directly up the hill from this proposed development.

The 7 story construction is totally out of proportion to the neighborhood, and the lack of parking provided will have dramatice negative impact on the health, safety, and environmental well-being of the entire neighborhood.

Living in a neighborhood for many years comes with all sorts of change. We sadly watch legacy businesses vanish, however we enjoy the new restaurants and businesses that appear in their places. One of the most special things about Silverlake is the hillside views - our hillsides set us apart from so many other neighborhoods. A building over twice as tall as almost any other building in the area will erode the visual signatures of the neighborhood, and I am saddened that the City Planning Commission would allow this to happen.

Furthermore, I would like to see the developers provide more than 8 units for low-income residents, and an assurance that those units will be large enough to house any of the low-income families who have been and continue to be displaced from this neighborhood as the area continues to evolve.

All that said, I do appreciate the efforts to develop the stretch of Sunset between Descanso and Micheltorena, and look forward to increases in the walkability of the neighborhood.

Thank you for your time and consideration,
Aron Kantor
aron@dirtyglitter.com
323.899.0244

Connect Create Collaborate

Stephanie Escobar <stephanie.escobar@lacity.org>

# Proposed Construction in Silverlake

**Zack Bornstein** <zachary.bornstein@gmail.com> Thu, Sep 23, 2021 at 4:06 PM
To: ansis.hoheisel@lacity.org, craig.bullock@lacity.org, stephanie.escobar@lacity.org, councilmember.ofarrell@lacity.org

Hello - I am a resident in your district 90026, and enthusiastically support you and your team.

I am writing to vehemently OPPOSE the proposed development for an 82-unit housing and retail project near Westerly and Sunset (3209 to 3227 Sunset).

This is a vulturous developer masquerading as an affordable housing project. In exchange for providing **just 8 units**, they are asking the city for a slew of concessions, including:

- Increasing the number of allowed stories from 3 to 7
- Providing just 44% of 156 required parking spaces
- Slashing required open space setbacks
- And more.

This project would clash with the scale and character of the neighborhood. We all want more housing and more affordable housing, but massive giveaways to developers aren't the way to do it.

The only people at the City Planning Commission meeting in favor were planted shills. This development will drive up rental prices, degrade the neighbrohood, and create more house-lessness.

There are not enough parking spaces available, which will clog up the neighborhood and hurt all the retail at a time when small businesses are already struggling.

Please do not let the city and neighborhood be manipulated in this way.

Thank you for your time.

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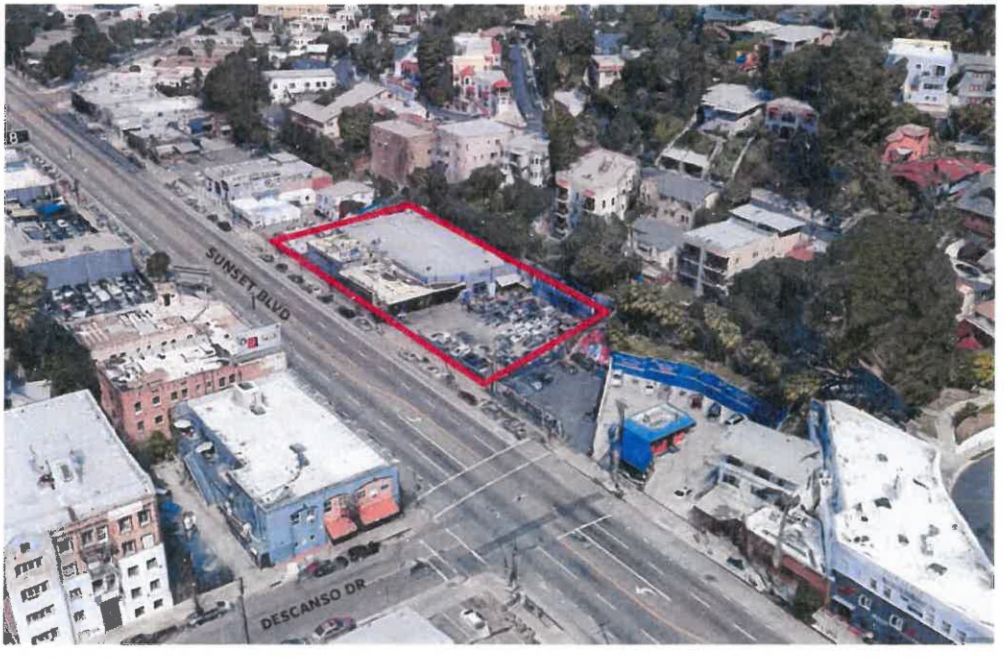
PROJECT LOCATION



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**Stephanie Escobar <stephanie.escobar@lacity.org>**

# 3209-3227 Sunset

**Noelle Sickels** <noellesickels@gmail.com> Mon, Sep 13, 2021 at 12:26 PM
To: stephanie.escobar@lacity.org

I have lived and worked in Silver Lake since 1977. I raised a son here, who now also lives in Silver Lake with his wife and children. Since 1984, I have lived on Larissa Drive, just above the stretch of Sunset where a new apartment complex is proposed. I strongly oppose giving the developers the concessions they have requested, i. e., more stories, less parking, and less open space. Granting these concessions would seriously diminish the character, pleasantness, and convenience of the neighborhood, which has already been significantly impacted by recent development in the area and which this particular project will impact further even without the concessions.

---Noelle Sickels

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**Stephanie Escobar <stephanie.escobar@lacity.org>**

# Case Number: CPC-2021-2035-DB-CU-CUB-SPR-HCA

**Madeline Cripe** <madrae@sbcglobal.net> Tue, Dec 21, 2021 at 10:34 AM
To: Stephanie Escobar <stephanie.escobar@lacity.org>

Good afternoon Stephanie,

I hope this email finds you well during this holiday time.

I received a Notice of Public Hearing re the project at 3209-3227 West Sunset Blvd. As a follow up to my email of August 24, 2021, I continue to voice my STRONG DISAPPROVAL of this project.

Is the City swayed by any Applicant that ensures "Very Low Income" housing will be a part of their project? Unfortunately, as it applies to City "politics as usual", one sometimes feels that it doesn't matter how much objection there might be, the project will still be allowed to proceed.

As always, thank you for your time.

Madeline Cripe
1328-1330 Micheltorena Street
655-657 Micheltorena Street

[Quoted text hidden]

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**Stephanie Escobar <stephanie.escobar@lacity.org>**

# Case Number: CPC-2021-2035-DB-CU-CUB-SPR-HCA

**Madeline Cripe** <madrae@sbcglobal.net> Tue, Aug 24, 2021 at 12:07 PM
To: Stephanie.Escobar@lacity.org

Good afternoon Ms. Escobar,

As I will be out of town on September 13, 2021 and will be unable to participate in the meeting, I would like to express my thoughts regarding this project.

I understand that the City of Los Angeles is under pressure to build housing, but do all building regulations and limitations disappear under that pressure?

This proposed project is requesting seven stories instead of three, building 82 units instead of 57, a 32% decrease in residential parking, NO commercial parking when 54 spaces should be required, less open space, etc. It is overbuilding in the **worst** sense for Sunset Boulevard.

On behalf of this Los Angeles born, lifelong Angeleno and property owner, I strongly disapprove of ANY Exemptions or Waivers granted to this Project.

Thank you for your time.

Regards, Madeline Cripe
1328-1330 Micheltorena Street
655-657 Micheltorena Street

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Stephanie Escobar <stephanie.escobar@lacity.org>

# RE: Case # CPC-2021-2035-DB-CU-CUB-SPR

**Fran** <fran@kangodevelopment.com> Sun, Jan 2, 2022 at 5:44 PM
To: "Stephanie.escobar@lacity.org" <Stephanie.escobar@lacity.org>

Hi Stephanie

Happy new year and hope you had a great holiday break! I am writing to register my concerns re: the 3209-3227 W Sunset Blvd Development.

It is unacceptable that the City and the City Planning Commission is considering waiving parking requirements, height restrictions, FAR limits, rear/side yard setbacks and finds No Conflict with the Framework Element and Silver Lake - Elysian Valley Community Plan Objectives and Policies. This has all been done without any substantive input from the community.

There are also issues with non-compliance with CEQA exemption. A comprehensive CEQA process must be implemented to assess the impacts of multiple mid-rise developments on Sunset Blvd. Please see CEQA Guidelines Section 15300.2: "All exemptions from these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant"

The site is in a Very High Fire Hazard Severity Zone (VHFHSZ). The development process and the design do not factor this condition in which is a risk to the developer and the community. Please let me know if you have any further information on this issue.

If the Planning Department's understanding of the three issues cited above differs, please forward any and all information.

I support increased housing, but it must comply with planning guidelines. Enforcement of the density, height and FAR limits and CEQA compliance is the responsibility of the City Planning Commission and our elected officials. Please work with the community to engage with the developer to modify the project so that it is compliant and a success for the community, the City and the developer.

**Fran Hereth**

**323-627-8291**

**From:** Fran
**Sent:** Monday, September 13, 2021 10:18 AM
**To:** Stephanie.escobar@lacity.org
**Subject:** Case # CPC-2021-2035-DB-CU-CUB-SPR-HCA

Hi Stephanie

I am a Silver Lake resident for 20 years and part of the group Grant James referred to in his comments at 3209 Sunset hearing this morning.

While our group recognizes the need for more housing, it is outrageous that the City and the City Planning Commission is considering waiving parking requirements, height restrictions, FAR limits and finds No Conflict with Framework Element and Silver Lake -Elysian Valley Community Plan Objectives and Policies.

There are also issues with non-compliance with CEQA exemption.

Again we are for increased housing but it must comply with planning guidelines. Enforcement of the density, height and FAR limits and CEQA compliance is the responsibility of the City Planning Commission and our elected officials. We would like to ask you to work with us to engage with the developer to modify the project so that it is compliant and a success for the community, the City and the developer.

**Fran Hereth**

**323-627-8291**

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Stephanie Escobar <stephanie.escobar@lacity.org>

# Submission for January 13, 2022, Hearing re: CPC-2021-2035-DB-CU-CUB-SPR

**KatandPatStone** <katandpatstone@gmail.com> Sun, Jan 2, 2022 at 8:32 PM
To: Stephanie.Escobar@lacity.org

Kathleen and Patrick Stone
3200 Hamilton Way
Los Angeles CA 90026
January 2, 2022

Stephanie Escobar
200 North Spring Street, Room 763
Los Angeles Ca 90012
Stephanie.Escobar@lacity.???

**Re: CPC-2021-2035-DB-CU-CUB-SPR**
**January 13, 2022, Hearing Submission**

To the members of the City Planning Commission:

We are writing to express our objection to the proposed project at 3209-3227 West Sunset Boulevard. Our objections are the following:

1. The parking provided for residents of this project is grossly inadequate, i.e., 69 spaces for 86 units. We can remember when it was required to provide 1.5 spaces per bedroom. How is it that this project can get away with this number of spaces?

2. The lack of parking will exacerbate the current lack of parking for the businesses and residents on and around Sunset Boulevard in this area. As residents of Hamilton Way, one street north of Sunset Boulevard, we are in the very front line of the parking battle. The grandfathered buildings on this street and surrounding streets do not have sufficient parking. As a result, many residents must park very far away unless they are lucky. Anyone seeking to improve their property on this street must meet stringent parking requirements---requirements that are being forgiven for this oversized project at 3209-3227 Sunset Boulevard.

3.Allowing the height of this project to reach seven stories is outrageous. Nowhere along Sunset Boulevard in this area is there a building of this height, including the new developments further west. The small shops across the street will be dwarfed by this monstrosity (not to put too fine a point on it). Thus, the character of the neighborhood is being altered. Doubtless, the builders hope to continue to obtain waivers of the building code requirements and demolish and rebuild all along the boulevard, so there will be no character to maintain at some point.

4. "0 setbacks"!! Can this really be true? The developer is asking to squeeze every inch out of this land for the small price of 10 "affordable" housing units. This fact alone obliterates any claims they may make as to the aesthetics of this enormous building.

5. The allowance of 10 low-income units is a very low price to pay for all of the concessions the builders of this project are requesting. These units will not affect their profit margin very much. And they will not be low-income units forever.

At the previous hearing, it was clear that the persons who thought this project was a good idea did not live anywhere near it, even if they lived in Silver Lake. One such person said that Silver Lake residents should not be selfish. As Silver lake residents, we wonder why no one has admonished the builders to **not be greedy**.

Connect Create Collaborate

Stephanie Escobar <stephanie.escobar@lacity.org>

# Concerned Resident: Case # CPC-2021-2035-DB-CU-CUB-SPR-HCA

2 messages

**Jennifer Romolini** <jennromolini@gmail.com> Mon, Sep 13, 2021 at 12:54 PM
To: Stephanie.escobar@lacity.org

Hi Stephanie,

I understand you are the planning assistant assigned to the above case, which is a proposed building at 3209 – 3227 W. Sunset Blvd. My family and I are longtime Silver Lake residents, currently residing just a few blocks from the proposed 3209 Sunset building project. We're part of the group Grant James referred to in his comments at 3209 Sunset hearing this morning.

We are extremely concerned that the City and the City Planning Commission is considering waiving parking requirements and height restrictions for this project in exchange for a mere 8 units of affordable housing.

We know that reducing parking is a common tactic in these kinds of developments, particularly employment hubs like downtown and Hollywood. This site in Silver Lake, however, is unlike either of those neighborhoods. There are no parking lots — city run or otherwise — to handle parking overflow. A lack of adequate parking will negatively affect the dense surrounding neighborhood of multi-family properties, including streets like ours, where parking is already scarce. It will also negatively impact parents' access to the Micheltorena Street Elementary School, which is less than a block down the street.

In addition to inadequate parking for its residential units:
*the developers have planned for a two-story restaurant. A general restaurant averages 15 square feet per diner — meaning 95 people at any one time on just the first floor, all arriving in a concentrated mealtime period.

*the second floor contains eight office spaces, ranging in size from 519 to 871 square feet. That suggests 35 or more people working there all day. In addition, there are eight leasing offices, which one presumes will also be filled with employees.

*Nearly all the parking that does exist in this plan requires an automated robotic system that will stack cars on top of one another. Even if some of this were allocated to commercial, it is inappropriate for the quick come-and-go of small stores.

We understand, and strongly support, the need for increased affordable housing in Los Angeles, but it must comply with planning guidelines. Enforcement of the density, height and FAR limits is the responsibility of the City Planning Commission and our elected officials. We would like to ask you to work with us to engage with the developer to modify the project so that it is compliant and a success for the community, the City and the developer.

If you don't, you will be lowering the quality of life of all residents, businesses, and the young students in this area so that developers are able to make an extra buck.

Thanks for your time,

Jennifer Romolini
--
jennifer romolini
she/her
writer,
editor,
podcast host.

**Stephanie Escobar** <stephanie.escobar@lacity.org> Tue, Sep 21, 2021 at 8:21 AM
To: Jennifer Romolini <jennromolini@gmail.com>

Hi Jennifer.

David J. Richardson
3135 Hamilton Way, Los Angeles, CA 90026
213-660-8882 d.j.richardson@mindspring.com

September 10, 2021

By Electronic Mail

Stephanie Escobar, Planning Assistant
200 North Spring Street, Room 763
Los Angeles, CA 90012
Stephanie.Escobar@lacity.org

RE: Case No. CPC-2021-2035-DB-CU-CUB-SPR-HCA

Dear Ms. Escobar:

The purpose of this letter is to share my written comments with respect to the proposed development located at or about 3209 Sunset Blvd., identified by Case No. CPC-2021-2035-DB-CU-CUB-SPR-HCA (the "3209 Development"), and to respond specifically to certain requested incentives that, pursuant to L.A. Municipal Code Section 12.22.A.25.g.2.i.c.ii, "will have a Specific Adverse Impact upon public health and safety or the physical environment" of this neighborhood.

I have been a resident of the Silverlake neighborhood of Los Angeles for twenty-three years, and have owned my home on Hamilton Way for seventeen years. My home is located behind the proposed 3209 Development. If you were to look at the architectural drawing that appears on the Notice of Public Hearing, the edge of my home would be visible poking out behind the right side of the sixth and seventh floors of this building.

These comments are being offered out of a concern for the pace and scope of related developments in this immediate area that lack sufficient parking for new residents and retail businesses, in a neighborhood where a lack of available street parking has already created issues of health, safety and environmental impact. I am not writing about matters of inconvenience. Nor am I writing out of a dislike or fear of affordable housing, though I expect that any opposition to the 3209 Development will be described in those terms in an effort to minimize the concerns of residents. It is quite the opposite. I moved to Silverlake in 1998 largely because it was—at least then—a community that could be described generally as "affordable" housing. I have always felt more comfortable living in the sort of community where a single parent on a teacher's salary can afford to raise their family in the same neighborhood where they work. Silverlake has not been that neighborhood for the past decade or so. But I do not believe that a handful of low-income studio apartments traded for incentives and waivers will address the real housing problem that this city faces. Rather, I fear that projects like this one will permit our neighborhood to congratulate itself on a job well-done on affordable housing, when little has

actually been accomplished to create meaningful public or affordable housing in this neighborhood.

Similarly, I am not writing to protest any and all development along the corridor of Sunset Blvd. where the 3209 Development is proposed, along with other developments proposed by the same developer, RYDA Ventures and its various limited liability companies ("RYDA"). This is not a NIMBY complaint. I support responsible development that can replace existing car repair businesses and underutilized lots with mixed residential and retail developments. But as explained below, my concern is requested waivers and incentives related to density, height, and parking (or a complete lack of parking), that will have a serious and detrimental impact on this neighborhood in terms of health, safety, and the environment.

My comments below are focused on the issues that are directly before the City at the public hearing set for September 13, 2021, including concerning whether there is an exception to a Categorical Exemption pursuant to CEQA Guidelines 15300.2, and whether the off-menu items and substantial waivers requested by RYDA negatively impact the health, safety, and environmental conditions of the immediate neighborhood. As explained below, the 3209 Development has such a negative impact, whether that impact is measured solely by the 3209 Development, or by the cumulative impact of all four of the residential/commercial developments that are being pursued by RYDA along the same two-block strip of Sunset Blvd. between N. Reno Street and Micheltorena Street (the "RYDA Corridor").

In order to properly explain the cumulative impact of the RYDA developments, and the 3209 Development in particular, I believe it is necessary to address the current environment in which these projects will be located, from my own personal experience as a homeowner of this street for seventeen years. As explained below, this constitutes admissible and relevant substantial evidence for purposes of CEQA.

**The Existing Circumstances Pertaining to Health, Safety, and Environmental Impact**

In the hillside to the north of Sunset Blvd., an area historically known as Mabery Heights, parking has been the primary issue of health, safety, and environmental impact since I purchased my home in 2004. By this, I do not mean inconvenience, as I am aware that inconvenience is not a relevant factor for the City's review of a project under CEQA. But the difficult parking situation that Mabery Heights already faces, and has faced for at least a couple decades, is the starting point for analyzing the health, safety, and environmental impact of new developments.

Along Hamilton Way we have standard red zones where parking is not permitted for safety reasons, such as a red zone at the eastern end of Hamilton Way on a narrow curve to permit emergency vehicles to be able to access the street, or red zones in front of our homes to ensure emergency access, or red zones in front of stop signs to ensure that the stop signs are visible. In the seventeen years that I have lived here, it has been my observation that those red zones on Hamilton Way are occupied by illegally parked cars on most nights. While the situation has been a little better during the Covid pandemic, likely because of several vacancies that we have on the street at the moment, it has been a historic problem affecting the safety of Mabery Heights

residents. The City does not enforce these red zones with any regularity, as if recognizing that the owners of the vehicles simply have nowhere else to park. In seventeen years, there has been a car parked in the red zone in front of the stairs to my home on most nights, yet I have observed a parking ticket on the windshield of such cars on only two occasions.

Even now, before new density with insufficient parking is added to the neighborhood, this is a safety issue. I have had two requirements for emergency access to my home in seventeen years—once to respond to a gas main next to my home that was broken open by construction workers, and once for EMT's to carry a dying man on a stretcher to an ambulance—and on both occasions, there was a car illegally parked in the red zone that impeded their access.

Many of us who live on this street have been informed by city and fire department officials that fire trucks may not be able to access our street in the event of an emergency. It is rare to see even a smaller fire truck on our street, and I've witnessed one fire truck trying to get around the bend at the east end of Hamilton Way by having to zig-zag back and forth for about a minute before it could proceed. At the time, the red zone was not illegally occupied. Had it been, the fire truck would have been unable to proceed.

And, on most nights or mornings when I've passed the area, I've observed a car parked in the red zone in front of the stop sign at Murray Street, blocking or partially blocking the stop sign. It is so common that I was unaware initially that there even was a red zone behind each of the parked cars. This is a street where parents walk their children to and from Micheltorena Elementary School, where only a portion of the street has a sidewalk, and where commuters are increasingly using this street to get around congestion on Sunset Blvd., putting such residents at risk.

The crush of cars competing for limited space is not merely a safety issue, it is also an environmental issue, as the fight for parking spaces increases the amount of time drivers spend driving on these hillside streets, searching for parking, and releasing carbon emissions. Over the time I've lived here, I've observed that most visitors to my home spend about five minutes finding a parking spot—likely because they are inclined to park legally. This means that if they spent twenty minutes driving to my home, then another five minutes of driving was added to their overall travel time, and another five minutes of carbon emissions were pumped into the atmosphere while they searched for parking. And it means that the resident a few blocks away, whose usual parking spot was taken by my visitor, would then have to drive several more minutes at the end of their commute to find a replacement spot. And so on.

This is the existing situation in Mabery Heights, before RYDA has broken ground on any of their four proposed developments.

**The RYDA Developments**

RYDA, through various of its limited liability companies, has three residential developments that are in process in the RYDA Corridor, and a fourth that has been announced in principle, but not in detail.

The first is located at or about 3004 Sunset Blvd. (the "3004 Development") and is a five-story residential project that will have 74 residential units with 64 parking spaces. The lot on which the 3004 Development will be built is presently the only freestanding commercial parking lot in this area of Silverlake, by which I mean that it is the only public parking lot that is not a part of a retail mini-mall, though it advertises itself as parking for a nightclub. From my review of public documents available on the Zimas website, it appears that RYDA has not proposed to replace the public parking that will be erased by its 3004 Development. Further, while I recognize that the 3004 Development has provided the required number of parking spaces for its residents, the "required" number has nothing to do with the actual number of cars that will be owned by residents and will take up parking spaces in the neighborhood. Whether or not one might agree that the 3004 Development lacks sufficient parking for the vehicles that its residents will actually bring to this neighborhood, the mere construction of the 3004 Development on an existing parking lot will have a substantial impact on the availability of public parking in Silverlake, and will have the natural result of forcing people who used that parking lot when visiting this neighborhood to instead turn to the residential neighborhoods on either side of the RYDA Corridor for their parking needs even more than they already do.

The second RYDA project is a mixed residential/retail project located at or about 3303 Sunset Boulevard (the "3303 Development"), and is a purported four-story project with 104 residential units with 88 parking spaces, plus 9,048 square feet of retail space with another 62 parking spaces. It should be noted that the actual height of the 3303 Development is five stories, but the fifth story is broken up by each unit, and therefore is described as a fourth "mezzanine." Like its companion project, the 3003 Development has parking for its residents that satisfies the minimum requirements of the Los Angeles Municipal Code, though this is unlikely to address the actual vehicles owned by residents, as the average Los Angeles household owns 1.9 automobiles, while building requirements for a single-family residence are two parking spaces. The 3303 Development provides less than one parking space for each residential unit, including the city's guest parking requirement and employees working at the building. To whatever extent this project's residents (and employees and visitors) collectively own more than 88 vehicles for 104 households, the only parking option available to them in this neighborhood is the side streets and red zones on either side of the RYDA Corridor, or to pay for commercial parking in the building, thereby reducing its availability for employees and customers of the commercial businesses. There is also a risk that, because parking does not appear to be linked to a particular rental unit in this project, many will opt to park in the hillsides for the price of an occasional parking ticket rather than pay for a parking spot.

The third RYDA project, which is the primary subject of this Declaration and these comments, is the 3209 Development, which proposes 82 residential units with 69 parking spaces, plus 9,376 square feet of commercial space that has no dedicated parking of any kind. The 3209 Development also requests a variety of off-menu incentives, and many waivers of development standards, including a 42.5 percent increase of density, permission to build to 7 stories instead of 3 stories, a 32 percent reduction in residential parking, a 100 percent reduction in retail/commercial parking, and a height increase from 45 feet to nearly 82 feet, among others.

While it appears that the 3004 and 3303 Developments are located on lots that fall within the Tier-1 edge of a Transit-Oriented Communities zone ("TOC"), the lots on which the 3209 Development are to be located do not fall within a TOC zone. Rather, the TOC zone that lies to the east of the 3209 Development ends at the intersection of Westerly Terrace, while the TOC zone that lies to the west of the 3209 Development ends at the location of the 3303 Development. All reliable maps showing the location of TOC zones in this area of Los Angeles show a clear gap between these two TOC zones, a gap in which the 3209 Development lies.

The fourth RYDA project, which has only been announced as a future project, will be located on a lot that is generally across the street from the 3209 Development, and which is similar in size to the lots for the 3209 and 3303 Developments (the "Fourth Development"). If the Fourth Development is built at a size/density that is comparable to the RYDA developments on similar-sized lots, it is likely to add another 80-110 residential units with approximately 0.8 parking spots per unit. Commercial space may or may not have any parking at all, given the disparity between the 3209 and 3303 Developments' respective commercial parking allotments. Because of the uncertainty of the size/nature of the Fourth Development, I cannot state a final number of units and parking spaces to be provided by these four RYDA developments along the RYDA Corridor, but it appears that it is likely to break down as follows:

| | | |
|---|---|---|
| Residential Units/Parking Spots | - | 330-360 / 280-310 |
| Commercial Space/Parking Spots | - | 18,000-27,000 sq.ft. / 62-125 |

By way of comparison, the four lots, or collections of lots, where the four RYDA developments are proposed, have been used historically for commercial purposes, with the exception of what appears to have been a single residential unit at the back of the 3303 Sunset lots, which had its own parking. As mentioned above, the 3004 Sunset lot is this neighborhood's only freestanding commercial parking lot, while the primary business that was located at the 3303 Sunset lots—most recently a gym, and before that a church—had sufficient parking onsite. This is relevant to the cumulative impact that the four RYDA developments will have on the neighborhood surrounding the RYDA Corridor, as the existing four developments (without contemplating what else is to come) can be expected to increase residential density by about 350 new residential units, erase dozens of existing retail/commercial parking spaces, and dramatically increase the demand for retail/commercial parking with new projects that have limited or nonexistent parking.

I fully recognize that only the 3209 Development is before the city at this time for a Public Hearing and review. However, the context of its health, safety, and environmental impact on Mabery Heights is properly considered with reference to its cumulative impact on the neighborhood. CEQA, Section 15355.

**The Health, Safety, and Environmental Impact of the 3209 Development**

I think it is worth repeating that I recognize that development of the RYDA Corridor is inevitable, and that I welcome responsible development. I also recognize that, given existing regulations and the L.A. Municipal Code, there is only so much that the city can do to ensure that

the RYDA Developments do not impact Mabery Heights by increasing the parking pressure on the hillside streets. This is a question of degree of damage. But the 3209 Development seeks waivers/off-menu items that substantially increase density, substantially decrease parking, and create further harm to hillside residents in a manner that is properly addressed by a denial or reduction of certain waivers and off-menu items on the grounds that the 3209 Development, as proposed, will result in a harmful impact upon the "public health and safety or the physical environment" of this neighborhood. L.A. Municipal Code Section 12.22.A.25.g.2.i.c.ii.

The 3209 Development proposes over 9,000 square feet of commercial space with zero parking, after RYDA will have already erased the neighborhood's only freestanding commercial parking lot. It is not merely the customers of any restaurant or retail business that will drive to this neighborhood, it will be the wait staff, the kitchen staff, and delivery vehicles. Restaurant workers cannot be expected to take the bus home at 1:00 a.m., if they could otherwise drive and park in the hillside. Retail customers will be unlikely to consider parking issues before venturing to this neighborhood in their cars. They will all be added to the vehicles that already circulate through hillside streets searching for parking, for the simple reason that there is no other reasonable option for them in Silverlake. The limited commercial parking to be built at the 3303 Development cannot satisfy the demand of visitors and customers for all of the RYDA developments, particularly given the construction that will replace the existing commercial parking at 3004 Sunset. Metered street parking on Sunset is limited and highly competitive. By driving throughout the hillside in search of parking, each vehicle's commute or driving time will be increased by the additional minutes it takes to find a parking spot, as will be the driving/commute time of the hillside resident who, as a result, must find a parking spot farther up the hill, and so on with each spot taken.

I do not raise this issue for personal reasons. I have a driveway where I park. I will be fine for purposes of parking, though not for purposes of environmental impact and any lack of access for emergency response because of illegally parked cars. My concern is the neighborhood as a whole, the safety of our streets, access by emergency vehicles, and the added environmental impact of dozens of cars circling the neighborhood in search of parking.

The concern is not merely the complete lack of commercial parking at the 3209 Development, but also the substantial reduction in residential parking spaces. The 3209 Development asks for a 42.5% density increase along with a seven-story height, combined with a 32% reduction in residential parking, resulting in 82 residential units with 69 parking spaces for residents (and presumably all visitors and building staff), and no parking at all for 9,000 feet of commercial space. To whatever extent residents, building employees, and visitors do not have sufficient parking with 69 spaces, they, and all restaurant workers and customers for the commercial space, are left with the sole option of parking in the hillsides on either side of the RYDA Corridor. This one project, alone, will send dozens of cars into the hills in search of parking, whether they are the cars of new residents, commercial employees, retail customers, or visitors. The four RYDA projects, combined, will send dozens more into the hills as a result of the requested incentives, waivers, and off-menu items, resulting in "a Specific Adverse Impact upon public health and safety or the physical environment" of this neighborhood. L.A. Municipal Code Section 12.22.A.25.g.2.i.c.ii.

Were there sufficient parking spots at the 3209 Development, each vehicle arriving at the 3209 Development would turn into the parking lot, adding no meaningful additional time to their drive, and no additional environmental impact. The impact caused by a lack of parking is entirely a result of the additional driving—and additional emissions—caused as each driver must circle the neighborhood in search of a (hopefully) legal parking space. But as residents and visitors are increasingly learning that the city does not enforce red zone restrictions with any regularity, we can also expect that safety issues created by illegal parking will dramatically increase as the RYDA Developments are completed.

RYDA's public relations campaign speaks of our walkable neighborhood, and of a fictional tenant who will live and work in a studio apartment without needing to own a car. In this neighborhood, we do not have a regular grocery store, nor a drug store, nor a hardware store. We have a Yummy, which is an expensive version of 7-11. People who live here generally own cars as we must leave the neighborhood to obtain necessities. This neighborhood is "walkable" in terms of its boutiques and restaurants, all of which are becoming increasingly upscale and irrelevant to daily living, which means that it is a neighborhood that attracts visitors from elsewhere, the vast majority of whom drive here and search for parking that will not exist.

While there are two major bus routes that pass through the RYDA Corridor, it is a fragile transportation route. It is the only major east-west corridor in this part of Los Angeles, and it receives traffic and buses from Hollywood Blvd., Sunset Blvd., and Santa Monica Blvd., all of which join together at the west end of Silverlake and funnel their traffic through this bottleneck. On the afternoon of any home game of the Dodgers, this street comes to a standstill going east. At any rush hour, we have drivers speeding through hillside streets in an effort to avoid the traffic slowdowns through Silverlake. And when the city added a new traffic light last year by the farmer's market, it created gridlock for about 3-4 blocks on either side of the light during any busy period, until the city figured out a better timing for the light, and somewhat reduced its impact, at least for west-going traffic.

At some point, and perhaps when the RYDA Developments have added hundreds of new residents and substantial new commercial space to this short section of Sunset, bus routes will have difficulty remaining on schedule, and this section of Sunset may lose rush hour street parking, as has been the case along so much of Sunset to the west. If that happens because of these RYDA Developments, it will push another hundred cars into the hillside streets at the very times of day when families are walking their children to and from Micheltorena Elementary School and St. Francis of Assisi School. It is yet another potential cumulative impact of these developments, and the 3209 Development in particular.

For all of the reasons addressed above, I submit that the incentives and waivers requested by RYDA for the 3209 Development will create a substantial impact on the "public health and safety or the physical environment" of this neighborhood (L.A. Municipal Code Section 12.22.A.25.g.2.i.c.ii), and should be denied or dramatically modified to sufficiently address these issues.

**The 3209 Development Requires an Environmental Impact Report Pursuant to CEQA**

An Environmental Impact Report ("EIR") is required for any project that a public agency proposes to carry out or approve that may have a significant effect on the environment. (Pub. Resources Code, §§ 21100, subd. (a), 21151, subd. (a); Guidelines, § 15064, subd. (a)(1).).

The purpose behind an EIR "is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the environment but also informed self-government." *Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1123 (citations omitted). To this end, public participation is an "essential part of the CEQA process." *Id. See also* Pub. Resources Code, § 21061.

"The Guidelines define 'substantial evidence' as 'enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency." *Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322, 29 Cal. Rptr. 3d 788.

California courts have explained that "[t]hese legal standards reflect a preference for requiring an EIR to be prepared." *Mejia*, 130 Cal.App.4th at 332. "There is `a low threshold requirement for preparation of an EIR' (*No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 84, 118 Cal.Rptr. 34, 529 P.2d 66), and a 'preference for resolving doubts in favor of environmental review' (*Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1316-1317, 8 Cal.Rptr.2d 473). An EIR must be prepared 'whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact,' even if there is substantial evidence to the contrary. *Mejia*, 130 Cal.App.4th at 332 (citations omitted).

While the evidence submitted in these written comments is primarily the observations of a seventeen-year homeowner on Hamilton Way, they carry force sufficient to establish "substantial evidence" for purposes of CEQA. *Citizens Assn. for Sensible Development of Bishop Area v. County of Inyo* (1985) 172 Cal.App.3d 151, 173, 217 Cal.Rptr. 893 ("an adjacent property owner may testify to traffic conditions based upon personal knowledge."); *Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist.* (2013) 215 Cal.App.4th 1013, 1053-1054, 156 Cal.Rptr.3d 449 ("personal observations and opinions of local residents on the issue of parking in the area may constitute substantial evidence"); *Mejia*, 130 Cal.App.4th at 339 ("Project opponents who challenge a negative declaration often have no expert studies to rely on. Recognizing this, courts have held that the absence of expert studies is not an obstacle because personal observations concerning nontechnical matters may constitute substantial evidence under CEQA.").

The concerns that I have raised in these written comments are not about inconvenience, which I recognize is not a relevant factor under CEQA. Rather, my concerns pertain to "the secondary effect of scarce parking on traffic and air quality [which] *is*" a factor under CEQA. *San*

*Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, 125 Cal.Rptr.2d 745 (emphasis in original). In addressing this holding in *San Franciscans*, the court in *Taxpayers* held that "as a general rule, we believe CEQA considers a project's impact on parking of vehicles to be a physical impact that could constitute a significant effect on the environment." *Taxpayers for Accountable School Bond Spending,* 215 Cal.App.4th at 1051. The court in *Taxpayers* specifically found that an EIR was required for a project that failed to properly consider the evidence of local residents concerning the impact that overflow parking on side streets would have as a result of the planned development. *Id.*, at 1054.

The 3209 Development will have a material impact upon the environment by dramatically increasing the number of vehicles scouring these hillsides for parking, and thereby increasing the time driven, and carbon emitted, by each of these vehicles, as well as the vehicles of residents who will need to drive further each day in search of a spot as a result of increased congestion. This will be happening in a neighborhood that is not merely a residential neighborhood, but is home to two elementary schools, Micheltorena Elementary School and St. Francis of Assisi School. This project requires an Environmental Impact Review.

**Aesthetic Concerns**

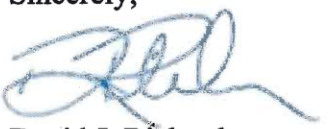
Finally, while I recognize the limited impact that issues of aesthetics have on this process, I wish to address the substantial impact that the four RYDA projects will have on the RYDA Corridor. At the moment, there are two five-story buildings across from the Micheltorena intersection, neither of which has a large footprint. This area is otherwise a corridor of one, two, and three-story buildings. Indeed, the two five-story buildings mentioned are two of the only five-story buildings to be found in all of Silverlake—a neighborhood of predominantly low-height buildings. To ensure that I wasn't forgetting something, I recently drove around Silverlake, and could not locate another building over four stories anywhere in this community. RYDA is now adding two more five-story buildings (or four stories with a "mezzanine") to the RYDA Corridor, and now is asking to add a seven-story building with the 3209 Development. The height of the proposed Fourth Development remains to be seen, but is likely to be substantial if RYDA is granted this requested waiver of the number of permitted floors. This massive change to Silverlake is what first grabbed my attention, though the lack of parking is what has kept me involved in this process. I have referred to this stretch of Sunset as the "RYDA Corridor" because that describes the eventual impact that these developments will have in materially changing the feel of this neighborhood – at least at the requested heights.

RYDA's other developments at 3004 Sunset and 3303 Sunset are proceeding with a similar ratio of affordable housing as is proposed for the 3209 Development, but with four or five-story limits, and with far fewer waivers or incentives than are being requested for the 3209 Development. And both of those projects are located within TOC zones, entitling them to benefits that do not exist for the 3209 Development. The 3209 Development is an unfortunate example of excess that seeks to push each code limitation as far as each can be pushed, perhaps to see how far RYDA can go in proposing even more extensive waivers for the next RYDA development.

This is not intended as an attack on RYDA, in particular. They have carried out a few smaller retail projects here in Silverlake that have maintained the "feel" of the neighborhood, while restoring or renovating existing structures. I had hoped that their continued development projects would maintain this respect for the neighborhood. But the 3209 Development pushes Silverlake development to a place that this neighborhood has never seen before, should never see in the future, and is not justified by the impact the development would have on this community.

Thank you for considering my views, comments, and evidence.

Sincerely,



David J. Richardson

Robin Rauzi

Sept. 12, 2021

Los Angeles Planning Commission
200 N. Spring St., Rm 763
Los Angeles, CA 90012

Attn: Stephanie Escobar
RE: Case No. CPC-2021-2035-DB-CU-CUB-SPR-HCA

Dear Ms. Escobar:

I understand you are the planning assistant assigned to the above case, which is a proposed building at 3209 – 3227 W. Sunset Blvd. I'm writing to convey my specific concerns about aspects of this proposal to you and the Planning Commission.

Among the many waivers requested by the developers are these two: a 32% decrease in residential parking and *zero* commercial parking (in lieu of 54 spaces).

Reducing parking is a common tactic in urban infill developments, particularly in employment hubs like downtown and Hollywood. This site in Silver Lake is unlike either of those neighborhoods. A lack of adequate parking will harm the ability of the owners of this building to rent these housing units and commercial spaces. It will also negatively affect the dense surrounding neighborhood of multi-family properties, which were built long before any parking requirements existed.

Specifically, I'd like to draw your attention to these aspects:

- The developers have planned for a two-story restaurant. A general restaurant averages 15 square feet per diner — meaning 95 people at any one time on just the ground floor, all arriving in a concentrated mealtime period.
- The second floor contains eight office spaces, ranging in size from 519 to 871 square feet. That suggests 35 or more people working there all day. In addition, there are eight leasing offices, which one presumes will also be filled with employees.

1518 ELEVADO ST., LOS ANGELES, CA 90026

- The project contains three retail spaces with no commercial parking. Meantime, the neighborhood is rife with empty storefronts. A Loopnet search in this zip code shows 51 commercial spaces for rent, 38 of them retail or restaurant spaces.
- Nearly all the parking that does exist in this plan requires an automated robotic system that will stack cars on top of one another. Even if some of this were allocated to commercial, it is inappropriate for the quick come-and-go of small stores.
- At the moment, the residential hillside neighborhoods to the northeast and southwest of this project are not preferential parking districts. That will surely change once this project, and others in the pipeline, are underway.

For the future residents, I would point out that this site is 1.2 miles from the two nearest full-service grocery or drug store. As I write this, it is 5:45 on a Sunday evening. If I lived at 3227 W. Sunset and wanted to do my weekly shopping at the local Trader Joe's, just 1.7 miles away, my transit options require two buses and could not get me there until 6:45 p.m., using two buses. I live quite close to this project. My spouse does not drive. I know first-hand the necessities of life are not within a short walk of here.

In short, the Los Angeles Planning Commission should demand a parking feasibility study of this project.

Los Angeles absolutely needs more affordable housing. It also needs vibrant commercial districts. Over the last 20 years I have watched shops and restaurants that germinated in Silver Lake decamp to other neighborhoods — Atwater Village, Highland Park, Los Feliz, Echo Park. What each of those commercial districts have in common is this: large, city-run parking lots parallel to the main thoroughfare. No such lot exists anywhere in Silver Lake.

The Sunset corridor needs to accommodate visitors and neighbors alike and to provide places where they can come together. As proposed, this project doesn't meet the realistic transportation needs of either group.

Sincerely,

Robin Rauzi

David J. Richardson
3135 Hamilton Way, Los Angeles, CA 90026
213-660-8882 d.j.richardson@mindspring.com

January 3, 2022

By Electronic Mail

Stephanie Escobar, Planning Assistant
200 North Spring Street, Room 763
Los Angeles, CA 90012
Stephanie.Escobar@lacity.org

RE: Case No. CPC-2021-2035-DB-CU-CUB-SPR (formerly CPC-2021-2035-DB-CU-CUB-SPR-HCA)

Dear Ms. Escobar:

The purpose of this letter is to share my written comments with respect to the proposed and revised development located at or about 3209 Sunset Blvd., identified by Case No. CPC-2021-2035-DB-CU-CUB-SPR (the "3209 Development"), and to respond specifically to certain requested incentives that, pursuant to L.A. Municipal Code Section 12.22.A.25.g.2.i.c.ii, "will have a Specific Adverse Impact upon public health and safety or the physical environment" of this neighborhood.

**A. Propriety of Notice**

First, the notice that was given to residents of this hearing has been woefully insufficient. The written notice that was delivered to residents: (i) did not include any information for how to join the online hearing; (ii) included an incomplete email address for delivery of comments; and (iii) gave a substantially incomplete description of the proposed development.

The city's website for this project, as of 1/3/22, continued to have information only about the original version of this project, as well as the prior hearing date and time. The only documents available on the website are the planning documents related to the original version of this project. It appears that the city does not even have updated documents, as documents provided by the city to concerned residents as of 1/2/22 were the original proposal's documents from early in 2020.

It is not possible for residents of the Silver Lake neighborhood to appear at the hearing as informed residents (assuming they can even locate the log-in information and appear at all). The hearing should not proceed unless and until residents are fully notified well in advance of the hearing of the complete, revised terms of the 3209 Development, and are fully informed of the procedure for appearing at the hearing.

**B. The Substantial Impact that the 3209 Development Will Have on Sunset Blvd.'s Traffic Patterns and Viability as the Region's Major East-West Corridor**

I have been a resident of the Silver Lake neighborhood of Los Angeles for twenty-three years, and have owned my home on Hamilton Way for seventeen years. My home is located behind the proposed 3209 Development. The drawing of the 3209 Development provided by the developers does not show the hillside homes that will be immediately behind the building. If the architectural drawing that appears on the Notice of Public Hearing was accurate, the edge of my home would be visible behind the right side of the sixth and seventh floors of this building.

These comments are being offered out of a concern for the pace and scope of related developments that are being planned in this same area by the same developer, and that substantially threaten the viability of this stretch of Sunset Blvd. as a major transportation corridor. Of the four major projects planned by RYDA Ventures and its various limited liability companies ("RYDA") for a two-block stretch of Sunset Blvd., details have been announced for three, and all three substantially exceed height and density limits, and lack sufficient residential and commercial parking in a neighborhood where a lack of available street parking has already created issues of health, safety and environmental impact.

The stretch of Sunset Blvd. that runs through Silver Lake is the only major east-west corridor in this part of Los Angeles north of the 101. Four major east-west corridors through Hollywood—Hollywood Blvd., Sunset Blvd., Franklin St., and Santa Monica Blvd.—all dump their easterly traffic onto Sunset Blvd. in Silver Lake. What should be a two-minute drive through this neighborhood can easily be a 10-20 minute drive during rush hour, on any weekend afternoon, or on any day in advance of a Dodgers game. The effect is two-fold: (i) more cars spend more time idling on the street, adding emissions that worsen air quality; and (ii) many drivers speed through our narrow and winding hillside streets in an effort to escape rush-hour traffic, creating safety issues in our neighborhoods.

At the hearing held on the earlier version of the 3209 Development, on September 13, 2021, RYDA's public relations lobbyist insisted that a traffic study had been completed (without disclosure of the study). No traffic study carried out during 2020-2021 can carry the slightest degree of credibility, given the reduced traffic patterns caused by the COVID pandemic. RYDA must be required to carry out a traffic study that is based on current traffic patterns, and that is publicly available and subject to review by residents.

RYDA's four (so far) projects planned for this stretch of Sunset Blvd. appear likely to add about 350 new households and multiple commercial properties to a stretch of Sunset Blvd. that presently has only a few dozen households. The increased traffic that these developments will bring to this neighborhood in the form of residents, commercial customers, delivery trucks, UBER/Lyft drivers, and visitors, will overwhelm an already strained route. The impact of this traffic will be worsened by the woefully insufficient parking resources provided by all of the RYDA developments, as residents/customers/visitors will be forced to drive around the block and head into the hills in search of parking, while commercial deliveries will likely add more double-parked trucks to the street than we already face on a regular basis.

I recognize that the 3209 Development is being placed before the commission as a single project. But I implore you to consider this development in conjunction with all of RYDA's massive development projects for this stretch of Sunset Blvd. This community needs leadership, not an excuse that a particular hearing is only focused on one project at a time. Please protect the viability of Sunset Blvd. from the overdevelopment proposed by RYDA.

### C. Summary of Concerns Pertaining to the 3209 Development Proposal and Requested "Incentives" for this and Related RYDA Developments

My concerns with the 3209 Development (and its companion developments) are not about matters of inconvenience. Nor am I writing out of a dislike or fear of affordable housing. I moved to Silver Lake in 1998 largely because it was—at least then—affordable; the sort of community where a single parent on a teacher's salary could afford to raise their family in the same neighborhood where they worked. Silver Lake has not been that neighborhood for the past decade or so. But I do not believe that a handful of low-income mini-studio apartments traded for incentives and waivers will address the real housing problem that this city faces. Rather, I fear that projects like this one will permit our neighborhood to congratulate itself on a job well-done on affordable housing, when little has actually been accomplished to create meaningful public or affordable housing in this neighborhood.

Similarly, I am not writing to protest any and all development along the corridor of Sunset Blvd. where the 3209 Development is proposed, along with other developments proposed by RYDA. This is not a NIMBY complaint. I support responsible development that can replace existing car repair businesses and underutilized lots with mixed residential and retail developments. But RYDA's projects do not fit this description, as their excessive requested waivers and incentives related to density, height, and parking (or a complete lack of parking), that will have a serious and detrimental impact on this neighborhood in terms of health, safety, and the environment.

My comments below are focused on the issues that are directly before the City at the public hearing set for January 13, 2022, including concerning whether there is an exception to a Categorical Exemption pursuant to CEQA Guidelines 15300.2, and whether the off-menu items and substantial waivers requested by RYDA negatively impact the health, safety, and environmental conditions of the immediate neighborhood. As explained below, the 3209 Development has such a negative impact, whether that impact is measured solely by the 3209 Development, or by the cumulative impact of all four of the residential/commercial developments that are being pursued by RYDA along the same two-block strip of Sunset Blvd. between N. Reno Street and Micheltorena Street (the "RYDA Corridor").

In order to properly explain the cumulative impact of the RYDA developments, and the 3209 Development in particular, I believe it is necessary to address the current environment in which these projects will be located, from my own personal experience as a homeowner of this street for seventeen years. As explained below, this constitutes admissible and relevant substantial evidence for purposes of CEQA.

**D. The Existing Circumstances Pertaining to Health, Safety, and Environmental Impact**

In the hillside to the north of Sunset Blvd., an area historically known as Mabery Heights, parking has been the primary issue of health, safety, and environmental impact since I purchased my home in 2004. By this, I do not mean inconvenience, as I am aware that inconvenience is not a relevant factor for the City's review of a project under CEQA. But the difficult parking situation that Mabery Heights already faces, and has faced for at least a couple decades, is the starting point for analyzing the health, safety, and environmental impact of new developments.

Along Hamilton Way we have standard red zones where parking is not permitted for safety reasons, such as a red zone at the eastern end of Hamilton Way on a narrow curve to permit emergency vehicles to be able to access the street, or red zones in front of our homes to ensure emergency access, or red zones in front of stop signs to ensure that the stop signs are visible. In the seventeen years that I have lived here, it has been my observation that those red zones on Hamilton Way are occupied by illegally parked cars on most nights. The City does not enforce these red zones with any regularity, as if recognizing that the owners of the vehicles simply have nowhere else to park. In seventeen years, there has been a car parked in the red zone in front of the stairs to my home on most nights, yet I have observed a parking ticket on the windshield of such cars on only two occasions.

Even now, before new density with insufficient parking is added to the neighborhood, this is a safety issue. I have had two requirements for emergency access to my home in seventeen years—once to respond to a gas main next to my home that was broken open by construction workers, and once for EMT's to carry a dying man on a stretcher to an ambulance—and on both occasions, there was a car illegally parked in the red zone that impeded their access.

Many of us who live on this street have been informed by city and fire department officials that fire trucks may not be able to access our street in the event of an emergency. It is rare to see even a smaller fire truck on our street, and I've witnessed one fire truck trying to get around the bend at the east end of Hamilton Way by having to zig-zag back and forth for about a minute before it could proceed. At the time, the red zone was not illegally occupied. Had it been, the fire truck would have been unable to proceed.

And, on most nights or mornings when I've passed the area, I've observed a car parked in the red zone in front of the stop sign at Murray Street, blocking or partially blocking the stop sign. It is so common that I was unaware initially that there even was a red zone behind each of the parked cars. This is a street where parents walk their children to and from Micheltorena Elementary School, where only a portion of the street has a sidewalk, and where commuters are increasingly using this street to get around congestion on Sunset Blvd., putting such residents at risk.

The crush of cars competing for limited space is not merely a safety issue, it is also an environmental issue, as the fight for parking spaces increases the amount of time drivers spend driving on these hillside streets, searching for parking, and releasing carbon emissions. Over the time I've lived here, I've observed that most visitors to my home spend about five minutes

finding a parking spot—likely because they are inclined to park legally. This means that if they spent twenty minutes driving to my home, then another five minutes of driving was added to their overall travel time, and another five minutes of carbon emissions were pumped into the atmosphere while they searched for parking. And it means that the resident a few blocks away, whose usual parking spot was taken by my visitor, would then have to drive several more minutes at the end of their commute to find a replacement spot. And so on.

This is the existing situation in Mabery Heights, before RYDA has broken ground on any of their four proposed developments. Any traffic study that RYDA performs of post-pandemic traffic patterns must include patterns both on Sunset Blvd., and in the hillsides where so much traffic will be diverted. Any study that fails to include the full impact of traffic movement, and its full environmental impact, is merely a public relations exercise.

**E. The RYDA Developments**

RYDA, through various of its limited liability companies, has three residential developments that are in process in the RYDA Corridor, and a fourth that has been announced in principle, but not in detail.

The first is located at or about 3004 Sunset Blvd. (the "3004 Development") and is a five-story residential project that will have 74 residential units with 64 parking spaces. The lot on which the 3004 Development will be built is presently the only freestanding commercial parking lot in this area of Silver Lake, by which I mean that it is the only public parking lot that is not a part of a retail mini-mall, though it advertises itself as parking for a nightclub. From my review of public documents available on the Zimas website, it appears that RYDA has not proposed to replace the public parking that will be erased by its 3004 Development. Further, while I recognize that the 3004 Development has provided the required number of parking spaces for its residents, the "required" number has nothing to do with the actual number of cars that will be owned by residents and will take up parking spaces in the neighborhood. Whether or not one might agree that the 3004 Development lacks sufficient parking for the vehicles that its residents will actually bring to this neighborhood, the mere construction of the 3004 Development on an existing parking lot will have a substantial impact on the availability of public parking in Silver Lake, and will have the natural result of forcing people who used that parking lot when visiting this neighborhood to instead turn to the residential neighborhoods on either side of the RYDA Corridor for their parking needs even more than they already do.

The second RYDA project is a mixed residential/retail project located at or about 3303 Sunset Boulevard (the "3303 Development"), and is a purported four-story project with 104 residential units with 88 parking spaces, plus 9,048 square feet of retail space with another 62 parking spaces. It should be noted that the actual height of the 3303 Development is five stories, but the fifth story is broken up by each unit, and therefore is described as a fourth "mezzanine" by RYDA's public relations lobbyists. Like its companion project, the 3003 Development has parking for its residents that satisfies the minimum requirements of the Los Angeles Municipal Code, though this is unlikely to address the actual vehicles owned by residents, as the average Los Angeles household owns 1.9 automobiles, while building requirements for a single-family

residence are two parking spaces. The 3303 Development provides less than one parking space for each residential unit, including the city's guest parking requirement and employees working at the building. To whatever extent this project's residents (and employees and visitors) collectively own more than 88 vehicles for 104 households, the only parking option available to them in this neighborhood is the side streets and red zones on either side of the RYDA Corridor, or to pay for commercial parking in the building, thereby reducing its availability for employees and customers of the commercial businesses. There is also a risk that, because parking does not appear to be linked to a particular rental unit in this project, many will opt to park in the hillsides for the price of an occasional parking ticket rather than pay for a parking spot.

The third RYDA project, which is the primary subject of this Declaration and these comments, is the 3209 Development. The original proposal that came before a public hearing in September 2021 proposed 82 residential units with 69 parking spaces, plus 9,376 square feet of commercial space that had no dedicated parking of any kind. The 3209 Development also originally requested a variety of off-menu incentives, and many waivers of development standards, including a 42.5 percent increase of density, permission to build to 7 stories instead of 3 stories, a 32 percent reduction in residential parking, a 100 percent reduction in retail/commercial parking, and a height increase from 45 feet to nearly 82 feet, among others.

The 3209 Development has since been revised by RYDA to increase density, decrease parking, and request further waivers. As of the writing of this letter, the only information available to me on the revised project is the incomplete hearing notice that I received in the mail. It indicates that RYDA has increase the proposed units from 82 to 86 units. While the first page of the notice states that RYDA is still proposing only 69 parking spots (for residential parking, and none for commercial), the same notice later states that RYDA is requesting a 100% reduction in parking requirements for both commercial and residential parking. The notice further states that RYDA has requested that its original request for a rear setback reduction to 15 feet and 9 inches is not a request for a rear setback reduction to 0. It's original request for a reduction of open space by 20% is now a 24% requested reduction. The proposal is now taller, as RYDA's original request for a height increase from 45 feet to 81 feet and 10 inches is now amended to request 83 feet and 10 inches.

With each project that RYDA has brought before the City for the RYDA Corridor, its demands have increased. In each case, it learns what it can obtain for a project, and then demands more for the subsequent project. But in the case of the 3209 Development, it appears that RYDA has concluded that it didn't ask for enough waivers and incentives the first time around, and has returned with demands that make the project bigger and decrease parking, all to the detriment of the surrounding neighborhood.

The fourth RYDA project, which has only been announced as a future project, will be located on a lot that is generally across the street from the 3209 Development, and which is similar in size to the lots for the 3209 and 3303 Developments (the "Fourth Development"). If the Fourth Development is built at a size/density that is comparable to the RYDA developments on similar-sized lots, it is likely to add another 80-110 residential units with approximately 0.8 parking spots per unit. Commercial space may or may not have any parking at all, given the disparity

between the 3209 and 3303 Developments' respective commercial parking allotments. Because of the uncertainty of the size/nature of the Fourth Development, I cannot state a final number of units and parking spaces to be provided by these four RYDA developments along the RYDA Corridor, but it appears that it is likely to break down as follows:

| | | |
|---|---|---|
| Residential Units/Parking Spots | - | 330-360 / 280-310 |
| Commercial Space/Parking Spots | - | 18,000-27,000 sq.ft. / 62-125 |

These four projects will be built on lots that, collectively, had only one residential unit before RYDA's arrival on the scene. This is relevant to the cumulative impact that the four RYDA developments will have on the neighborhood surrounding the RYDA Corridor, as the existing four developments (without contemplating what else is to come) can be expected to increase residential density by about 350 new residential units, erase dozens of existing retail/commercial parking spaces, and dramatically increase the demand for retail/commercial parking with new projects that have limited or nonexistent parking.

I fully recognize that only the 3209 Development is before the city at this time for a Public Hearing and review. However, the context of its health, safety, and environmental impact on Mabery Heights is properly considered with reference to its cumulative impact on the neighborhood pursuant to CEQA, Section 15355.

**The Health, Safety, and Environmental Impact of the 3209 Development**

The 3209 Development seeks waivers/off-menu items that will result in a harmful impact upon the "public health and safety or the physical environment" of this neighborhood. L.A. Municipal Code Section 12.22.A.25.g.2.i.c.ii.

The 3209 Development proposes over 9,000 square feet of commercial space with zero parking, after RYDA will have already erased the neighborhood's only freestanding commercial parking lot. It is not merely the customers of any restaurant or retail business that will drive to this neighborhood, it will be the wait staff, the kitchen staff, and delivery vehicles. Restaurant workers cannot be expected to take the bus home at 1:00 a.m., if they could otherwise drive and park in the hillside. Retail customers will be unlikely to consider parking issues before venturing to this neighborhood in their cars. They will all be added to the vehicles that already circulate through hillside streets searching for parking, for the simple reason that there is no other reasonable option for them in Silver Lake. The limited commercial parking to be built at the 3303 Development cannot satisfy the demand of visitors and customers for all of the RYDA developments, particularly given the construction that will replace the existing commercial parking at 3004 Sunset. Metered street parking on Sunset is limited and highly competitive. By driving throughout the hillside in search of parking, each vehicle's commute or driving time will be increased by the additional minutes it takes to find a parking spot, as will be the driving/commute time of the hillside resident who, as a result, must find a parking spot farther up the hill, and so on with each spot taken.

The concern is not merely the complete lack of commercial parking at the 3209 Development, but also the substantial reduction in residential parking spaces. The 3209 Development asks for a 50% density increase along with a seven-story height, combined with a reduction in residential parking that is now described in the notice as a 100% decrease, resulting in 86 residential units with (potentially) 69 parking spaces for residents, visitors and building staff), and no parking at all for 9,000 feet of commercial space. To whatever extent residents, building employees, and visitors do not have sufficient parking with 69 spaces, they, and all restaurant workers and customers for the commercial space, are left with the sole option of parking in the hillsides on either side of the RYDA Corridor. This one project, alone, will send dozens of cars into the hills in search of parking, whether they are the cars of new residents, commercial employees, retail customers, or visitors. The four RYDA projects, combined, will send dozens more into the hills as a result of the requested incentives, waivers, and off-menu items, resulting in "a Specific Adverse Impact upon public health and safety or the physical environment" of this neighborhood. L.A. Municipal Code Section 12.22.A.25.g.2.i.c.ii.

Were there sufficient parking spots at the 3209 Development, each vehicle arriving at the 3209 Development would turn into the parking lot, adding no meaningful additional time to their drive, and no additional environmental impact. The impact caused by a lack of parking is entirely a result of the additional driving—and additional emissions—caused as each driver must circle the neighborhood in search of a (hopefully) legal parking space. But as residents and visitors are increasingly learning that the city does not enforce red zone restrictions with any regularity, we can also expect that safety issues created by illegal parking will dramatically increase as the RYDA Developments are completed.

Please do not delude yourselves into believing that new residents in the RYDA projects will sell their cars simply because RYDA is trying to avoid the expense of building sufficient parking. People do not act in that manner. They will instead seek to park their cars on already overcrowded streets, resulting in more residents driving farther to find parking, adding to emissions. Any public "policy" that is based on the idea that reduced parking will help the city reduce its cars is not public policy, it is a dereliction of duty. Give us better transit, and then perhaps residents will use their cars less often.

RYDA's public relations campaign speaks of our walkable neighborhood, and of a fictional tenant who will live and work in a studio apartment without needing to own a car. In this neighborhood, we do not have a regular grocery store, nor a drug store, nor a hardware store. We have a Yummy, which is an expensive version of 7-11. People who live here generally own cars as we must leave the neighborhood to obtain necessities. This neighborhood is "walkable" in terms of its boutiques and restaurants, all of which are becoming increasingly upscale and irrelevant to daily living, which means that it is a neighborhood that attracts visitors from elsewhere, the vast majority of whom drive here and search for parking that will not exist.

At some point, and perhaps when the RYDA Developments have added hundreds of new residents and substantial new commercial space to this short section of Sunset, bus routes will have difficulty remaining on schedule, and this section of Sunset may lose rush hour street parking, as has been the case along so much of Sunset to the west. If that happens because of

these RYDA Developments, it will push another hundred cars into the hillside streets at the very times of day when families are walking their children to and from Micheltorena Elementary School and St. Francis of Assisi School. It is yet another potential cumulative impact of these developments, and the 3209 Development in particular.

For all of the reasons addressed above, I submit that the incentives and waivers requested by RYDA for the 3209 Development will create a substantial impact on the "public health and safety or the physical environment" of this neighborhood (L.A. Municipal Code Section 12.22.A.25.g.2.i.c.ii), and should be denied or dramatically modified to sufficiently address these issues.

**F. The 3209 Development Requires an Environmental Impact Report Pursuant to CEQA**

An Environmental Impact Report ("EIR") is required for any project that a public agency proposes to carry out or approve that may have a significant effect on the environment. (Pub. Resources Code, §§ 21100, subd. (a), 21151, subd. (a); Guidelines, § 15064, subd. (a)(1).).

The purpose behind an EIR "is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the environment but also informed self-government." *Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1123 (citations omitted). To this end, public participation is an "essential part of the CEQA process." *Id. See also* Pub. Resources Code, § 21061.

"The Guidelines define 'substantial evidence' as 'enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency." *Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322, 29 Cal. Rptr. 3d 788.

California courts have explained that "[t]hese legal standards reflect a preference for requiring an EIR to be prepared." *Mejia*, 130 Cal.App.4th at 332. "There is `a low threshold requirement for preparation of an EIR' (*No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 84, 118 Cal.Rptr. 34, 529 P.2d 66), and a 'preference for resolving doubts in favor of environmental review' (*Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1316-1317, 8 Cal.Rptr.2d 473). An EIR must be prepared 'whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact,' even if there is substantial evidence to the contrary. *Mejia*, 130 Cal.App.4th at 332 (citations omitted).

While the evidence submitted in these written comments is primarily the observations of a seventeen-year homeowner on Hamilton Way, they carry force sufficient to establish "substantial evidence" for purposes of CEQA. *Citizens Assn. for Sensible Development of Bishop Area v. County of Inyo* (1985) 172 Cal.App.3d 151, 173, 217 Cal.Rptr. 893 ("an adjacent property owner

may testify to traffic conditions based upon personal knowledge."); *Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist.* (2013) 215 Cal.App.4th 1013, 1053-1054, 156 Cal.Rptr.3d 449 ("personal observations and opinions of local residents on the issue of parking in the area may constitute substantial evidence"); *Mejia*, 130 Cal.App.4th at 339 ("Project opponents who challenge a negative declaration often have no expert studies to rely on. Recognizing this, courts have held that the absence of expert studies is not an obstacle because personal observations concerning nontechnical matters may constitute substantial evidence under CEQA.").

The concerns that I have raised in these written comments are not about inconvenience, which I recognize is not a relevant factor under CEQA. Rather, my concerns pertain to "the secondary effect of scarce parking on traffic and air quality [which] *is*" a factor under CEQA. *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656, 125 Cal.Rptr.2d 745 (emphasis in original). In addressing this holding in *San Franciscans*, the court in *Taxpayers* held that "as a general rule, we believe CEQA considers a project's impact on parking of vehicles to be a physical impact that could constitute a significant effect on the environment." *Taxpayers for Accountable School Bond Spending,* 215 Cal.App.4th at 1051. The court in *Taxpayers* specifically found that an EIR was required for a project that failed to properly consider the evidence of local residents concerning the impact that overflow parking on side streets would have as a result of the planned development. *Id.*, at 1054.

The 3209 Development will have a material impact upon the environment by dramatically increasing the number of vehicles scouring these hillsides for parking, and thereby increasing the time driven, and carbon emitted, by each of these vehicles, as well as the vehicles of residents who will need to drive further each day in search of a spot as a result of increased congestion. This will be happening in a neighborhood that is not merely a residential neighborhood, but is home to two elementary schools, Micheltorena Elementary School and St. Francis of Assisi School. This project requires an Environmental Impact Review.

**G. Aesthetic Concerns**

Finally, while I recognize the limited impact that issues of aesthetics have on this process, I wish to address the substantial impact that the four RYDA projects will have on the RYDA Corridor. At the moment, there are two five-story buildings across from the Micheltorena intersection, neither of which has a large footprint. This area is otherwise a corridor of one, two, and three-story buildings. Indeed, the two five-story buildings mentioned are two of the only five-story buildings to be found in all of Silver Lake—a neighborhood of predominantly low-height buildings. To ensure that I wasn't forgetting something, I recently drove around Silver Lake, and could not locate another building over four stories anywhere in this community. RYDA is now adding two more five-story buildings (or four stories with a "mezzanine") to the RYDA Corridor, and now is asking to add a seven-story building with the 3209 Development. The height of the proposed Fourth Development remains to be seen, but is likely to be substantial if RYDA is granted this requested waiver of the number of permitted floors. This massive change to Silver Lake is what first grabbed my attention, though the lack of parking is what has kept me involved in this process. I have referred to this stretch of Sunset as the "RYDA Corridor"

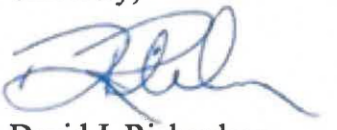
because that describes the eventual impact that these developments will have in materially changing the feel of this neighborhood – at least at the requested heights.

RYDA's other developments at 3004 Sunset and 3303 Sunset are proceeding with a similar ratio of affordable housing as is proposed for the 3209 Development, but with four or five-story limits, and with far fewer waivers or incentives than are being requested for the 3209 Development. And both of those projects are located within TOC zones, entitling them to benefits that do not exist for the 3209 Development. The 3209 Development is an unfortunate example of excess that seeks to push each code limitation as far as each can be pushed, perhaps to see how far RYDA can go in proposing even more extensive waivers for the next RYDA development.

This is not intended as an attack on RYDA, in particular. They have carried out a few smaller retail projects here in Silver Lake that have maintained the "feel" of the neighborhood, while restoring or renovating existing structures. I had hoped that their continued development projects would maintain this respect for the neighborhood. But the 3209 Development pushes Silver Lake development to a place that this neighborhood has never seen before, should never see in the future, and is not justified by the impact the development would have on this community.

Thank you for considering my views, comments, and evidence.

Sincerely,



David J. Richardson

Stephanie Escobar, Planning Assistant
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

September 1, 2021

Dear Mss. Escobar:

I am writing about my concerns of case # CPC-2021-2035-DB-CUB-SPR-HCA as it relates to the proposal for building a mixed use structure at 3209 – 3227 West Sunset Blvd.

The proposal seeks Waivers of Development Standards to increase the Building from three stories to 7 stories and 82 dwelling units from the original 57 dwelling units. It also wants to decrease the residential parking spaces by 32 percent and 100 percent reduction in commercial parking spaces. Each residential unit would not have a parking space.

A seven story building on Sunset Blvd. in Silver Lake is very problematic on many levels. This is not an area of seven story buildings, four stories being the tallest. It is also an area of very nice residential buildings with no multiple story apartments in the streets behind the proposed structure.

The request for a reduction of parking spaces for the dwelling units will cause nightmares to the streets Micheltorena, Hamilton Way, Westerly Terrace and Elevado. Streets. These streets are already crowded to overflowing. The many units on these streets are very sought after but many were built a long time ago when garages were small. So street parking is a necessity. Adding more cars to park in the area would not work.

The City has pushed the idea of building near public transportation hubs so people would not need cars. Sunset Boulevard does provide this, but although this sounds good, people want cars. Decreasing residential parking spaces hasn't solved the problem of too many cars on our streets and Elevado St. doesn't need more cars..

We need a thoughtful consideration of these issues and ask that Waivers of Development Standards not be granted. The people that benefit from this are Mike Mayer, Sunset Twins-HH, LLC and not the community.

Alice C. Romano

Alice C. Romano
1660 Elevado Street
Los Angeles, CA 90026

Connect Create Collaborate

**Stephanie Escobar <stephanie.escobar@lacity.org>**

# Concessions on development of3209 to 3227 Sunset Blvd

**victor parra** <victorjoseparra@gmail.com> Mon, Sep 13, 2021 at 11:28 AM
To: stephanie.escobar@lacity.org, councilmember.ofarrell@lacity.org

Please, no concessions. Developers must comply with all city requirements/codes regarding parking, number of stories, open space and setback , as well as affordable housing. This is how it should be, no exceptions. The rules were put in place for a reason!

Sent from my iPad

Connect Create Collaborate

**Stephanie Escobar <stephanie.escobar@lacity.org>**

# Responses to Commission Hearing regarding 3209-3227 Sunset Blvd.

**Aron Kantor** <aron@dirtyglitter.com> Mon, Sep 13, 2021 at 10:59 AM
To: councilmember.ofarrell@lacity.org, stephanie.escobar@lacity.org

Dear Councilmember O'Farrell and Ms. Escobar,

After listening to today's hearing regarding the proposed construction at 3209-3227 West Sunset Blvd, I'd like to voice my opposition to the height and parking concessions given to the developers of this project.

I have lived within two blocks of the building site for the past 20 years, 17 of those years as a homeowner on Elevado directly up the hill from this proposed development.

The 7 story construction is totally out of proportion to the neighborhood, and the lack of parking provided will have dramatice negative impact on the health, safety, and environmental well-being of the entire neighborhood.

Living in a neighborhood for many years comes with all sorts of change. We sadly watch legacy businesses vanish, however we enjoy the new restaurants and businesses that appear in their places. One of the most special things about Silverlake is the hillside views - our hillsides set us apart from so many other neighborhoods. A building over twice as tall as almost any other building in the area will erode the visual signatures of the neighborhood, and I am saddened that the City Planning Commission would allow this to happen.

Furthermore, I would like to see the developers provide more than 8 units for low-income residents, and an assurance that those units will be large enough to house any of the low-income families who have been and continue to be displaced from this neighborhood as the area continues to evolve.

All that said, I do appreciate the efforts to develop the stretch of Sunset between Descanso and Micheltorena, and look forward to increases in the walkability of the neighborhood.

Thank you for your time and consideration,
Aron Kantor
aron@dirtyglitter.com
323.899.0244

Connect Create Collaborate

Stephanie Escobar <stephanie.escobar@lacity.org>

# 3209 – 3227 W. Sunset Blvd.

**Michelle Cohen** <curiousarts2011@gmail.com> Mon, Sep 13, 2021 at 7:09 AM
To: stephanie.escobar@lacity.org

Sept. 13, 2021

Los Angeles Planning Commission

200 N. Spring St., Rm 763

Los Angeles, CA 90012

Attn: Stephanie Escobar

RE: Case No. CPC-2021-2035-DB-CU-CUB-SPR-HCA

Dear Ms. Escobar:

I understand you are the planning assistant assigned to the above case, which is a proposed building at 3209 – 3227 W. Sunset Blvd.

I can not call in to today's hearing due to work, so I am sending this,

I was shocked to learn that yet another mainly residential development is being planned that will do almost nothing to address the affordable housing crisis in our area. This appears to be a mixed use building like so many others going up all over the city with rents far beyond the reach of not only our currently unhoused Angelenos, but far too many working people as well. I understand that many of these newer developments maintain high vacancy rates, inexcusably so, when so many people are living in dangerous, unhealthy and inhumane conditions on our streets. I see that according to the current plan, only eight units in this huge (for Silver Lake) building will be set as "affordable." This is outrageous, especially when the developers seem to be attempting to get so many exemptions for this project. The Planning Commission needs to look at the bigger picture when considering approvals for buildings such as this.

Other neighbors will be speaking out about our many other valid concerns related to the size of the development, lack of parking, and other negative environmental impacts. I think many of us might look less critically at new development and would even support it, if it could help get the huge numbers of people who need them into decent homes.

Thousands of people living in squalor in the open spaces of our city affects *everyone's* health: physical, mental and even economic as encampments and perceived threats to public safety will inevitably drive out businesses and families from what used to be very livable neighborhoods. While the Planning Commission might not be at fault for the state of our society, you do need to do your part not to make it worse.

Thank you,
Michelle Cohen

# Exhibit D – Maps

LEGAL: LOTS 2 TO 10, TRACT NO. 5036

# DENSITY BONUS
# SITE PLAN REVIEW

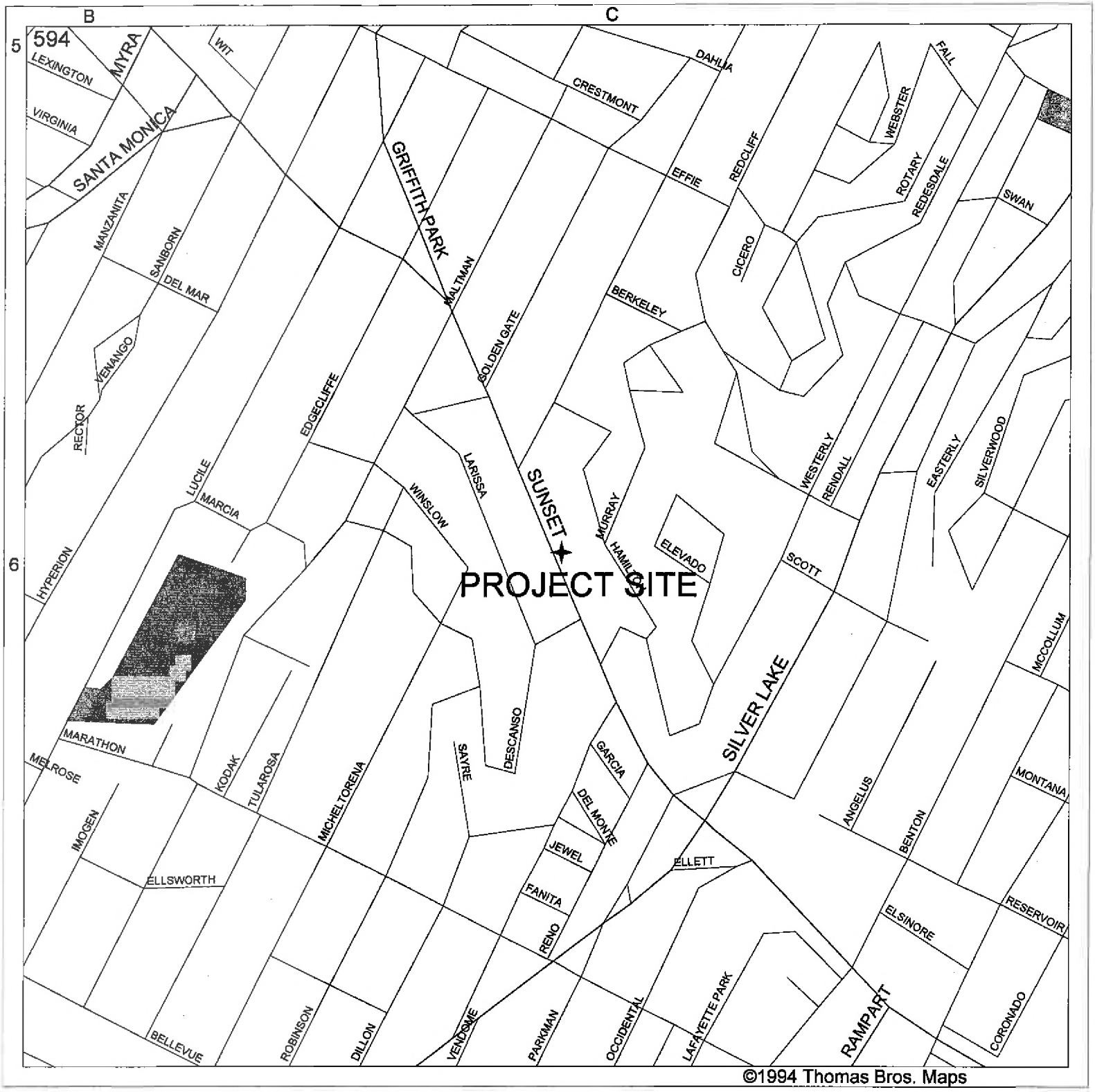
C.D. 13
C.T. 1954.00
P.A. SILVER LAKE-
ECHO PARK-
ELYSIAN VALLEY


**GC MAPPING SERVICE, INC.**
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM


**SITE ADDRESS:**
3209-3227 SUNSET BL.

1.03 NET AC.

CASE NO.
DATE: 12-21-2020
SCALE: 1" = 100'
USES FIELD
D.M. 142-5 A 203
T.B. PAGE: 594 GRID: C-6



©1994 Thomas Bros. Maps

## VICINITY MAP

**SITE** : 3209-3227 W. SUNSET BLVD.


# GC MAPPING SERVICE, INC.

**3055 WEST VALLEY BOULEVARD**
**ALHAMBRA CA 91803**
**(626) 441-1080, FAX (626) 441-8850**
**GCMAPPING@RADIUSMAPS.COM**

# Exhibit E – Site and Surrounding Area Photos

# SITE PHOTO EXHIBIT
## Applicant: Sunset Twins - HH LLC
## Site Address: 3209-3227 W Sunset Blvd, Los Angeles, CA, 90026






**Figure 1 - View of Subject Site**



**Figure 2 - View Southerly on Sunset Blvd**




**Figure 3 – View across Sunset Blvd**




**Figure 4 - View of Project Site across Sunset Blvd**



**Figure 5 - View across Sunset Blvd**




**Figure 6 - View across Sunset Blvd**




**Figure 7 - View southerly on Sunset Blvd**




**Figure 8 – View across Sunset Blvd**




**Figure 9 – View of sidewalk on Sunset Blvd**



**Figure 10 - View Northerly on Sunset Blvd**



View 1: From the west side of Sunset Boulevard, looking northeast at the Project Site.



View 2: From the west side of Sunset Boulevard, looking east at the Project Site.



View 3: From the west side of Sunset Boulevard, looking east at the Project Site.



View 4: From the west side of Sunset Boulevard, looking northeast at the Project Site.



View 5: From the west side of Sunset Boulevard, looking east at the Project Site.

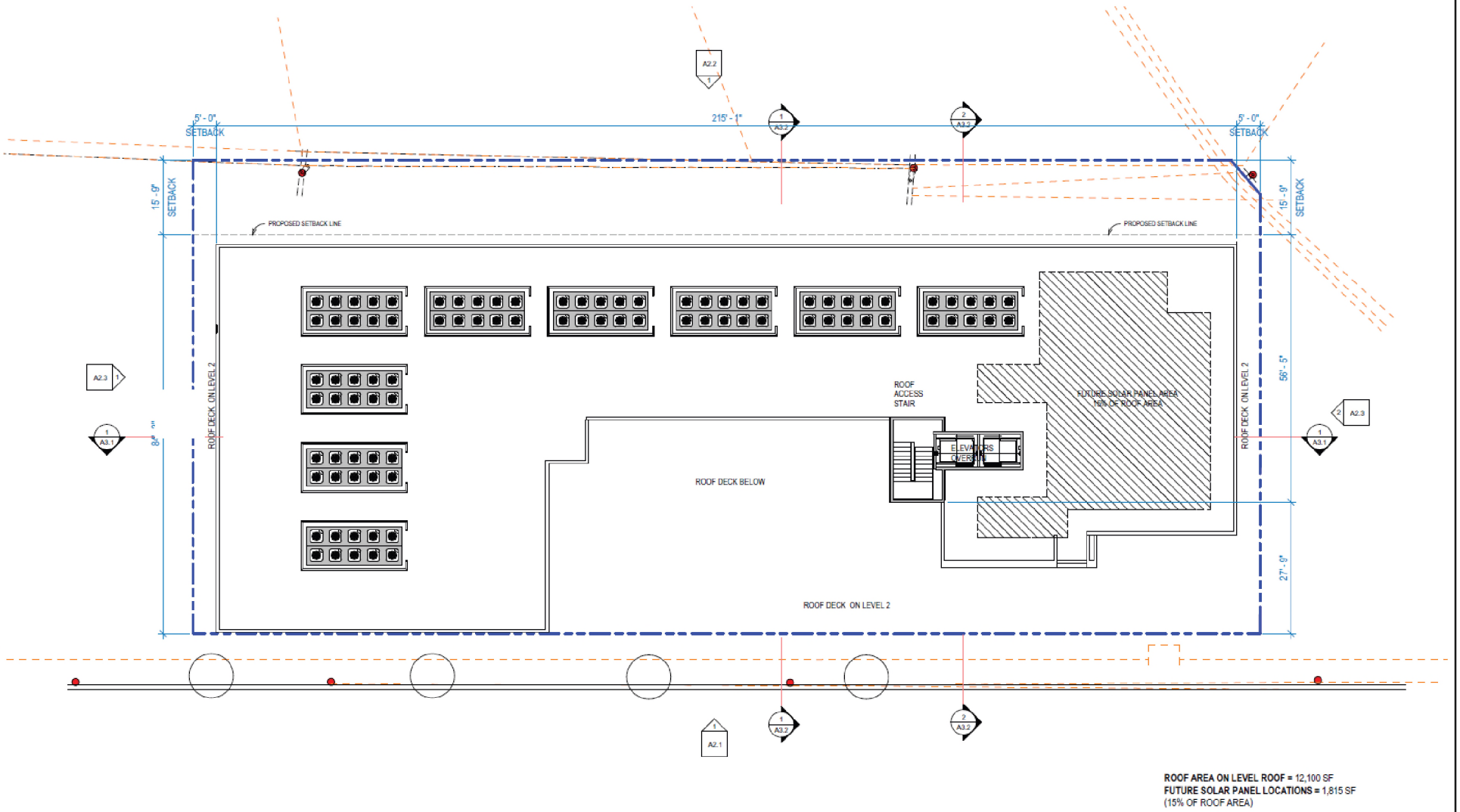


View 6: From the west side of Sunset Boulevard, looking northeast at the Project Site.

Source: Parker Environmental Consultants, February 4, 2021.

PARKER
ENVIRONMENTAL CONSULTANTS

Figure 4
Photographs of the Project Site
Views 1-6




Source: MVE Partners, April 20, 2021.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 13
Roof Level Floor Plan

**Table 5**
**Summary of Required and Proposed Bicycle Parking Spaces**

| Description | Rate | Total Spaces Required | Total Spaces Provided |
|---|---|---|---|
| **Residential** | | | |
| *Long-Term* | | | |
| 1-25 (25 units) | 1 per dwelling unit | 25 | 63 |
| 26-100 (57 units) | 1 per 1.5 dwelling units | 38 | |
| *Short-Term* | | | |
| 1-25 (25 units) | 1 per 10 dwelling units | 3 | 7 |
| 26-100 (57 units) | 1 per 15 dwelling units | 4 | |
| | | *Subtotal Residential Bicycle Parking:* | *70* |
| **Commercial** | | | |
| *Long-Term* | | | |
| 9,514 sf | 1 per 2,000 sf | 5 | 5 |
| *Short-Term* | | | |
| 9,514 sf | 1 per 2,000 sf | 5 | 5 |
| | | *Subtotal Commercial Bicycle Parking:* | *10* |
| | | **TOTAL BICYCLE PARKING PROVIDED:** | **80** |

*Notes: sf = square feet*
*Source: MVE Partners, April 20, 2021.*

### 9. Lighting and Signage

Exterior lighting features within the Proposed Project would consist of low-level illuminated pedestrian walkways and lighting within common open space areas and outdoor courtyards. On site signage would include site identity and wayfinding signs in accordance with the LAMC. The Proposed Project does not include a proposed signage program, as such, lighting and illumination would conform to the illumination standards of the LAMC.

### 10. Site Security

Security for the Proposed Project would be provided via site planning and secured access points of entry. The plans for the Proposed Project would incorporate design guidelines as identified in the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. The design guidelines provide security design measures for semi-public and private spaces, which may include, but not be limited to, access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and location of building entrances in high-foot traffic areas.

### 11. Sustainability Features

The Proposed Project would also be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code and the City of Los Angeles Green Building Code (LAMC Chapter IX, Article 9). Compliance with Title 24 energy conservation standards, City of Los Angeles Green Building Code, and other energy conservation programs on the local level will reduce energy consumption. The L.A. Green Building Code, effective

| Objective / Policy | Project Consistency Analysis |
|---|---|
| | consistent with this objective. |
| **Objective 5.8:** Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community. | **No Conflict.** The Proposed Project would place residential and commercial space in a transit-rich and pedestrian-oriented area. Additionally, the Project Site is located within numerous bus routes with peak commute service intervals of 15 minutes or less located along W. Sunset Boulevard. The Project Site's location near mass transit and in walking distance to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. Additionally, 68 long-term bicycle parking spaces will be available in a residential bicycle room located on the second floor. A total of 12 short-term bicycle parking spaces will be located along W. Sunset Boulevard in the public right-of-way for use by visitors to the Project Site. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore the Proposed Project is consistent with this objective. |
| **Objective 7.2:** Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.<br>**Policy 7.2.3:** Encourage new commercial development in proximity to rail and bus transit corridors and stations. | **No Conflict.** The Proposed Project would provide new commercial space for businesspersons in Los Angeles for the existing surrounding community. This commercial development would provide a balance of land uses for local residents and would sustain economic growth in the Silver Lake – Echo Park – Elysian Valley CPA. The Project Site is also directly served by multiple bus routes along W. Sunset Boulevard. The Proposed Project would implement the following features to reduce energy demands and assure maximum environmental quality: proximity to mass transit, in-fill smart growth, and resource conservation. The Proposed Project would also implement project design features, and regulatory compliance measures as applicable to assure maximum feasible environmental quality. Therefore the Proposed Project is consistent with this objective and policy. |
| *Source: City of Los Angeles Department of City Planning, Framework Element, December 11, 1996.* | |

### *Land Use Element – Silver Lake – Echo Park – Elysian Valley Community Plan*

The Proposed Project is in substantial conformity with the purposes, intent and provisions of the General Plan Framework Element, and the applicable Community Plan by providing a smart growth oriented, dense urban project where such growth is best accommodated based on its proximity to mass transit. More specifically, the Proposed Project is consistent with the Los Angeles General Plan Land Use Element, which consists of the 35 Community Plan Areas. The Project Site is located within the Silver Lake – Echo Park – Elysian Valley Community Plan area ("CPA"), which provides goals and objectives to establish an official guide to the future development of the Silver Lake – Echo Park – Elysian Valley Community. The intent of the plan is the promotion of an arrangement of land uses, streets, and services, which will encourage and

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis of a land use project's impact based on VMT is required. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. *The land use project would generate a net increase of 250 or more daily vehicle trips.*
2. *The project would generate a net increase in daily VMT.*

In addition, the TAG provides specific instructions for evaluating the VMT contributions of retail and restaurant uses. Should a land use project contain retail or restaurant components that are small-scale or local-serving nature, the retail/restaurant portion of the land use project can be assumed not to result in a significant VMT impact. The retail/restaurant component of a land use project should be considered small-scale or local-serving if the total retail and restaurant square footage does not exceed 50,000 square feet. For a mixed-use development, if the retail/restaurant component does not exceed 50,000 square feet in floor area, that component can be considered to have a less than significant VMT impact; however, the remaining portions of the land use project are subject to further VMT analysis per the above screening criteria.

*Project Trip Generation Assessment*

Along with the updated TAG, the LADOT developed the VMT Calculator Version 1.3 (the "VMT Calculator"). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's Mixed-Use Model and the City's Travel Demand Forecasting Model.

The VMT Calculator was utilized to determine the net daily trip generation for the Proposed Project. The VMT Calculator contains a set of land-use categories with the trip generation rates and corresponding trip type data that can be chosen as best matching a project's characteristics. For the Proposed Project land uses, the trip generation rates and trip type percentages for the most similar land uses in the VMT Calculator were applied.

*Project Transportation Impacts*

Per the TAG, a Transportation Assessment is required when a project is likely to add 250 or more net daily trips to the local street system. Given that the Proposed Project is estimated to add 452 net daily trips and 3,051 net daily VMT to the local street system on a typical weekday, the Proposed Project would be expected to result in significant impacts to the surrounding transportation system. Therefore, further analysis of transportation impacts is required for the Proposed Project.

activity.[10] These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA $L_{eq}$ measured at 50 feet from the noise source to the receptor would reduce to 78 dBA $L_{eq}$ at 100 feet from the source to the receptor, and reduce by another 6 dBA $L_{eq}$ to 72 dBA $L_{eq}$ at 200 feet from the source to the receptor. Construction activities associated with the Proposed Project would be expected to generate similar noise levels to those shown in Table 10 during the approximate 18-month construction period.

Construction noise impacts were evaluated by calculating the construction-related noise levels at the Project Sites and comparing the estimated construction noise levels to the noise limits contained in LAMC Section 112.05. Construction noise levels were based on the Proposed Project's anticipated construction equipment inventory, construction activities for each phase of construction, and the anticipated construction schedule. The construction noise calculations for the Proposed Project are based on construction equipment noise levels as published by the FHWA's Roadway Construction Noise Model ("RCNM").[11] Construction noise calculation worksheets are provided in Attachment 3. Additionally, as required by the City's Noise Ordinance, contractors are required to implement all technically feasible noise reduction measures to reduce nuisance noise to the maximum extent feasible.

With respect to demonstrating compliance with LAMC Section 112.05, Table 11, below, provides the estimated construction noise levels at 50 feet from the Project Site's property line without and with the use of sound attenuation features. As indicated in Table 11, with a sound attenuation of approximately 12 dBA $L_{eq}$, the Proposed Project's construction activities would not exceed 75 dBA at a distance of 50 feet from the property line and thus would be in compliance with LAMC Section 112.05. Construction noise can be attenuated by a number of factors and best management practices in the field, such as equipment selection (i.e., selecting quieter machines or using equipment fitted with mufflers), minimizing construction equipment idling time, locating noisy equipment farthest from adjacent properties and sensitive receptors, and using temporary barriers to block the line of sight between the noise source and noise receptor. Industrial grade mufflers have been proven to reduce noise levels by at least 15 dBA at 50 feet of distance, and residential grade mufflers have been proven to reduce noise levels by at least 11 dBA at 50 feet (see Attachment 3). Localized and portable sound enclosures are generally used to significantly reduce noise from these types of equipment. Products such as the Echo Barrier outdoor noise barrier/absorber can provide a 10-20 dBA noise reduction or more if the barrier is doubled up (see product information data sheet provided in Attachment 3).

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[10] *Although the peak noise levels generated by certain construction equipment may be greater than 86 dBA at a distance of 50 feet, the equivalent noise level would be approximately 86 dBA $L_{eq}$ (i.e., the equipment does not operate at the peak noise level over the entire duration).*

[11] *Federal Highway Administration, Highway Construction Noise Model, Users Guide, Final Report, January 2006.*

- Regional emissions from both direct and indirect sources exceed the thresholds.
- Maximum on-site daily localized emissions exceed the LSTs.

(2) Operation

The following SCAQMD thresholds serve as quantitative air quality standards to evaluate project operational impacts with respect to the Appendix G thresholds. Under these thresholds, a significant impact would occur if:

- Operational emissions from both on- and off-site sources exceed the regional thresholds.
- Maximum on-site daily localized emissions exceed the LSTs.
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

*Project Impacts*

*(a) Construction Emissions*

With respect to air quality during the construction phases, the Proposed Project would be required to comply with all applicable City, regional, state, and federal regulatory compliance measures from agencies including, but not limited to, the City of Los Angeles, SCAQMD, and the California Code of Regulations. As required by CEQA, the Proposed Project's construction emissions were quantified utilizing CalEEMod[13]. Table 14, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each phase of the Proposed Project's construction.

This analysis assumes a Project construction schedule of approximately 18 months, with final buildout occurring in 2024. Construction activities associated with the Project would be undertaken in four main steps: (1) demolition, (2) site preparation, (3) building construction, and (4) architectural coatings/finishings. The Proposed Project would require up to 509 tons of demolition debris to be hauled off-site, using haul trucks with a 14 cy capacity.

As shown in Table 14, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. These calculations assume that appropriate dust control measures identified below would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD Rule 403 – Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As such, construction-related emissions associated with the Proposed

[13] *The Land Use inputs in CalEEMod are consistent with the estimated Floor Area calculations in the MOU provided by Crain and Associates, dated January 21, 2021 (see Attachment 2 of this Categorical Exemption). These estimates provide a more conservative Air Quality analysis.*

### (b) Sewer

The Project Site is served by existing 8-inch sewer pipes located along the east side of the Project Site and along the west side of the Project Site along W. Sunset Boulevard (Refer to Figure 2, Sewer Information Map, of Attachment 7). Wastewater from the Proposed Project would be treated by the Hyperion Water Reclamation Plant ("HWRP"), which treats an average daily flow of 275 million gallons per day ("mgd") on an average dry weather day and with a maximum daily flow of 450 mgd. This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. Based on standard sewer flow rates published by the Bureau of Sanitation, the Proposed Project's sewer generation is expected to be 11,711 gallons per day. Pursuant to City policy, the Bureau of Sanitation will check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The applicant would be required to submit a Sewer Capacity Availability Request ("SCAR") to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Proposed Project. If the public sewer has insufficient capacity to accommodate the Proposed Project's wastewater flows, the applicants would be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connect permit would be made at the time. The installation of a secondary line, if needed, would require minimal trenching, excavating, and backfilling the sewer lines beneath the public right-of-way. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time, typically lasting a few days to a few weeks. Ultimately, the sewage flow would be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the Proposed Project. Therefore, the Proposed Project's impacts upon the City's sewer system would be less than significant.

### (c) Solid Waste

The Project Site is located within the North Central Commercial Waste Franchise Zone, which is serviced under contract to Athens Services. Under the existing contract, the service provider is required to deliver all solid waste resources collected to the certified facilities specified in their service contract. Based on their service area and contract specifications, solid waste generated by the Proposed Project would be directed to area material recycling and transfer stations and ultimately the Chiquita Canyon Landfill. In July 2017, the Los Angeles County Board of Commissioners approved an annual limit intake of combined solid waste and beneficial use materials (e.g. green waste and compost) not to exceed 3,744,000 tones per year (tpy).[15] The maximum tonnage of any combination of solid waste and other materials received by the facility for processing, beneficial use materials (including composting) and disposal shall not exceed

[15] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2018 Annual Report, December 2019 (at page 60).*

shown in Table 20 below, the Proposed Project and related projects would generate a net increase in water demand of approximately 63,207 gallons per day (gpd) of water. Through the 2015 UWMP, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2040, with implementation of conservation strategies and proper supply management. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District ("MWD"). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern SCAG into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's RTP/SCS. The Proposed Project contributes to population and housing growth that would be consistent with SCAG's growth projections for the City of Los Angeles. As such, the additional water demands generated by the Project are accounted for in the 2015 UWMP. Additionally, the Proposed Project's growth is consistent with SCAG's growth projections for the Los Angeles subregion. With approval of the requested discretionary actions, the Proposed Project is consistent with the underlying allowable uses per the LAMC and would not exceed the allowable density for the Project Site or exceed the available capacity in the local aqueduct. As such, the additional water demands generated by the Proposed Project are accounted for in the 2015 UWMP, and cumulative impacts associated with increased water demand would be less than significant.

**Table 20**
**Estimated Cumulative Water Demand**

| Type of Use | Size (sf) | Unit [a] | Water Demand Rate (gpd/unit) [b] | Total Water Demand (gpd) |
|---|---|---|---|---|
| **Related Projects** | | | | |
| Hotel | 26 | rm | 120/room | 3,120 |
| Restaurant | 651 | st | 30/seat | 19,523 |
| Bar/Lounge | 2,497 | sf | 720/ksf | 1,798 |
| Residential (multi-family) | 178 | du | 150/du | 26,700 |
| Coffee Shop | 800 | sf | 720/ksf | 576 |
| Retail (<100ksf) | *(3,065)* | sf | 25/ksf | (77) |
| Church | *(5,765)* | sf | 25/ksf | (144) |
| | | | **Total Related Projects Water Demand:** | **51,496** |
| | | | Total Project Water Demand: | **11,711** |
| | | | **TOTAL CUMULATIVE:** | **63,207** |
| | | | **Project % of Cumulative:** | **19%** |

*Notes:*
[a] *rm = rooms; st = seats; sf = square feet; du = dwelling units; gpd = gallons per day; ksf = thousand square feet.*
[b] *Water demand is based on LASAN's Sewage Generation Factor for Residential and Commercial Categories, effective April 6, 2012, as recommended by LADWP in calculating water demand.*
*Source: Parker Environmental Consultants, 2021.*

(b) Wastewater

Development of the Proposed Project in conjunction with the related projects would further increase regional demands on HWRP's capacity. Similar to the Proposed Project, each related project would be required to submit a SCAR and obtain approval by the Department of Public Works to ensure adequate sewer capacity for each related project. Since the Proposed Project

architecture, the loss of the blade sign dramatically impacts the appearance of the building from W. Sunset Boulevard. The modern signage is reversible and is not taken into consideration of integrity for this analysis. Based upon a review of a circa 1970 photograph, the storefront of the 2-story bay of the primary façade was removed and infilled with a single fixed-pane window at grade that is obscured with signage. Additionally, the original storefront had six mullions whereas the current storefront has 10, meaning, the original storefront was removed at an unknown date and was replaced with a modern storefront, which presumably occurred when the showroom was substantially altered to create modern office spaces. Furthermore, the panel of windows adjacent to the automobile bay was removed and framed out to create the "aluminum room." Therefore, the subject property does not retain integrity of design, materials, craftsman, or feeling. Overall, the building does not reflect the "excellent" quality of the Mid-Century Modern style; the curtain-wall storefront and low-sloped shed roof are common elements of this style of architecture and are not unique or executed in a high-style manner. The building does not exhibit quality of design through distinctive features. The remainder of the building is vernacular and utilitarian; meaning, it does not reflect this style of architecture. The building is not an excellent example of the Mid-Century Modern style. The showroom itself has been carved into office spaces and no longer reads as a showroom. The building has been altered with the removal of the blade sign and a bank of storefront windows, and does not retain integrity of design, materials, workmanship, feeling, and association. Neighboring commercial buildings either predate or postdate the subject property and do not contribute to the setting of the building. Therefore, the subject property in ineligible for listing in the National Register under Criterion C.

National Register Criterion D

Criterion D was not considered in the Historic Assessment Report as it generally applies to archaeological resources. Additionally, there is no reason to believe the property has the potential to yield important information regarding prehistory or history.

**California Register of Historical Resources**

The California Register eligibility criteria mirror those of the National register. Therefore, the subject property is not eligible for listing in the California Register for the same reasons outlined above.

**City of Los Angeles Historic-Cultural Monuments**

Similarly, the HCM criteria are similar to the National Register and California Register criteria. Therefore, the subject property is not eligible for designation as an HCM for the same reasons outlined above.

**City of Los Angeles Historic Preservation Overlay Zone**

As described above, neighboring buildings either predate or postdate construction of the subject property, which does not reflect a cohesive pattern of development. Additionally, many of the neighboring buildings have been substantially altered and do not retain integrity of design,